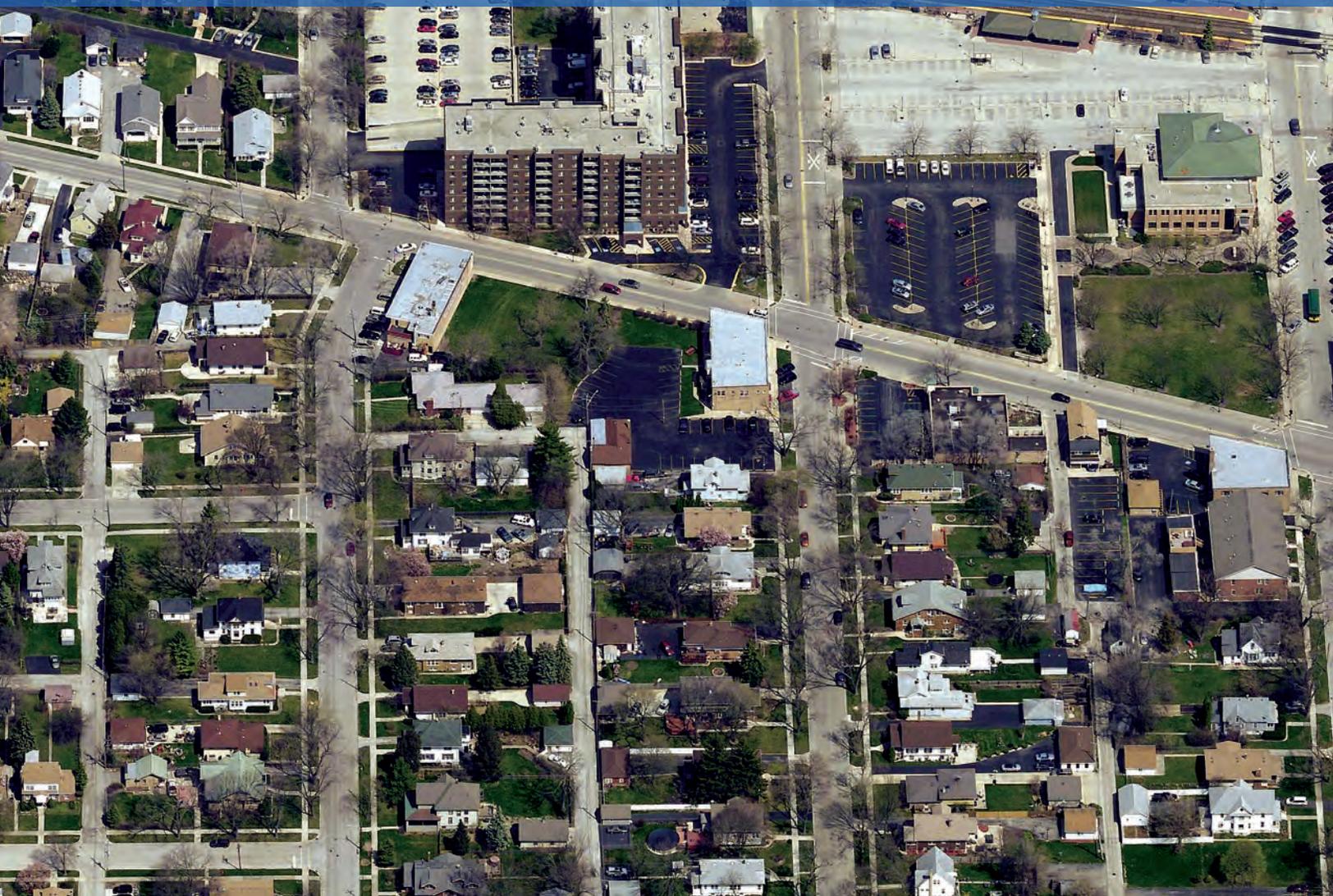


CMAP



Village of Bensenville Comprehensive Plan

January 2015



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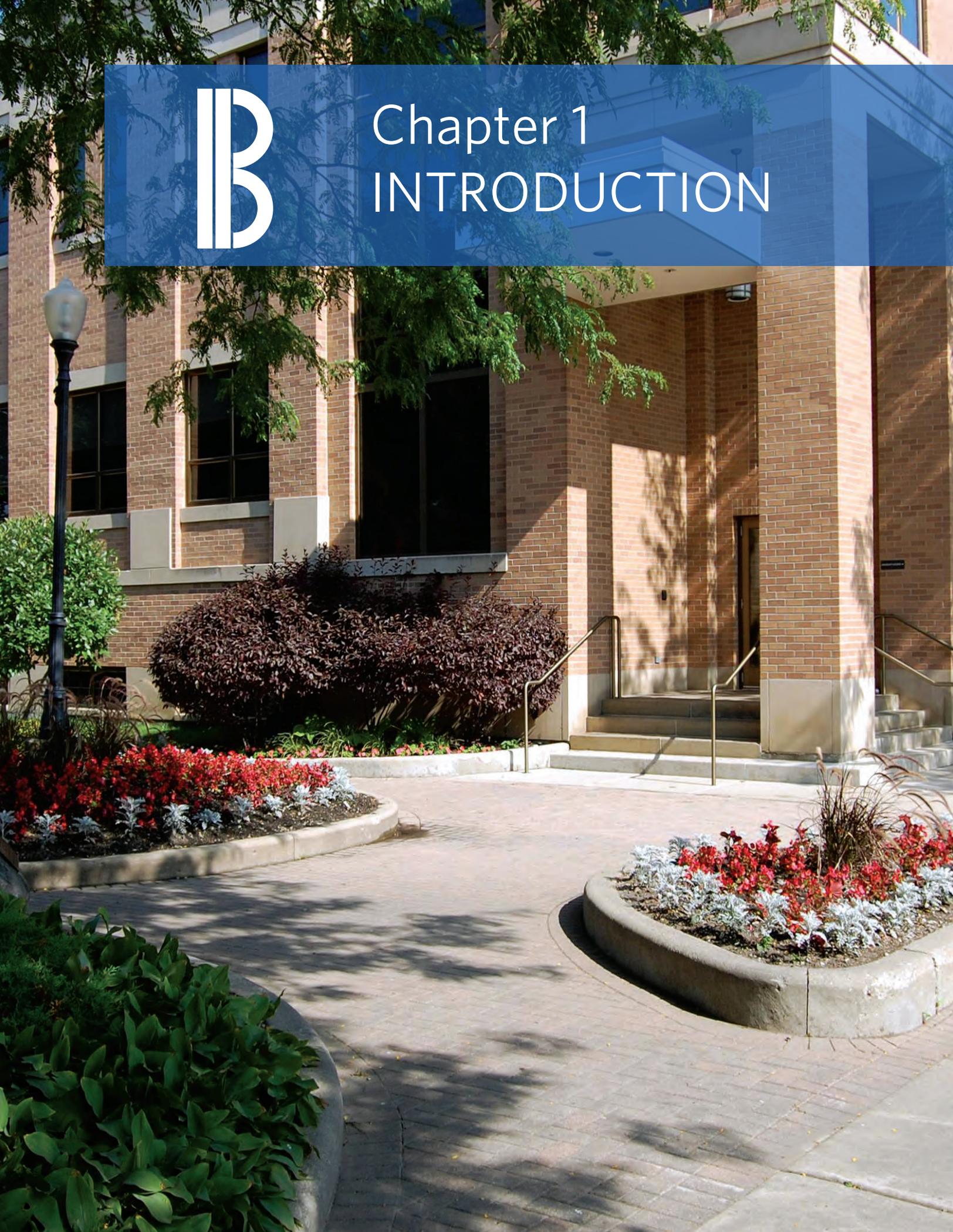
Photo credits: Bensenville Village Staff.

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Chapter 1 INTRODUCTION





What is a Comprehensive Plan?

A comprehensive plan outlines a community's vision of its future, as well as the process that will allow it to realize that vision. In addition to providing a well-defined framework for the community's development and investment goals, the Village of Bensenville's Comprehensive Plan seeks to explore and promote new opportunities in the face of changing community trends.

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

A comprehensive plan should also be considered flexible and one that can adapt with change. At any time the municipality can update its comprehensive plan to match local needs, interests, or opportunities. It is typically recommended that a municipality update its comprehensive plan every five years to keep the plan as accurate as possible.

A comprehensive plan is composed of a series of distinct yet interrelated elements defined within the Illinois Local Planning Assistance Act (Public Act 92-0768). The key elements addressed in the Bensenville Comprehensive Plan are based upon those outlined in the state statute and include land use, economic development, housing, natural resources, transportation, community facilities, image and identity, and implementation strategies.

Under the Illinois Municipal Code (65 ILCS) 5/11-12-5(1), a municipal plan commission is responsible for preparing and recommending a "comprehensive plan for the present and future development or redevelopment of the municipality."

Photo credit: Bensenville Village Staff.

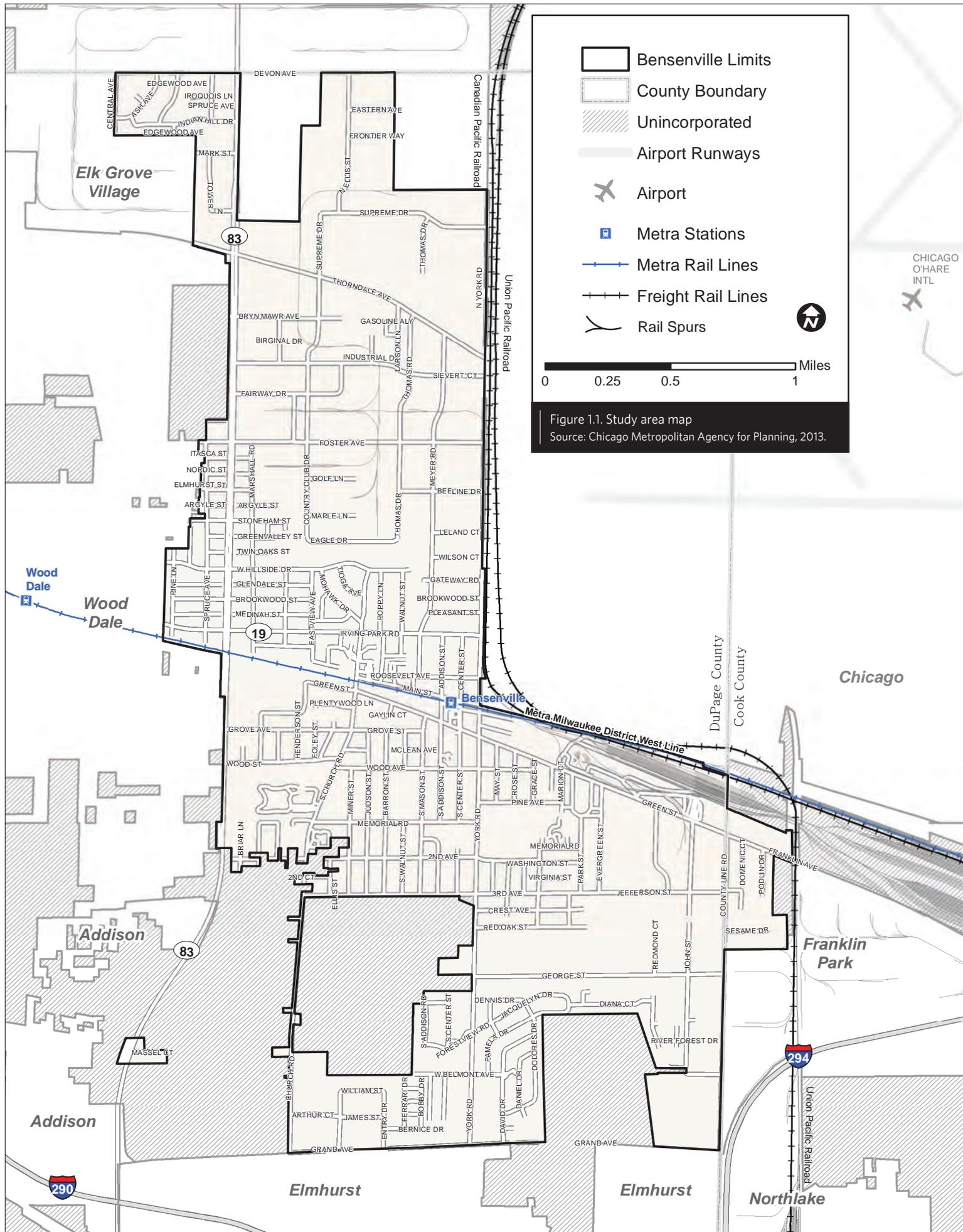


Figure 1.1. Study area map
 Source: Chicago Metropolitan Agency for Planning, 2013.

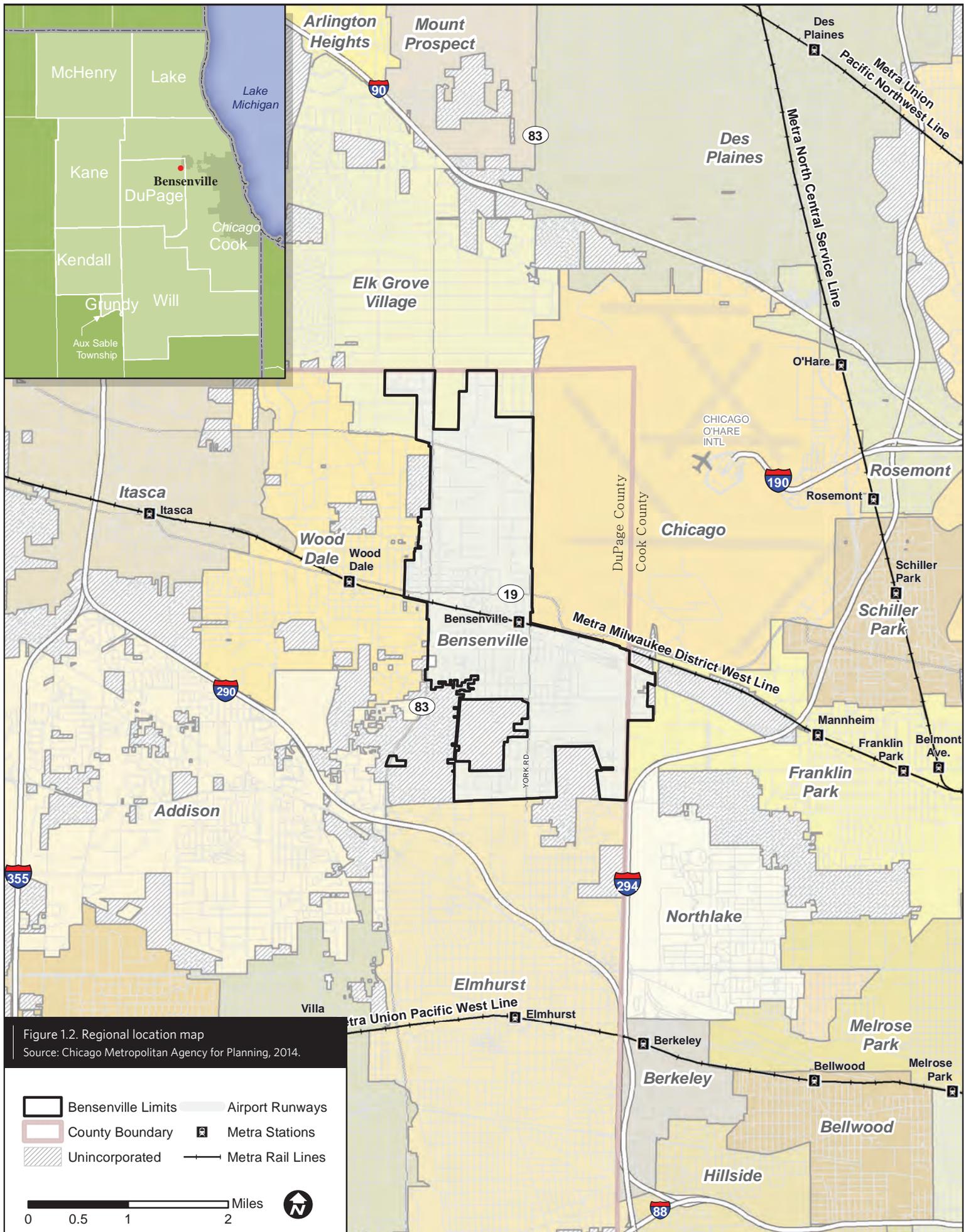


Figure 1.2. Regional location map
 Source: Chicago Metropolitan Agency for Planning, 2014.

- Bensenville Limits
- County Boundary
- Unincorporated
- Airport Runways
- Metra Stations
- Metra Rail Lines



Why Does Bensenville Need a Comprehensive Plan?

In the past decade, Bensenville has experienced several unique challenges that have impacted its development character, economy, and social fabric. While a majority of these challenges originate from implementation of the O'Hare Modernization Program (OMP), the economic downturn has also affected various facets of the community. In response to these challenges, the Village has demonstrated extraordinary foresight in undertaking initiatives that look at short and long-term revitalization strategies for the industrial areas, commercial corridors, downtown, and aging infrastructure.

While these initiatives are in various stages of implementation, they address specific issues and are limited in their scope. The 2011 Transit Improvement Plan and Station Area/Corridor Study (henceforth referred to as TOD Study) and the 2013 Comprehensive Economic Development Strategy Study (henceforth referred to as CEDS Study) are two major initiatives recently completed by the Village. The TOD Study focuses primarily on land use and multi-modal transportation recommendations for the Village's Downtown District, Irving Park Road Corridor, York Road Corridor, Eastern Business District, and County Line Road Corridor. The CEDS Study was undertaken to evaluate how the Village could capitalize on the OMP and the Elgin O'Hare Western Access (EOWA) initiative. The study provides transportation and land use recommendations for the Northern Business District, Eastern Business District, Downtown District, and Irving Park Corridor. The two studies overlap to a certain degree in terms of geography and address a comprehensive set of issues faced by the residential, commercial, and industrial sectors within the study areas.

The structure and contents of the Bensenville Comprehensive Plan have been shaped significantly by this past planning work. Given that such forward-thinking plans have already been prepared, the Comprehensive Plan does not identify entirely new directions for the Village; rather, it is meant to help strategically implement the recommendations of this past work.

The Comprehensive Plan is a consensus-based, community-wide vision for the future of Bensenville and addresses topics that have thus far not been covered by other studies. These include issues such as the lack of bicycle and pedestrian connections throughout the Village, the limited access to recreational amenities, and topics such as the housing needs of the community in terms of types, price points, and locations.

The existing Comprehensive Plan, created in 1980, is outdated and can no longer be expected to serve as a guiding document for the Village's elected and appointed officials. While the 2004 Bensenville Corridor Plan: General Development Update provided updated redevelopment guidelines for Village corridors, the document did not address other areas or issues. The new Comprehensive Plan, implemented in conjunction with the Village's Action Agenda, will enable the Village to take full advantage of upcoming opportunities in an effective and efficient manner.

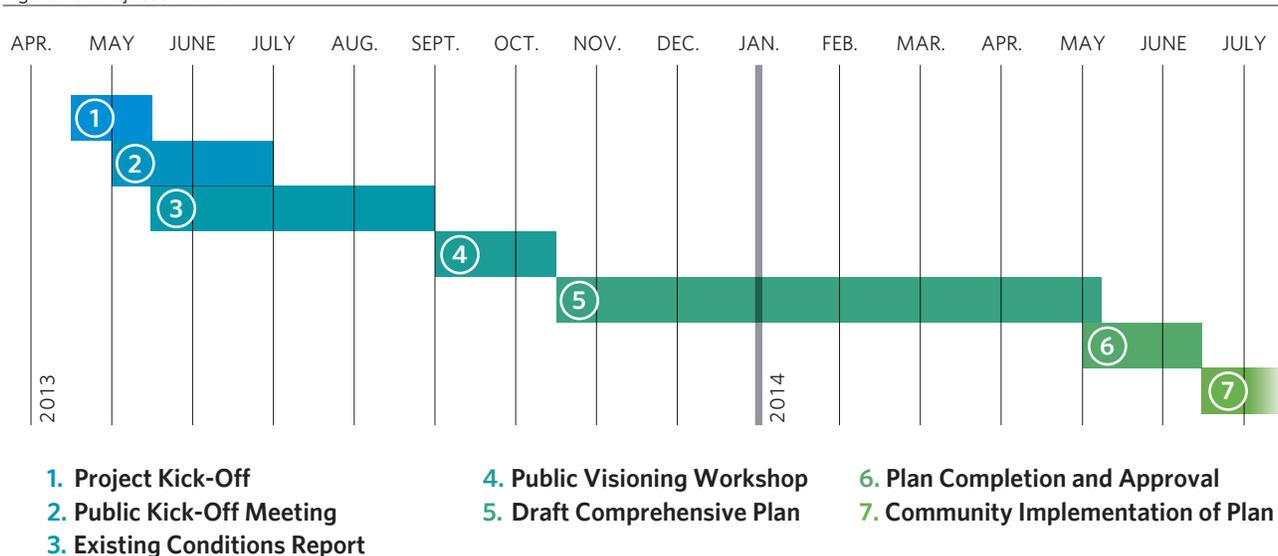
The Bensenville Comprehensive Plan is created with the goals of:

- Improving coordination among departments by identifying actions that could be undertaken in a collaborative manner.
- Prioritizing implementation actions in the near-term and long-term, allowing Village officials to focus their efforts on well-defined and finite tasks.
- Improving implementation by setting realistic and achievable goals.
- Enforcing accountability by assigning tasks to specific individuals/departments/ agencies and emphasizing their leadership role in achieving success.
- Saving money due to improved efficiency in operations and administration.

Planning Process

The planning process to create the Village’s Comprehensive Plan included multiple steps that were undertaken over approximately 15 months. The process was crafted with assistance from Community and Economic Development (CED) staff and was designed to include resident and business owner input throughout. At the beginning of May 2013, CED staff met with the Chicago Metropolitan Agency for Planning (CMAP) staff to develop a scope of work for the project. A work plan established program tasks, a timeline for the program, and recommended participation by a community steering committee to assist CMAP staff in developing the final plan and recommendations. The key steps in the planning process are illustrated in the following timeline.

Figure 1.3: Project timeline



Source: Chicago Metropolitan Agency for Planning.



Chapter 2 PLAN OVERVIEW





The Bensenville Comprehensive Plan provides recommendations for a number of topic areas and geographic locations. These recommendations are organized into chapters that correspond with the Village's major land uses: residential areas, commercial areas, industrial areas, transportation areas, and natural areas. While each chapter contains recommendations that are unique in terms of their geography and implementation actions, there are a number of commonalities, or overarching 'themes,' that run throughout the document.

The first half of this chapter provides a thematic roadmap to the Plan, introducing the overarching themes, and identifying the Plan chapters in which they appear. The latter part outlines the first step for the Village to undertake after the Plan has been formally adopted by the Village President and Board of Trustees. Implementation of prior initiatives was identified as an issue by stakeholders during the planning process, and the Plan proposes the creation of a task force that would not only lead implementation efforts, but also track progress and ensure accountability.

Photo credit: Bensenville Village Staff.

Overarching Themes

Regulatory Changes

The Comprehensive Plan emphasizes the fundamental role of well-written regulations and their effective enforcement will play in the implementation of Bensenville's vision for the future, from the revitalization of commercial properties to the preservation of natural features. The most important regulatory document is the zoning ordinance, which regulates, among other things, the permitted uses of land, lot sizes, density, yard requirements, building heights, parking, accessory uses and buildings, and other requirements.

The Village's existing zoning ordinance is outdated and does not allow for the types of development desired by the Village. The Plan's key regulatory recommendation is therefore to revise the existing zoning ordinance to be compatible with the adopted Comprehensive Plan. A revised zoning ordinance will not only provide Village officials with the tools to regulate the types and quality of development; it will also make it easier for private sector developers to understand the Village's needs and be encouraged to work with a community where the administrative processes are streamlined.

More specifically, a revised zoning ordinance will enable the Village to implement the other key regulatory changes recommended in the Plan:

- Allow for the construction of higher residential and mixed-use development in the downtown area. (See Residential Areas Plan)
- Incorporate design standards for buildings, landscape, and signage in the commercial areas. (See Commercial Areas Plan)
- Rezone C-4 District on the west side of York Road across from O'Hare airport to permit industrial use. (See Commercial Areas Plan)
- Create high-density nodes along York Road south of Irving Park Road. (See Commercial Areas Plan)

Infrastructure Improvements

Improving the Village's infrastructure capacity and condition is identified as a priority within the Comprehensive Plan. While regional infrastructure and improvement projects such as the EOWA initiative will present new economic opportunities to the Village, the timing and magnitude of these opportunities will largely be determined by whether the Village is prepared to take full advantage of them. The two major types of infrastructure improvements addressed in the Plan are related to transportation and stormwater. Given the finite resources available for improvements, the Community Investment Plan (CIP) will serve as the guiding document for infrastructure improvements and should be updated on a regular basis.

Transportation

Transportation improvements enabling the efficient movement of people and goods within Bensenville and to and from the greater Chicago region will help the Village capitalize on EOWA initiative opportunities, and retain local businesses and residents. Roadway connectivity and access management are therefore two of the major transportation recommendations that are addressed throughout the Comprehensive Plan.

Both in previous studies and during the Comprehensive Plan process, businesses identified the lack of an efficient roadway circulation system as a concern. An improved roadway network that eliminates dead end streets and improves the ability of freight traffic to move in and out of the industrial areas is very important for industrial operations. Roadway extensions are also important in commercial areas where they provide better access for customers and site utilization for businesses. The Plan recommends that the Village continue to pursue roadway extensions in conjunction with redevelopment projects, either as improvements constructed by the developer and then maintained by the Village, or as improvements integrated into the Village's Community Investment Plan and paid for through tax increment finance (TIF) and special service area (SSA) funds.



More specifically, the Plan makes recommendations for improved roadway connectivity in the following areas:

- Midtown/Irving Park Road Corridor (See Commercial Areas Plan)
- Grand Avenue Corridor (See Commercial Areas Plan)
- Northern Business District (See Industrial Areas Plan)
- Eastern Business District (See Industrial Areas Plan)
- EOWA initiative area (See Transportation Plan)

In terms of access management, the Comprehensive Plan identifies multiple commercial sub-areas that would benefit from the combination of shared parking facilities and restricted access points. Shared parking would help the Village achieve multiple goals: reduce the amount of impervious surface; eliminate frequent curb cuts and improve pedestrian circulation; and encourage higher quality compact redevelopment along the corridor. Reducing the number of curb cuts along major roadways would reduce vehicular-pedestrian conflict and reduce traffic congestion. More specifically, the Plan discusses access management for the following corridors:

- Midtown/Irving Park Road Corridor (See Commercial Areas Plan and Transportation Plan)
- York Road Corridor (See Commercial Areas Plan and Transportation Plan)
- Grand Avenue Corridor (See Commercial Areas Plan and Transportation Plan)

Stormwater

At the local level, stormwater infrastructure upgrades will play a critical role in retaining businesses and residents that are impacted by flooding despite the slew of measures undertaken by Village officials. More specifically, the Plan identifies the following key stormwater infrastructure improvements, some of which have also been identified in the CEDS Stormwater Conveyance System Study of Bensenville Ditch and Addison Creek:

- Purchase land or acquire development rights to parcels along Silver Creek adjacent to the Irving Park Road corridor. (See Commercial Areas Plan)
- Continue to undertake stormwater and water main upgrades in Northern Business District. (See Industrial Areas Plan)
- Undertake short-term projects to address drainage and flooding issues within the Silver Creek and Addison Creek watersheds. (See Natural Areas Plan)
- Continue implementing the DuPage County Stormwater and Floodplain Ordinance. (See Commercial Areas Plan)
- Continue to work with engineering consultants to undertake Hydrology and Hydraulic studies, site plan reviews, and stormwater management solutions at various locations throughout the Village. (See Natural Areas Plan)

Multi-Jurisdictional Collaboration

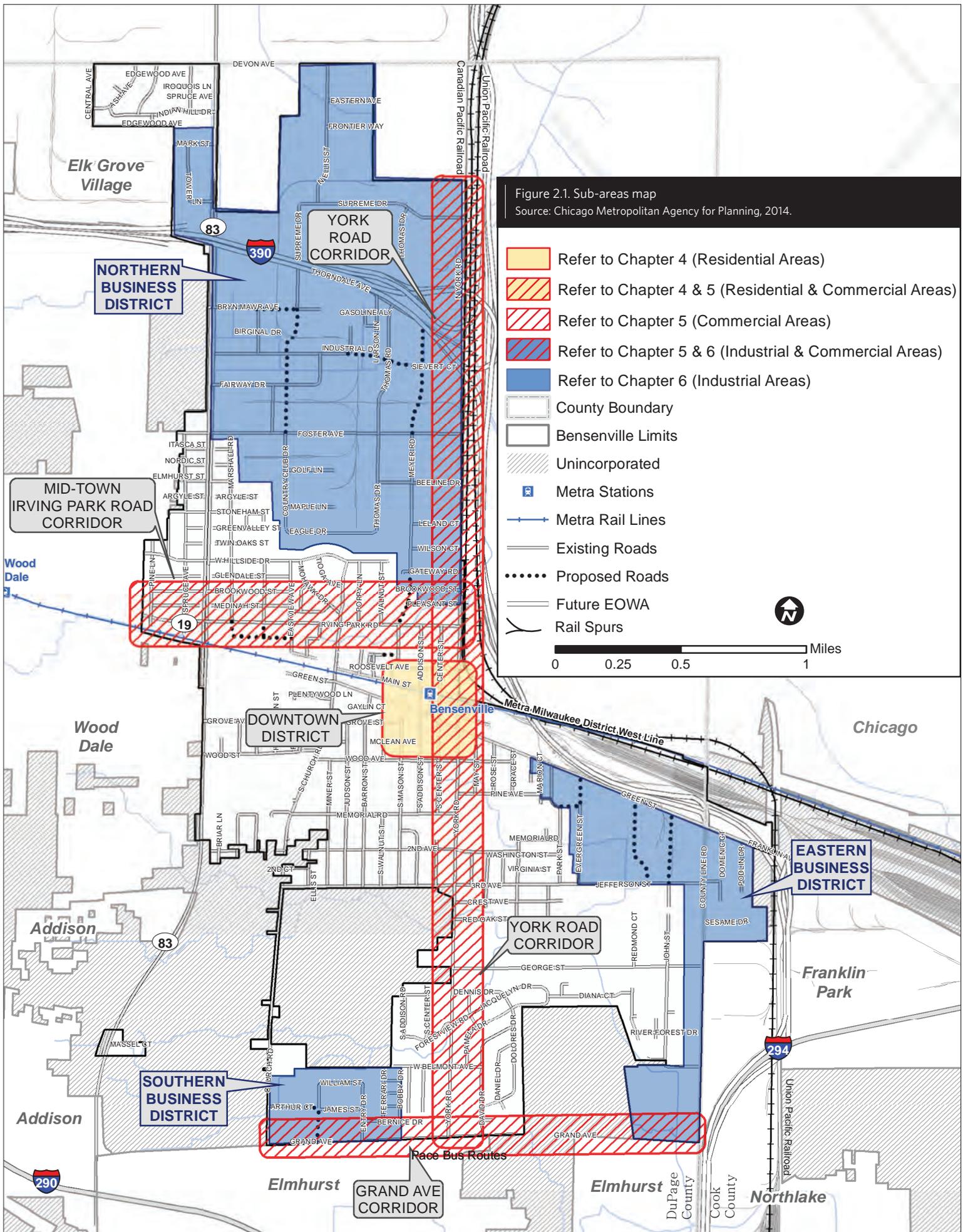
A number of the issues facing Bensenville are not restricted to municipal limits, but rather cross over and involve neighboring communities and regional entities. To address these issues, multi-jurisdictional collaboration is emphasized repeatedly in the Comprehensive Plan chapters. The Plan contains recommendations related to housing, economic development, infrastructure upgrades, and transportation improvements calling for the Village to reach outside its political boundaries and work closely with neighboring communities, DuPage County, IDOT, and regional agencies. More specifically, the Comprehensive Plan recommends the following partnerships:

- DuPage County for downtown revitalization, creating an inventory of vacant parcels, housing rehabilitation, understanding business growth and retention programs, and bicycle-pedestrian improvements. (See Residential Areas Plan, Commercial Areas Plan, and Transportation Plan)
- DuPage Mayors and Managers Conference for roadway and infrastructure improvements. (See Transportation Plan)
- IDOT for roadway improvements on state roads. (See Transportation Plan)
- Pace and Metra on transit improvements. (See Transportation Plan)
- Park District, School District, DuPage County, and neighboring communities to address stormwater management and increase access to open space. (See Natural Areas Plan)

Sub-Area Plans

In recent years, the Village completed two major planning initiatives: the 2011 TOD Study and the 2013 CEDS Study. Both of these studies identified strategic sub-areas that are particularly important in terms of commercial and industrial development. The Comprehensive Plan builds upon these studies, and provides a variety of recommendations for each sub-area. Since these recommendations span a number of topics, certain sub-areas are discussed in more than one chapter. The table below summarizes which chapters address which sub-area.

Sub-Area	Chapter 4: Residential Area Plan	Chapter 5: Commercial Areas Plan	Chapter 6: Industrial Areas Plan
Downtown District	X	X	
Mid Town/Irving Park Road Corridor		X	
Grand Avenue Corridor		X	
York Road Corridor or Northern Business District		X	X
Eastern Business District			X



Plan Implementation — First Step

While previously completed studies have involved the community and elected leadership during their creation, they have unfortunately seen limited implementation post adoption. One of the goals of the Comprehensive Plan at the outset was to bring the key recommendations of these separate studies under one umbrella document and outline ways to move them forward. In doing so, the Plan would create a centralized resource for interested parties, and be user-friendly for Village officials in terms of implementation. There are three tasks the Village will need to initiate immediately after plan adoption.

1. **Create a matrix that outlines plan recommendations and tasks to be undertaken, with a focus on Year 1.** The lead for this effort should be the CED Department. Tasks for Year 1 should be outlined in detail and include quarterly deadlines and benchmarks. This matrix should be presented to the Community and Economic Development Committee (CEDC) for feedback, as it will be responsible for tracking implementation and reporting to the Board of Trustees on an annual basis. CMAP will be available to provide guidance on the creation of the matrix.
2. **Raise awareness of plan recommendations.** To ensure that the Bensenville Comprehensive Plan is utilized by all its intended users on a day to day basis, the Village needs to raise awareness about the Plan's contents and its importance. Following the creation of the matrix, the CEDC should lead a series of informational meetings with all Village departments, committees, and elected officials to explain each of their roles and responsibilities in implementing the Plan make any modifications necessary.
3. Upon matrix finalization, the CEDC should **convene quarterly meetings to discuss implementation progress and upcoming tasks.** The CEDC will invite representatives from the relevant groups as needed. It is expected that, at a minimum, representatives from the following will be involved:
 - Village Manager's Office
 - Board of Trustees
 - Infrastructure and Environment Committee
 - Recreation and Community Building Committee
 - Community Development Commission
 - Park District
 - Community and Economic Development Department
 - Recreation and Community Programming
 - Finance Department
 - Public Works Department
 - Police Department
 - Fire Department

The CEDC will monitor overall progress, but each department or committee representative will be responsible for monitoring the progress on their tasks and reporting back to the CEDC on a quarterly basis. At the end of Year 1, the various representatives should create a summary of their achievements, which would be compiled into a formalized report by the CEDC. The Village President should receive this performance report and share it with the community at Board meetings, Village events, and through media channels such as newsletters, cable channels, and on-line media.



DEDICATED TO THE MEN AND WOMEN OF BENSENVILLE WHO SERVED IN DEFENSE OF THEIR COUNTRY



Chapter 3 FUTURE LAND USE PLAN





The future land use plan presented in this chapter serves as the foundation for the recommendations contained within the Comprehensive Plan. The purpose of this chapter is to translate the community's vision into physical terms by providing a general pattern for the location, distribution, and characteristics of future land uses in Bensenville. Given that the community is built-out, the future land use plan builds upon the existing land use pattern while proposing a combination of redevelopment and better utilization of specific areas to help the Village realize its vision over the next 15 years.

Photo credit: Bensenville Village Staff.

Figure 3.1. Existing land use map
 Source: Chicago Metropolitan Agency for Planning, 2013.

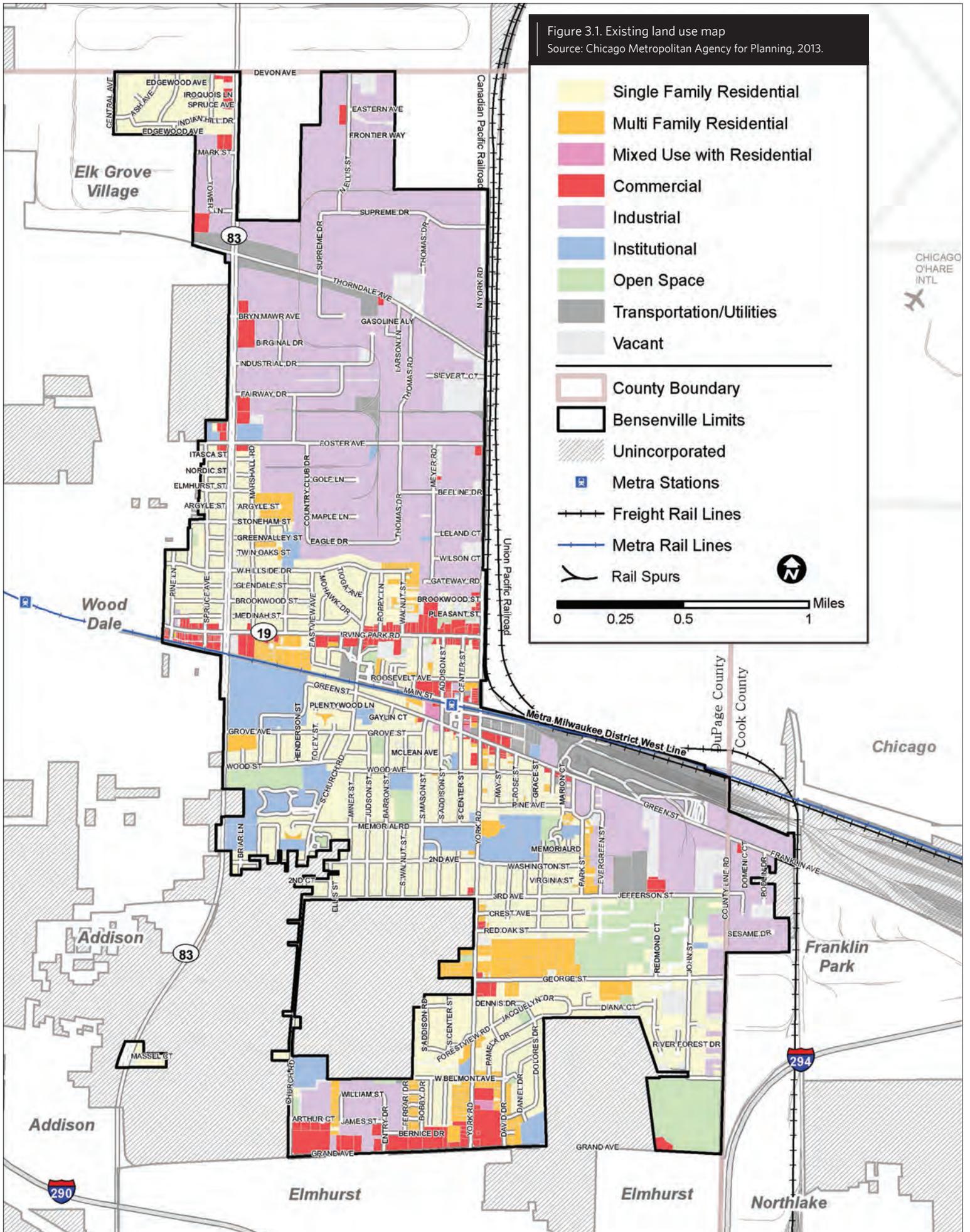


Figure 3.2. Proposed land use changes map
 Source: Chicago Metropolitan Agency for Planning, 2014.

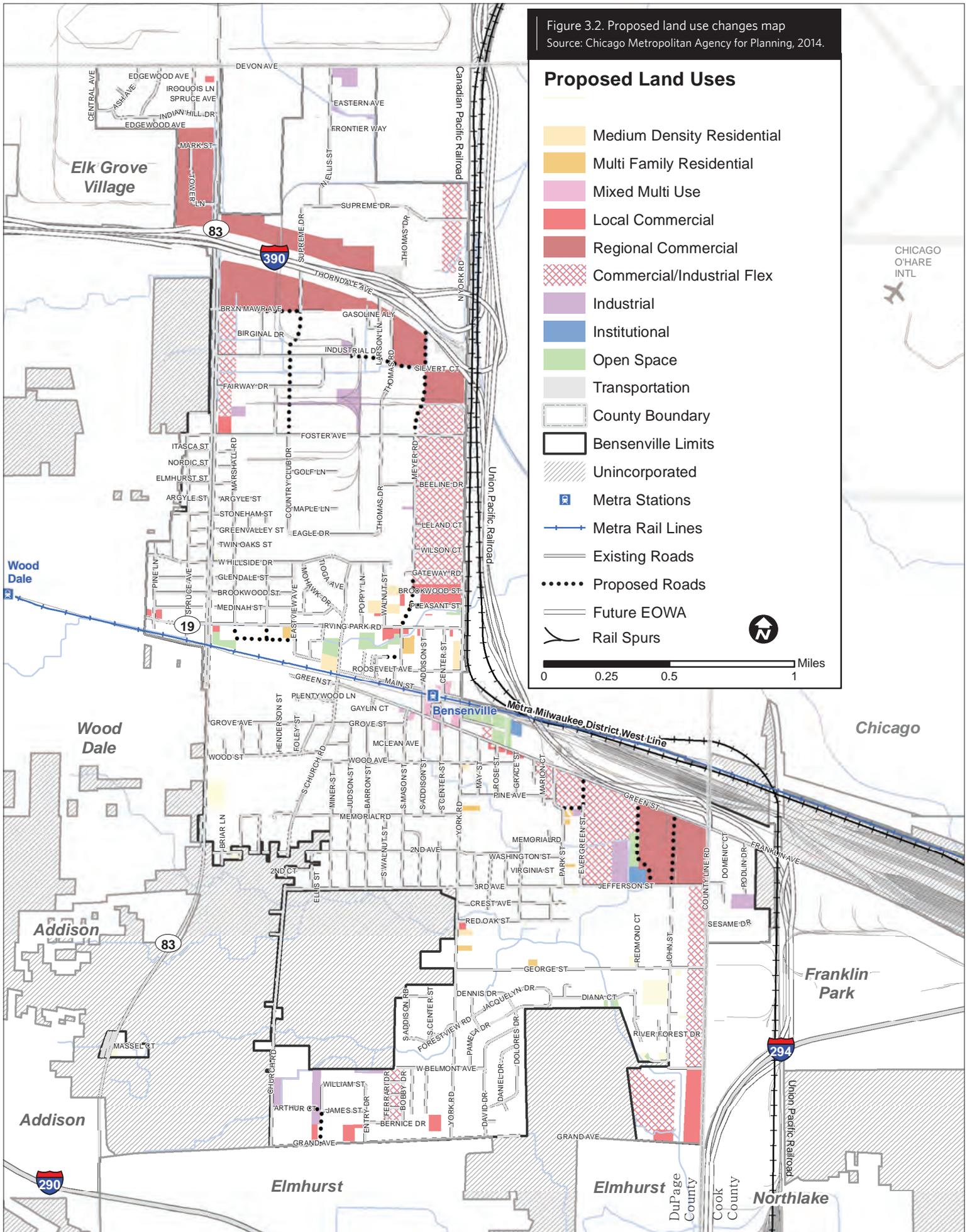
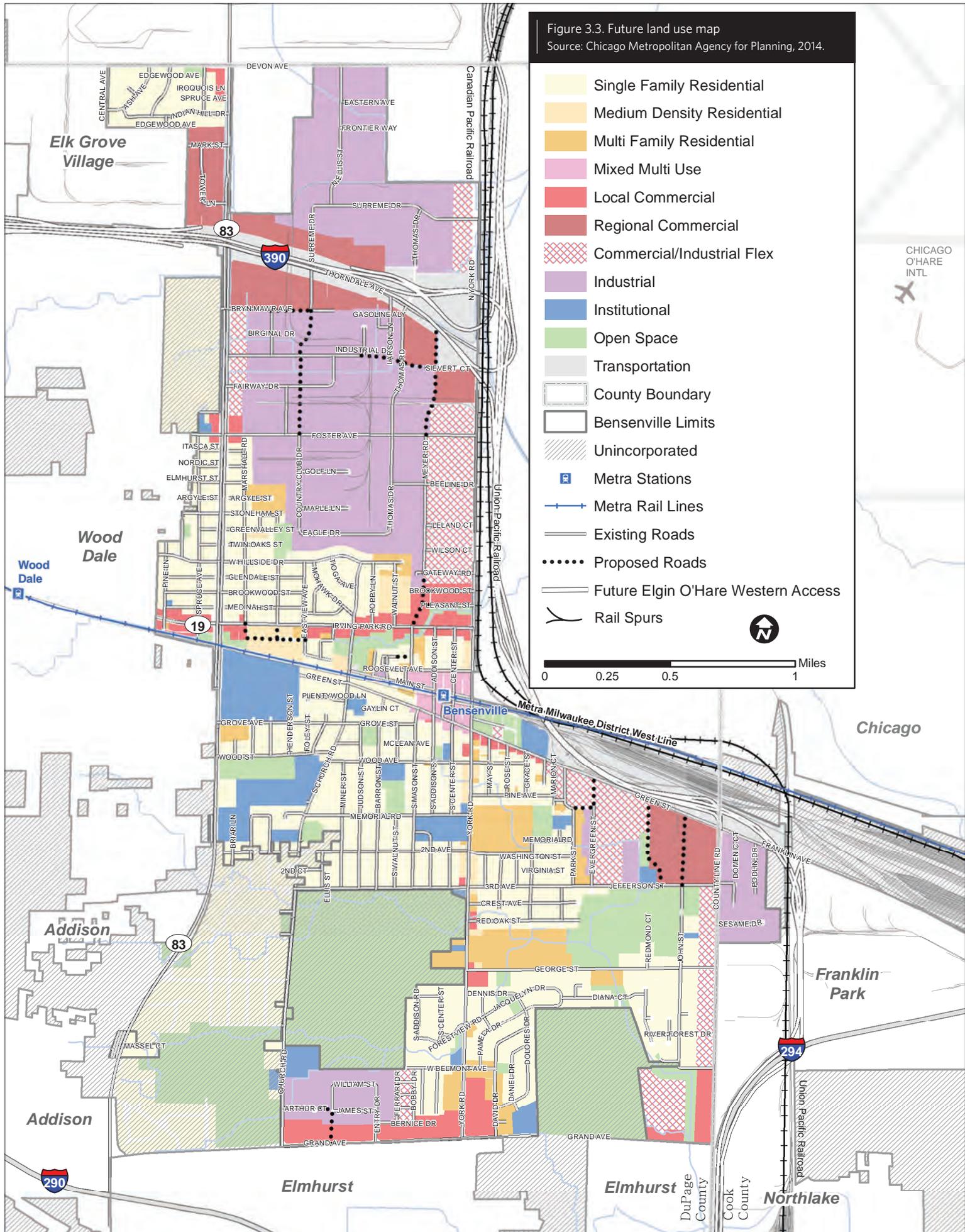


Figure 3.3. Future land use map

Source: Chicago Metropolitan Agency for Planning, 2014.



CHICAGO
O'HARE
INTL

Chicago

Franklin
Park

Northlake

Elmhurst

Elmhurst

Addison

Addison

Wood
Dale

Elk Grove
Village



Residential

For the most part, Bensenville's residential neighborhoods should retain their established character and intensity of use. The Comprehensive Plan does not recommend any significant changes in the Village's existing housing stock. The Plan recommends maintaining the existing residential types while adding multiple family units, townhomes and mixed-use developments. Recommendations for residential areas are further detailed in Chapter 4.

- **Single Family Residential District**—These parcels accommodate detached and attached single-family homes. Detached single-family homes can include a variety of densities, from the traditional single-family detached homes found in the Village to compact, small lot homes. Certain parcels within this district can accommodate neighborhood parks and recreational amenities, religious institutions, and neighborhood retail uses that service the neighborhood.
- **Medium Density Residential District**—These parcels accommodate a combination of attached single-family homes including townhomes and lower density multiple family buildings containing up to six units per building. Certain parcels within this district can accommodate neighborhood parks and recreational amenities, religious institutions, and neighborhood retail uses that service the neighborhood.
- **Multiple Family Residential District**—These parcels accommodate primarily multiple family housing typologies including condominiums and apartments containing more than six units. Certain parcels within this district can accommodate neighborhood parks and recreational amenities and neighborhood retail uses that service the neighborhood.
- **Mixed/Multi Use District**—These parcels contain a mix of residential, retail, office, and institutional uses arranged in a compact and pedestrian-friendly development pattern. Buildings could be configured as single-use buildings interconnected in a pedestrian-friendly manner and with complementary uses in close proximity (e.g., a residential building next to a commercial and office building), or could mix uses within the same building in appropriate locations.

Commercial

A majority of Bensenville's commercial uses are proposed in four sub-areas: Downtown District, Mid-Town/Irving Park Road Corridor, York Road Corridor, and Grand Avenue Corridor. Recommendations for commercial areas are further detailed in Chapter 5. The Comprehensive Plan envisions three types of commercial districts with distinctive characteristics: Regional Commercial, Local Commercial, and Mixed/Multi Use.

- **Regional Commercial District**—These parcels contain retail, entertainment, and employment services supported by the greater region and surrounding communities, not only the Village of Bensenville.
- **Local Commercial District**—These contain retail, office, and service-oriented commercial uses that serve the day-to-day needs of households living within a walking or short driving distance.
- **Mixed/Multi Use District**—These parcels should contain a mix of residential, retail, office, and institutional uses arranged in a compact and pedestrian-friendly development pattern. Buildings could be configured as single-use buildings interconnected in a pedestrian-friendly manner and with complementary uses in close proximity (e.g., a residential building next to a commercial and office building), or could mix uses within the same building in appropriate locations. The Plan recommends creation of a downtown mixed-use area near the Metra station that aligns with recommendations in previously completed studies and the Village's vision for the area.

Industrial

It is important to support the Village's stable industrial sector, recognizing its enormous contribution to the local and regional economy in terms of generating revenue and creating jobs. Bensenville offers proximity to the airport, rail yard, and major interstates, advantages which will continue to be primary factors in the location choices of industrial businesses. Furthermore, the EOWA initiative will have a transformative effect on the area with a net gain expected in industrial development in Bensenville. Keeping this in mind, vacant and underutilized parcels that are currently located in the midst of industrial areas are recommended for industrial use in the future. Recommendations for industrial areas are further described in Chapter 6.

The Comprehensive Plan envisions two types of industrial districts to accommodate Bensenville's evolving needs: Industrial and Commercial/Industrial Flex.

- Industrial District—These parcels contain industrial uses with activities intended for both small-scale and larger scale production, warehousing, assembly, and distribution.
- Commercial/Industrial Flex District—These parcels contain a combination of commercial, office, and low-intensity industrial uses. Commercial uses such as hotels, restaurants, service retail, and entertainment uses may be located in the district, provided they are buffered from industrial uses by landscaping and screening. Industrial uses in this district may have a retail or office component attached to them, have lower environmental impacts than those associated with heavy industry, and have smaller footprints compared to industrial parcels.

Transportation

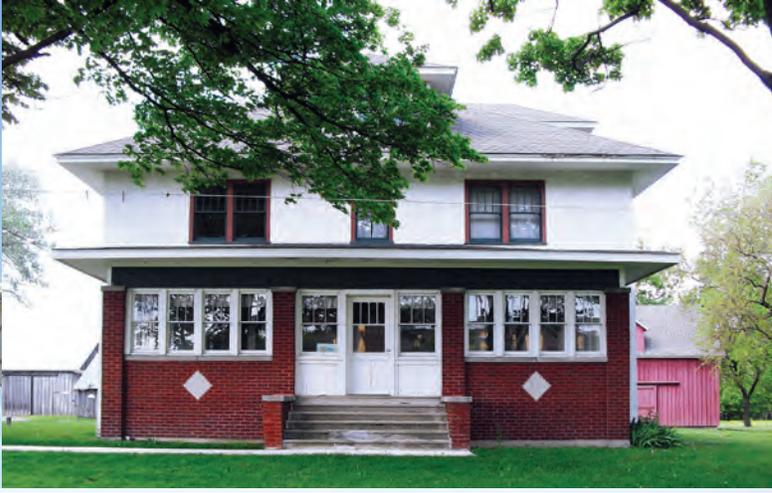
These parcels are restricted to areas directly in the right-of-way of the future Western Bypass and EOWA. The Village will have limited control of these parcels, which will be utilized for expansion of roadway infrastructure. Chapter 7 contains more detail on recommendations for transportation.

Open Space

These parcels contain all the recreational areas under the ownership of the Park District and Village of Bensenville. Detention areas, private open areas, and unincorporated areas under Park District and Forest Preserve jurisdiction are not included in this category. Chapter 8 addresses open space in more detail.

Institutional

These parcels contain the Village's religious organizations, hospitals, schools, and public facilities. Open spaces contained within these parcels are also classified as institutional uses.





Chapter 4 RESIDENTIAL AREAS PLAN





The Village of Bensenville will preserve its established neighborhoods and housing diversity while seeking opportunities for attractive, higher density development in the downtown and other strategic locations, in order to help accommodate future growth.

Key Findings

- Bensenville’s residential landscape changed significantly as a result of the OMP, which required the acquisition of 665 homes at the northeastern edge of the Village.
- The EOWA initiative is estimated to spur the construction of anywhere between 700 to 1,100 new homes in Bensenville.
- The Homes for a Changing Region (Homes) report projects that by 2040, the Village could gain 5,287 new residents or 1,248 new households. While some of this projected growth will be absorbed by units that are currently vacant, the Village will have to build additional units. According to CMAP’s GO TO 2040 household forecast and analysis of American Community Survey (ACS) data, the Village will need to build approximately 1,350 to 1,550 new units to accommodate future growth.
- CMAP’s analysis of ACS data determines that future demand will primarily be for denser housing types: approximately 57 percent of demand will be for multiple family units and approximately 20 percent for small lot single-family units.
- Seniors are expected to drive future owner and renter demand, particularly at the lower income levels. Approximately one quarter of renters and one third of homeowners will be older than 65 in 2040. This growth also underlines the importance of exploring multi-generational housing options.
- The Village’s housing stock is old compared to the county and region, with approximately three-quarters of homes built between 1950 and 1980. Residents expressed the need to maintain existing residential properties while adding higher quality new housing to attract a younger demographic.
- The Mohawk Terrace subdivision does not connect to the Village’s water, sewer, sidewalk, and electricity network. This has been described by residents as a major safety concern.

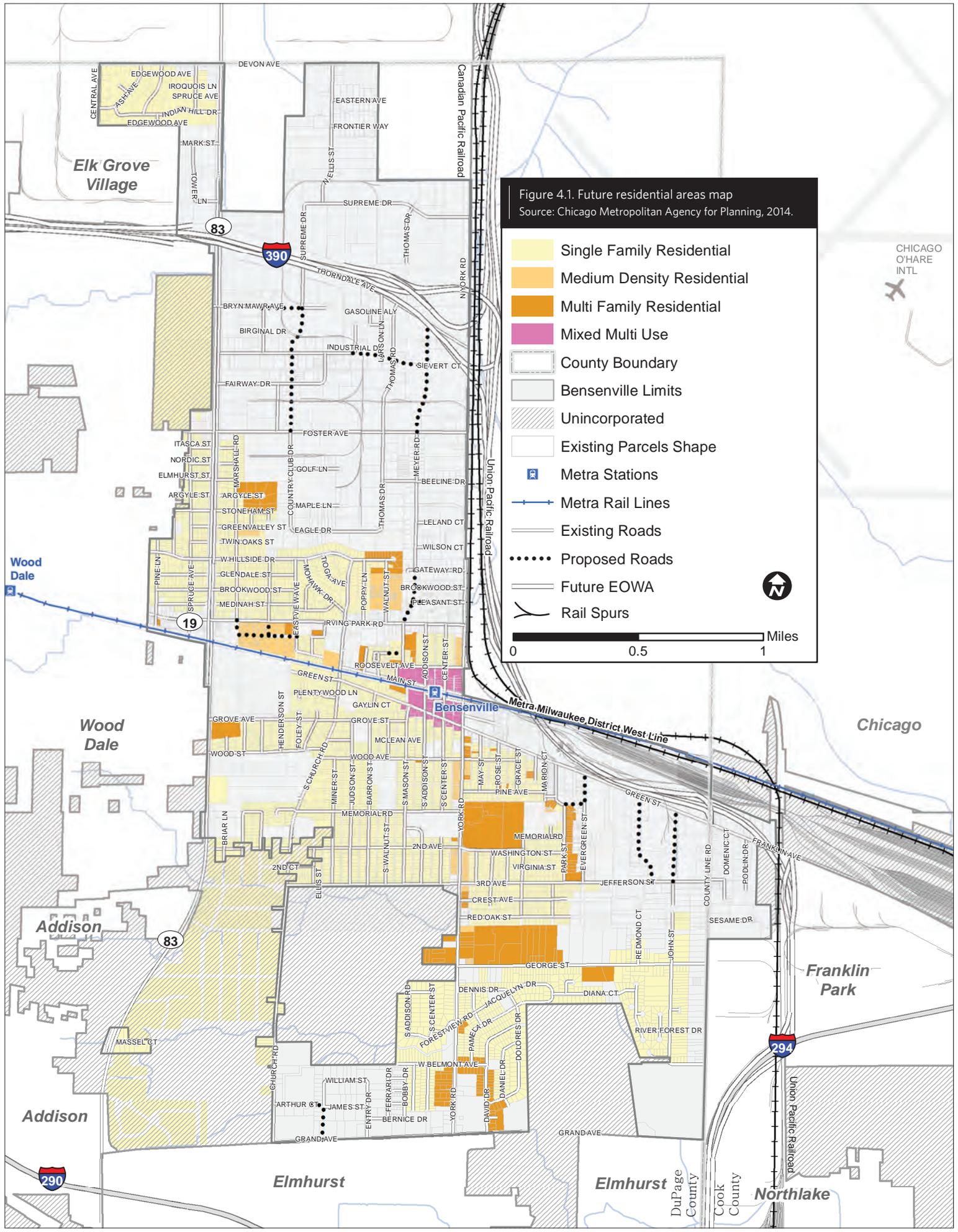


Figure 4.1. Future residential areas map
 Source: Chicago Metropolitan Agency for Planning, 2014.

- Single Family Residential
- Medium Density Residential
- Multi Family Residential
- Mixed Multi Use
- County Boundary
- Bensenville Limits
- Unincorporated
- Existing Parcels Shape
- M Metra Stations
- Metra Rail Lines
- Existing Roads
- Proposed Roads
- Future EOWA
- Rail Spurs

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Miles
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Chicago

Franklin Park

Northlake

Elmhurst

Elmhurst

Addison

Wood Dale

Wood Dale

Elk Grove Village

Addison

DuPage County

Cook County

290

83

19

83

294

Canadian Pacific Railroad

Union Pacific Railroad

Union Pacific Railroad

Metra Milwaukee District West Line

Bensenville

Elmhurst

Addison

Wood Dale

Elk Grove Village

Franklin Park

Northlake

DuPage County

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Near-Term (1-5 years) Recommendations

Revise zoning ordinance.

The Future Land Use Map should serve as the foundation for an update of the zoning ordinance. The Village should revisit regulations and administrative procedures outlined in the zoning ordinance and ensure that they do not impede the construction of the types and densities of housing proposed. Specifically, regulations for the downtown area should be modified to allow for the construction of vibrant, compact, mixed-use buildings.

Focus new housing efforts in the downtown.

In order to meet the projected growth and increased demand for housing outlined in the Homes report, the Village should focus near-term housing development efforts on higher density residential and mixed-use developments in the downtown area, particularly around Towne Center Park and along Main Street. New housing units should represent a diversity of types and price points. CED staff should refer to residential design concepts in the CEDS Study and TOD Study development when communicating the community's vision with developers and reviewing development proposals.

CED staff should begin by prioritizing the redevelopment of Village owned sites, such as the vacant lots and buildings on the northwest corner of Center Street and Main Street. The TIF District 12 is a financial tool that can help finance redevelopment. The Village can also apply to DuPage County for Community Development Block Grant (CDBG) funds to help finance aspects of redevelopment projects.

Create an SSA for Mohawk Terrace subdivision.

The Mohawk Terrace subdivision is not connected to the Village's water and sewer infrastructure. During the planning process, residents living in the subdivision expressed flooding, lack of lighting, irregular power supply, and lack of sidewalks being major concerns. To fund improvements, the Village should work with the Mohawk Terrace Homeowners Association to establish a SSA that would help pay for infrastructure investments in the subdivision. SSAs are a unique financing tool that can be used to support and implement a wide-array of physical improvements such as roads, water, sewer, stormwater, curbs, and gutters. The infrastructure improvements should be incorporated into the Village's CIP and additional funds allocated accordingly.

Work with realtors and developers to sell, lease, or redevelop vacant units.

As discussed in the Homes report, CMAP's analysis of ACS data determined that Bensenville has approximately 538 vacant units, or a vacancy rate of 7.7 percent. Given the number of local owner-occupied and rental units and a healthy housing market, the Village should only have approximately 307 vacant units. The Village currently operates a Neighborhood Stabilization Program aimed at making homes affordable, making neighborhoods stable, and offering home retention assistance.

To address residential vacancy, CED staff should obtain records of vacant units through the Addison Township Assessor's Office and create an inventory of vacant, foreclosed, and abandoned residential properties. This information should be field verified and mapped by staff. Parcels and units could be classified into categories based on location, size, or other parameters that staff may deem appropriate. Staff should share the resulting database with realtors and should also use the database to identify potential sites for redevelopment, and market them to potential developers.

Apply to DuPage County for CDBG funds to assist with downtown redevelopment.

The CDBG program is a flexible program that provides communities with resources to address a wide range of unique community development needs. As an entitlement community, DuPage County receives annual grants and develops its own programs and funding priorities. The [County's Community Development Commission](#) (CDC) holds annual funding cycles, with applications generally due to the CDC in October. The CDC completes its recommendation in December, the County Board takes final action in February, and funds are available to start new activities in April.

In recent years, Bensenville has used CDBG funds to pay for the Volk Brothers Subdivision infrastructure improvement project. In the near-term, the Village should continue to apply to the County for CDBG, and develop proposals focused on downtown redevelopment efforts. For instance, CDBG funds could be used for land acquisition, demolition, and rehabilitation of both residential and non-residential buildings. Funds could also be used to pay for public investments and improvements from streets, sidewalk, and sewer lines to parks, playgrounds, and senior centers. Finally, CDBG can be used to support economic development, and fund the acquisition, construction, reconstruction, or installation of commercial buildings, or fund grants, loans, or technical assistance for private, for-profit businesses.

As CED staff develops proposals, they should ensure that proposals fit with the County's funding priorities, as outlined in the five-year Consolidated Plan. The 2010-14 Consolidated Plan is available at: http://www.dupageco.org/Community_Services/Community_Development_Commission/1310/. An updated Consolidated Plan is due in 2015.

Raise awareness of Village and County rehabilitation, maintenance, and other assistance programs.

Bensenville and DuPage County offer a variety of assistance programs that can help Village residents with maintenance and utilities expenses. Currently, the Bensenville website provides information on a number of programs (e.g., 50/50 Storm Sewer Program, [Overhead Sewer Program](#), [soundproofing, foreclosure assistance and counseling, heating assistance](#)). The Village should continue to promote these programs, as well as provide information on other programs.

Given the Village's older housing stock and residents' concern regarding maintaining the quality of housing, CED staff should focus on promoting programs that aid in the rehabilitation and maintenance of residential properties. Key programs to highlight include:

The [DuPage County Single-Family Rehabilitation Programs](#) which provide qualified homeowners home repair loans of up to \$24,000 at 0 percent simple interest, and accessibility grants up to \$4,999.

The [Illinois Home Weatherization Assistance Program](#), which provides qualified households assistance with energy conservation assistance.

CED staff should work to raise the profile of these programs by centralizing information on Bensenville's website, and through advertising, events, and code enforcement. By helping residents access these funds, the Village can ensure the continued vibrancy of Bensenville's residential neighborhoods.



Support “Aging in Place.”

As discussed in the Homes report, seniors are expected to drive future renter and owner demand by 2040. The Village should therefore work to make Bensenville as age-friendly as possible, and take measures to help senior residents “age in place.” Aging in place is the ability to live in one’s own home and community safely, independently, and comfortably, regardless of age, income, or ability level. Providing seniors with housing choices in terms of type, accessibility, and affordability is crucial to promoting age-friendliness.

In the near term, Village officials should focus on providing additional housing opportunities for seniors and promoting affordability assistance programs. As a first step in increasing senior housing opportunities, CED staff should revise the zoning code and zoning map to allow for accessory dwelling units, and for more multifamily development in the Village. Current efforts to build higher density dwellings in the downtown area, which is walkable and well-connected by transit, support aging in place. CED staff should continue these efforts and ensure that all new units built in the downtown area comply with universal design principles, allowing them to be well-suited to a variety of tenants, including seniors.

As a first step in promoting affordability assistance, Village officials should work closely with the Bensenville Senior Citizens Group and other relevant stakeholders to raise awareness of DuPage County’s [housing assistance programs](#), [Senior Citizens’ Real Estate Tax Deferral](#), and other resources outlined in the County’s [Senior Services Overview and Senior Resource Directory](#). The Communications Department should also centralize information on senior services and assistance programs on the Village website.

Long-Term (5-10 Years) Recommendations

Develop new housing in other strategic locations in the Village.

In order to accommodate future residential demand, the Village will need to be strategic about development on the few vacant and underutilized parcels in Bensenville. CED staff should refer to the future land use map and the CEDS Study and TOD Study to guide future development priorities.

Village officials should focus long-term redevelopment efforts along Irving Park Road, beginning with the section east of Church Street, where residential redevelopment and new streets infrastructure is necessary. Both the CEDS Study and the TOD Study provide design concepts and alternatives that can help guide the redevelopment process.

Explore the creation of a home-sharing program.

Home-sharing programs are a great way of addressing some of the aging in place challenges, particularly affordability and social isolation challenges, which seniors face. Programs can be structured in a variety of ways. Some programs pair aging homeowners who have room to spare in their homes with people who are looking for affordable rental options. Renters could include students, part-time workers, or fixed-income retirees. The program is mutually beneficial; in exchange for affordable housing, renters assist seniors with household activities. Park Ridge’s [Center of Concern](#) does not serve DuPage County residents, but offers a good example of this model. DuPage County’s Shared Housing Program operates under a similar model, but is not specifically targeted towards senior homeowners, instead matching individuals seeking an affordable housing arrangement, including seniors, with home providers. Other programs provide opportunities for small groups of seniors to live independently in an affordable family style home. One example of this model is [Senior Home Sharing](#), which operates shared senior homes in Lombard, Downers Grove, Elmhurst, and Naperville.



As a first step, CED staff should meet with the Bensenville Senior Citizens Club and other senior stakeholder groups to explore interest in home-sharing. CED staff, and if appropriate, senior resident representatives, should then meet with representatives from DuPage County's Shared Housing Program and Senior Home Sharing to work on the creation of shared housing opportunities in Bensenville.

Consider developing pre-annexation agreements with residents in unincorporated land along IL-83.

Exploring the possibility of annexing the unincorporated areas along IL-83 is a Village priority, and many households in these areas have reached out to Village officials, expressing interest in connecting to the Village's storm sewer, sanitary sewer, and water main systems. The Village should consider negotiating pre-annexation agreements with residents living in unincorporated areas. The agreements would specify the terms and conditions that the Village and property owners could expect to apply upon annexation, particularly regarding utilities, services, zoning and other regulations. Upon annexation, the Village would provide the full range of services provided to property owners in Bensenville, such as refuse collection, street services and maintenance, street lighting, brush and branch removal, and connection to storm sewer, sanitary sewer and water main systems.



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Chapter 5 COMMERCIAL AREAS PLAN





The Village of Bensenville will continue to work towards creating a vibrant and sustainable business environment that enables it to become one of the region's leading economies.

Bensenville's future commercial uses should be focused in the following key sub-areas:

- Downtown District
- Mid-Town/Irving Park Corridor
- York Road Corridor
- Grand Avenue Corridor

While additional opportunities for commerce will exist in other areas, the Village should focus staff time and funding resources in these four sub-areas. The recommended strategies in each sub-area may be applicable to other areas or throughout the community as well.

Photo credit: Bensenville Village Staff.

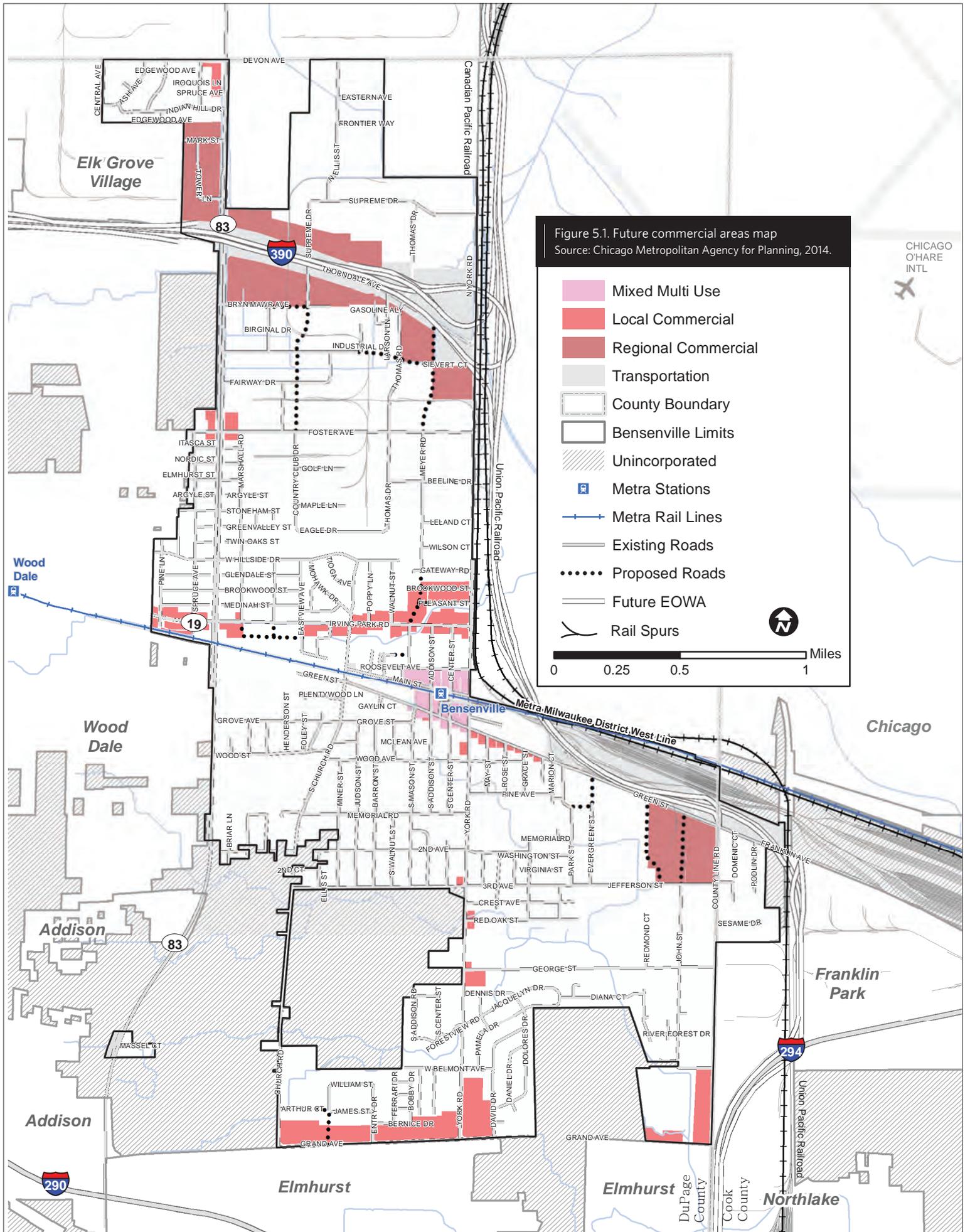


Figure 5.1. Future commercial areas map
 Source: Chicago Metropolitan Agency for Planning, 2014.

- Mixed Multi Use
- Local Commercial
- Regional Commercial
- Transportation
- County Boundary
- Bensenville Limits
- Unincorporated
- M Metra Stations
- Metra Rail Lines
- Existing Roads
- Proposed Roads
- Future EOWA
- Rail Spurs

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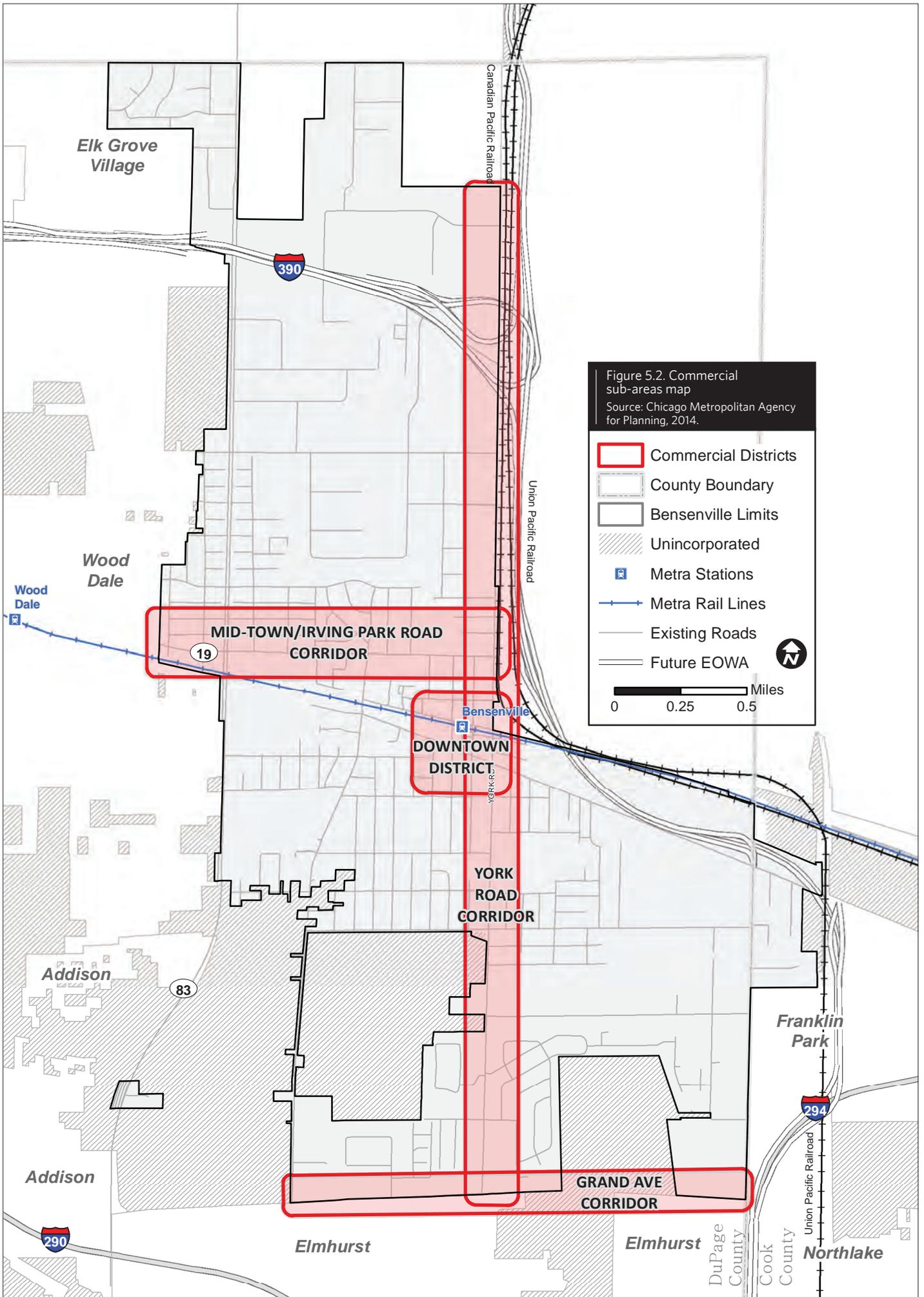
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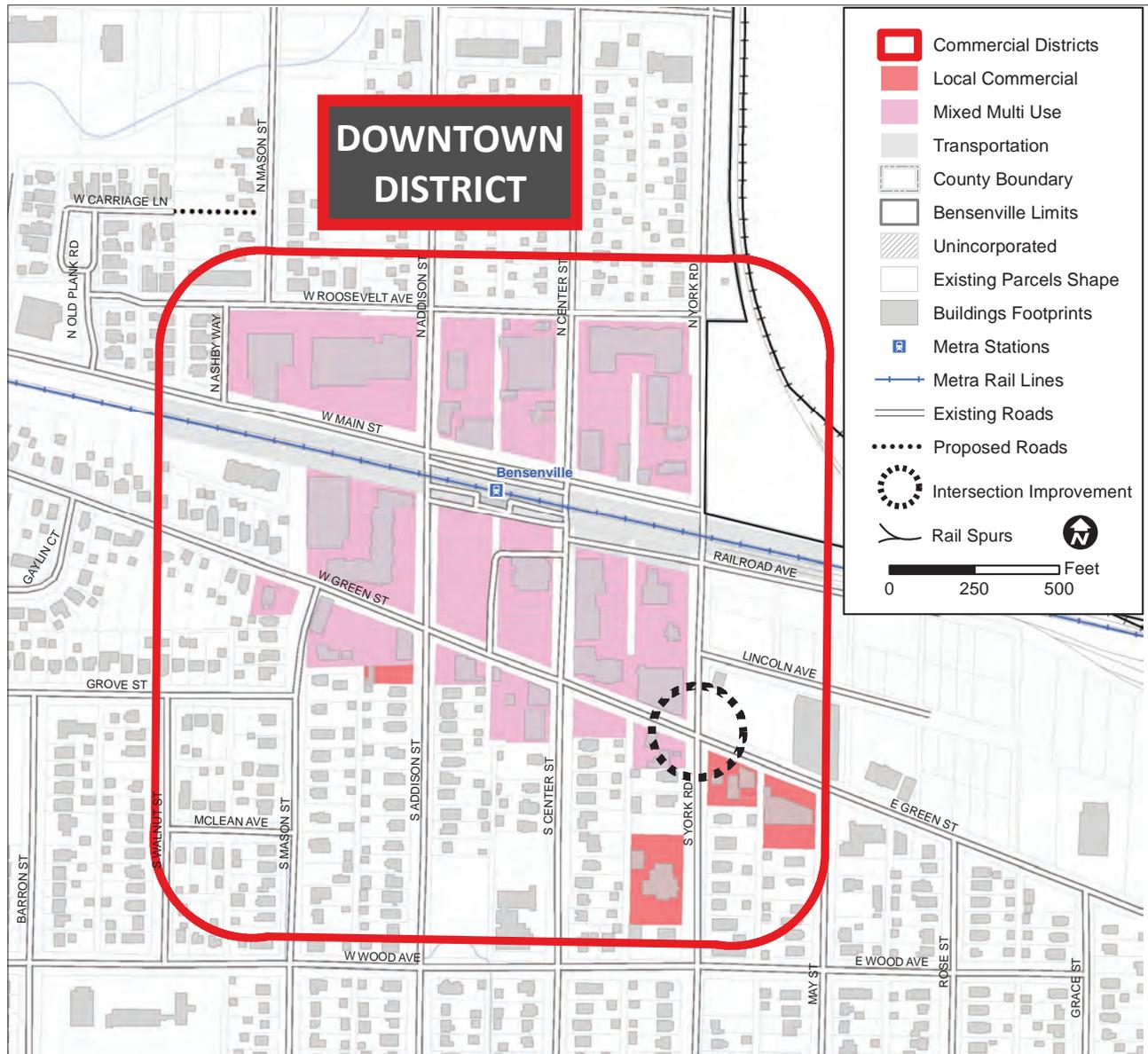


Downtown District

Key Findings

- Limited number of retail and entertainment establishments. Lack of restaurants identified as a major factor in keeping residents away from downtown.
- Several vacant and underutilized parcels situated adjacent to Metra station and under the ownership of the Village.
- Metra station and Village surface parking lots located in prime downtown location and limiting redevelopment potential.
- Unattractive building and streetscape conditions.
- EOWA initiative will attract new retail and housing developments to downtown.

Figure 5.3: Downtown District map.



Source: Chicago Metropolitan Agency for Planning, 2014.



Near-Term (1-5 years) Recommendations

Implement CEDS streetscape plan.

The following streetscape improvements should be implemented in the downtown district:

- Install additional street trees as needed to create consistent canopy.
- Eliminate angled parking on east side of Center Street.
- Widen sidewalks.
- Improve street lighting.
- Install decorative paving pattern across roadway and sidewalk paving.
- Establish downtown gateways and signage on York Road at Green Street, Railroad Avenue, Center Street, Main Street, and Roosevelt Avenue.

The Village can begin implementation with the installation of additional street trees, a low-cost and quick method to improve the appearance of the area. In 2007, the Village declared the last Friday of April every year as Arbor Day. On this day, individuals and groups are encouraged to plant and care for trees in their neighborhood or anywhere in the community. The Village President and elected officials should highlight this day by having a kick-off event in downtown and participating in tree planting events at various locations.

Create shared parking opportunities.

The Village should encourage shared parking in all of its commercial areas. There are a few different ways for the Village to implement this, and these are discussed in the Mid-Town/Irving Park sub-area recommendations. The Irving Park corridor is a good candidate to launch a pilot shared parking program, which can be expanded to downtown and other commercial areas in the long-term.

Create web-based vacant and underutilized parcel inventory.

In order to effectively market available sites and identify sites that could be consolidated for redevelopment, the CED Department should create a parcel inventory in close coordination with DuPage County. This information should be field verified and mapped by the Village, and made available on the Village's website in an interactive web-based format. Parcels could be classified into categories based on size, condition, location, or other parameters that the Village may deem appropriate. The resulting database of parcel records will help the Village prioritize sites for redevelopment as well as market them effectively to potential developers and existing businesses looking to expand their facilities.

Creation of the database should focus on the downtown district. This activity should be funded by the Village within their annual budget. Funds would be utilized to hire a (Geographic Information Systems) GIS technician or consultant to create an inventory of vacant and underutilized parcels, field verify the information, and create a map.

Undertake detailed market assessment and developer recruitment.

A detailed market analysis will allow the Village to gain a better understanding of the types of uses feasible for downtown Bensenville and steps needed to move the recruitment process forward. The Village should conduct an economic assessment that answers the following questions:

- What is the order in which parcels should be redeveloped, if any? Short-, mid-, and long-term.
- What specific types of uses are feasible on which parcels? For residential uses, specify type, density, size of units, and number of units, price points. For retail uses, specify type, size, and examples of potential retailers.
- What incentives can the Village offer to interested developers or investors?
- Does the Village need to modify its development review or approval process? If so, how?

The study should also identify one pilot project site and assist the Village with moving it through the entire process, answering all the questions identified above. The TOD study should be referenced to identify this pilot project as it provides recommended uses for specific sites in the downtown. This process can be replicated in other commercial sub-areas in the future.

Revise zoning ordinance to include design standards for buildings, landscape, and signage.

The zoning ordinance should contain development standards that address physical design elements ranging from the block face to building signage. The key elements to be included in the standards are:

- **Blockface Design:** The placement and appearance of buildings contribute to the character of the entire block and also the character of the right-of-way. Closely spaced or contiguous buildings are encouraged.

- **Site Design:** This refers to the placement of buildings, parking lots, sidewalks, and landscaping on a parcel. Buildings placed closer to the street should be encouraged in both the mixed/multi-use districts, local commercial district, and commercial/industrial flex district with shared parking placed behind.
- **Building Design:** This should address both new construction as well as renovation of existing facades. Facades should preferably be designed to provide a strong sense of place. Guidelines regarding scale, proportion, and details should be outlined in this section of the development standards.
- **Building Height:** The guidelines should allow flexibility to build taller buildings in the downtown while complementing the existing character of the adjacent neighborhoods.
- **Signage:** Building signage should fit with and enhance the character of the building and overall character of the right-of-way. Standards should outline the location, size, and type of signage with illustrative examples.

Similar standards regarding streetscape and pedestrian amenities should be created for public property adjoining buildings. The elements to be addressed within this section should include:

- Street lighting
- Planters and landscape
- Pavement
- Furnishings (benches, trash receptacles, bicycle stalls)
- Signage (including wayfinding signs)

The CEDS Study should be referred to during development of the design requirements, especially for the streetscape and site design strategies.



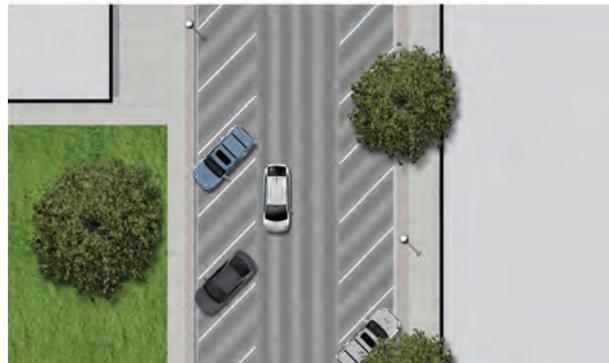
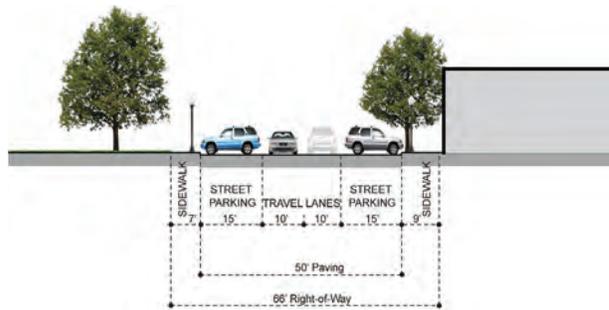
Long-Term (5-10 Years) Recommendations

Reconfigure parking lots.

Metra has stated in the TOD Study that a number of conditions need to be met in order for them to reconfigure their surface parking lots. These include:

- The amount of commuter parking in the station area should remain at its current level throughout the redevelopment process.
- Parking displaced as a result of proposed development should not be replaced within existing commuter parking lots.
- Any new or replacement parking should be within the line of sight of a station.

The Village should consider entering into a land swap with Metra which would allow it to redevelop the Metra surface parking lots south of the Bensenville station as compact development while accommodating the additional spaces in adjacent areas or in a new Village-owned parking structure, whatever is considered a financially viable option.



Above: Center Street Existing Section and Plan.

Below: Streetscape Plan and Recommended Improvements
Source: CEDS Study.

Figure 5.4. CEDS Streetscape Renderings.
Source: CEDS Study.

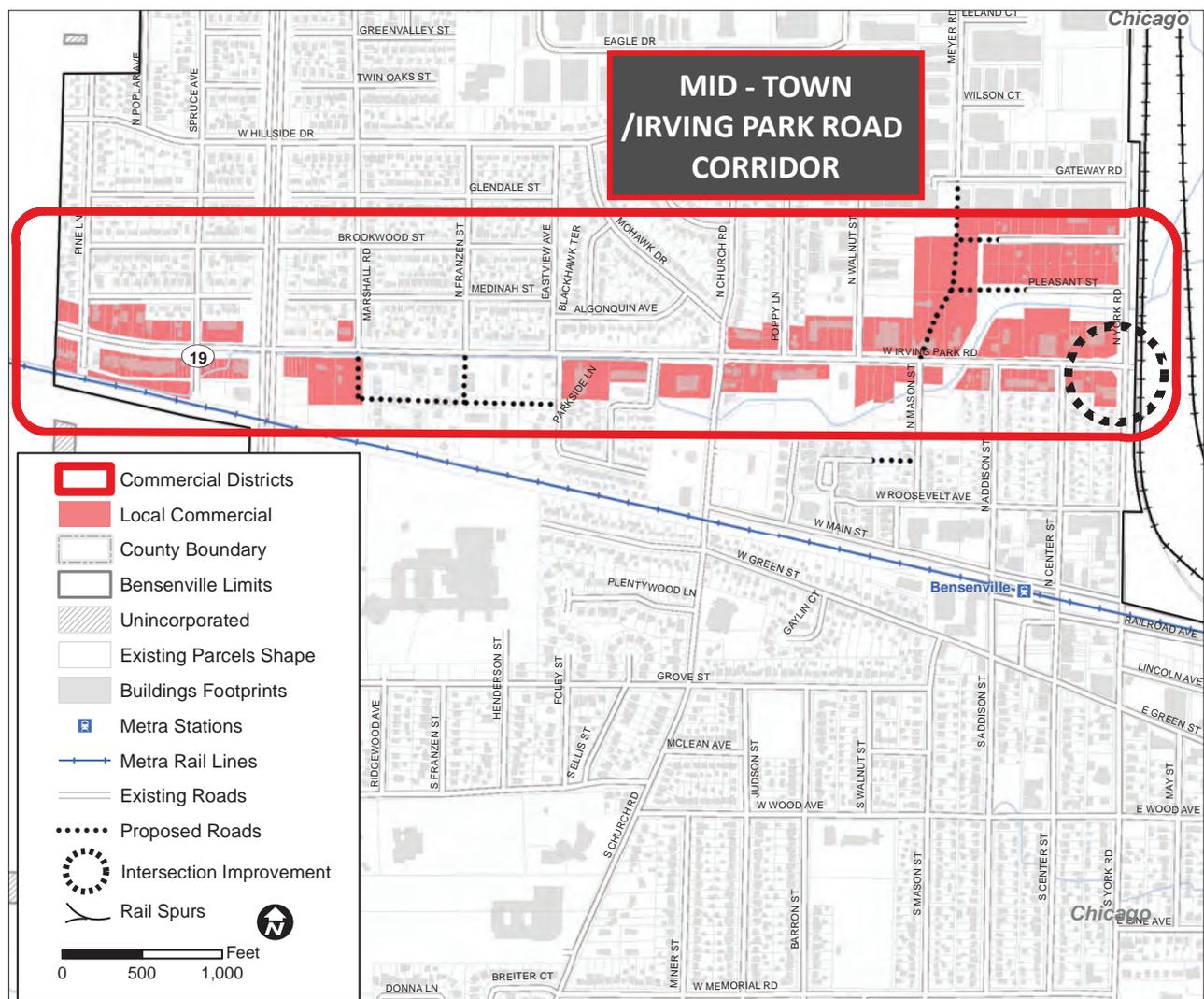


Mid-Town/Irving Park Corridor

Key Findings

- Silver Creek runs along the corridor and impacts several parcels on the southern side of Irving Park Road.
- Canadian Pacific overpass and Irving Park Road Grade Separation will negatively impact businesses in the short-term but should prove beneficial in the long-term.
- There are several vacant and underutilized parcels throughout the corridor, specifically between Mason Street and Poppy Lane.
- Building and streetscape conditions are poor and in need of upkeep.
- There are several curb cuts that impede vehicular and safe pedestrian movement.
- The connection between Irving Park Road and IL 83 requires vehicles to travel through a residential area, presenting challenges both for residents as well as truck operators.

Figure 5.5. Mid-town/Irving Park Corridor map.



Source: Chicago Metropolitan Agency for Planning, 2014.



Near-Term (1-5 years) Recommendations

Create shared parking opportunities.

As a first step, the Village officials should work with the local businesses groups to encourage existing adjacent businesses that have underutilized surface parking to enter into contractual agreements. Subsequently, the Village should explore the creation of a Shared Parking District for the entire corridor, allowing businesses along the corridor to access all parking spaces. To create a Shared Parking District, the Village would have to:

- Work with property owners and businesses to educate them about Shared Parking Districts and their advantages.
- Work with property owners and businesses to develop mutually-agreeable agreements for public use of private parking.
- Install appropriate information signage and wayfinding signs for users.
- Launch an awareness campaign through corridor businesses and local media.

Depending on the success of a Shared Parking District in this corridor, Village officials should consider expanding the concept to all commercial areas. The Village should also update the zoning ordinance to permit shared parking in commercial districts and reduce parking requirements in general. This would allow for more efficient use of land as redevelopment occurs along the corridor.

Create access management plan to reduce curb cuts.

The GO TO 2040 plan supports access management as an effective program for improving the region's thoroughfares. Access management is a tool to help improve traffic safety, aesthetic appearance, and pedestrian convenience by implementing a variety of strategies. With respect to the Irving Park corridor, access management will help reduce points of vehicular conflict, thus improving traffic flow and traffic safety. Additionally, it will also help in the development of a safe and welcoming environment for pedestrians, bicyclists, and transit riders.

The Village should create an access management manual focusing on enhancements to Irving Park Road. The Transportation Research Board's Access Management Manual should be referred to for this purpose and can be purchased online at <http://www.trb.org/Main/Blurbs/152653.aspx>. Access management enhancements for the Irving Park road may include driveway consolidation, raised/landscaped medians, and intersection improvements.

As a first step, the Village should work with local business groups to introduce the concept to business and property owners. Typically, the business community has opposed changes to access or restrictions on access to commercial properties. The Village and local business groups would need to engage businesses in a discussion of the pros and cons of access management, potentially with external assistance.

Install signage and wayfinding during construction.

Temporary signs will be a critical component of 1) safely and efficiently moving drivers, pedestrians, and cyclists through the area during intersection improvements; and 2) ensuring the viability of businesses hampered by construction activities related to EOWA activities, and specifically related to the York Road/Irving Park road intersection improvements.

While businesses will install signs during construction to help customers navigate to their store, the Village and local business groups should also contribute to this effort. The Village should earmark funds within its annual budget to partially fund temporary signs for major construction projects. The funds could be lent out to businesses looking to create their own signs or directly fund the creation of temporary signs. A potential long-term strategy for the Village would be to pre-qualify contractors that can fabricate and install temporary signs prior to future construction activities. Pre-qualification might streamline the approval process and reduce turnaround times for the creation and installation of temporary signs for future construction activities.

Identify sites for consolidation.

The Village should evaluate the redevelopment and consolidation potential along the Irving Park corridor based on a variety of parameters including, but not limited to:

- Size of parcel
- Location of parcel
- Land use and condition of adjacent parcels
- Site remediation costs
- Parcels under single or multiple ownership

This analysis will allow the Village to prioritize specific sites for consolidation and redevelopment. As mentioned previously, the Village should work closely with Choose DuPage to create an inventory of vacant parcels and with local business groups to engage the business community.

Revise zoning ordinance to include design standards for buildings, landscape, and signage.

Please refer to the Downtown District recommendations earlier in this section for details.



Require additional buffering for redevelopment along Silver Creek.

As illustrated in the CEDS Study, future development on parcels along Silver Creek should take the floodplain boundaries into account. New developments or building expansions should be prohibited within the 100 year floodplain boundaries. A minimum 25 foot buffer should be required between the building line and the 100 year floodplain. While this buffer will limit, or in some cases, eliminate the development potential for certain types of use along the Creek, it is required to reduce flood related damage to properties and will also contribute to reduced flooding in downstream areas of the Village. Additional long term steps to the undertaken by the Village include:

- Create an unobstructed and permeable open area on both sides of the Creek extending as far out as possible.
- Develop a walking/biking path along the Creek that connects to Veteran's Park and includes public access at multiple points.
- Develop on-site techniques to mitigate stormwater run-off, e.g. on-site detention, permeable parking surfaces, plantings, etc.
- Explore opportunities to purchase land or acquire development rights to parcels along the Creek in order to maintain floodplain and open space.
- Work with business owners to encourage community gardening on certain sites.
- As a first step, the Village should reach out to businesses in the corridor and educate them on the benefits of stormwater management.

Figure 5.6. Buffer along Silver Creek.



Source: CEDS study.

Long-Term (5-10 Years) Recommendations

Implement CEDS streetscape plan.

The following streetscape improvements should be implemented in the Irving Park corridor:

- Install shade trees and shrub hedges to screen parking areas and define street edge.
- Bury underground utilities wherever feasible.
- Upgrade light poles along the corridor.
- Install banners to promote Village and retail street identity.
- Select and install site furnishings.
- Create consistent building signage and gateway signs at the intersections with York Road and IL 83.

Incorporate sustainable stormwater strategies.

While improvement of the Village's aging infrastructure will be an ongoing and long-term project, there are non-structural and cost-effective measures to reduce the burden on the existing infrastructure. Chief among these are stormwater ordinances.

The Village has adopted the DuPage County Stormwater and Floodplain Ordinance into the Village's Municipal Code, and should continue to work on its implementation. DuPage County recently completed an amendment to the ordinance requiring Best Management Practices (BMP) on development sites to promote runoff reduction, adjusting floodplain regulations to allow certain types of developments within the flood plain, amending post construction BMPs required, and adjusting submittal requirements and processes. As defined by the U.S. Environmental Protection Agency (EPA), a BMP is a non-structural technique used to reduce pollutant content in stormwater discharge. These range from low-cost preventative maintenance (e.g. street cleaning) to more sophisticated elements such as bioswales and rooftop gardens. The ordinance will impact new development and redevelopment in the industrial areas, where a majority of properties do not currently provide on-site detention or retention facilities.

In the long term, the Village can consider creating an ordinance tailored to its own needs. The Village should review examples of ordinances that have been successful in addressing stormwater run-off using innovative measures, such as the Village of Antioch Stormwater Management Plan, the Village of Addison Stormwater Water and Floodplain Management Ordinance, and the City of Warrenville Stormwater Management and Flood Plain Ordinance.



Undertake road extensions to improve connectivity.

The future land use map proposes a number of roadway extensions to reduce traffic congestion and improve roadway safety. The specific extensions proposed for the corridor are:

- Extending Meyer Road south to Irving Park Road. This extension will improve access for the Northern Business District to Irving Park Road. At present, all trucks servicing the industrial area head north and connect to Foster Avenue.
- Extending the east-west road between Eastview Avenue and Main Street, and extending Marshall Road and Franzen Street to create intersections between all roadways. The additional roads will allow for the creation of a well-connected residential development south of Irving Park Road.

These roadway extensions will also require intersection improvements. Given that Irving Park is a state route, the Village should initiate conversations with IDOT to understand the appropriate procedure for making roadway connections and also any associated engineering studies required to test the feasibility of these connections.

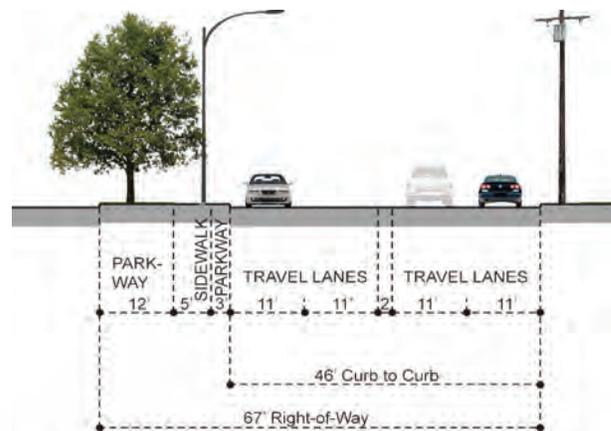


Figure 5.7. CEDS Streetscape Renderings.

Source: CEDS Study.

Above: Irving Park Road Existing Section.

Below: Streetscape Plan and Recommended Improvements

Source: CEDS Study.





IB
← Shopping
← Restaurants
← Theatre
BENSENVILLE
GATEWAY TO OPPORTUNITY





York Road Corridor

Key Findings

- There are a wide variety of uses along the corridor ranging from heavy industrial to residential. The northern half of the corridor extending from Irving Park Road to Devon Avenue is primarily industrial in character with wider rights-of-way, buildings set back significantly from roadways, limited signage, and unattractive streetscape. This character changes dramatically south of Irving Park road with narrower rights-of-way, mix of residential and local commercial uses, streetscape improvements in the form of decorative street lights and sidewalks, and slower vehicular traffic speeds.
- The Irving Park Road/York Road Grade Separation will vastly relieve traffic congestion.
- C-4 zoning north of Irving Park Road has negatively impacted existing industrial uses and corridor redevelopment.
- There is a lack of signage and wayfinding signs, despite the corridor being a primary gateway into the community.
- As per the TOD Study, there are over 150 curb cuts in the corridor's four-mile stretch, restricting smooth vehicular and pedestrian movement.

Near-Term (1-5 years) Recommendations

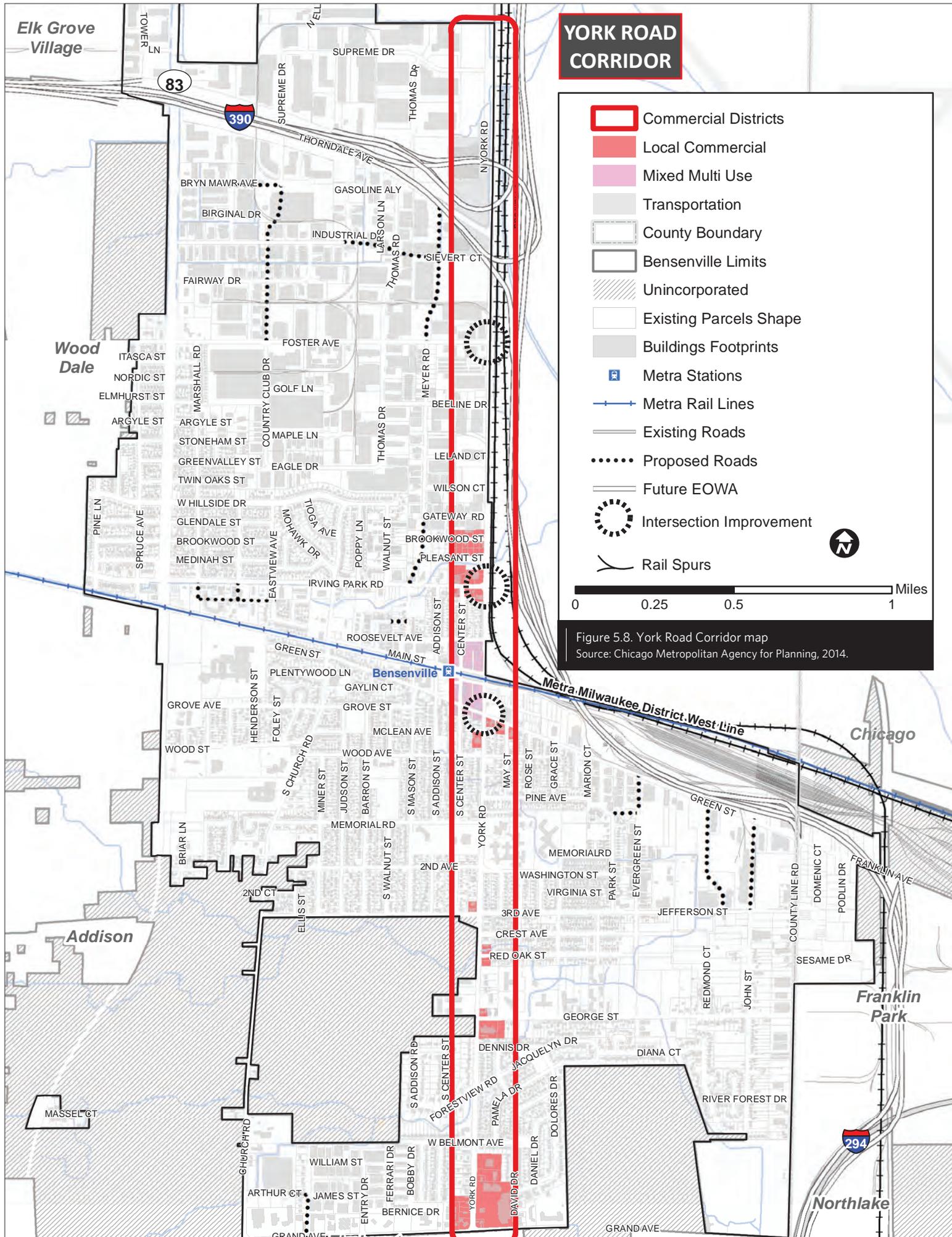
Create access management plan to reduce curb-cuts.

Refer to strategy detailed in Mid-Town/Irving Park corridor sub-area.

Revise zoning ordinance for C-4 district north of Irving Park Road.

The Village rezoned the industrial areas on the west side of York Road across from O'Hare airport to C-4 Regional Planned Unit Development (PUD) Commercial to better position the area for airport related redevelopment. The rezoning has negatively impacted industrial businesses from expanding operations and sale of property, however. Real estate professionals mentioned the ongoing demand for industrial redevelopment on rezoned parcels, but property owners have been unable to sell or improve the land since the parcels are not suited for the big box retail stores permitted by the C-4 zoning designation.

The Village should change the C-4 designation to permit industrial uses as part of the zoning ordinance revision. Future designation should be based on market analysis findings.



YORK ROAD CORRIDOR

- Commercial Districts
- Local Commercial
- Mixed Multi Use
- Transportation
- County Boundary
- Bensenville Limits
- Unincorporated
- Existing Parcels Shape
- Buildings Footprints
- Metra Stations
- Metra Rail Lines
- Existing Roads
- Proposed Roads
- Future EOWA
- Intersection Improvement
- Rail Spurs

Figure 5.8. York Road Corridor map
 Source: Chicago Metropolitan Agency for Planning, 2014.



Long-Term (5-10 Years) Recommendations

Implement CEDS streetscape plan.

The following streetscape improvements should be implemented in the York Road corridor:

- Install street trees along York Road in a manner that blocks airport views on the east side and provides shade on the west side.
- Install planted median.
- Install street lights with banners in planted median where possible.

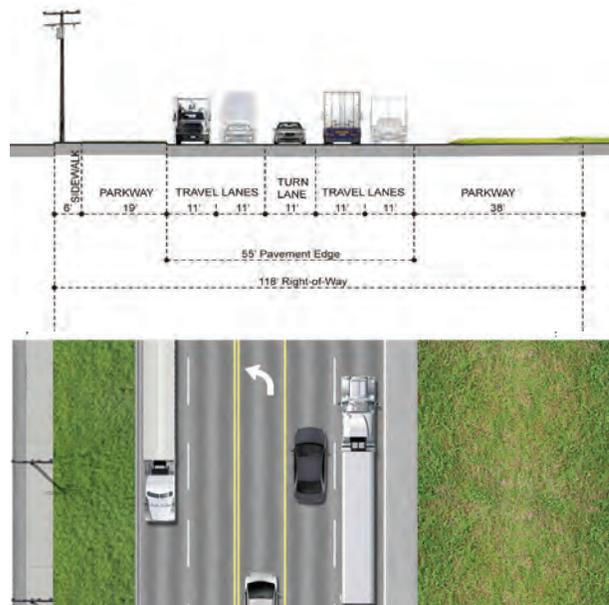


Figure 5.9. CEDS Streetscape Renderings.
Source: CEDS Study.

Above: York Road Existing Section and Plan.

Below: Streetscape Plan and Recommended Improvements
Source: CEDS Study.

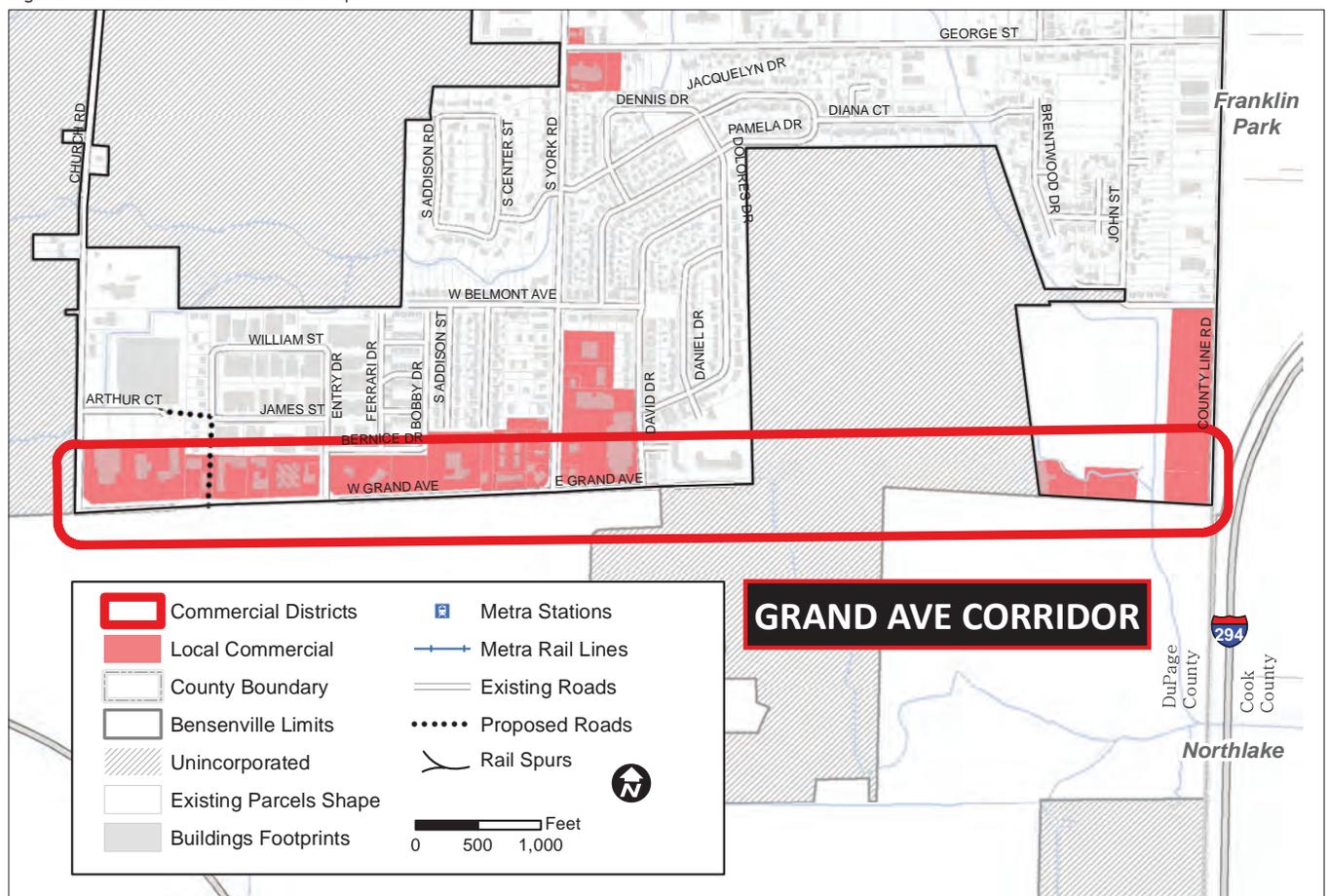


Grand Avenue Corridor

Key Findings

- The corridor is primarily composed of industrial and auto-oriented commercial uses. There are no sidewalks on the south side of the roadway.
- The roadway provides access to the Southern Business Park and River Forest Golf Course. Industrial businesses have only one access point to Grand Avenue, making it difficult for freight movement.
- Commercial uses are set back from the roadway with parking in the front. A majority of parking lots are not utilized fully.
- The number of curb cuts between Entry Drive and Church Road is excessive and interferes with the smooth movement of traffic along Grand Avenue.
- There is a lack of signage and wayfinding signs, despite the corridor's significance as the Village's southern gateway.

Figure 5.10. Grand Avenue Corridor map.



Source: Chicago Metropolitan Agency for Planning, 2014.



Near-Term (1-5 years) Recommendations

Extend Williams Street and Arthur Court for better connectivity.

Freight and vehicular access to the Southern Business District and commercial areas in the western portion of Grand Avenue is restricted to Entry Drive. To improve internal circulation and access to Church Road, the Village should extend the Arthur Court cul-de-sac east to Judson Street. As a first step, the Village should initiate discussions with property owners to be impacted by the extension—the residents to the east and industrial businesses to the west. The alignment should allow for buffered streetscape and landscaping, protecting residents from freight activity.

The Village should also consider extending Judson Street south towards Grand Avenue, creating an additional point of access for industrial businesses. The Village should undertake a preliminary engineering analysis to identify possible alignments for the extension. Property owners and businesses to be impacted should be involved in the process from the beginning. Given that Grand Avenue is a county road, a meeting with DuPage County's Division of Transportation should also be held by Village officials to discuss the intent, benefits, and potential alignment of the roadway extension.

Revise zoning ordinance to include development standards.

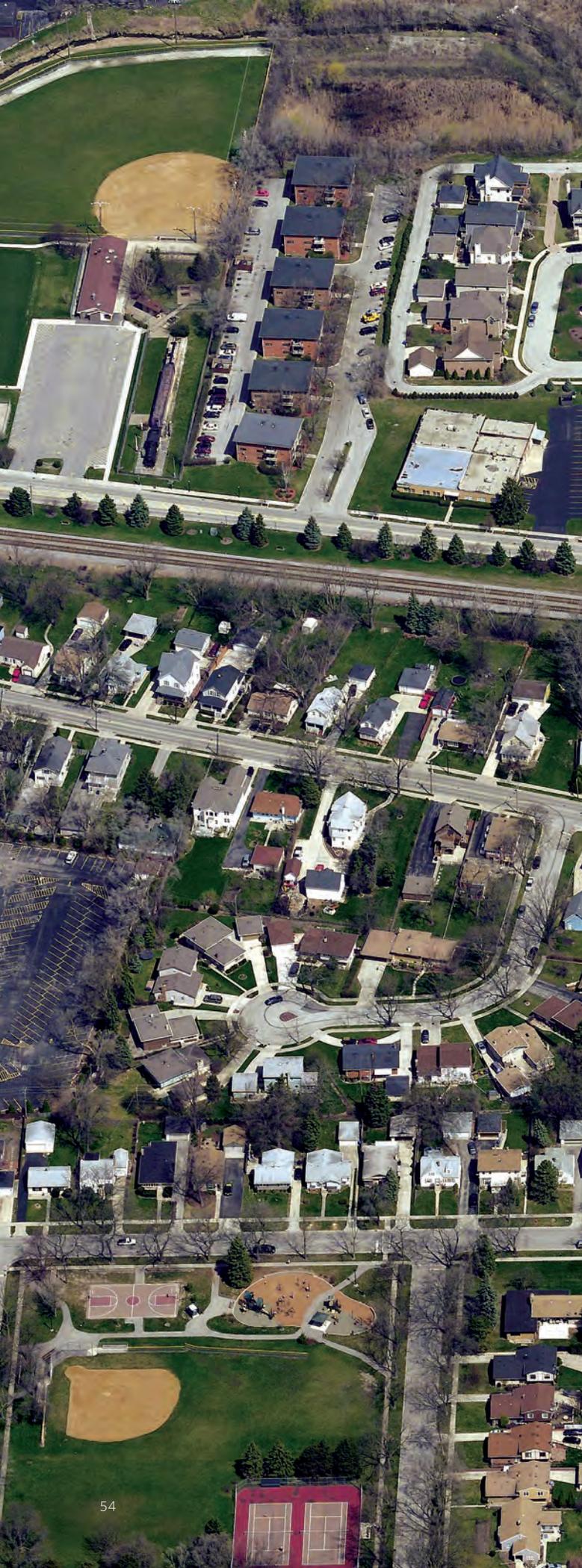
The C-2 Highway Commercial designation along Grand Avenue negatively impacts its visual character. As part of a comprehensive zoning ordinance revision, the Village should create a commercial zoning district for Grand Avenue that requires buildings to be placed closer to the right-of-way, reduces parking requirements, increases landscape and streetscape coverage, and encourages better signage.

Create gateway enhancements plan.

Grand Avenue is the southern gateway into Bensenville. The Village should work closely with the County to install gateway signs and/or make landscape improvements at the following intersections:

- County Line Road
- York Road
- Church Road

The treatment at each intersection may vary by adjacent land uses and character of development. County Line Road primarily caters to industrial employees and freight movement while York Road is a mix of visitors, residents, and daily commuters passing through the community. Building upon the signage and wayfinding recommendations in the TOD Study, the Village should create a gateway enhancement plan that would identify a theme for the Village's gateway features and provide a series of images illustrating the various gateway features and supporting landscape. These options should be shared and discussed with the County and a preferred design for each intersection selected by both parties. The funding, timeline, and process for installation of the signs should be discussed at this point.



Long-Term (5-10 years) Recommendations

Improve transit and pedestrian amenities.

As identified earlier, the Grand Avenue corridor does not encourage pedestrian movement and has limited amenities for transit riders. Pace does not currently operate any service on Grand Avenue, but Routes 757 and 332 have stops on Grand Avenue as they run north-south. As recommended in the TOD study, the Village should reach out to Pace and convey the need for better defined bus stops and bus shelters at Grand Avenue for both Pace routes. The bus stop at the northeast corner of York Road and Grand Avenue is especially important given its proximity to the shopping center.

Pedestrian connections from the bus stop to the shopping center are also required. In addition, defined cross walks at major intersections, consistent sidewalk connections from the corridor to various commercial businesses along Grand Avenue are also important. The Village should require the construction of sidewalk connections from Grand Avenue to retailers as part of any future redevelopment along the corridor. The Village should simultaneously work with the County to install sidewalks along the length of the corridor for pedestrian access.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding should be pursued for improvements to the bus stop and pedestrian connection to the shopping center from the corner of Grand Avenue and York Road.

Photo credit: Bensenville Village Staff.





Chapter 6 220 INDUSTRIAL AREAS PLAN





The Village of Bensenville will implement policies and programs that allow its industrial sector to continue to flourish and expand within the community, create new jobs for the local population, and support growth in other sectors of the Village’s economy.

Industrial park business in Bensenville.



Photo credit: Bensenville Village Staff.

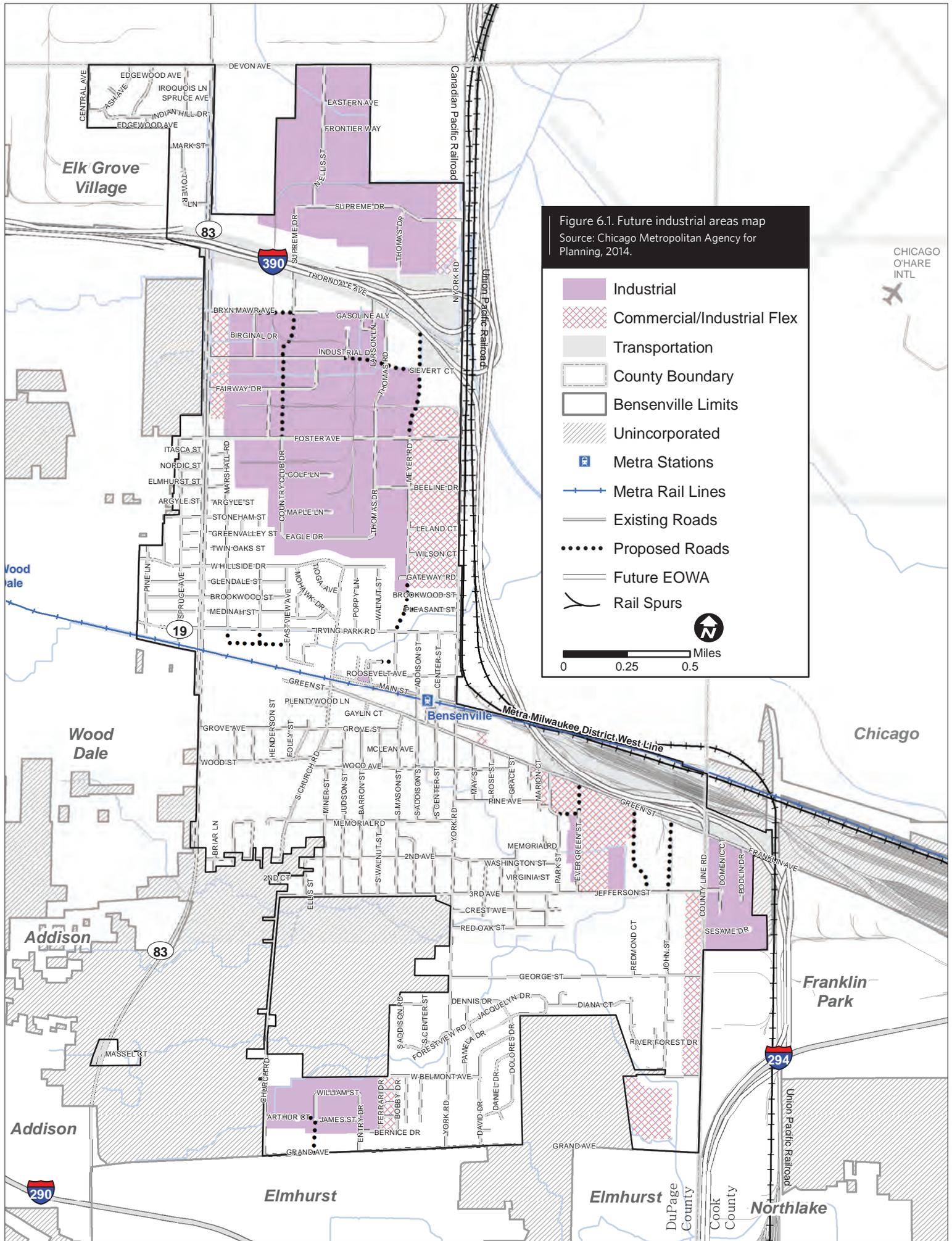


Figure 6.1. Future industrial areas map
 Source: Chicago Metropolitan Agency for Planning, 2014.

Legend

- Industrial
- Commercial/Industrial Flex
- Transportation
- County Boundary
- Bensenville Limits
- Unincorporated
- Metra Stations
- Metra Rail Lines
- Existing Roads
- Proposed Roads
- Future EOWA
- Rail Spurs

0 0.25 0.5 Miles

CHICAGO O'HARE INTL



Community-Wide Recommended Strategies

Near-Term (1-5 years) Recommendations

Incorporate innovative stormwater management practices in ordinances.

During the analysis of existing conditions, Village officials acknowledged the need for creating an ordinance that would reduce stormwater runoff from new and existing developments. Within the industrial areas, a few businesses have addressed this issue by creating detention and retention ponds on individual sites. While this has been effective to a certain extent, there is a wide array of innovative options the Village should continue to explore.

To this end, the Village should adopt an ordinance to control stormwater runoff at the individual site-level. Please refer to Chapter 4: Commercial Areas Plan for further details.

Create incentives to encourage rehabilitation of older properties/sites.

The quality and speed of physical improvements to private property as well as public rights-of-way will depend a great deal on the funds available. To help with the rehabilitation of older properties, the Village should consider creating one or more financial incentive programs.

For the purpose of undertaking site work that include green infrastructure (e.g. permeable pavers, bioswales, trees and native plantings) and building facade improvements, the Village should consider the following options:

- Industrial revolving loan fund: This program could offer loans at a certain percentage of total cost or up to a fixed amount, whichever is lower, for projects that create or retain jobs. Applicants would need to provide a detailed plan to the Village and the Village would work with a lender to negotiate a low fixed interest rate loan for the business. This program would be administered through the Village's Finance Department.
- Facade and site improvement grant: This program would focus on improvements to the facades and site level improvements for older industrial properties with the goal of improving building appearance and bringing older signs, parking, and landscaping into conformance with new standards as per the proposed new zoning ordinance. The program would provide a 50/50 matching grant up to a certain amount for facade as well as site level improvements. The Village of Skokie created a similar program focused on facades for its Southeast Industrial Area and approximately 18 facades have been completed thus far.

Work with utility providers to improve energy efficiency.

The U.S. Green Building Council estimates that energy efficient retrofits will allow businesses to save between 10 percent and 50 percent savings of their energy costs. For older industrial businesses, the Village of Bensenville should consider providing resources to businesses to improve energy efficiency in existing buildings.

A number of industrial buildings in Bensenville's industrial areas were built several decades ago. As a result, there are a number of energy efficiency improvements that could help reduce energy consumption and costs for these buildings. The Village should reach out to utility providers to assist building owners in obtaining professional energy audits. Both Commonwealth Edison and Nicor Gas run programs to help businesses conserve energy and reduce energy bills. ComEd's Smart Ideas for Your Business program offers a portfolio of incentives, services, and solutions to help identify energy-saving technologies and operational improvements for businesses (<https://www.comed.com/business-savings/programs-incentives/Pages/default.aspx>). Nicor Gas helps businesses determine their energy needs from the site selection stage and provides energy saving strategies to maximize operational efficiency and lower operating costs (<http://nicorgas.aglr.com/Business.aspx>).

The primary role of the Village and local business groups would be to act as a resource for businesses seeking information on the various components of these programs including auditing, funding, and implementation. Examples of what other businesses have accomplished through the two programs can be found here:

- ComEd program: <https://www.comed.com/business-savings/resources/Pages/case-studies.aspx>.
- Nicor Gas programs: <http://www.nicorgasrebates.com/index.php/bus/business-contractor/bus-con-downloads>.

Support regional and statewide efforts.

As described in the GO TO 2040 regional comprehensive plan, the Chicago region has traditionally lacked a champion to look out for its freight needs, despite being the nation's hub of truck and rail freight. National discussions and decisions about the movement of goods are dominated by port cities and states, partly because of the Chicago region's lack of a leading representative. There is a tremendous amount at stake for all municipalities in these discussions as the movement of freight can have a wide range of potentially positive or negative effects, including economic ones.

Bensenville is part of the O'Hare industrial submarket that generates a significant amount of freight traffic. With completion of the EOWA initiative, freight volumes are anticipated to rise as the industrial sector takes advantage of improved access and visibility. It is important for the Village to engage with the business community, neighboring communities, regional stakeholders, and national freight decision-makers to ensure that movement of goods is seamless and freight issues are being addressed proactively. CMAP is leading discussions with regional and national freight stakeholders on how to strategically invest in freight improvement in northeastern Illinois. While there are no municipal roles identified at this point, there will be opportunities to contribute in the future.

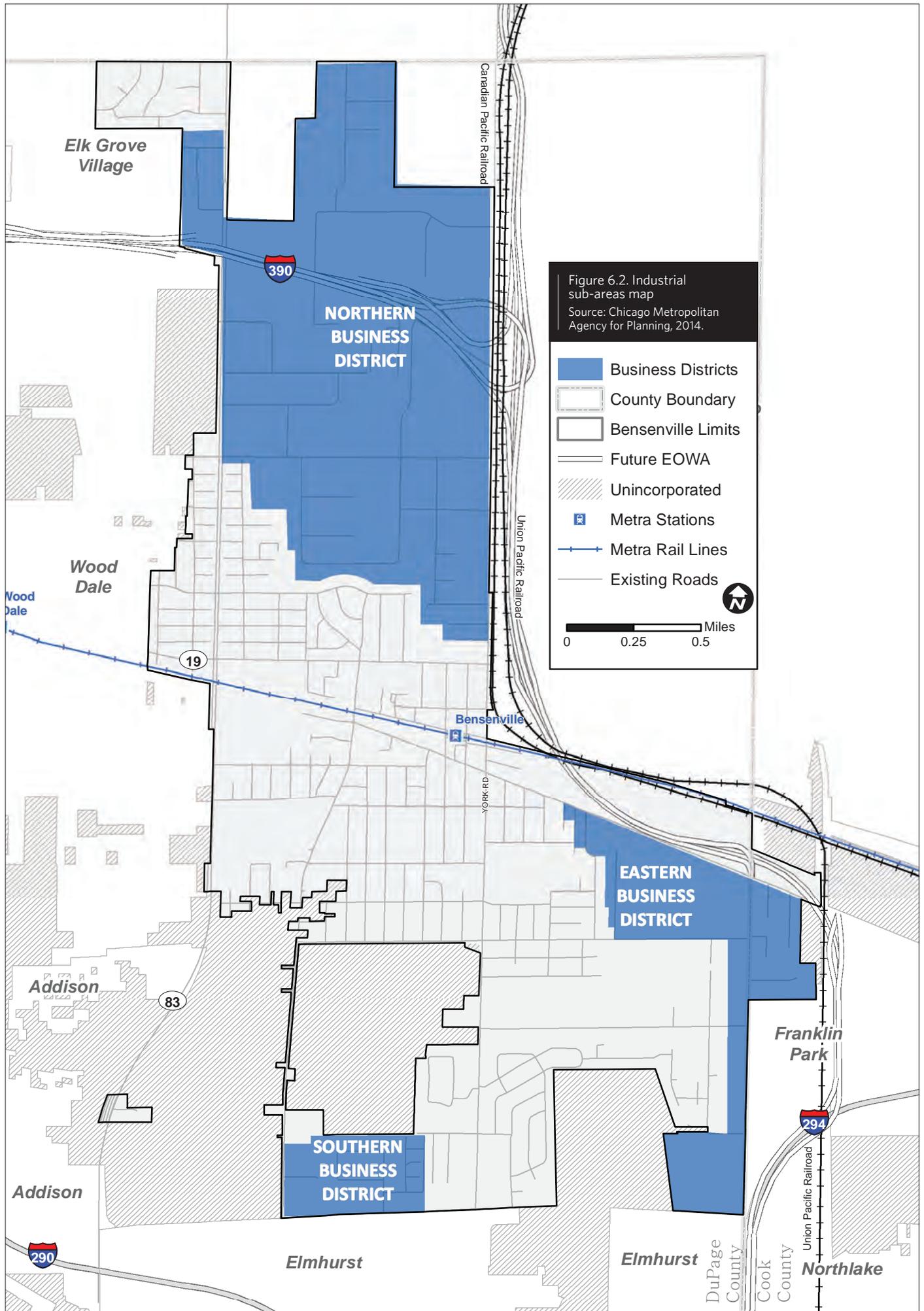


Figure 6.2. Industrial sub-areas map
 Source: Chicago Metropolitan Agency for Planning, 2014.

- Business Districts
- County Boundary
- Bensenville Limits
- Future EOWA
- Unincorporated
- Metra Stations
- Metra Rail Lines
- Existing Roads

N
 0 0.25 0.5 Miles

Long-Term (5-10 years) Recommendations

Support workforce development.

In order to support industrial growth specifically, the Village needs to create a robust and educated workforce. The Village's leadership should work with non-profit organizations such as the Chicago Jobs Council to identify workforce development services available to Bensenville residents. The Village should also coordinate with educational organizations such as Robert Morris University and College of DuPage to create education and training program in collaboration with Bensenville's industrial businesses, allowing them to hire locally.

Coordinate with Choose DuPage on industrial initiatives.

Choose DuPage leads economic development initiatives in DuPage County. The organization serves a number of functions that include providing businesses information on ongoing projects, creating an on-line database of available sites and spaces, and providing information on a variety of resources varying from financing to workforce development.

The Village of Bensenville should reach out to Choose DuPage to understand the range of services that could be beneficial to local businesses, e.g. business retention programs, financing programs, and workforce training resources. Representatives from Choose DuPage should be invited to share information on the resources they offer at monthly Board meetings and networking events.

Participate in the Golden Corridor Advanced Manufacturing Partnership.

Bensenville is part of the Golden Corridor Advanced Manufacturing Partnership (GCAMP), consisting of municipalities, businesses, schools, and other institutions near and along the I-90 corridor from Elgin to O'Hare International Airport. The group, formed in 2009, focuses on the manufacturing sector, highlighting manufacturing careers, changing the negative perception of the sector, and linking businesses to a skilled labor force. The group members meet on quarterly basis, and hold events such as open houses connecting students to employers and showcasing the opportunities for specialized and skilled positions in manufacturing.

The Village should stay involved in GCAMP and encourage manufacturers to participate in quarterly events. Information about the group should be disseminated through local business groups as well as local media, including the Village website. The Village should also reach out to local schools, as well as Robert Morris University to make them aware of the resources available through GCAMP and promote their participation in education and training programs.

In addition to these community-wide recommendations relevant to all business in Bensenville, there are a number of recommendations aimed at addressing the issues unique to each of the Village's business districts: the Northern Business District and the Eastern Business District.



Northern Business District

Key Findings

- There are limited north-south truck connections to Irving Park Road, Thorndale Avenue, and Devon Avenue.
- Very few local streets provide continuous connections within the District.
- The EOWA initiative will create a more competitive Northern Business District by improving access to O'Hare airport and regional transportation network.
- The future Thorndale Road will substantially improve access and visibility, but also further divide the District.
- The rights-of-way and building conditions lack aesthetic appeal, especially south of Thorndale Avenue.
- Flooding is a major concern for businesses along Willow Creek. The Village has recently addressed these concerns by implementing various stormwater, sewer, water, and street light improvements. To fund the improvements, the Village established seven SSA. A TIF District was also established to pay for the Village's share of the improvements.
- There is a large daytime employee population that could drive demand for restaurants and convenience shopping.

Near-Term (1-5 years) Recommendations

Make local street connections to improve circulation. Figure 6.3 illustrates the existing street network and recommended street extensions that would enhance connectivity and site access. As per the CEDS Study, the alignment of extensions is designed to impact the least amount of parcels in the District, taking factors such as building value, land value, and building condition into account.

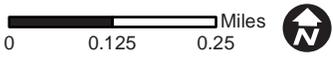
Specific extensions include:

- Meyer Road extended south to connect with Irving Park Road. The road can be aligned with Mason Street, but alignment will be determined by the final development plan for the area.
- Meyer Road extended north to tie into the new EOWA frontage road.
- Country Club Drive extended northward to connect with the EOWA frontage road and under the proposed expressway to connect with Supreme Drive. This extension would increase connectivity between the industrial areas north and south of the EOWA initiative.
- Bryn Mawr Avenue extended to the future Country Club Drive. The connection would provide a direct connection to IL-83.

Funding for road extensions should not compete with the Village's capacity to fund and maintain existing roads. The Village should undertake a preliminary engineering and financial analysis of the road extension projects with assistance from a transportation engineering agency. The analysis will help the Village identify the process, cost, potential funding mechanisms, and phasing of these projects. Engaging and educating business owners and landlords in the Northern Business District will be a key part of this process.

Figure 6.3. Northern business district map
 Source: Chicago Metropolitan Agency for Planning, 2014.

- Commercial
- Regional Commercial
- Commercial/Industrial Flex
- Industrial
- Transportation
- County Boundary
- Bensenville Limits
- Existing Parcels Shape
- Metra Stations
- Metra Rail Lines
- Existing Roads
- Proposed Roads
- Future EOWA
- Business District
- Intersection Improvement
- Rail Spurs
- Water
- Buildings Footprints

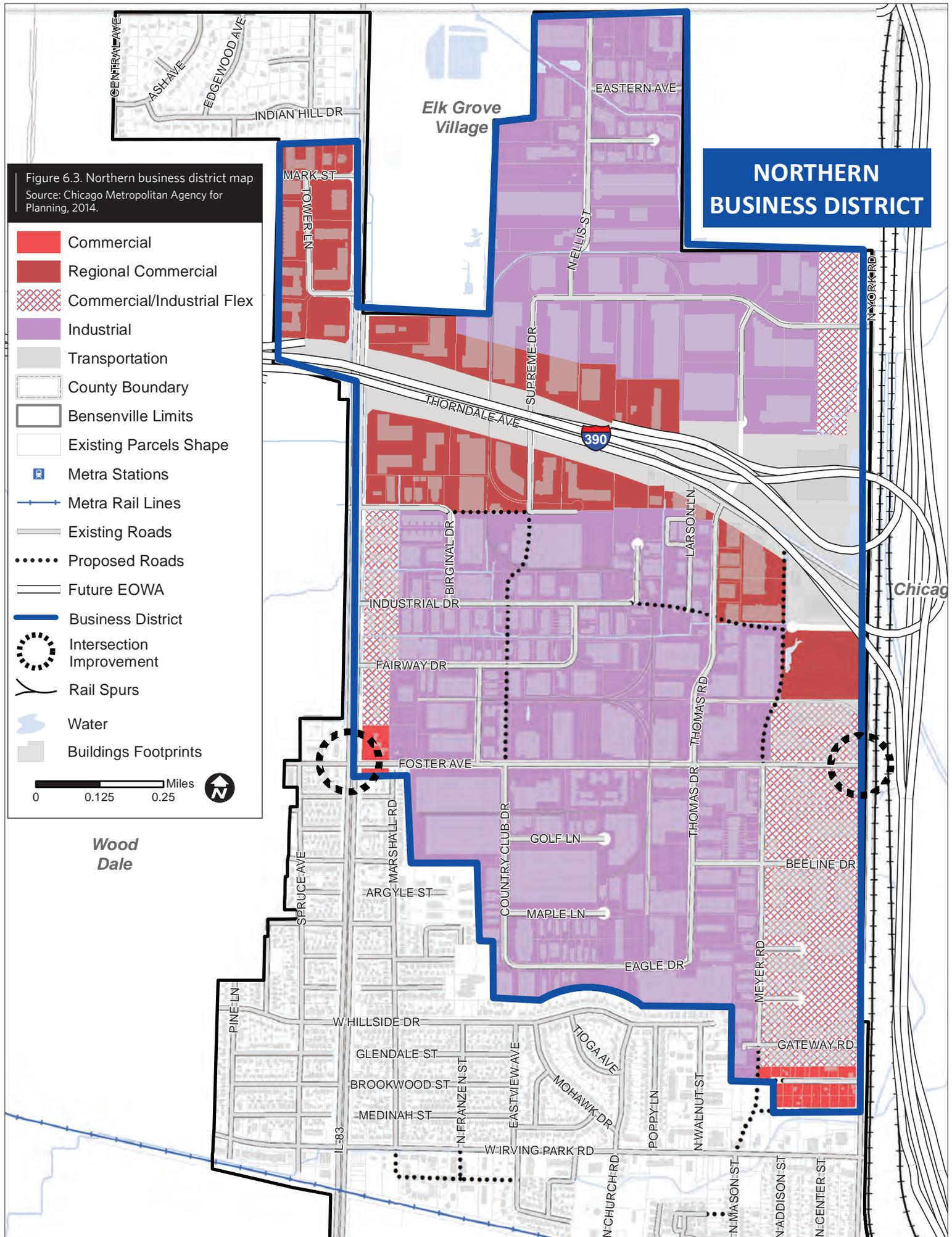


Wood Dale

NORTHERN BUSINESS DISTRICT

Elk Grove Village

Chicago



Undertake intersection improvements.

The Plan supports a number of key intersection improvements (refer to Figure 6.3) in the Northern Business District to accommodate increased traffic volumes from the EOWA initiative. The CEDS Study identifies the following intersections for improvements:

- IL-83 and Foster Avenue
- York Road and Foster Avenue
- York Road and Irving Park Road (currently underway)

Village officials should continue to monitor traffic volumes on local streets on an annual basis. This will allow them to monitor the evolving traffic through the Northern Business District and make improvements accordingly. Intersection improvements could include:

- Wider right-of-ways at intersections to accommodate additional turn lanes and through lanes.
- Access restrictions from side streets and driveways near intersections.
- Improved pedestrian facilities including sidewalks and crosswalks.
- Wider curb radii to allow larger WB-65 freight trucks to maneuver without driving over the curb.
- Modified landscape improvements to avoid damage.

The Village will need to undertake further detailed engineering and design analysis for each specific location identified above, with the exception of the York Road/Irving Park Road intersection. The York Road/Irving Park Road intersection redesign is already underway and is expected to be completed in late 2015.

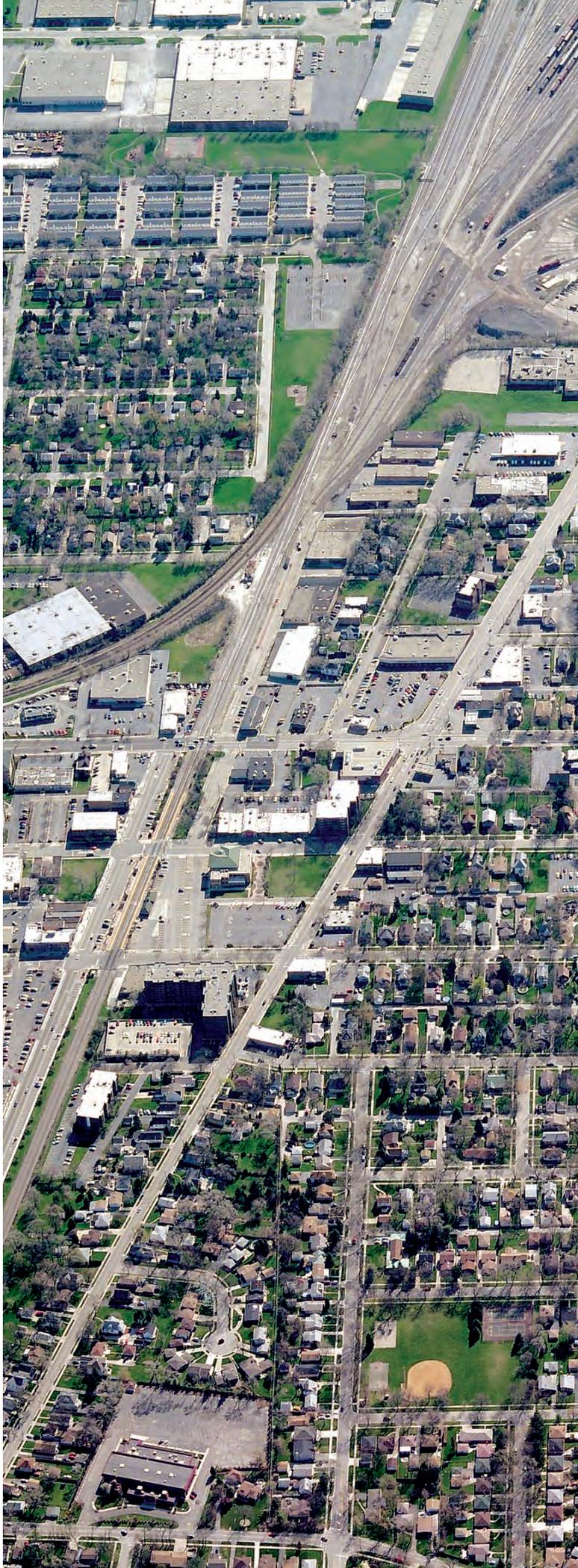


Photo credit: Bensenville Village Staff.

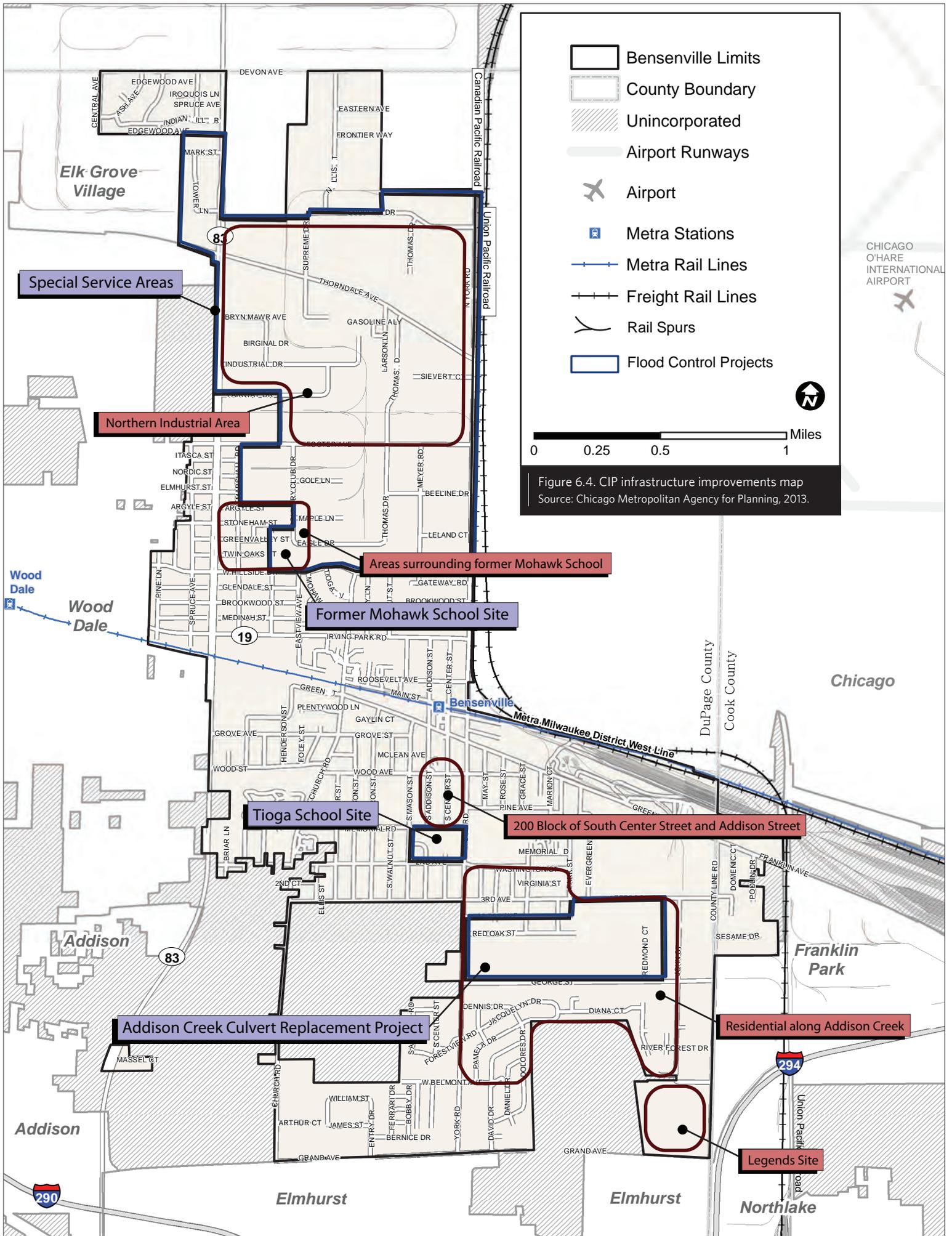


Figure 6.4. CIP infrastructure improvements map
 Source: Chicago Metropolitan Agency for Planning, 2013.



Eastern Business District

Key Findings

- Green Street and County Line Road are busy truck routes, with wide travel lanes to accommodate larger vehicles and higher speeds. These characteristics including the lack of buffer between travel lanes and sidewalk, parking lots adjacent to rights-of-way, limited tree plantings, and overhead utilities, create an unattractive visual environment and unsafe pedestrian realm.
- The EOWA initiative will impact a number of buildings in the District. It will also enhance access for an area that already enjoys good access to the regional transportation system.
- The District is home to a variety of retail, office, and light industrial facilities.
- There are several vacant and underutilized properties available for redevelopment, including some with environmental challenges.
- The TIF 4 site is a redevelopment priority for the Village, but has a number of environmental challenges that need to be addressed.

Near-Term (1-5 years) Recommendations

Make local street connections to improve circulation.

The following roadway extensions will help improve vehicular circulation through the Eastern Business District (refer to Figure 6.5). Specific extensions include:

- John Street extended north to Green Street.
- A new north-south street between Jefferson Street and Green Street, providing access to a mix of service, office, and light industrial uses.
- Pine Avenue extended east to Evergreen Street.
- Evergreen Street extended north to Green Street, improving access to Green Street for industrial businesses.

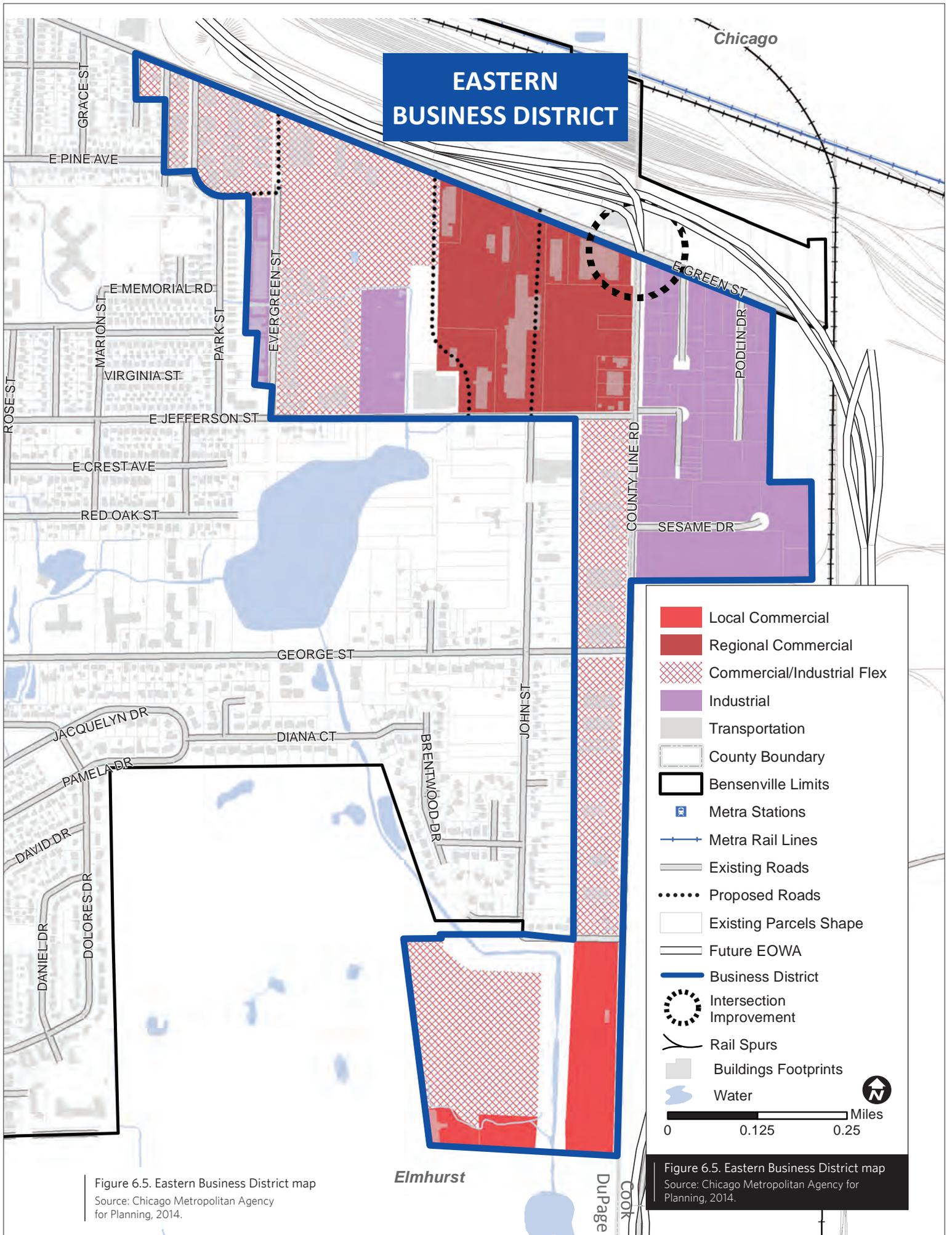
As mentioned above, the Village should undertake a preliminary engineering and financial analysis of the road extension projects with assistance from a transportation engineering firm. Engaging and educating business owners and landlords in the Eastern Business District will be a key part of this process.

Undertake intersection improvements.

The Plan supports the implementation of the County Line Road and Green Street intersection improvements identified in the CEDS Study (refer to Figure 6.5). Intersection improvements could include:

- Improved pedestrian facilities, including sidewalks and crosswalks.
- Wider curb radii to allow larger WB-65 freight trucks to maneuver without driving over the curb.
- Modified landscape improvements to avoid damage.

The Village will need to undertake further detailed engineering and design analysis for this intersection.



EASTERN BUSINESS DISTRICT

- Local Commercial
- Regional Commercial
- Commercial/Industrial Flex
- Industrial
- Transportation
- County Boundary
- Bensenville Limits
- R Metra Stations
- Metra Rail Lines
- Existing Roads
- Proposed Roads
- Existing Parcels Shape
- Future EOWA
- Business District
- Intersection Improvement
- Rail Spurs
- Buildings Footprints
- Water

Miles
 0 0.125 0.25

Figure 6.5. Eastern Business District map
 Source: Chicago Metropolitan Agency for Planning, 2014.

Figure 6.5. Eastern Business District map
 Source: Chicago Metropolitan Agency for Planning, 2014.



Implement streetscape improvements as per CEDS Study.

The CEDS Study recommends improvements to Green Street to improve its visual appeal and make it safer for all modes of transportation. Streetscape improvements for Green Street include:

- Landscape improvements to block views of overhead utilities, railroad, airport, and future elevated highway.
- Street lighting and burying overhead utilities where possible.
- Entrance gateway signs and banners designating entry to downtown and identifying major destinations.

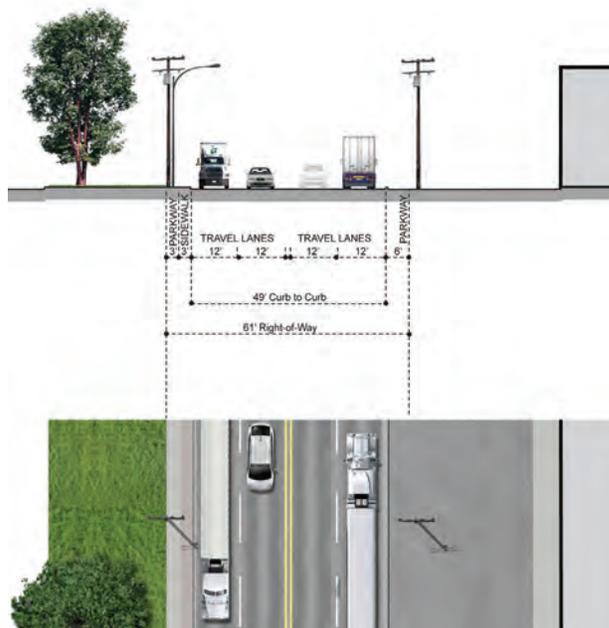


Figure 6.6. CEDS Streetscape Renderings.

Source: CEDS Study.

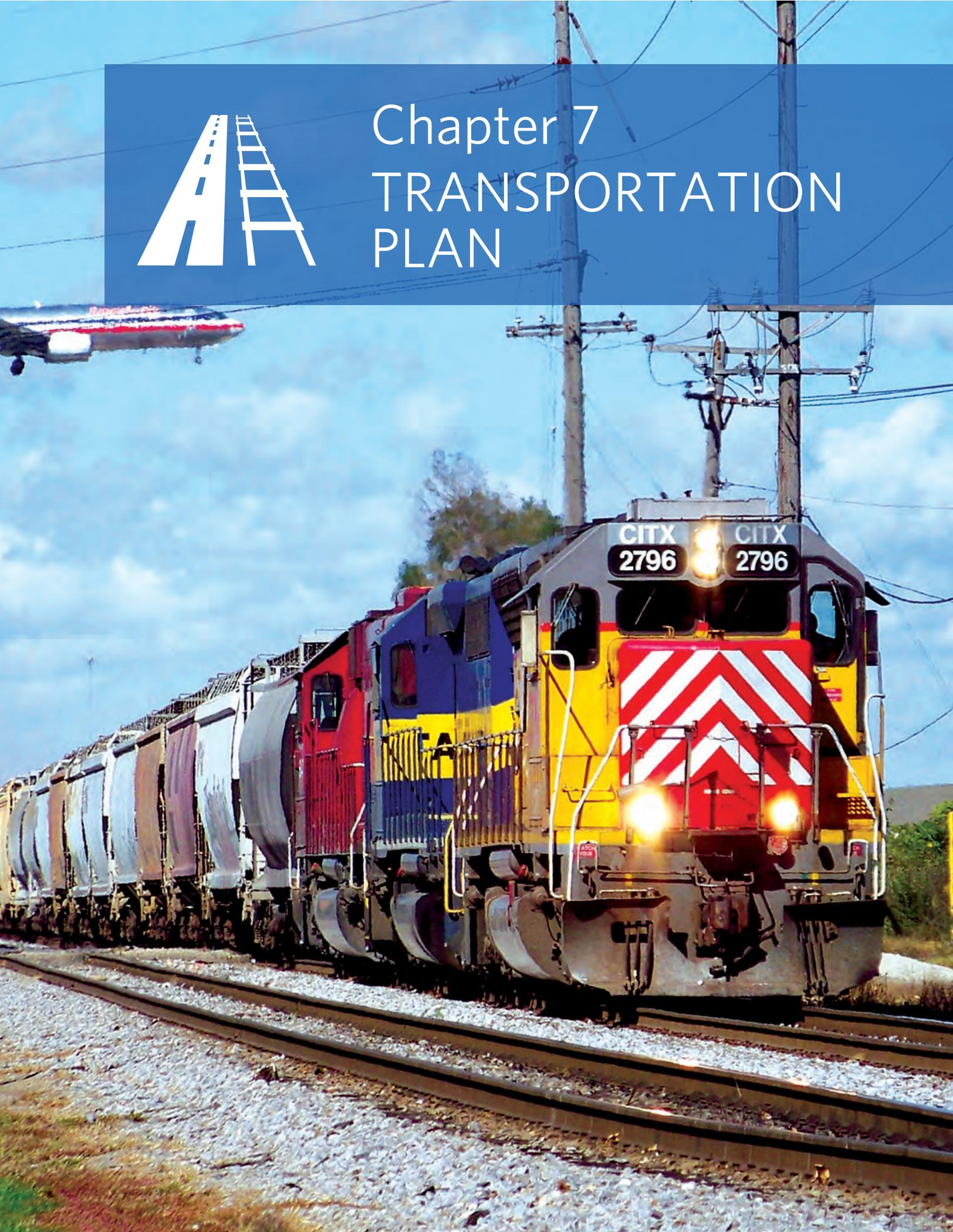
Above: Green Street Existing Section and Plan.

Below: Streetscape Plan and Recommended Improvements
Source: CEDS Study.





Chapter 7 TRANSPORTATION PLAN





The Village of Bensenville will provide its residents and businesses with safe and efficient transportation options to navigate the community and connect to regional transportation systems. Residents will have convenient access to local and regional shopping and recreational destinations while businesses will be able to transport freight regionally and nationally in a timely manner.

Key Findings

- The EOWA initiative will reshape travel and freight movement patterns for businesses and residents alike.
- The Canadian Pacific Railroad overpass project and York Road/Irving Park intersection improvements will help alleviate traffic congestion.
- There are several roads that are in need of repairs ranging from resurfacing to reconstruction. Surface Transportation Program (STP) funds are being utilized for a number of these improvements.
- Major rights-of-way such as Irving Park Road, York Road, Grand Avenue, and County Line Road lack aesthetic appeal.
- Lack of sidewalk maintenance is one of the top concerns of community residents.
- Bensenville has no existing bike trails within its municipal boundaries. The planned O'Hare Connector Trail is slated to go through downtown Bensenville and would connect to regional trails including the Des Plaines River Trail and Salt Creek Greenway Trail.

Freight

Near-Term (1-5 years) Recommendations

Increase street connectivity.

Please refer to Chapter 2 Plan Overview and Chapter 6 Industrial Areas Plan for details.

Photo credit: Robby Gragg, Flickr.

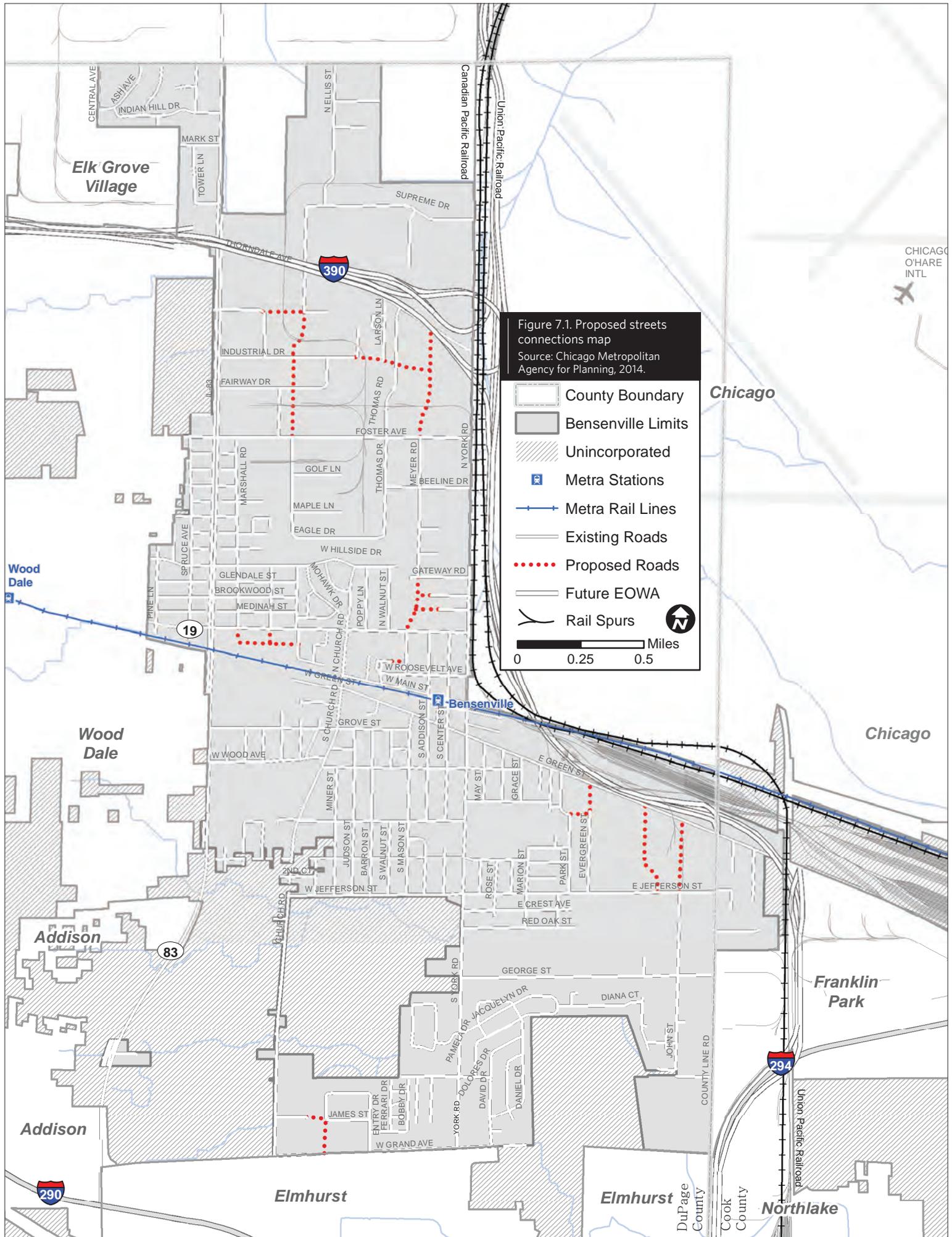


Figure 7.1. Proposed streets connections map
 Source: Chicago Metropolitan Agency for Planning, 2014.

- County Boundary
 - Bensenville Limits
 - Unincorporated
 - Metra Stations
 - Metra Rail Lines
 - Existing Roads
 - Proposed Roads
 - Future EOWA
 - Rail Spurs
- 0 0.25 0.5 Miles



Roadways

Near-Term (1-5 years) Recommendations

Incorporate the Pavement Management Program into the Village's CIP.

The Public Works Department recently completed a multi-year Pavement Management Program that establishes guidelines for street maintenance and repair. The program should be listed as a line item within the Village's CIP. This will allow the Public Works Department to budget for improvements in a phased manner. While there will most likely be a funding gap between the pace at which improvements will be needed and can be made, the following are some strategies for mitigating street maintenance costs in order to help close the funding gap:

- Within the industrial areas, the Public Works Department should work with the business owners to create cost sharing agreements for roads that are frequently utilized by trucks serving local businesses.
- Improving pavement conditions adjacent to local schools will benefit the school districts as well. The Village should consider entering into a cost-sharing agreement with the school districts to maintain streets adjacent to schools.
- The Park District and Library District will benefit from the maintenance of streets adjacent to their facilities. The Village should approach both the entities and propose a cost-sharing agreement for maintenance of streets adjacent to local parks and library facility.

Work closely with the DuPage Mayors and Managers Conference Transportation Committee.

For a number of recommended transportation actions outlined in this chapter, the Village should work closely with the DuPage Mayors and Managers Conference (DMMC) Transportation Committee. The Transportation Committee is split into two groups, the Transportation Policy Committee and the Transportation Technical Committee. The Policy Committee oversees initiatives to improve mobility and reduce congestion in the County, as well as the implementation of the DuPage Area Transit Plan. The Technical Committee oversees distribution of STP funds. The level of interaction and coordination will vary by action, but it is important for the Village to be aware of, support, and if possible participate in initiatives undertaken by DMMC and vice versa. Coordination and involvement with DMMC is particularly crucial in cases where the success of recommended actions relies on intergovernmental cooperation.

Long-Term (5-10 years) Recommendations

Focus on access management to promote safety along major thoroughfares.

As discussed in the Commercial Areas Plan chapter, the GO TO 2040 plan supports access management as an effective program for improving the region's thoroughfares. Access management will help Bensenville reduce arterial road conflict points along Irving Park Road and York Road, thus improving traffic flow and traffic safety. The challenge will be to achieve improved mobility on these roads while providing sufficient access to ensure prosperous businesses in planned commercial and mixed-use areas.

As discussed in the Commercial Areas Plan chapter, the Village should create an access management manual focusing on enhancements to Irving Park Road and York Road.

Monitor and support regional transportation projects.

The EOWA initiative will have several economic and transportation impacts at the regional level. Transportation improvements that will directly benefit Bensenville include:

- Western Bypass linking I-294 to I-90.
- Extension and redesign of Thorndale Avenue as a western access to O'Hare airport.
- System interchange at Thorndale Avenue and Western Bypass.
- Partial interchange at Irving Park Road and Western Bypass.
- Full interchange at IL-83 and redesigned western access.
- Direct access to O'Hare airport from York Road.

Additional improvements such as the construction of the Taft Avenue connector, full interchange at Franklin Avenue and Taft Avenue, partial interchange at Green Street and County Line Road, and new I-294 interchange at the southern end in Franklin Park will also benefit Bensenville businesses and residents.

The Village should continue to monitor the EOWA initiative's progress and participate through DMMC's Transportation Committees.

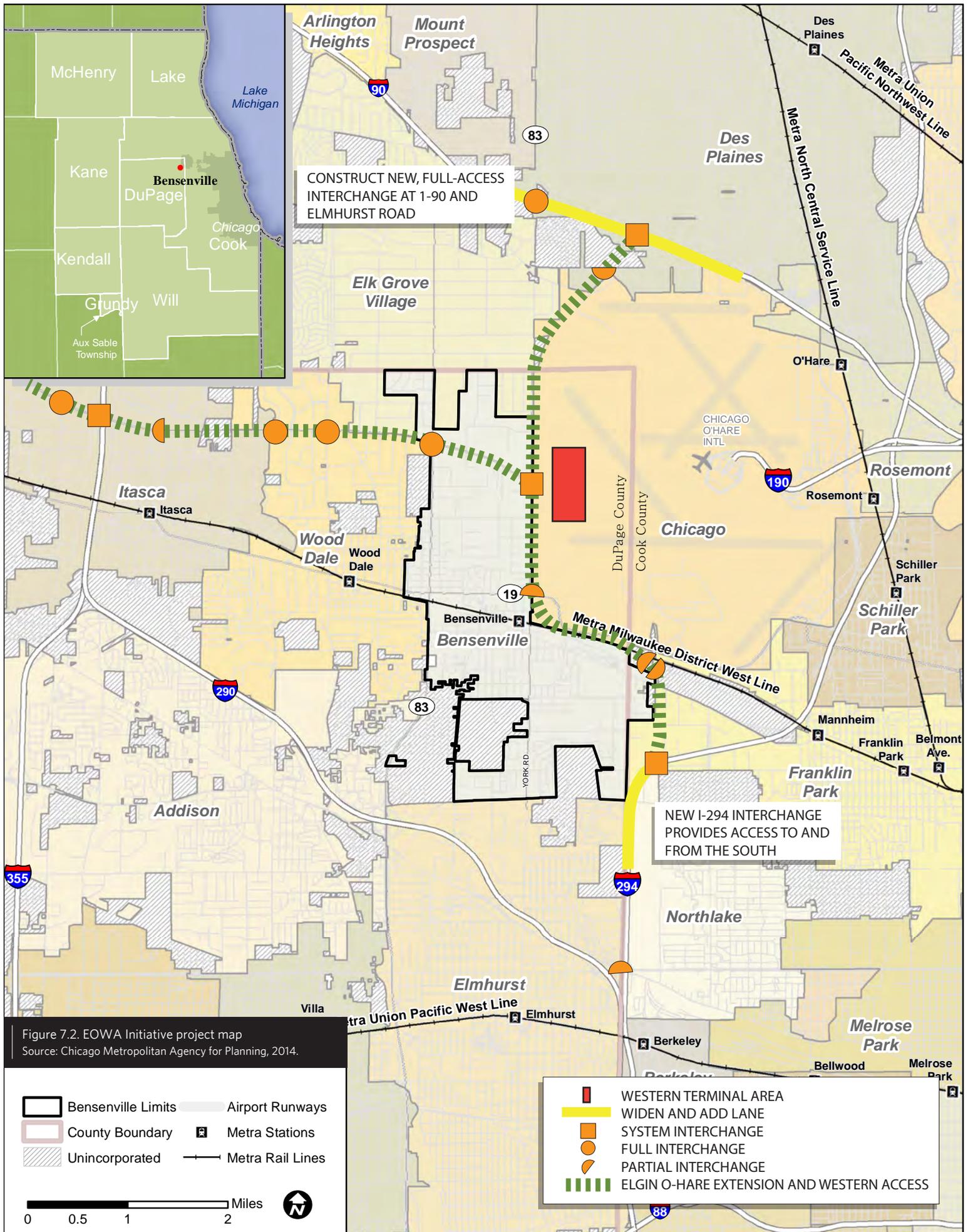


Figure 7.2. EOWA Initiative project map
 Source: Chicago Metropolitan Agency for Planning, 2014.

Transit

Near-Term (1-5 years) Recommendations

Implement transit recommendations in TOD Study.

The RTA-funded TOD Study, completed in 2011, focused on transit improvements in Bensenville. There are three forms of public transit serving the Village: Metra commuter rail service, Pace bus service, and Dial-A-Ride services provided by the Village. Dial-A-Ride and subsidized taxi services are also available and provided through private operators.

The Village should prioritize the following Dial-A-Ride recommendations for implementation in the near-term:

- Enhance the existing Dial-A-Ride service by extending evening hours, operating on Saturday, and serving a few select locations outside the Village.
- Make timed connections at the Metra Bensenville station from the Dial-A-Ride service.
- Improve awareness of the Dial-A-Ride program and examine fare policy.

From a regional services perspective, the Village should work closely with Pace to implement the following service changes:

- Increase mid-day service for Pace Route 332 to an hourly service. This will allow residents greater access to downtown Elmhurst, Elmhurst hospital, Rosemont CTA station, and Oakbrook Shopping Center.
- Create a new Irving Park Road Regional Bus Route linking the CTA Rosemont station to the Walmart in Addison with timed connections to the Dial-a-Ride or Pace Bus 332 at the Bensenville Metra station.

These recommendations are consistent with Pace's Vision 2020 Plan and the 2002 DuPage Transit Plan. The TOD Study should be referred to for further details on each of the above recommendations.

Identify preferred locations for bus shelters/stops.

In 2013, Pace embarked on a three-year study to evaluate the location of bus stops throughout its existing network. The study is intended to improve the movement efficiency of buses by identifying the specific location of bus stops for all existing routes.

The Village should work with Pace to proactively undertake an assessment in order to identify preferred bus stop locations along Irving Park Road, York Road, Grand Avenue, Foster Avenue, and Devon Avenue, as these future bus stops will serve the greatest number of residents and businesses along the corridors. The future land use map should be utilized as a base for this assessment as it demarcates areas for higher intensity development and therefore high transit need in the future. The results of this assessment should be coordinated with Pace so that the agency can take them into consideration in their system-wide planning effort.



Long-Term (5-10 years) Recommendations

Monitor and support EOWA initiative related transit improvements and other regional initiatives.

The public transportation network will also be significantly impacted by the EOWA initiative. Transit options for the future Western Terminal are still in the planning stage. There are three major options being considered as part of the Western Terminal, detailed in the TOD Study:

- A dedicated 70-foot wide median reserved within the new highway's right-of-way to accommodate some transit mode in the future.
- A multi-purpose Western Transportation Center located west of the airport with off-site parking, rental car operations, People Mover, CTA Blue Line, or Pace Bus routes. It may be located adjacent to the proposed extension of Elgin-O'Hare expressway, west of York Road.
- A rail station in the Western Terminal served by the CTA Blue Line, CTA Airport Express, or Metra.

Other regional transit initiatives that will impact public transit services in Bensenville include:

- 'J' Line Bus Rapid Transit (BRT) service through Pace, connecting Naperville, Oak Brook, O'Hare, and Schaumburg. In Bensenville, the 'J' Line is proposed to operate via IL 83 to Thorndale Road and then east to O'Hare.
- New Pace services to serve the Western Transportation Center with modifications to existing routes serving Bensenville, including Route 332 and Route 757.

The Village should continue to participate in informational meetings and discussions related to these projects to ensure that Bensenville's interests are preserved throughout the planning and implementation phases.

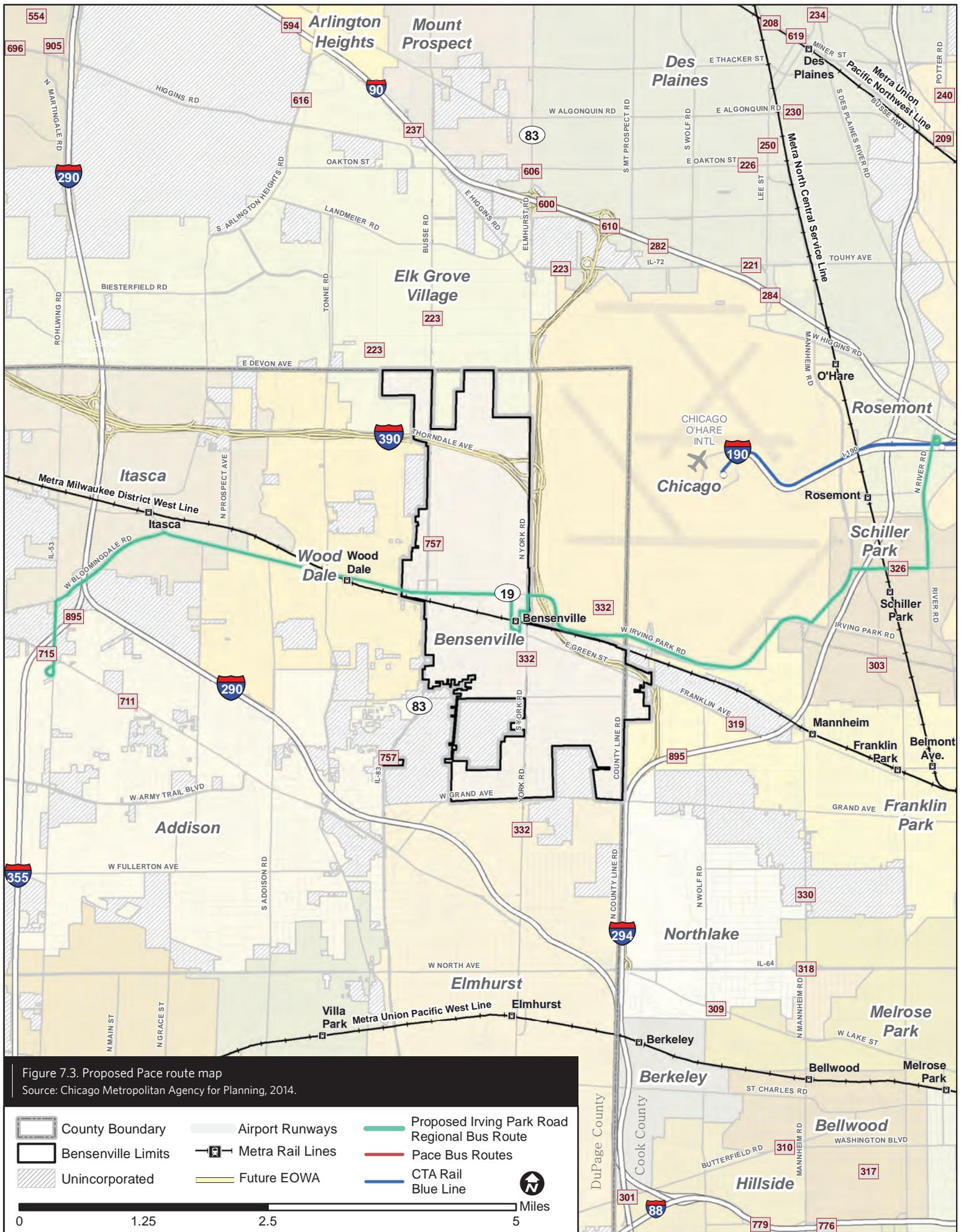


Figure 7.3. Proposed Pace route map

Source: Chicago Metropolitan Agency for Planning, 2014.

- County Boundary
- Bensenville Limits
- Unincorporated
- Airport Runways
- Metra Rail Lines
- Future EOWA
- Proposed Irving Park Road Regional Bus Route
- Pace Bus Routes
- CTA Rail Blue Line



0 1.25 2.5 5 Miles



Bicycle and Pedestrian

Near-Term (1-5 years) Recommendations

Inventory sidewalk and curb repairs and incorporate into Pavement Management Program.

Either as a separate program or as part of the Pavement Management Program, the Village should inventory unsafe sidewalks and curbs within local rights-of-way. The initiative would provide Bensenville residents with an online, phone-based, or in person portal to enter requests for sidewalk and curb repair. Requests would then be evaluated by the Public Works Department and fixed accordingly.

The purpose of the Sidewalk and Curb Replacement program is to address areas of concern that need immediate attention, not improvements to entire blocks or large sections of a street. The program would address requests based on need, but funds available for this program through the CIP will also factor into the Public Works Department's response time.

Create a Bicycle-Pedestrian Master Plan.

The existing conditions analysis identified the need to develop a network of pedestrian and bicycle paths in the community. In order to initiate this, the Village should consider undertaking an Active Transportation Plan that will help identify improvements to the physical infrastructure, policies, and programs that make it safer and more convenient for people to walk and bike in Bensenville. The Northeastern Illinois Regional Greenways and Trails Plan and local bikeway network created by the DuPage County Regional Planning Commission should be used as a foundation for creation of the local bicycle network.

CMAP created the Northeastern Illinois Regional Greenways and Trails Plan in collaboration with the Illinois Department of Natural Resources (IDNR) and IDOT. The Plan describes conceptual alignments along with existing greenways and trails. The Plan serves as a basis for planning and programming funding for greenways and trails, and as a guide for making connections between communities and other greenways and trails. In DuPage County, approximately 207 miles of the total 278 miles of trails have been completed as of 2013. Bensenville has seen the completion of the Salk Creek Greenway and Des Plaines River Trail on either side of the community. The proposed east-west O'Hare Connector trail running through downtown Bensenville and connecting the community to both of these regional trails and greenway systems is yet to be completed.

The Plan and County bikeway network recommend the following rights-of-way for future bike paths, trails, or lanes:

- Jefferson Street from Church Road to Evergreen Street.
- George Street from York Road to John Street.
- John Street from George Street to Belmont Avenue and looping back to George Street.
- Dolores Street from Grand Avenue to Diana Court.
- Mason Street from Jefferson Street to Grove Avenue.
- Grove Avenue from Mason Street to Church Road.
- Addison Street from Wood Street to Roosevelt Avenue.

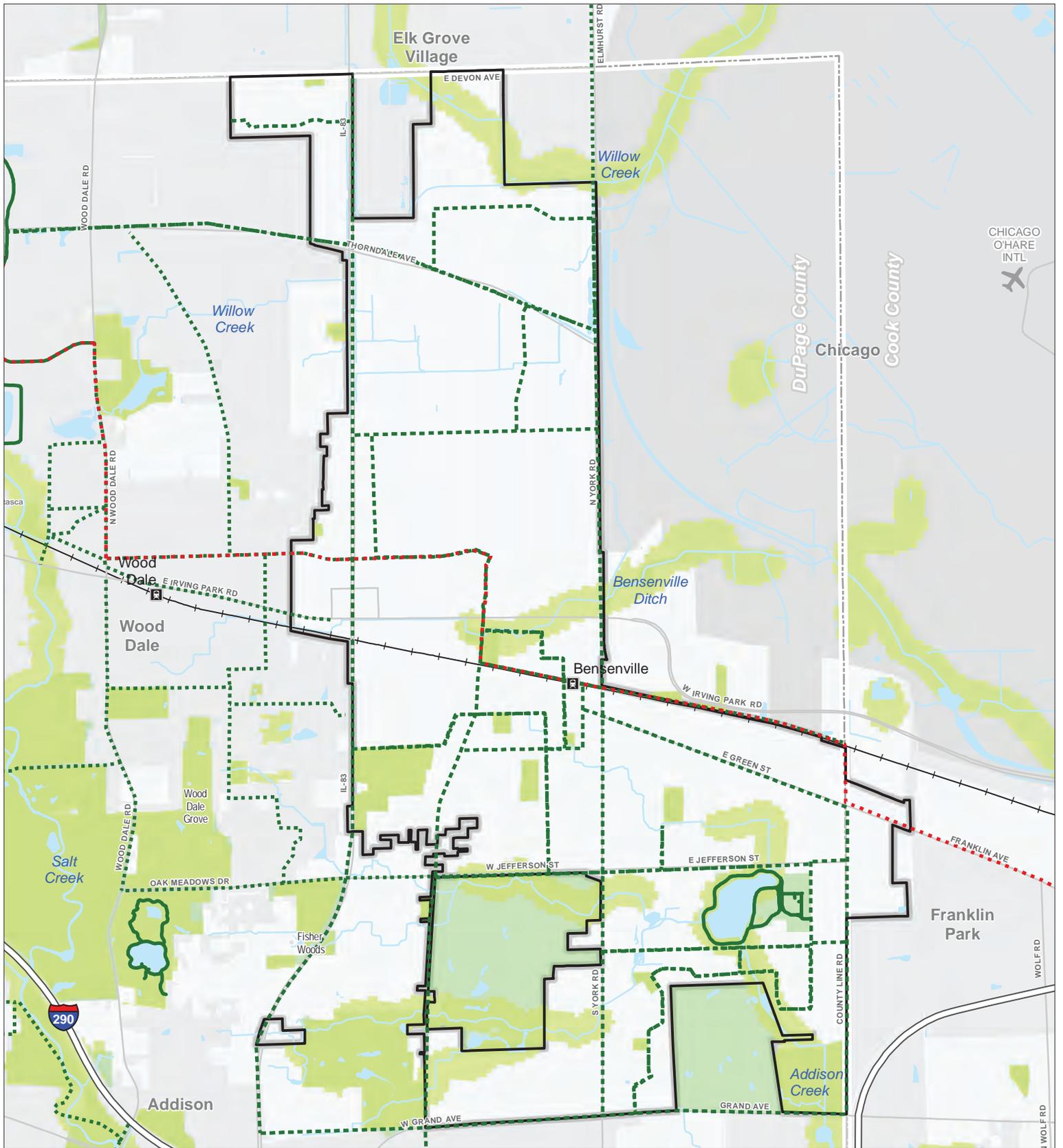


Figure 7.4. Proposed local bicycle network map

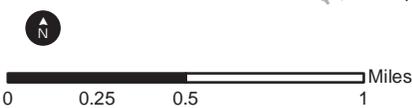
Bikeway Status

- Existing
- ⋯ Proposed
- - - Proposed O'Hare Connector
- Green Infrastructure Vision Areas

- M Metra Station
- +— Metra Line

- Interstate
- Major Roads
- ✈ Airport

- Village of Bensenville
- County Boundary
- Other Municipalities
- Open Space
- Water



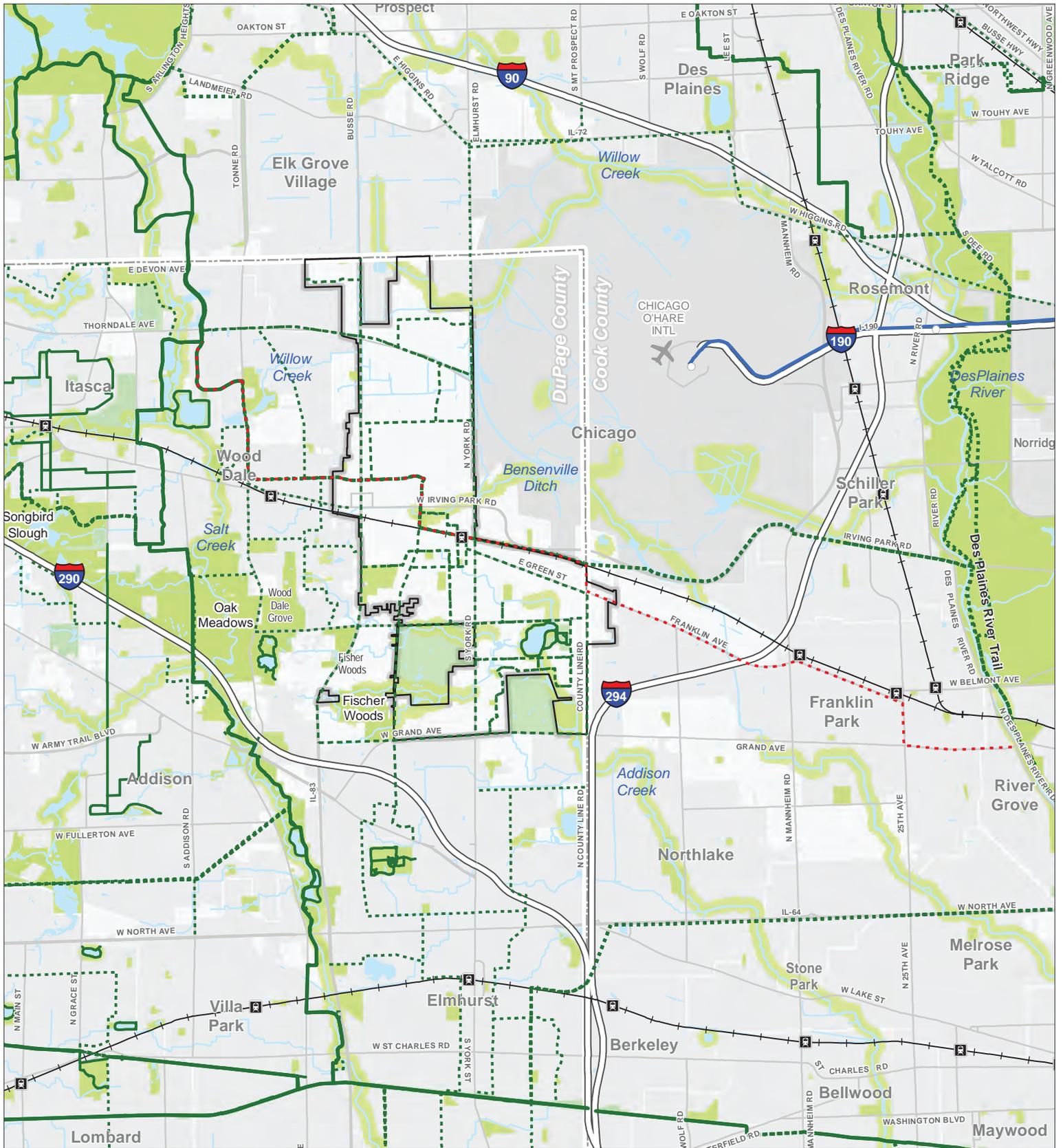
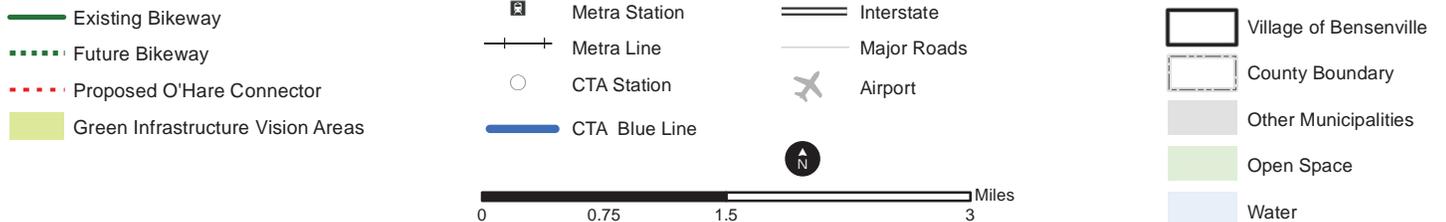


Figure 7.5. Regional greenways and trails map



Source: Chicago Metropolitan Agency for Planning, 2014.

Regional trails such as the O'Hare Connector trail are eligible for a variety of funding sources, including the Illinois Transportation Enhancement Program, Transportation Alternatives Program (TAP), STP, and CMAQ. While TAP will be the preferred mechanism to fund trail projects, the Village should initiate discussions with CMAP to understand the process and criteria for applying for CMAQ and TAP funding. Partnering with neighboring communities such as Wood Dale and Rosemont to submit a joint application should also be considered, given the multi-jurisdictional nature of the project.

In addition to the Regional Greenways and Trail Plan and the County network, the Village should refer to the recommendations in the CEDS and TOD studies in the creation of the Active Transportation Plan. The Active Transportation Plan should include the following key components:

- Sidewalk and crosswalk improvements, bicycle routes and crossings, wayfinding signage, and infrastructure improvements.
- Potential policies, ordinances and/or programs that the Village should consider adopting. Examples include a Complete Streets Policy, Safe Park Zones Ordinance, Distracted Driver Ordinance, and Traffic Calming Policy.
- Programs for education, encouragement, enforcement, and evaluation.
- Timeline for implementation of each of the recommendations.

Long-Term (5-10 years) Recommendations

Improve bicycle and pedestrian amenities on existing roadways as per CEDS and TOD Studies.

As discussed in the Commercial Areas Plan and Industrial Areas Plan chapters, the CEDS and TOD studies identify streetscape improvements for various industrial and commercial areas. For pedestrian and bicycle improvements along state routes such as IL 19 and County roads such as Grand Avenue, York Road, County Line Road, and Devon Avenue, the Village should collaborate with corridor communities and reach out to DMMC to seek support for detailed studies. For example, for the Irving Park Road corridor, the Village should collaborate with Norridge, Schiller Park, Wood Dale and Itasca. Similar studies have been carried out through the Southwest Mayors and Managers Conference for the Cicero Avenue Corridor and Harlem Avenue corridor. (<http://www.harlemcorridor.com/>).





Chapter 8 NATURAL AREAS PLAN





The Village of Bensenville will lead a multi-jurisdictional effort to enhance the community's quality of life by developing an extensive network of parks in the community and enhancing access to regional open spaces and recreational amenities.

Key Findings

- Bensenville is part of three watersheds. Flooding is a major concern for residents and businesses alike.
- Several projects are underway or have been completed to address flooding. However, more needs to be done to eliminate flooding.
- Stormwater management is not effectively addressed at the sub-regional or watershed level, with limited coordination among neighboring communities and DuPage County.
- The CEDS Study evaluated existing drainage and flooding issues within the Silver Creek and Addison Creek watersheds.
- There is a need for greater coordination between the Park District, School District, and Village to share recreational amenities.

Photo credit: Bensenville Village Staff.

Stormwater Management

Near-Term (1-5 years) Recommendations

Continue to implement DuPage County Stormwater and Flood Plain Ordinance.

The Village should continue to enforce County regulations for existing and future developments. Specific attention should be paid to the industrial areas along Willow Creek and commercial development within the Irving Park Corridor.

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

Implement short- and mid-term priority projects.

The CEDS Study identifies existing drainage and flooding issues within the Silver Creek and Addison Creek watersheds. Hydrology and hydraulic models of the drainage system were developed to support the evaluation of alternatives. Key short and mid-term projects identified are:

- Sewer replacement in the 200 South block of Center Street. (Short-Term)
- New sewers at Wood Street and Addison Street. (Short-Term)
- New sewers and detention basins at Fenton High School. (Short-Term)
- New sewers and detention basin in the IL 83 and Irving Park area. (Short-Term)
- Sewer replacement at Entry Drive and Bernice Drive. (Mid-Term)
- Sewer replacement at Grove Avenue and Wood Street. (Mid-Term)

The Village should identify these projects as priorities within its CIP.

The Village should also continue to work with engineering consultants to undertake Hydrology and Hydraulic (H&H) studies, site plan reviews, and stormwater management solutions. Undertaking H&H studies for specific sites or areas of the community would help the Village better understand the movement and storage of stormwater. This in turn would help the Public Works Department prioritize projects for implementation based on funds available and need.

H&H analysis is currently underway for the Redmond Reservoir, as is a study to bring 10 non-compliant sites into compliance with the DuPage County Stormwater and Floodplain Management Ordinance, both with assistance from engineering consultants.

Launch outreach and education program.

In addition to enforcing regulations and upgrading stormwater infrastructure, the Village should create a comprehensive outreach and education program to educate elected officials, appointed officials, and the general public on various facets of stormwater management. The Village's Public Works Department, with assistance from the Community and Economic Development Department, should develop a series of outreach and education materials that include presentations and distribution materials. Examples of outreach and education activities include:

- Information for residents on Village website regarding simple techniques to reduce runoff and water loss.
- Simple tips to prevent water loss printed on residential water bills.
- Posters with information about stormwater runoff and preventive measures posted at Village Hall and Park District facilities.
- Presentations by Public Works officials at Village events.
- Presentations by Public Works officials or external agency to elected officials and Commissions on stormwater management, County ordinance, best practices, case studies, etc.
- Presentations by Village officials in local schools.

This suggested list should be modified or expanded by the Village, as per department capacity and outside resources available. Outreach, however, should be initiated with immediate effect in some form, and expanded over time.

Photo credit: iStockphoto.com.



Long-Term (5-10 years) Recommendations

Continue to upgrade infrastructure as per Community Investment Plan.

The 2013 Community Investment Plan identifies a number of reconstruction projects in the industrial and residential areas related to water system improvements, sanitary sewer improvements, and storm sewer improvements. The goal of the storm sewer improvements is to improve stormwater conveyance through the business districts, eliminate properties from the Federal Emergency Management Agency floodplain, and add curb and gutter in road reconstruction projects.

The Village should continue to work closely with the DMMC to acquire funding to upgrade stormwater infrastructure while incorporating innovative best management practices, wherever possible.

Participate in Municipal Partnering Initiative of DuPage County.

The Village of Glenview initiated the creation of the Northern Illinois Municipal Partnering Initiative, a shared services agreement between 21 communities in Cook and Lake County. This innovative cost-saving measure currently allows participating communities to negotiate pricing for services by issuing joint contracts. Contracts may vary from painting fire hydrants to infrastructure improvements.

A number of Public Works Departments are considering a similar collaborative in DuPage County, and Bensenville should initiate these discussions internally, as well as participate in discussions with other interested communities. A collaborative would allow the Village to negotiate pricing for several key infrastructure projects, including those related to storm-sewer and water main upgrades. As a first step, the Village's Public Works Department should review upcoming new contracts and contract renewals to see if other communities are willing to partner on these initiatives and negotiate joint contracts.

Preserve open space and introduce innovative design elements.

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

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



Enhancing/Expanding Open Space

Near-Term (1-5 years) Recommendations

Implement Park District's Strategic Plan.

The Bensenville Park District adopted a Vision 2015 Strategic Plan that outlines specific recommendations to improve the District's operations, programming, administration, and communication. Specific recommendations that should be prioritized for implementation in the Near-Term include:

- Support implementation of the Varble Spray Park improvement project.
- Consider acquisition of relevant park property north of Irving Park Road, west of York Road, and east of IL 83.
- Support Fischer Farm as an enterprise fund project for development as a site of historical and ecological significance.
- Support the development of an intergovernmental pedestrian/bicycle transportation plan that includes local communities within the Park District.
- Support the development of the Wood Dale Road/Klein Parcel park site per Land and Water Conservation Funds requirements.
- Support the addition of technologically advanced signage in key locations in the District for public information dissemination.
- Support the improvement of website, Internet and mobile applications for communication with customers using parks and recreation programs, facilities and services, and with residents of the Park District in general.

Longer term and administrative actions identified in the Strategic Plan should be discussed internally within the Park District and prioritized on the basis of need and funding available.

Create Intergovernmental Agreements.

The Park District should consider entering into a formal sharing agreement with Bensenville School District 2, Fenton Community High School District 100, Bensenville Community Public Library District, and the Village to maximize access to existing open space as well as provide a variety of recreational amenities to its residents. Agreements should also be explored with neighboring communities as a way to allow residents access to additional amenities and bring in visitors. Potential communities to share services with include neighboring Elmhurst and Wood Dale. These partnerships would allow the Bensenville Park District to:

- Better maintain parks and recreational facilities due to improved operational efficiency.
- Share the cost of personnel.
- Share usage of open space and associated buildings.
- Explore the joint development of facilities or joint contracts for services.
- Collaborate on grant applications.
- Expand stormwater management capacity.

Examples of intergovernmental agreements include the one between the Park District and Village for the former Mohawk School site, and the one between the School District 2 and the Village at the Tioga School site.



Launch a community gardening program.

There are many benefits to developing community gardens in Bensenville, including enhanced neighborhood character and sense of community, increased access to locally grown produce, and decreased Park District and Village costs associated with maintenance. The Bensenville Park District and Village should create a community gardening program to facilitate garden development in appropriate locations, such as within open space areas and available portions of schoolyards. Moving forward, the Village should also ensure that its development regulations permit community gardens within most or all zoning districts. Maintenance of gardens would be the responsibility of the entity that owns the property.

There are many different ways to organize community gardening programs. Some communities offer garden space at no cost to residents in return for maintenance and upkeep. Another approach is to establish a lease program whereby a not-for-profit organization, or group of individuals with a not-for-profit sponsor, creates gardens for a low fee. The Village and Park District should pursue grant opportunities to build community gardens as they arise, preferably as a joint effort.

Long-Term (5-10 years) Recommendations

Continue to build additional recreational amenities.

The Park District should continue to apply for grants such as KaBOOM!, Open Space Land Acquisition and Development (OSLAD) grants, and Park and Recreation Facility Construction grant (PARC) that will allow it to build additional open spaces as well as new facilities within existing parks. KaBOOM! is a national non-profit dedicated to developing the nation's recreational infrastructure for children. The OSLAD and PARC grants are offered through the IDNR and provide funds to acquire and develop land for parks and open space purposes as well as construct recreational facilities.

Photo credit: Bensenville Village Staff.

List of Acronyms

ACS	American Community Survey	GIS	Geographic Information Systems
BMP	Best Management Practice	H&H	Hydrology and Hydraulic
BRT	Bus Rapid Transit	HUD	U.S. Department of Housing and Urban Development
CDBG	Community Development Block Grant	IDNR	Illinois Department of Natural Resources
CDC	Community Development Commission	IDOT	Illinois Department of Transportation
CED	Community and Economic Development	LTA	Local Technical Assistance
CEDC	Community and Economic Development Committee	OSLAD	Open Space Land Acquisition and Development
CEDS	Comprehensive Economic Development Strategy	OMP	O'Hare Modernization Program
CIP	Community Investment Plan	PARC	Park and Recreation Facility Construction
CMAP	Chicago Metropolitan Agency for Planning	PUD	Planned Unit Development
CMAQ	Congestion Mitigation and Air Quality Improvement Program	RTA	Regional Transportation Authority
DMMC	DuPage Mayors and Managers Conference	SSA	Special Service Area
EOWA	Elgin O'Hare Western Access	STP	Surface Transportation Program
EPA	U.S. Environmental Protection Agency	TAP	Transportation Alternatives Program
FHWA	Federal Highway Administration	TIF	Tax Increment Finance
FTA	Federal Transit Administration	TOD	Transit-Oriented Development
GCAMP	Golden Corridor Advanced Manufacturing Partnership		

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

See www.cmap.illinois.gov for more information.



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