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Village of Addison Comprehensive Plan

Adopted January 7, 2013

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

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

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Chapter 1

Introduction

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

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

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

Elements of a Comprehensive Plan

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

Why Does Addison Need a Comprehensive Plan?

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

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

Responding to Demographic Shifts

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

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

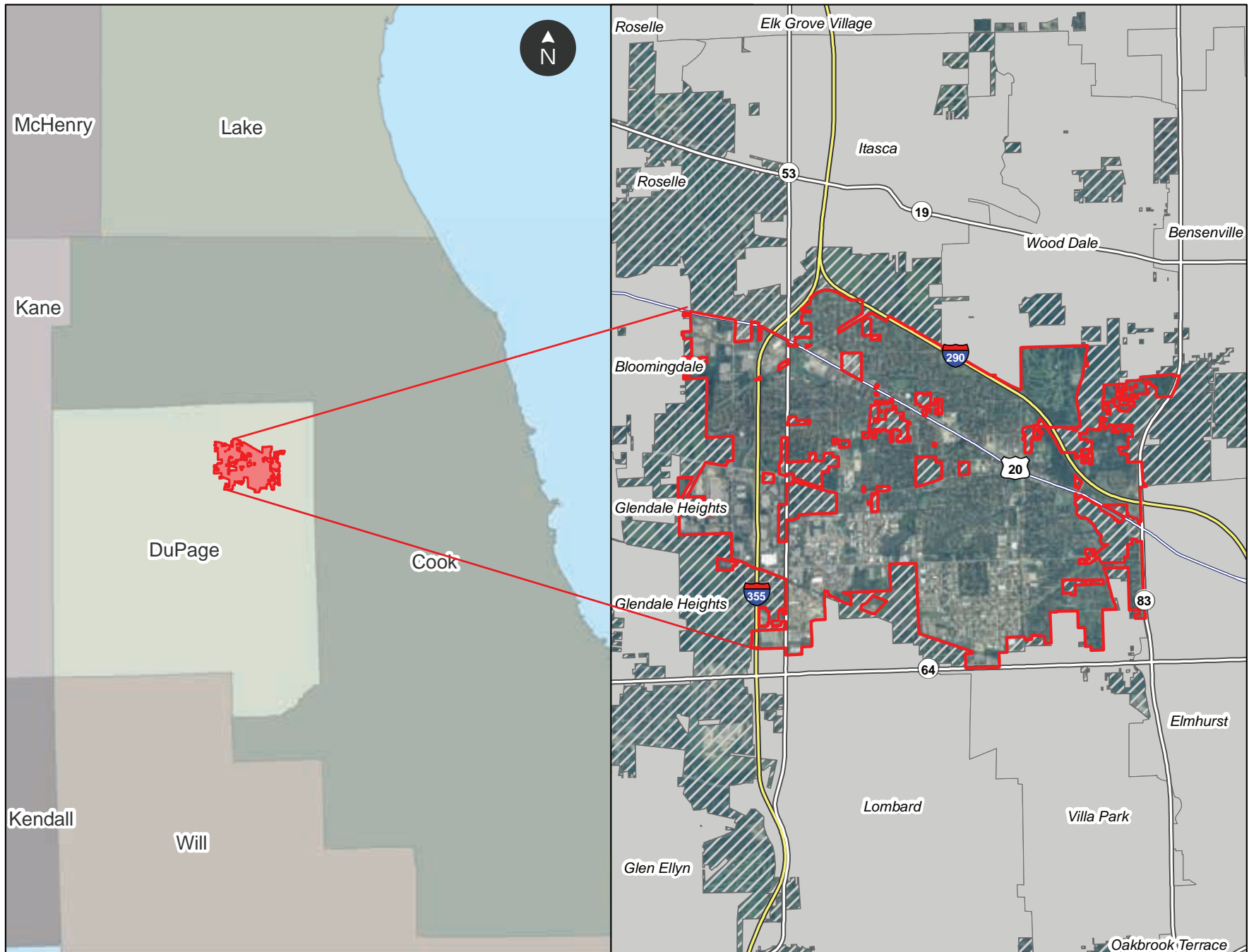
Building Upon Previous and Ongoing Initiatives

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

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

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

Figure 1. Regional location and study area



Source: Chicago Metropolitan Agency for Planning.

Community Outreach Summary

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

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

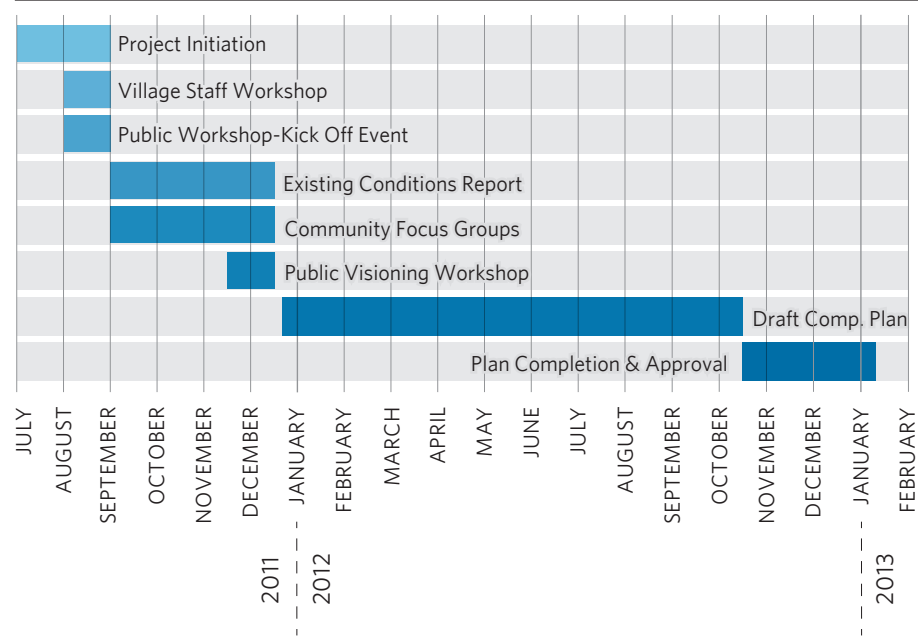
The community outreach process played an important role in identifying key issues faced by the community and desired improvements to enhance the community’s quality of life. Some of the key issues identified and addressed in the Comprehensive Plan include:

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

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

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

Figure 2. Planning process



Source: Chicago Metropolitan Agency for Planning.

Organization of the Report

The Comprehensive Plan is organized into seven chapters.

Chapter 1: Introduction

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

Chapter 2: Future Land Use Plan

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

Chapter 3: Residential Areas

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

Chapter 4: Commercial Areas

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

Chapter 5: Industrial Areas

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

Chapter 6: Transportation Network

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

Chapter 7: Natural Features

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

Chapters 3 through 7 include the following sections:

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



First community workshop.



Chapter 2

Future Land Use Plan

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

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

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

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

- **Regional Commercial**

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

- **Mixed-Use**

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

- **Mixed-Use Transitional Corridor**

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

- **Commercial Transitional Corridor**

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

- **Neighborhood Residential District**

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

- **Compact Residential District**

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

- **Light Industrial District**

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

- **Industrial District**

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

- **Potential Redevelopment**

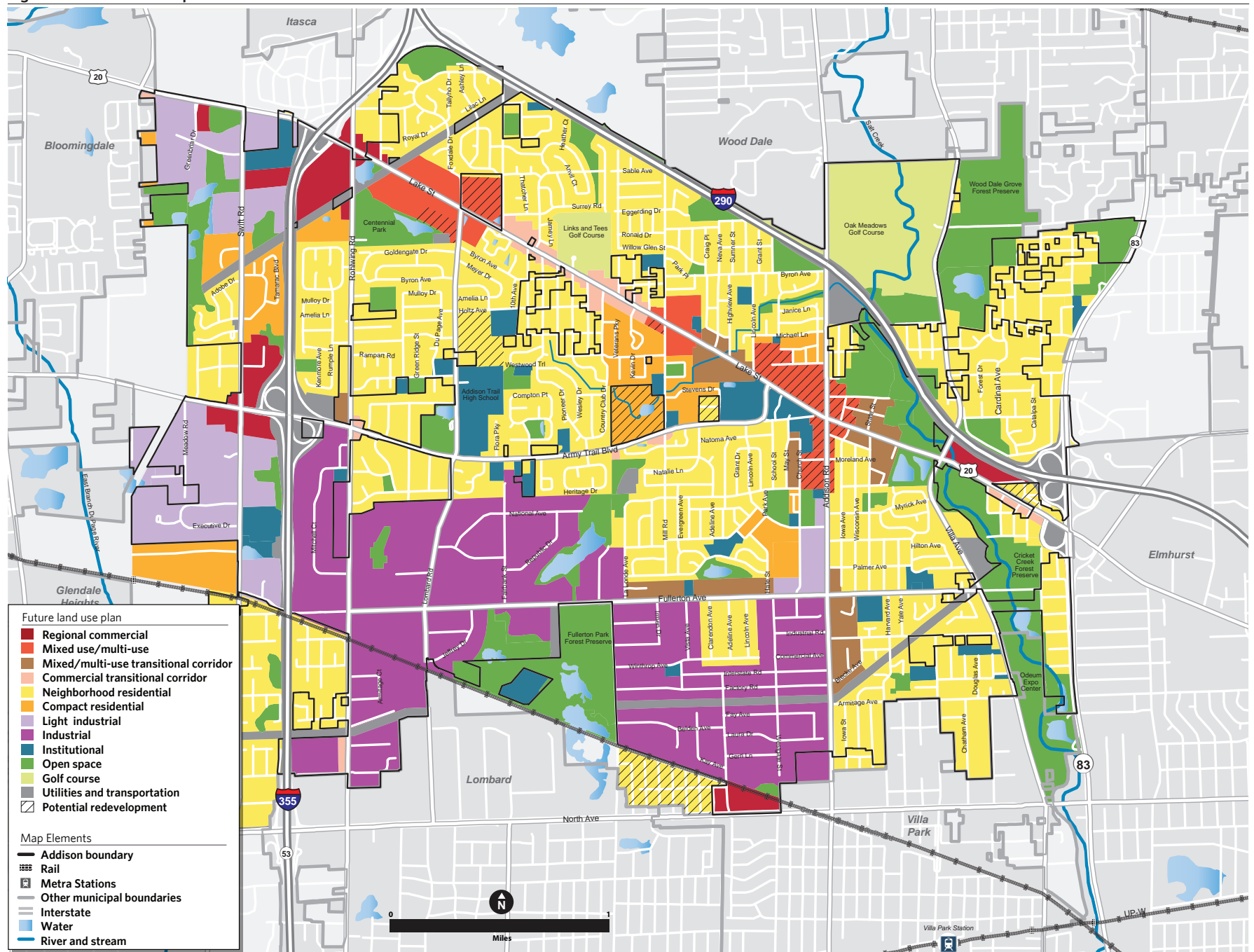
These parcels have been identified as redevelopment sites that have a high potential for phased redevelopment in the short and mid-term. The Village should focus their redevelopment efforts on these sites prior to identifying additional sites.

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



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

Figure 3. Future land use plan



Source: Chicago Metropolitan Agency for Planning.



Chapter 3

Residential Areas

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

Goals and Objectives

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

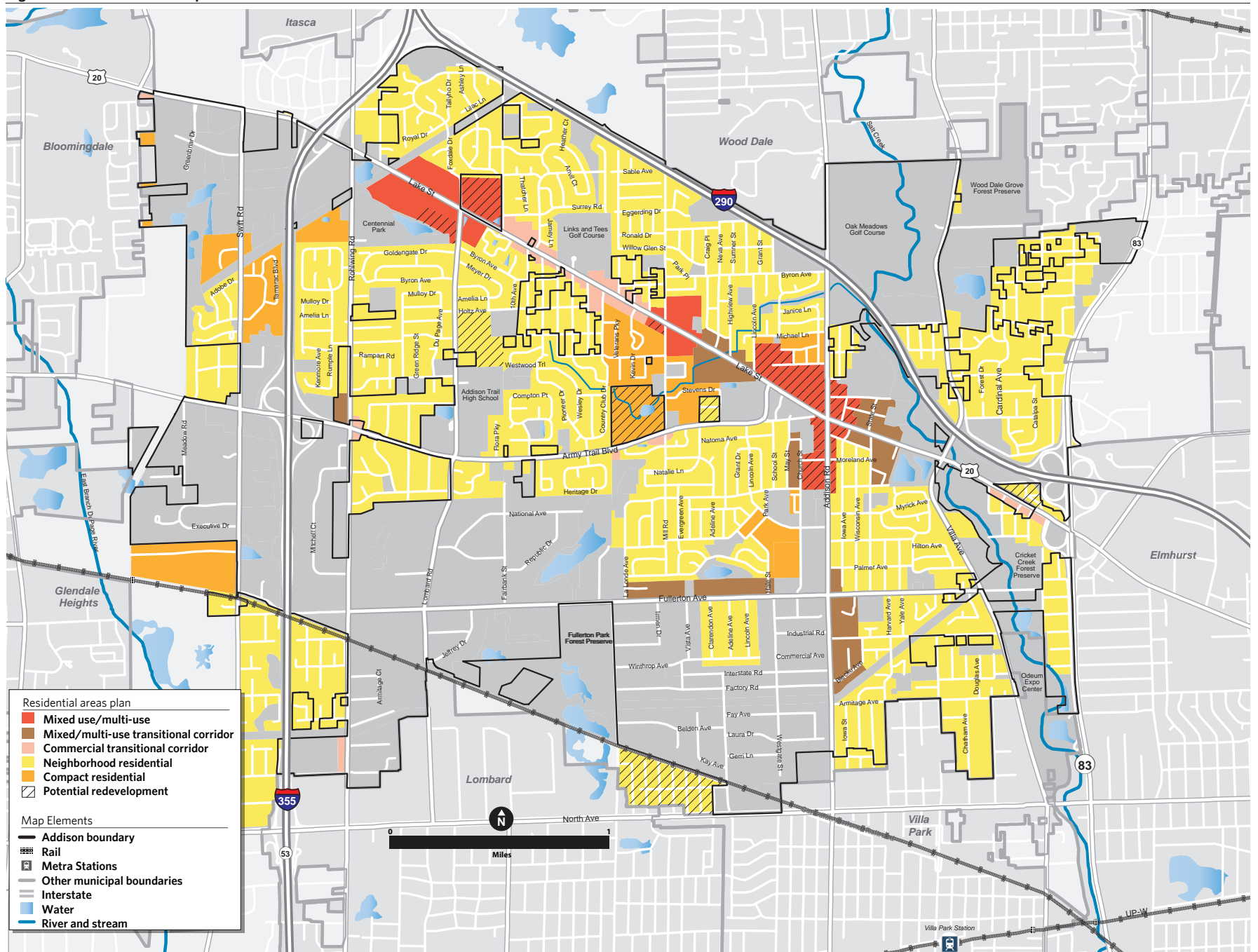
Summary of Existing Conditions

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

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

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



Source: Chicago Metropolitan Agency for Planning.

Recommended Implementation Strategies

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

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

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

Research, Analysis and Response

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

Spreadsheet of units, owners, and operators

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

- **Foreclosure spreadsheet and mapping**

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

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

Table 3.1. Trends to monitor

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

The following bullet points summarize the recommended actions.

- **Expanded grading system**

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

- **Foreclosure Marketing**

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

- **Online rental monitoring**

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

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

Building Partnerships

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

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

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

Encourage Rehabilitation

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

Site-Specific Redevelopment

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

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

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

Site 1: Former Golf Course (unincorporated):

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

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

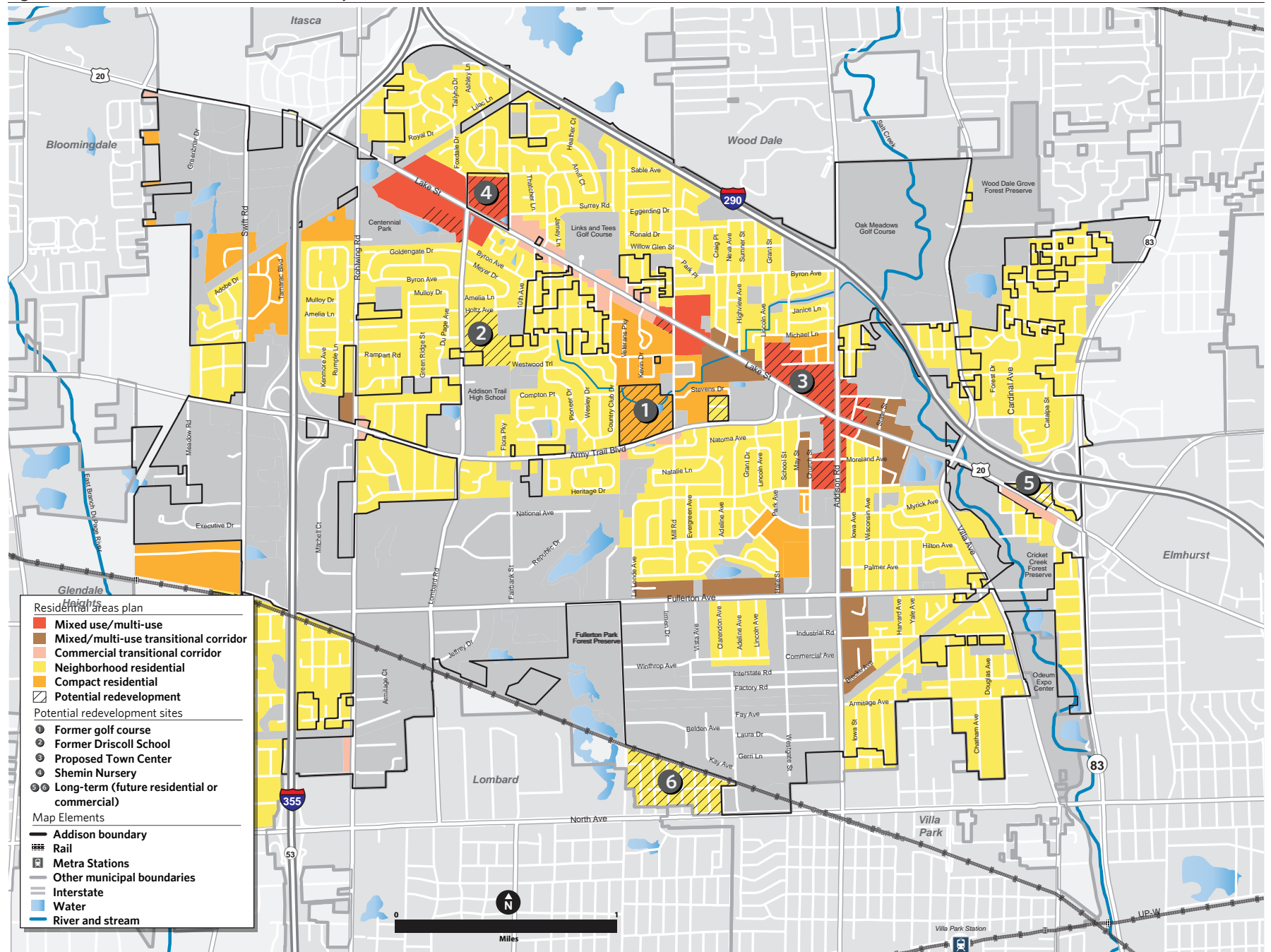
Site 2: Former Driscoll School:

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

Site 3: Proposed Town Center:

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

Figure 5. Potential sites for residential redevelopment



Source: Chicago Metropolitan Agency for Planning.

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

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

- **Sites 5 and 6**

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



Example of attractive multi-family housing on Lake Street.



Chapter 4

Commercial Areas

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

Goals and Objectives

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

Summary of Existing Conditions

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

Table 4.1. Vacancy rates 2006 and 2012

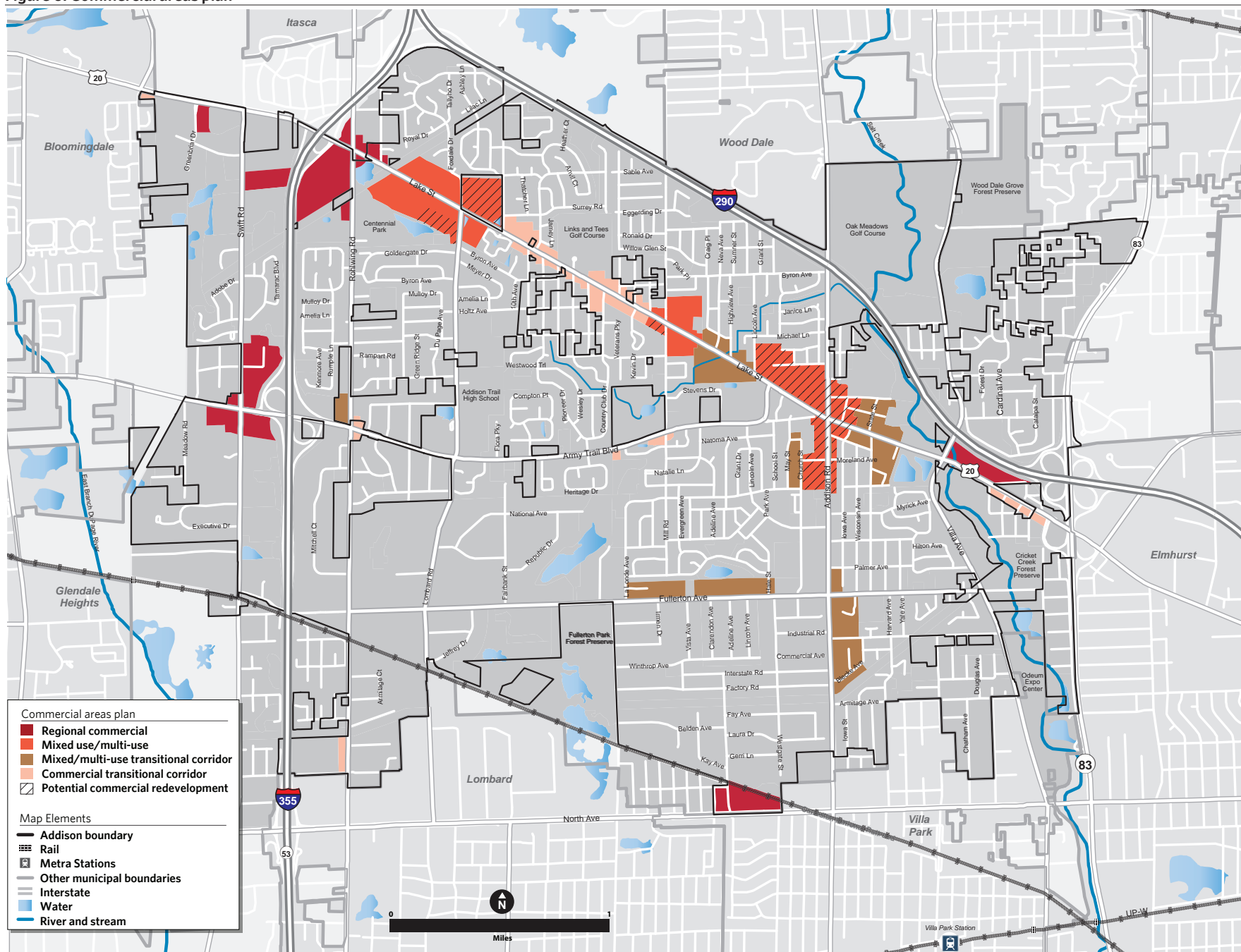
	RETAIL			
	2006		2012	
	% VACANT	TOTAL RETAIL SF.	% VACANT	TOTAL RETAIL SF.
Addison	2.8%	1,514,300	15.7%	1,534,980
North DuPage Submarket	6.2%	11,226,067	12.0%	11,373,279
OFFICE				
Addison	18.5%	717,285	18.5%	717,285
North DuPage Submarket	23.0%	7,154,880	21.8%	7,221,637

Source: CoStar.

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

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

Figure 6. Commercial areas plan



Source: Chicago Metropolitan Agency for Planning.



Example of the types of unique architectural styles with Addison.

Recommended Implementation Strategies

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

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

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

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

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

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

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

Site-Specific Redevelopment

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

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

- **Site 1: Proposed Town Center**

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

- **Site 2: Addison Commons**

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

- **Site 3: Centennial Plaza**

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

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

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

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

Regulations to Support Redevelopment

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

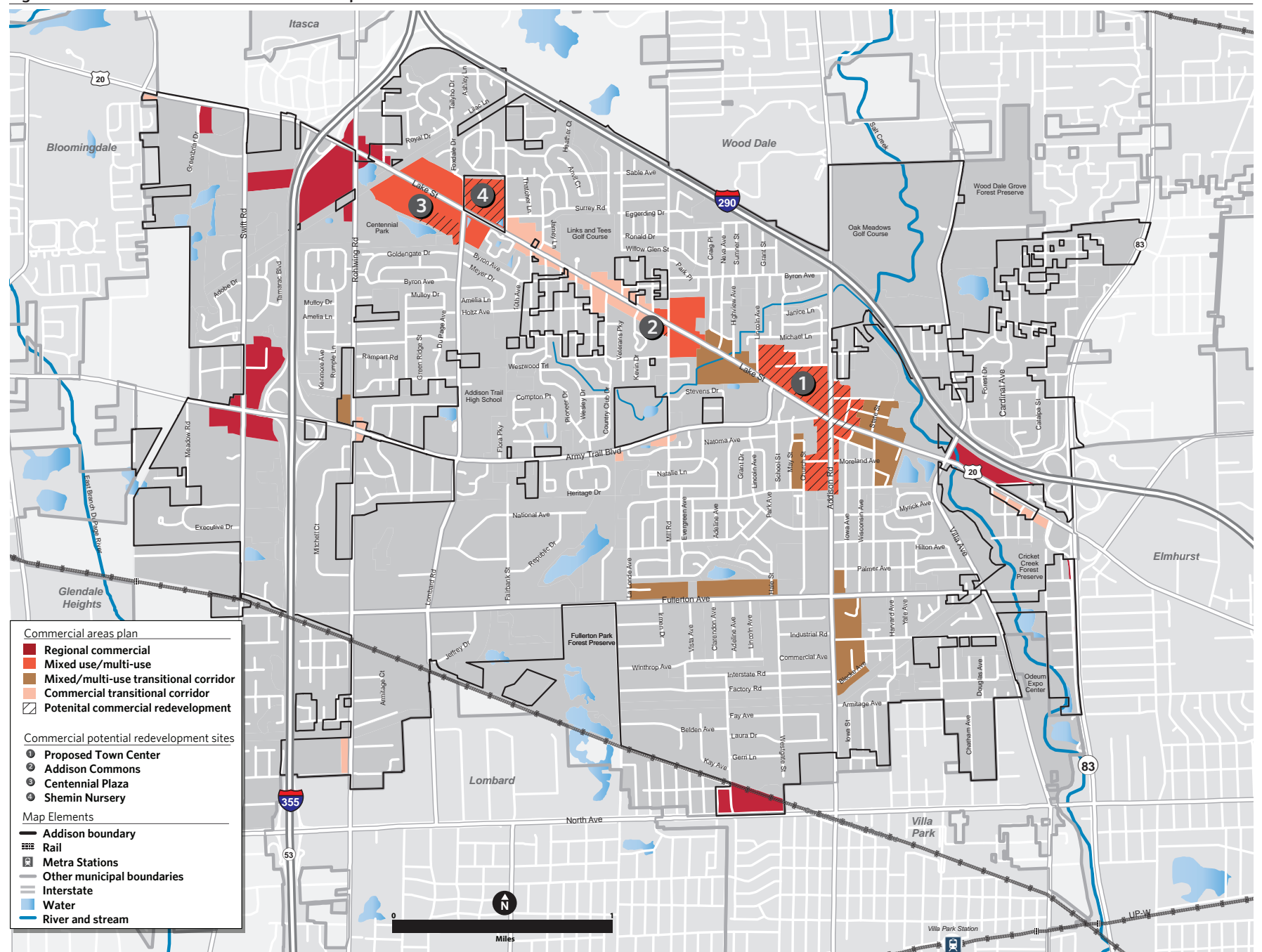
Addison's existing zoning ordinance divides the commercial areas into six zoning districts, a majority of parcels being classified under B2 Community Business District and B3 Service

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

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

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

Figure 7. Potential sites for commercial redevelopment



Source: Chicago Metropolitan Agency for Planning.

Infrastructure Improvements

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

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

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

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

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

Data Collection and Marketing

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

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



Chapter 5

Industrial Areas

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

Goals and Objectives

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

Summary of Existing Conditions

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

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

Table 5.1. Industrial vacancy rates, 2006 and 2012

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

Source: CoStar.

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

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

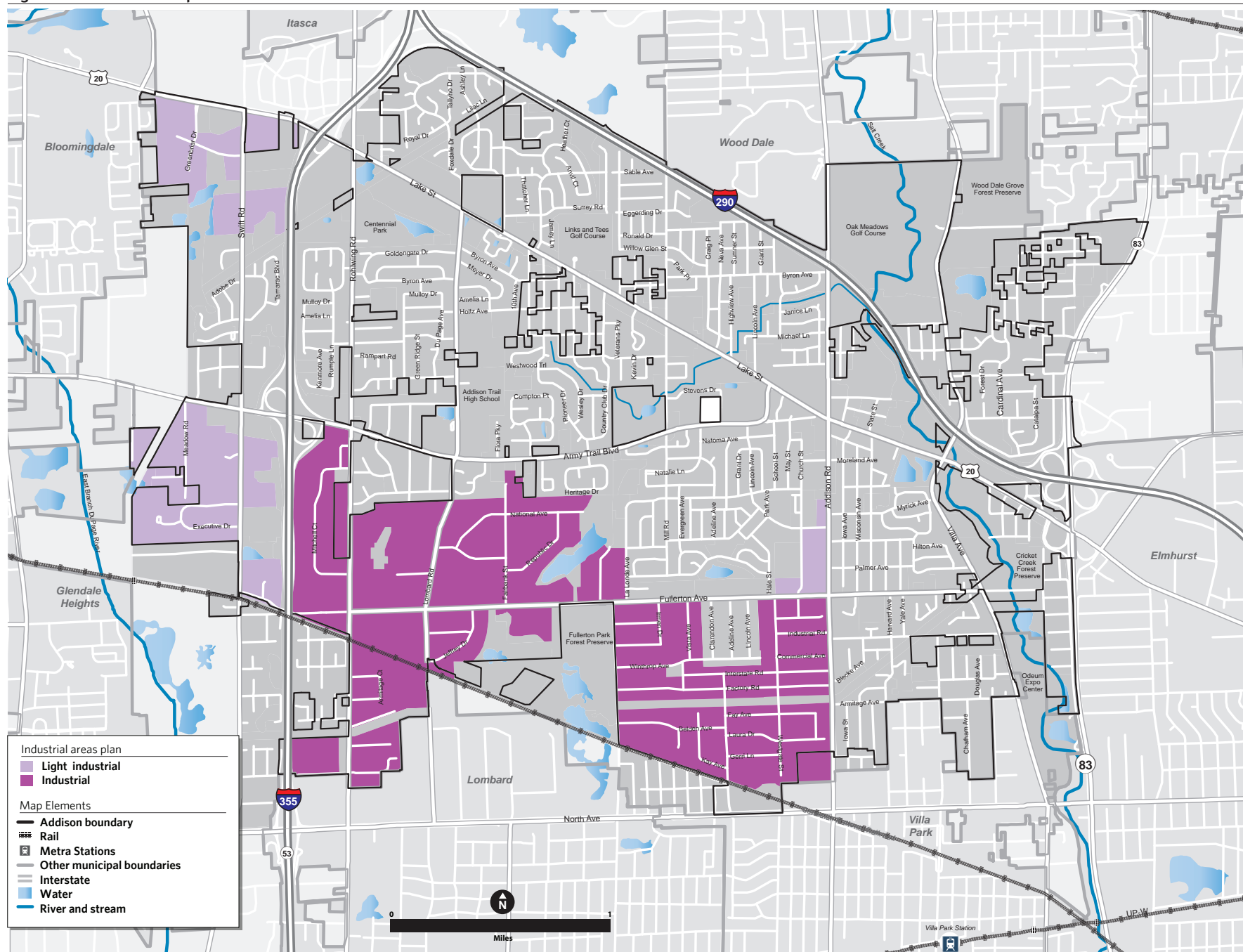
According to ESRI Business Analyst's database, Addison's largest employers in 2011 are:

Table 5.2. Top 10 employers in Addison, 2011

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

Source: ESRI Business Analyst/Dun and Bradstreet.

Figure 8. Industrial areas plan



Source: Chicago Metropolitan Agency for Planning.

Table 5.3. Top 3 employment sectors, 2009

	ADDISON	DUPAGE COUNTY	CHICAGO REGION*
Manufacturing	23.8%	10.6%	11.6%
Wholesale Trade	16.3%	9.6%	6.3%
Transportation & Warehousing	12.5%	4.5%	4.6%

Source: CoStar.

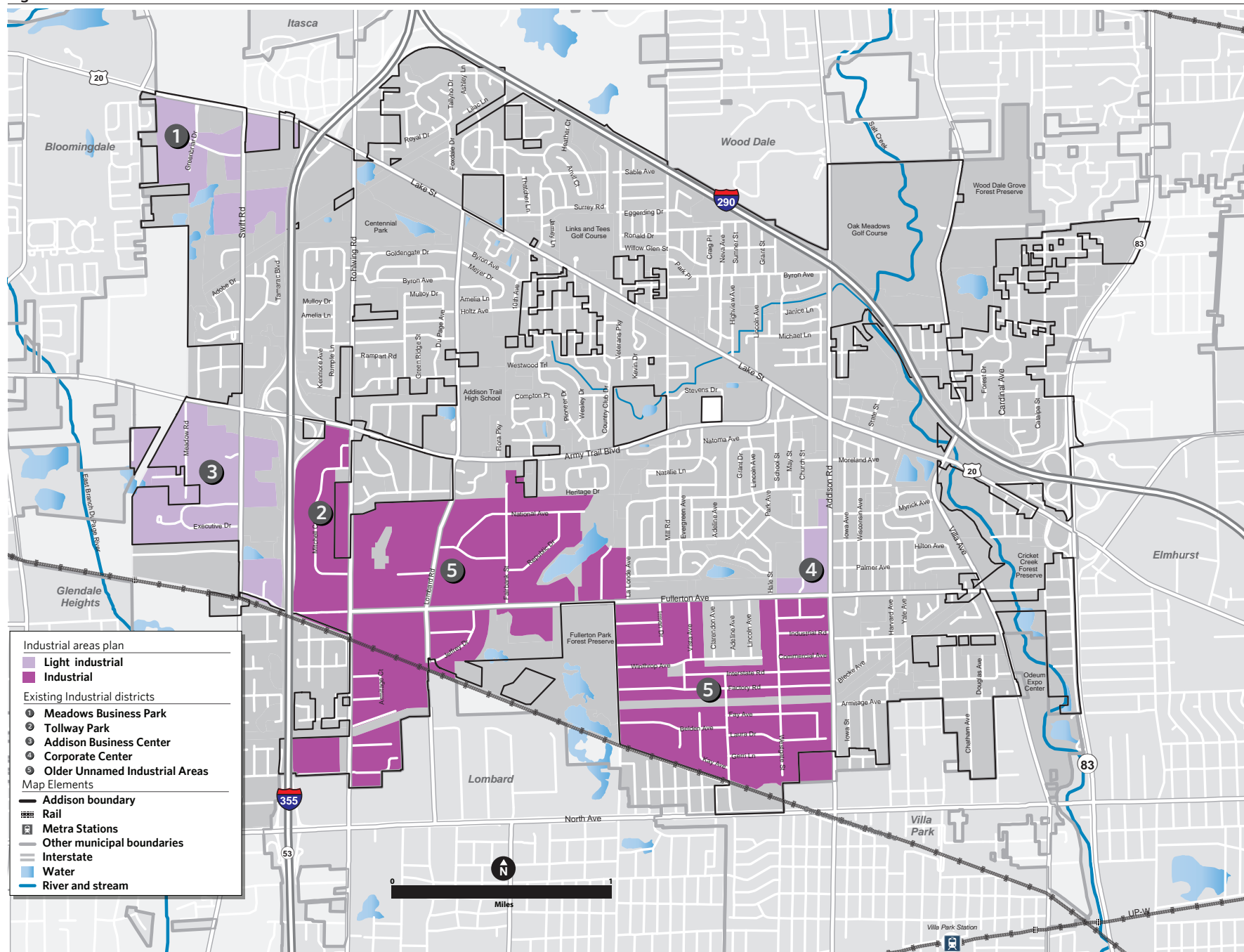
*Six-county region (Cook, DuPage, Kane, Lake, McHenry, Will). Does not include Kendall County and is not the Chicago Metropolitan Division (MD) or Metropolitan Statistical Area (MSA)

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



Industrial building in Addison.

Figure 9. Current industrial districts



Source: Chicago Metropolitan Agency for Planning.

Recommended Implementation Strategies

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

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

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

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

Physical Improvements and Supportive Regulations

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

Regulations

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

- **Gateway Signage**
Signs and landscaping is proposed at several locations at the periphery of the industrial areas. Foundation landscaping is recommended at the base of the monument signs to help soften the masonry and visually tie the structures with the landscape.
- **Streetscape Improvements**
In order to differentiate collector roads from local roads, the Plan proposes identifiable streetscapes through the introduction of decorative lighting, landscaping, sidewalks, and decorative paving.
- **Intersection Enhancements**
Landscape improvements should be made at all intersecting streets within industrial areas. The extent of improvements recommended vary by the importance of the roadway and could include wayfinding signs, shrubs or ornamental trees, and paver cross-walks.
- **Façade Improvements**
In order to ensure that remodelings and additions complement the character of the original structure, the Plan recommends several measures including the removal of add-on materials, provision of pedestrian entry canopies, articulation of blank walls with color and texture, and installation of windows, exterior lighting, and building and site signage.

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

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

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

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

New Programs

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

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

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

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

Physical Improvements

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

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

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

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

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

- **Motor Fuel Tax**

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

- **Gas and Electric Utility Taxes**

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

- **General Revenue Fund**

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

- **Tax Increment Financing (TIF)**

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

- **Grants**

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

- **Special Service Area (SSA)**

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

Physical and Regulatory Improvements

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

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

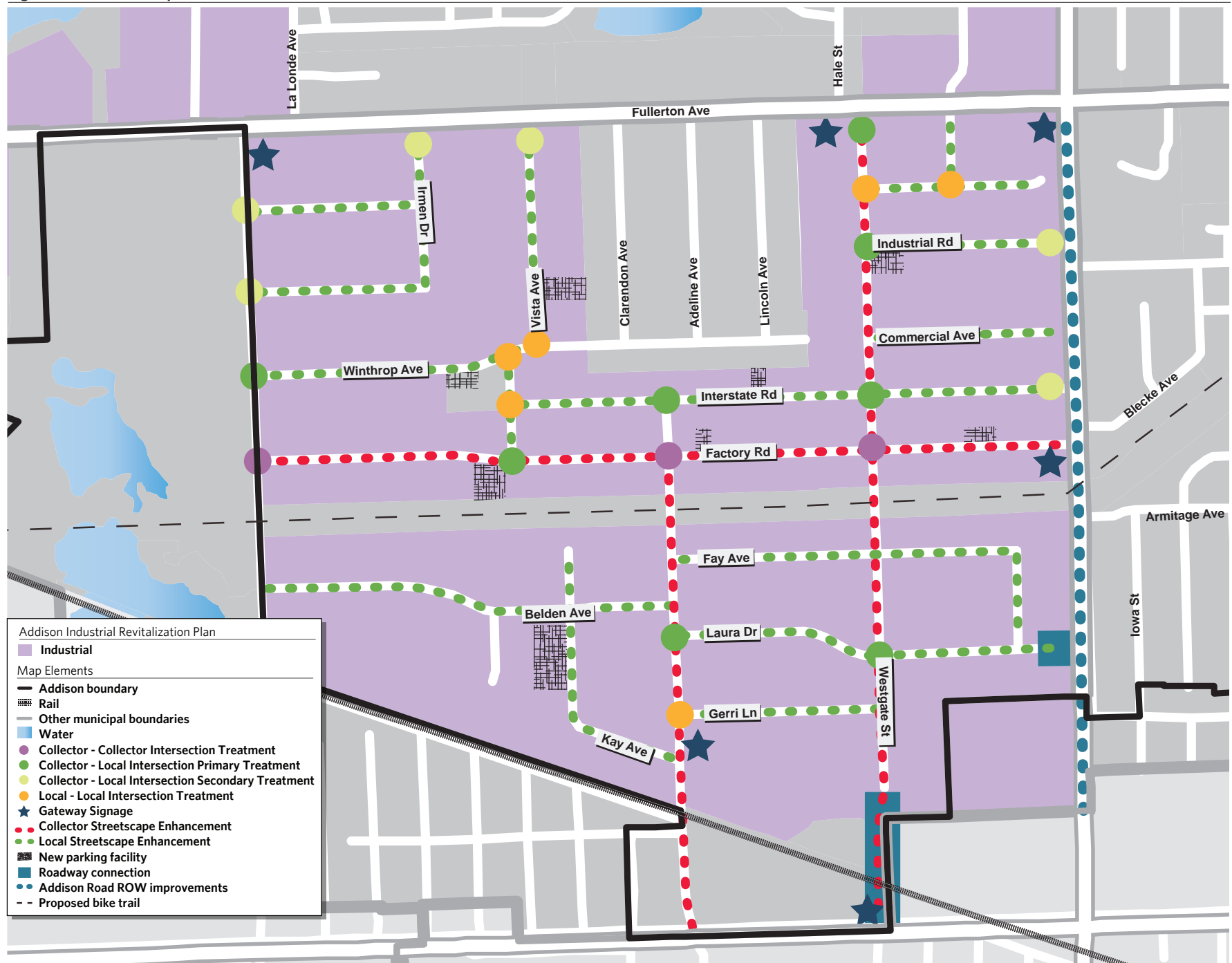
Example of an industrial building in Addison.



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

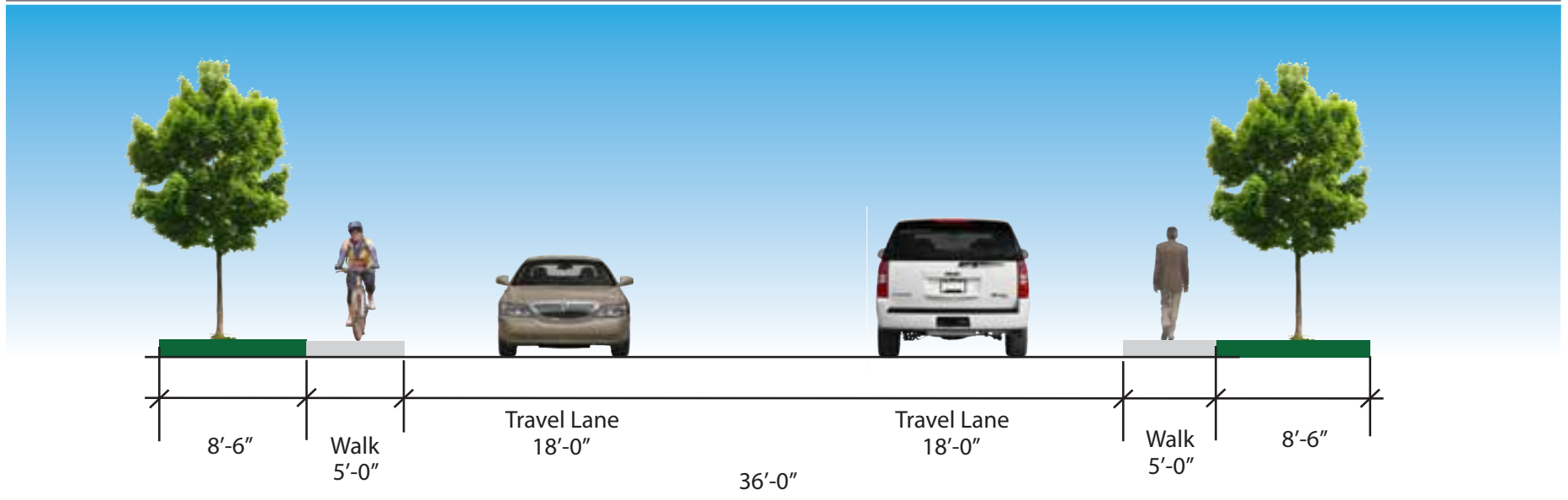


Figure 10. Industrial improvements in older industrial area



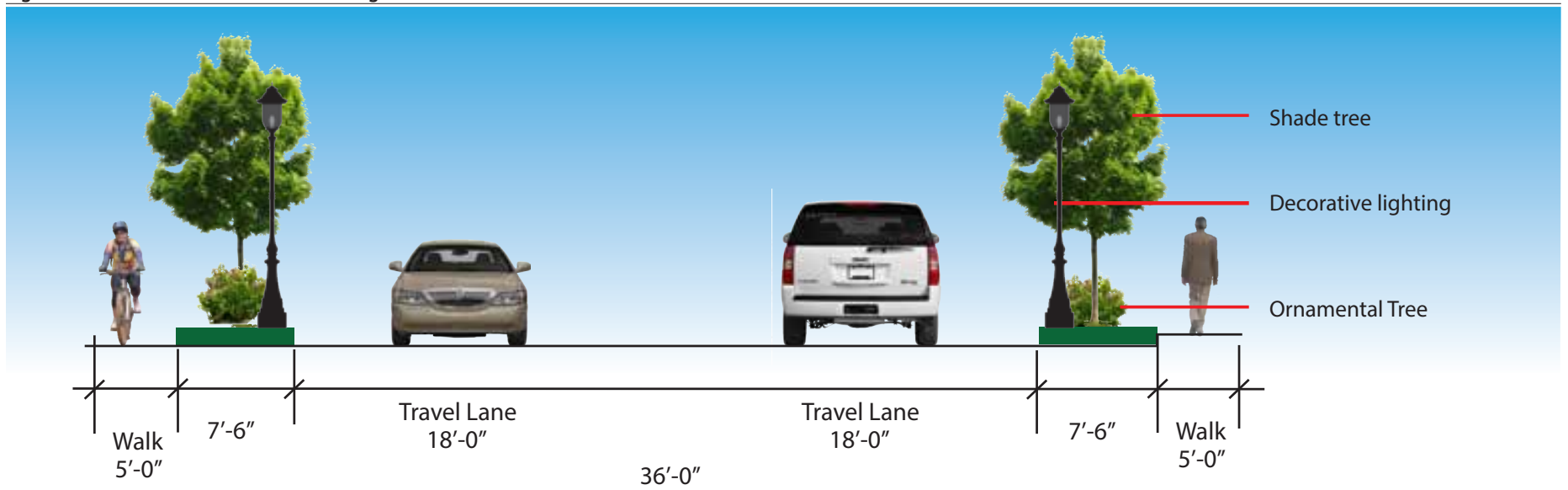
Source: Chicago Metropolitan Agency for Planning.

Figure 11. Industrial area collector street redesign



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

Figure 12. Industrial area local street redesign



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

Figure 13. Industrial area plan collector to collector intersection

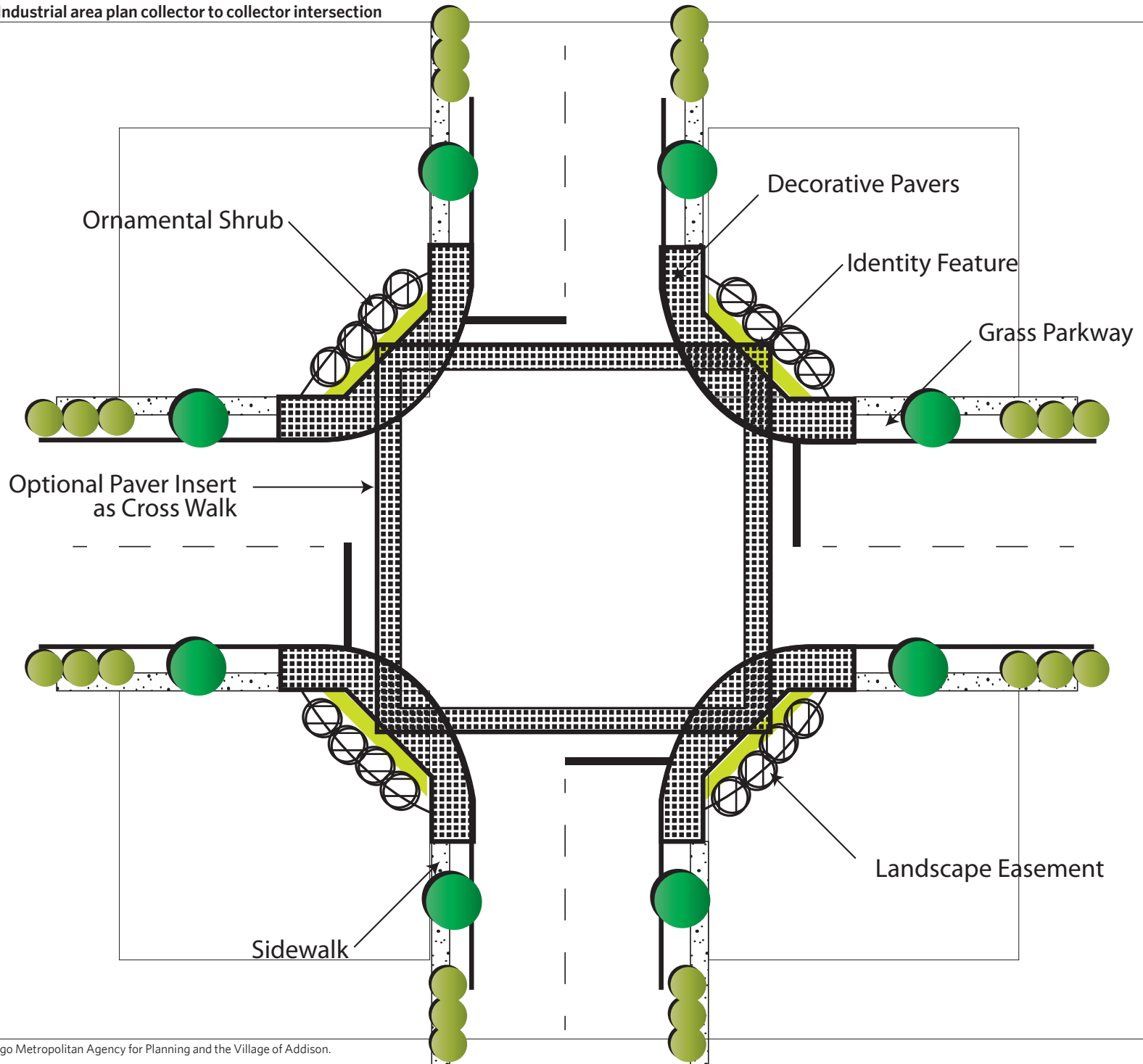
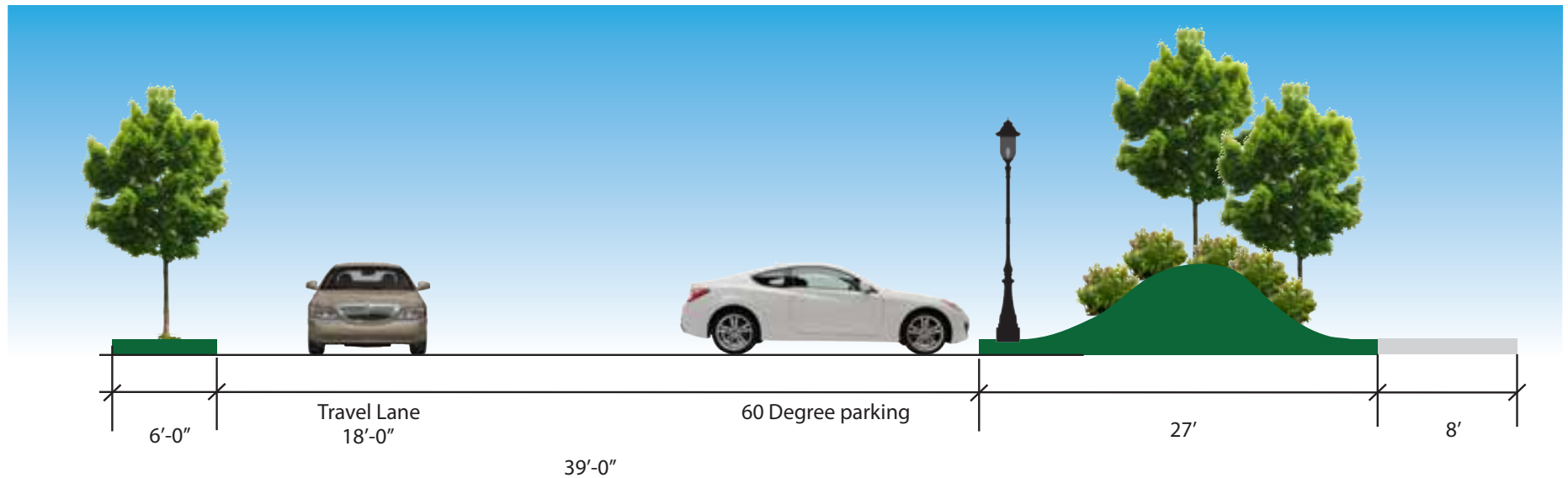


Figure 14. Industrial area Addison Road buffer

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



Chapter 6

Transportation Network

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

Goals and Objectives

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

Summary of Existing Conditions

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

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

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

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

Recommended Strategies

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

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

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

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

Local Transportation Improvements

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

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

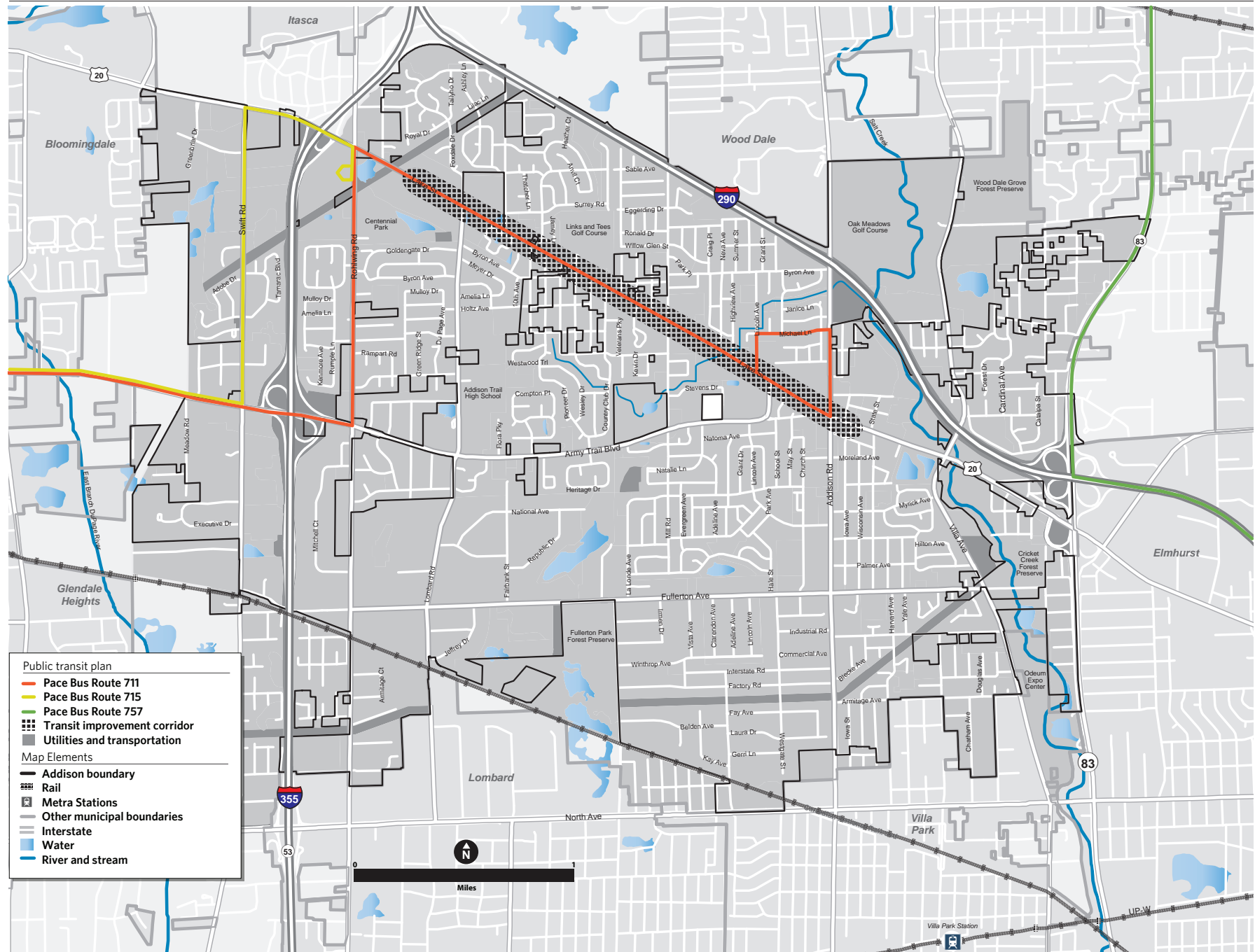
The Village's 2007-12 Strategic Plan mentions developing a network of pedestrian and bicycle paths and advancing public transit as two key goals. In order to initiate this, the Village should **consider undertaking an Active Transportation Plan (ATP)** that will help identify improvements to the physical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

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

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

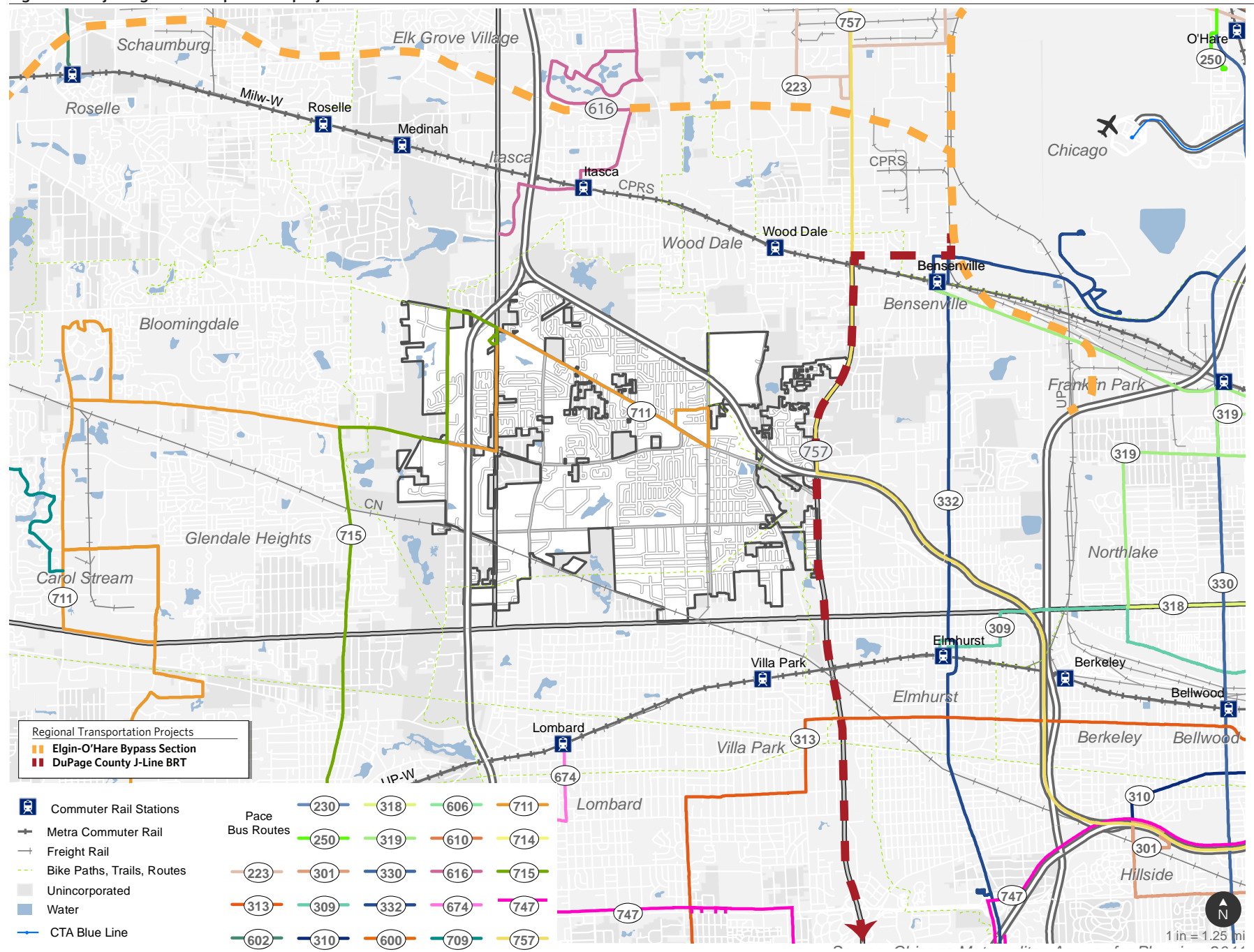
Continue to consider bike trail improvements along the ComEd easement running to the south and north west of the community. The ComEd easement bike trail will provide an important connection between the Salt Creek Greenway to the East Branch of the DuPage River Trail. The Village should work with ComEd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

Figure 15. Public transportation plan



Source: Chicago Metropolitan Agency for Planning.

Figure 16. Major regional transportation projects



Source: Chicago Metropolitan Agency for Planning.

Regional Transportation Improvements

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

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

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

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

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

- **DuPage Area Local Circulator Study**

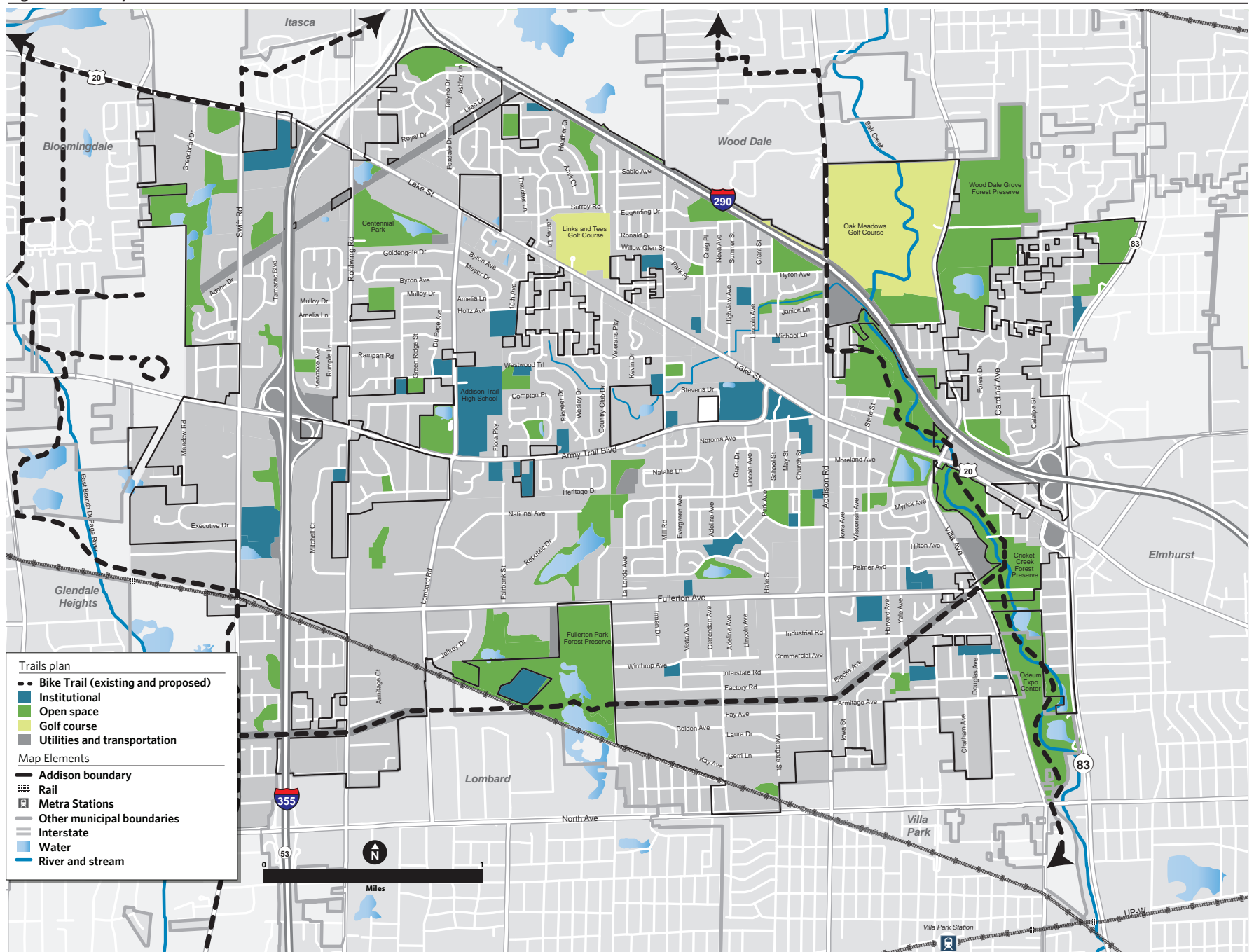
The circulator study is part of the overall DuPage Area Transit Plan, adopted jointly by the DuPage Mayors and Managers Conference (DMMC) and the DuPage County Board to address congestion and mobility in the county. The Addison Circulator Service proposed in this study is designed primarily to meet the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



An existing off-street trail in Addison

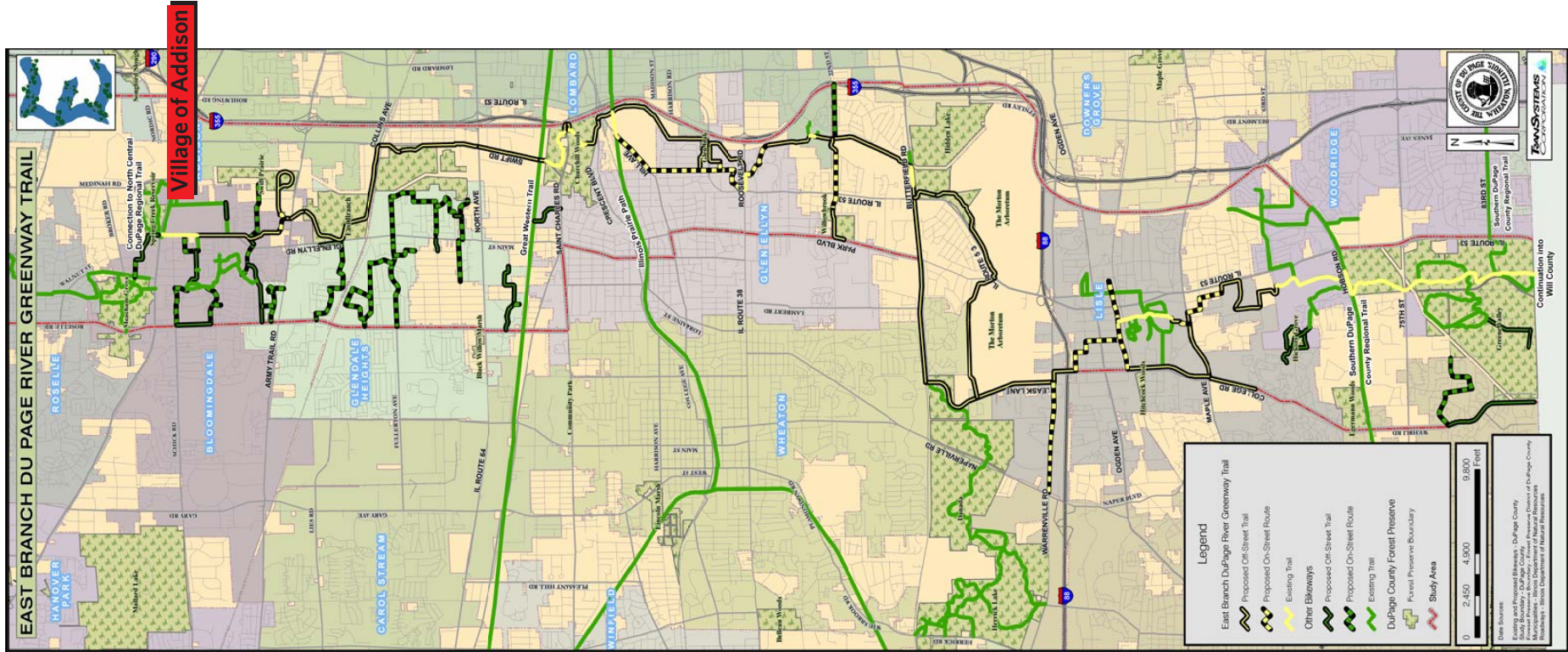
In terms of non-motorized transportation, the Village should **continue to work with other jurisdictions to implement the Salt Creek Greenway Trail and East Branch DuPage River Greenway Trail**. The Salt Creek Greenway Trail runs from Elk Grove Village to LaGrange Park, covering over 35 miles and connecting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

Figure 17. Trails plan



Source: Chicago Metropolitan Agency for Planning.

Figure 18. East branch DuPage River greenway trail



Source: TranSystems Corporation.



Figure 19: Salt Creek greenway trail



Source: URS Corporation 2010.



Chapter 7

Natural Features

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

Goals and Objectives

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

Summary of Existing Conditions

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

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

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

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

Recommended Strategies

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

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

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

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

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

Best Management Practices

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

- **Development Requirements**

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

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

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

- **Early Completion of Detention Facilities**

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

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

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

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

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

Busse Woods Dam Modification Project

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

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

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

Building Partnerships and Awareness

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

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

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

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

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

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



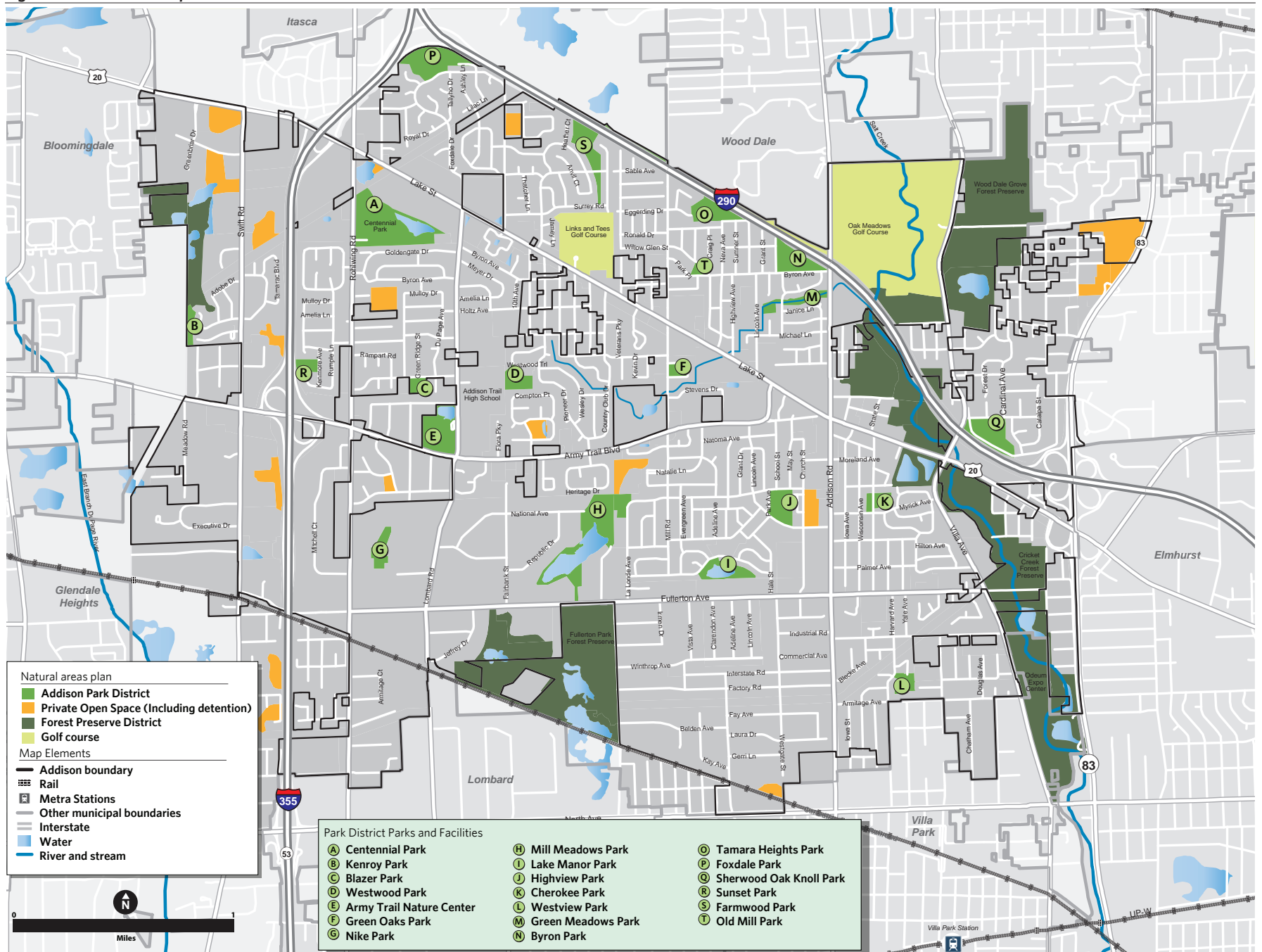
Army trail nature center.

Marketing and Communications

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

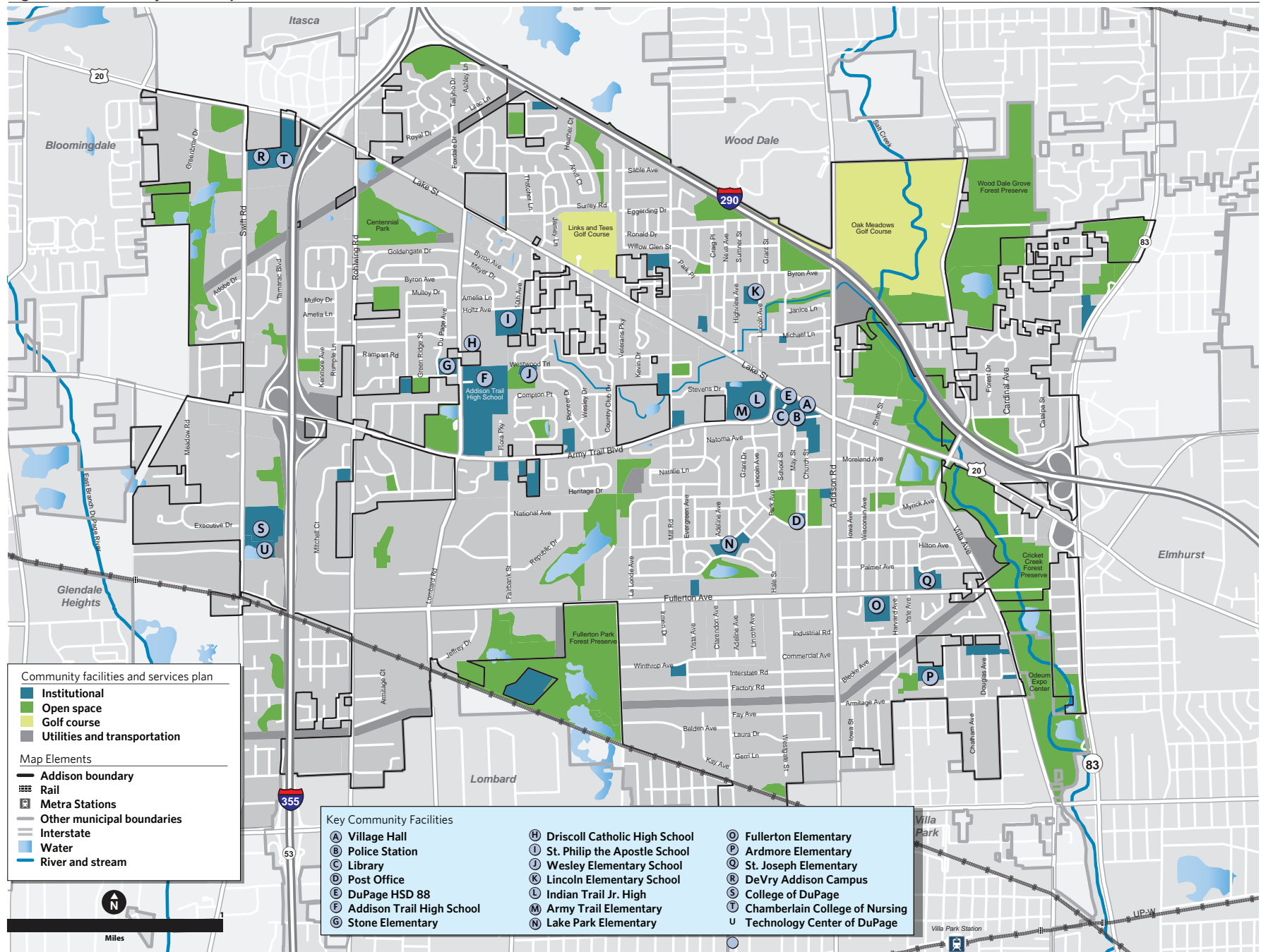
Specific marketing actions are outlined in the Comprehensive Parks and Recreation Master Plan. In addition to outlining the types of marketing and communications strategies that the APD and Village should undertake, it is important to target specific segments of the population. There are a number of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

Figure 20. Natural areas plan



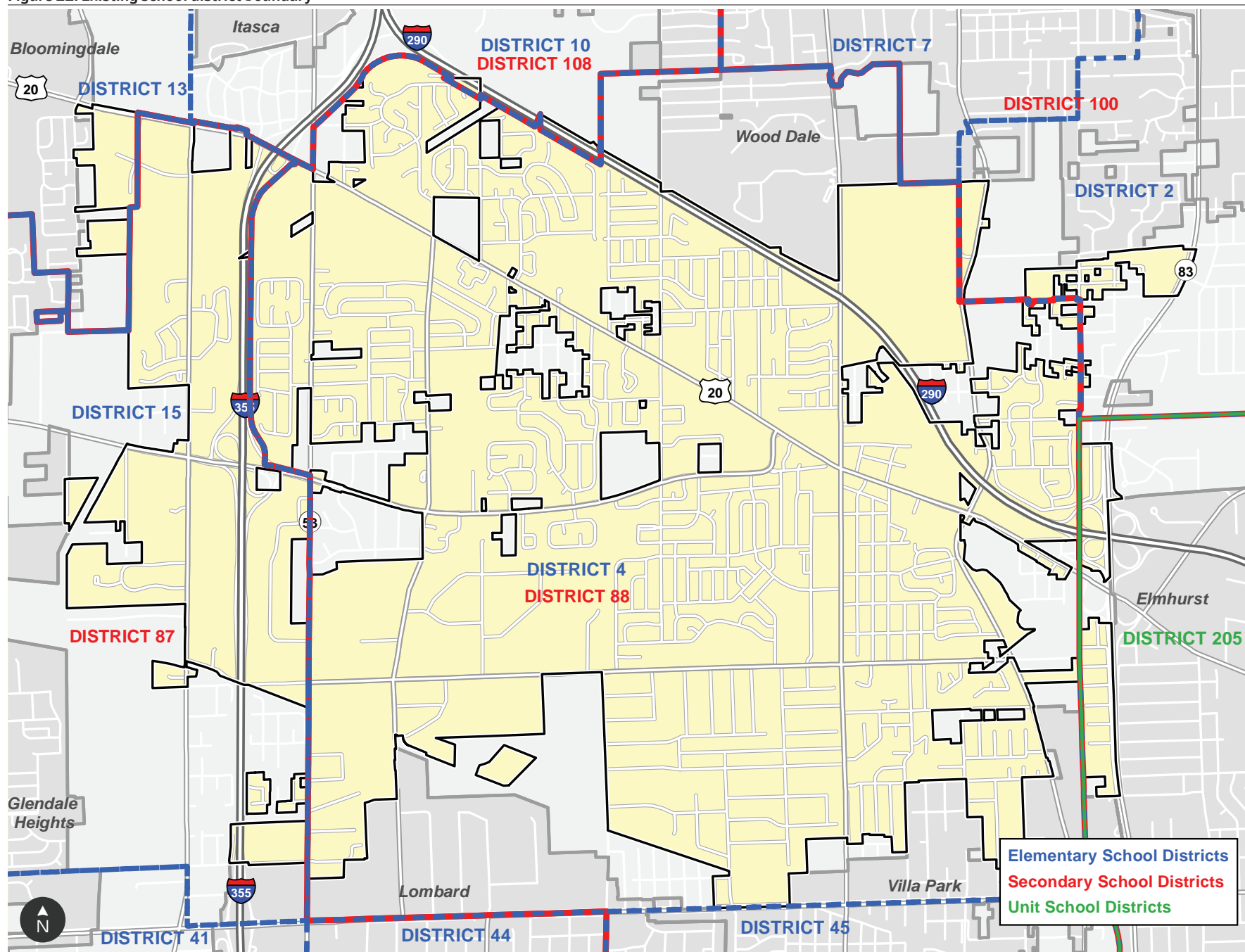
Source: Chicago Metropolitan Agency for Planning.

Figure 21. Community facilities plan



Source: Chicago Metropolitan Agency for Planning.

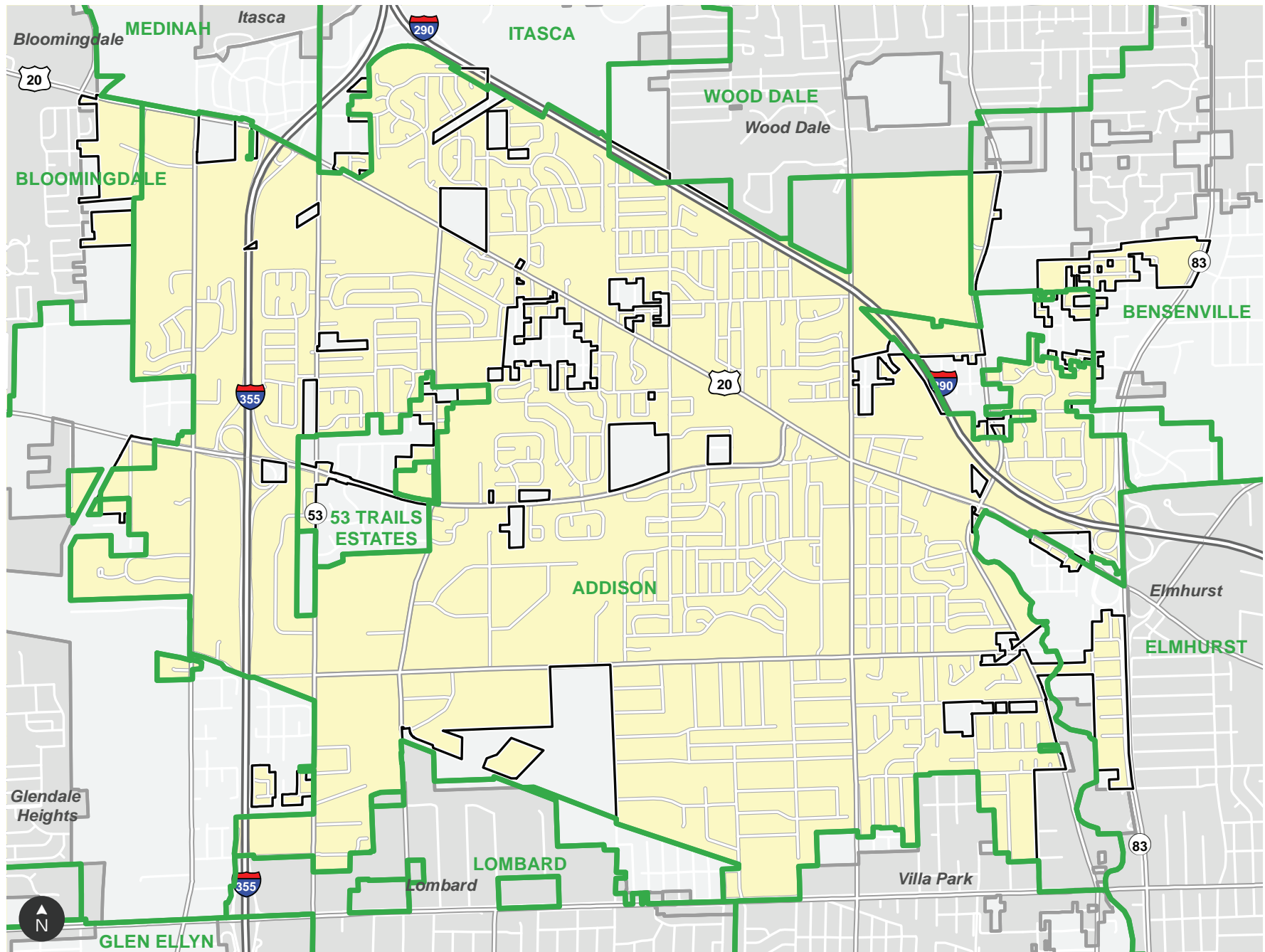
Figure 22. Existing school district boundary



Source: Chicago Metropolitan Agency for Planning.

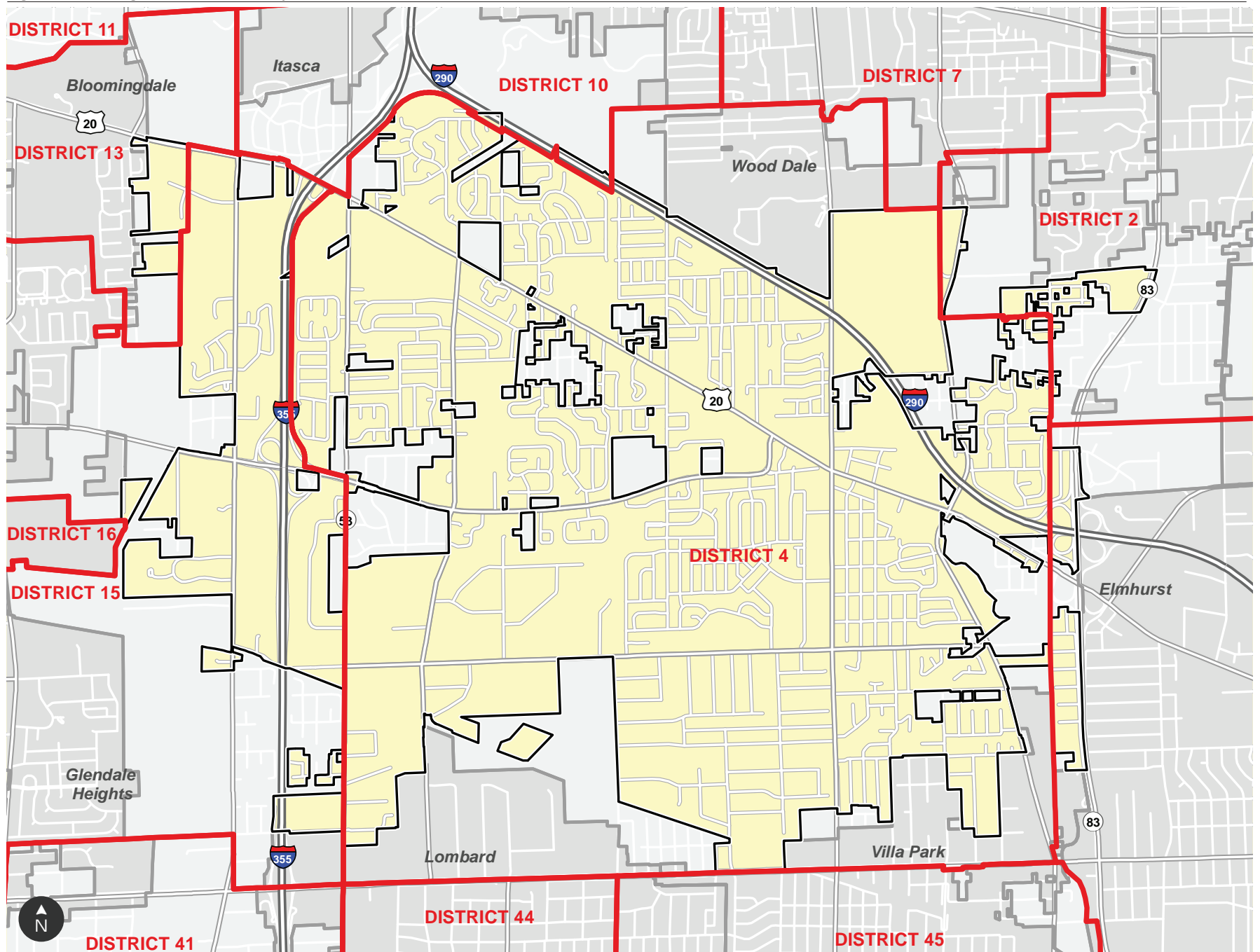
Source: Chicago Metropolitan Agency for Planning, 2012

Figure 23. Existing park district boundary



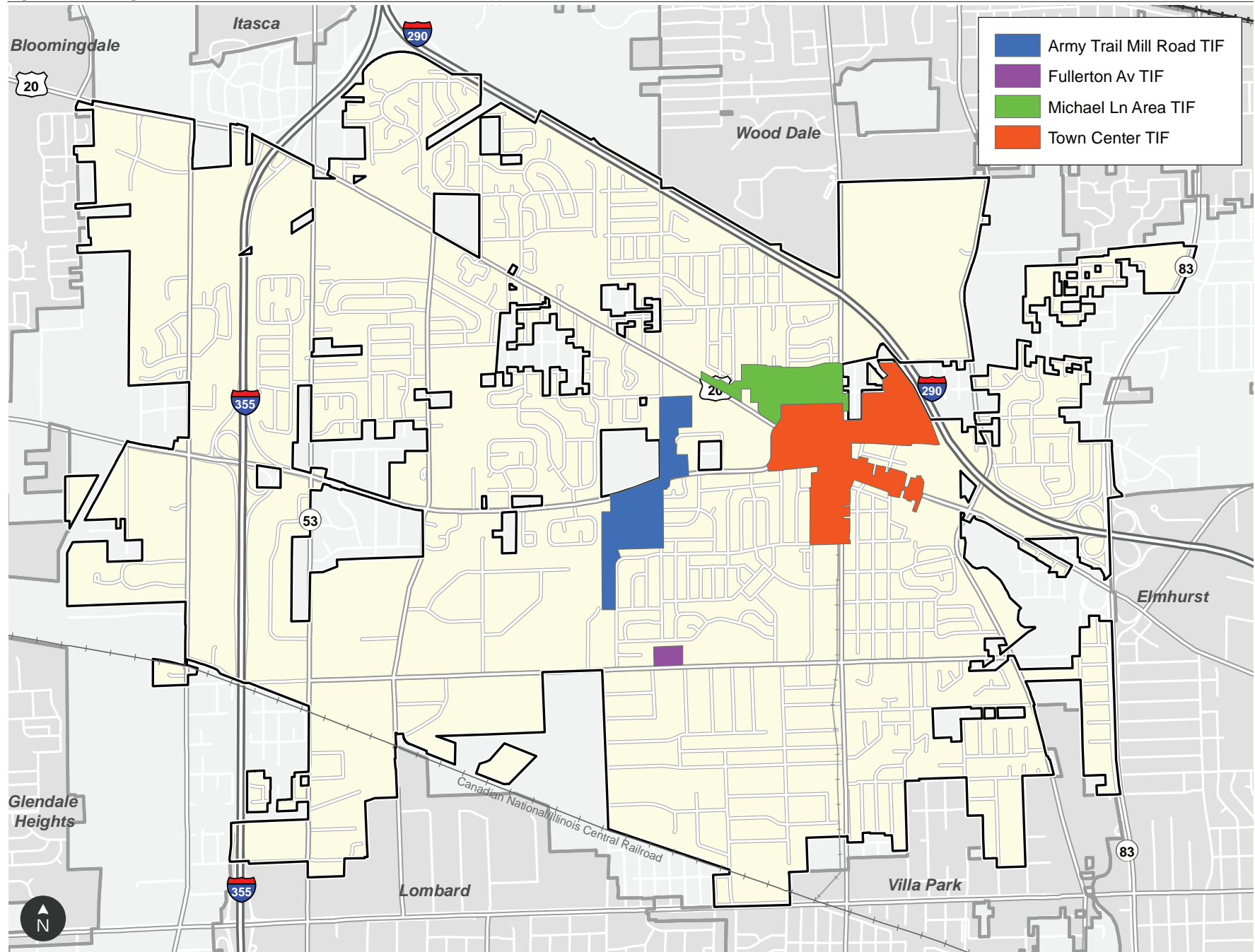
Source: Chicago Metropolitan Agency for Planning.

Figure 24. Existing fire district boundary



Source: Chicago Metropolitan Agency for Planning.

Figure 25. Existing TIF areas



Source: Chicago Metropolitan Agency for Planning.

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Acknowledgements

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Mayor Larry Hartwig

Board of Trustees

- Deputy Mayor Richard Veenstra
- Trustee Tom Hundley
- Trustee Sylvia Layne
- Trustee William Lynch
- Trustee Joe McDermott
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Partner Organizations

- Pace
- Regional Transportation Authority
- Valerie Kretchmer and Associates



Get the
Addison
ADVANTAGE!

Village of Addison Existing Conditions Report

January 12, 2012

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

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

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Acronyms

AADT	Average annual daily traffic
ATA	Active Transportation Alliance
CMAP	Chicago Metropolitan Agency for Planning
CTA	Chicago Transit Authority
FAR	Floor Area Ratio
GIS	Geographic Information System
HUD	U.S. Department of Housing and Urban Development
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
LTA	Local Technical Assistance Program
NRPA	National Recreation and Parks Association
RTA	Regional Transportation Authority
VMT	Vehicle Miles Travelled

Key Terms

Built-Out Community

The Village of Addison is considered a built-out community which means its municipal boundary is unable to expand outward.

Infill

Infill development is a term used to describe development of a vacant or underutilized property.

Streetscaping

Can include improvements to the road cross section, traffic management, sidewalks, landscaping, street furniture, facades, and business signage.

Teardown

Teardowns can be defined as one-to-one replacements of housing stock — essentially, tearing down an existing house and constructing another larger house in its place.

Introduction

Existing Conditions Report

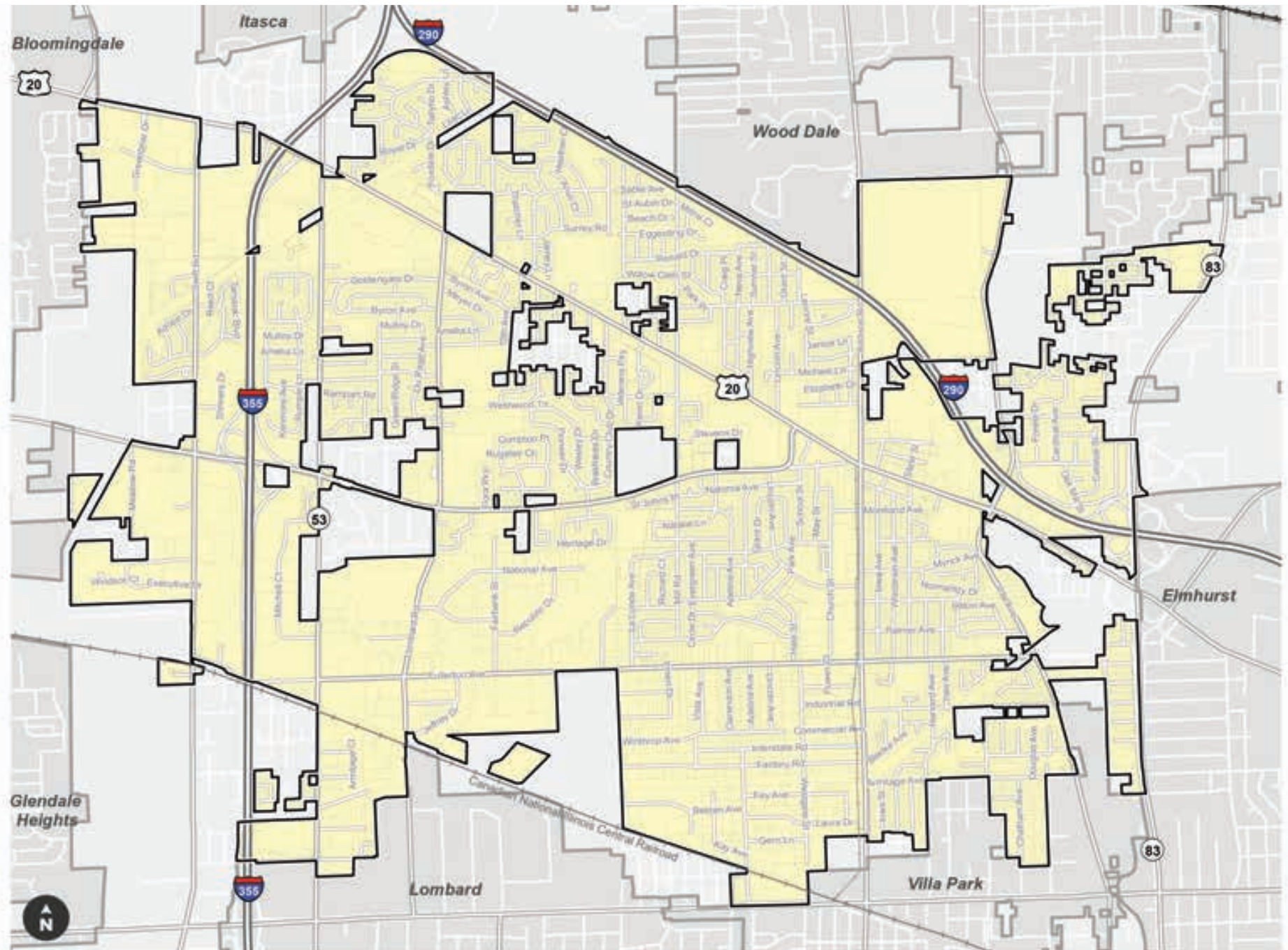
The Village of Addison has decided to create a new comprehensive plan, which will define the vision of what the community wants to become and the steps needed to meet that vision. Having an accurate understanding of existing conditions is necessary to develop an appropriate and effective plan that addresses the correct issues and concerns of the community.

Purpose of the Existing Conditions Report

This Existing Conditions Report — representing the accumulation of approximately four months of research, analysis, and public outreach activities — provides an overview of the current conditions in Addison and is designed to provide an agreed upon “starting point” by which to move forward with the community to create a shared vision. The Existing Conditions Report is organized in the following sections:

- **Introduction**
- **Section 1: Regional Context**
- **Section 2: Review of Previous Plans**
- **Section 3: Community Outreach Summary**
- **Section 4: Demographic Profile**
- **Section 5: Economic Assessment**
- **Section 6: Land Use and Development**
- **Section 7: Transportation and Circulation**
- **Section 8: Housing**
- **Section 9: Natural Environment**
- **Section 10: Community Services, Health and Infrastructure**
- **Section 11: Image and Identity**

Figure 1. Village of Addison



Source: Chicago Metropolitan Agency for Planning, 2011.

Why Does Addison Need a Comprehensive Plan?

Despite being a “built-out” community with a range of thriving land uses, Addison presents opportunities for potential infill redevelopment and other improvements. Infill development and redevelopment in the Village will continue to shape the community’s physical, economic, and social character. Also, regional changes due to the expansion of O’Hare International Airport will influence development decisions in the Village’s foreseeable future. As a result, Addison will be faced with numerous near- and long-term decisions. Having an up-to-date comprehensive plan in place will provide a context in which decisions affecting the future of Addison can be made with some certainty that today’s choices — whether large or small — contribute to achieving the long-term goals and vision of the community.

A few preliminary issues identified early in the planning process should be addressed within the comprehensive plan. One is the lack of a ‘downtown’ in the community that would act as Addison’s cultural and economic hub, providing opportunities for residents to interact with one another and visitors to patronize local businesses. The comprehensive plan should also outline redevelopment strategies and development guidelines for Addison’s commercial and industrial areas; these guidelines will assist the Village as it works with current business owners and future developers, ensuring an attractive physical character that reflects the community’s vision.

The new comprehensive plan will serve as a guide for elected officials, municipal staff, community residents, business owners, and potential investors, allowing them to make informed administrative and implementation decisions about community development that affects land use, transportation, infrastructure, and capital improvements.



What is a Comprehensive Plan?

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

Typically a comprehensive plan is written to provide guidance for a community to work towards its vision over the next 10 to 20 years. Although the plan should be viewed as a long-term document, it should also be thought of as a plan to be used daily by the community to assist in land use and development decisions. The 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 review and if required, update its comprehensive plan every 10 years to keep the plan as accurate as possible.

Elements of a Comprehensive Plan

A Comprehensive Plan is composed of a series of distinct yet interrelated elements defined within the Illinois Local Planning Assistance Act (Public Act 92-0768).

The key elements addressed in the Addison Comprehensive Plan will be based upon those outlined in the State Statute:

- Land Use
- Housing
- Natural Resources
- Transportation and Circulation
- Economic Development
- Intergovernmental
- Implementation

In addition to the primary elements listed above, Comprehensive Plans have also begun to include additional elements that may either be unique sections in the plan, or may be incorporated as common themes that run throughout the document. Additional elements that will be included in the Addison Comprehensive Plan are likely to include: the creation of a shared vision with corresponding goals and objectives; community facilities; green infrastructure; and community character.

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.”** The code continues to say **“that the plan may include reasonable requirements with reference to streets, alleys, public grounds, and other improvements.”**

What are the Purposes of a Comprehensive Plan?

1. Present the big picture and state the vision
2. Involve the citizenry
3. Guide regulation and public investment
4. Give direction
5. Protect the community

Source: Planning 1-2-3, Campaign for Sensible Growth, Metropolitan Mayors Caucus, and Metropolitan Planning Council.

Relationship with the 'GO TO 2040' Regional Comprehensive Plan

The Village's Comprehensive Plan priority should be to provide local decision guidance and support and to address community needs and desires in an effort to achieve the community vision. However, the Village is a part of the larger Chicago metropolitan economic region and both influences and is influenced by the region.

A summary of the recently released GO TO 2040 Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) is included in Section 2 of the Existing Conditions Report. In addition to an overview of GO TO 2040's themes and policies, specific regional recommendations that are likely to have an impact on the content of Addison' new Comprehensive Plan are identified.

GO TO 2040 states, “municipalities are critical to the success of GO TO 2040 because of their responsibility for land use decisions, which create the built environment of the region and determine the livability of its communities. The most important thing that a municipality can do to implement GO TO 2040 is to take this responsibility very seriously.” By undertaking a planning process to create a new Comprehensive Plan, Addison has taken responsibility for guiding its future, and demonstrated its commitment to helping shape the future of the region as well.

Public Participation

Public participation is a cornerstone of the Comprehensive Plan planning process. Public workshops, one-on-one interviews with community leaders and stakeholders, focus group meetings, and on-going communication with the Village Plan Commission help to ensure that all issues and needs are identified and priorities clearly defined. This in turn will help create policies that are appropriate and help the Village realize its future vision.

Public Outreach Strategy

For all of CMAP's Local Technical Assistance (LTA) projects, a primary goal of the public outreach strategy is to optimize community engagement and to attempt to involve populations that have typically been underrepresented or harder to reach in previous planning processes. This outreach strategy is designed to help identify the wide range of community stakeholders holding various concerns and preferences about the future of Addison. Not only does an outreach strategy ensure the effective inclusion of the broad spectrum of stakeholders in the comprehensive planning process, but it also provides guidance to the Village for executing similar community engagement efforts in the future.

Cultivating relationships with the following groups of community stakeholders is critical to overall public participation in the comprehensive planning process:

- Past public event attendees and survey participants
- School Officials from District 4 and District 88 and PTO representatives
- Youth
- Senior citizens
- Community and neighborhood leaders
- Churches and service agencies
- Major employers and business owners within the community
- Major institutional leaders (Police, County Administrators)
- Civic and nonprofit groups
- Regional and sub-regional entities that relate to the Village of Addison

Overview of Outreach Activities

The following outreach activities have been used at key points throughout the planning process to obtain public input and to build stewardship for the plan:

- Public meetings and presentations
- Cultivate and enhance relationships
- Produce and distribute flyers and posters
- Assemble media/press packets
- Use of the Village website
- Develop constituent/stakeholder databases
- Evaluate outreach effectiveness



Planning Process

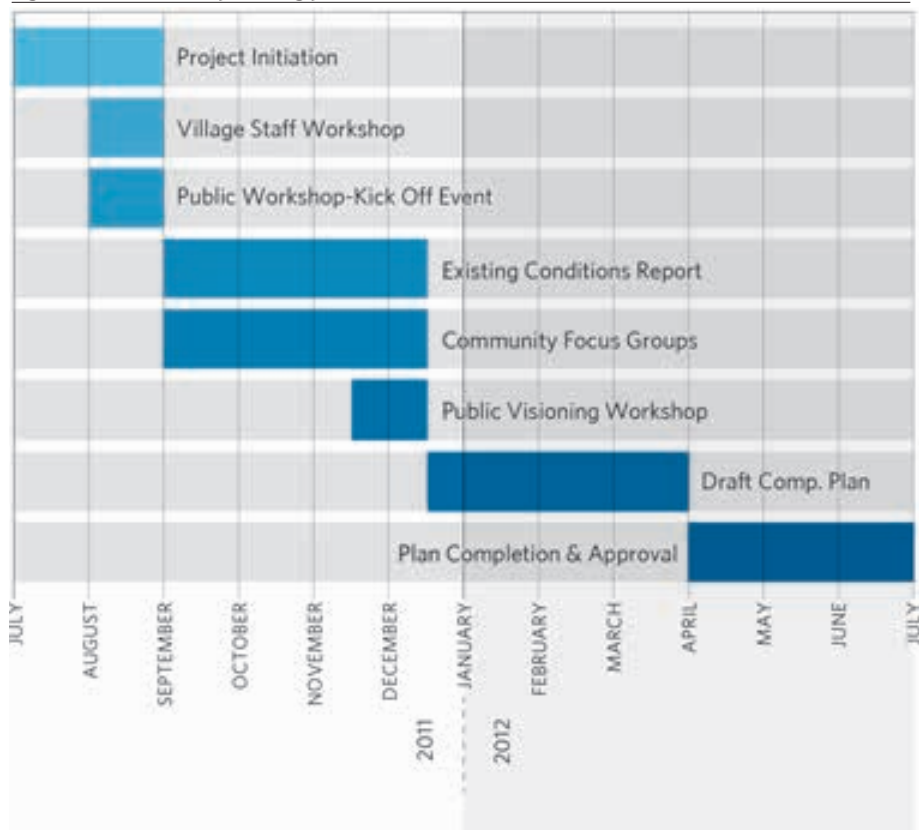
The planning process to create the Village’s Comprehensive Plan includes multiple steps that will last approximately 12 months. The process has been crafted with assistance from Village Staff, and has been designed to include resident and business owner input throughout. The key steps in the planning process are illustrated in the following flow chart.

Next Steps

After presenting the Existing Conditions Report to the Plan Commission, the next step in the process is to work with the community to create a shared vision for Addison. Building upon the work that has been completed to compile the information included in the Existing Conditions Report, CMAP will work with residents, business owners, elected and appointed officials, and Village staff to accomplish this goal.

One of the next key steps in the visioning process is to hold a visioning charrette workshop with the community. Based upon the results from the visioning workshop and from the data and information compiled in the Existing Conditions Report, a common vision with associated goals and objectives will be prepared. Following the Plan Commission’s approval of the vision, goals, and objectives, CMAP will begin to develop the elements of the new Comprehensive Plan.

Figure 2. Timeline of planning process





Section 1

History and Location

This section provides an overview of how Addison fits into the larger Northeastern Illinois region. Having a larger perspective of how Addison is situated in the region will aid in both the understanding of existing conditions and in identifying potential opportunities or issues that may be created with planned capital projects in other communities.

History of Addison

The Village of Addison was founded in the early 1800s by German settlers. The early pioneer settlement of Addison was known as Dunklee's Grove, named for Hezekiah Dunklee who settled in the area just east of Salt Creek. By the mid-1800s, the southwestern section of Dunklee's Grove roughly between Villa Avenue and Mill Road was home to a number of early buildings and institutions, such as the West District German School, the first Addison Public School, and the Addison Teacher's Seminary, in addition to a number of area farms. The Village was formally incorporated on October 6, 1884 with 400 residents.

Addison was home to many farms, small businesses and mill operations. The Heidemann Windmill, constructed in 1868, was a dominant part of the landscape for almost 100 years. It milled wheat, buckwheat and corn from neighboring farms and was placed on the Historic American Building Survey in 1934. While ultimately destroyed by fire in 1958, the windmill's image continues to play a role in the village's identity.

Addison's Lutheran institutions have contributed to the village's culture and economy. The Lutheran Teacher's Seminary was established just west of the main crossroads of Lake Street and Addison Road in 1885. The Evangelical Lutheran Church of St. Paul was constructed nearby in 1906 and features an octagonal spire. When, in 1913, the Seminary relocated to River Forest (later to become Concordia University) the seminary buildings were transformed into a home for children referred by the juvenile courts of Chicago, generally known as the Kinderheim. With growing enrollment, the original seminary was replaced with a building to house 250-300 children. The Kinderheim was later combined with the nearby Lutheran Orphanage in 1940, and then transformed again into Lutherbrook Children Center in 1959 and relocated further northwest on Lake Street where it now resides. The Kinderheim building found a new life as Addison's Village Hall for many years and was placed on the National Register of Historic Places in 1980. In 2000, the Kinderheim building was replaced with Addison's new Village Hall that currently frames Friendship Plaza.

Enterprising residents of Addison brought rail service to Addison in 1890. The Illinois Central Railway managed the line that ran up Addison Road starting at North Avenue to Lake Street. The first train trip to Addison brought visitors to the annual Orphanage Picnic. In the 1920s, trains made three round trips daily to Chicago and consisted of two cars for passengers and the third car was reserved for milk, mail, and other freight.

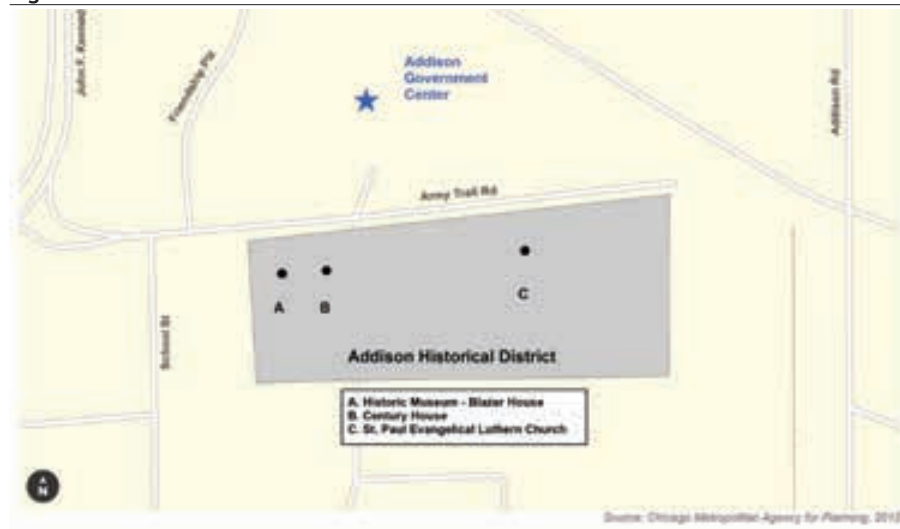


More extensive rail networks in neighboring communities as well as growing automobile ownership and subsequent road improvements in the village led to the cancellation of passenger service on this line in 1931. However, limited freight service continued up until 1968.

After World War II, the Addison community underwent a dramatic transformation. With the return of war veterans and the G.I. Bill, which increased the possibility of home ownership, residential construction sped up and the population soared. Many of the nearby farms were sold and converted to single family homes. The Village population, which had 823 residents in 1950, had risen to 13,272 just 10 years later. With the addition of young families, the community responded with the construction of more schools and parks. The commercial areas changed as well, featuring more shopping centers with parking instead of the earlier general stores. As available land decreased, more compact housing was constructed in the form of townhomes, apartments, and condominiums.

An industrial park was established along the freight rail lines on the southern edge of the village and provided employment for the area. As time went on, manufacturers were able to take advantage of the close proximity to the expanding O'Hare airport and the newly constructed interstate highway system. With the Eisenhower Extension in 1971, Addison had a freeway connection to Chicago along Interstate 290. Rohlwing Road, which had long served as the main north-south connector in DuPage County, was augmented with the addition of Interstate 355 north of Army Trail road in 1970. Interstate 355 south of Army Trail Road would later be added in 1989 and would eventually connect to Interstate 80 in 2007.

Figure 3. Historical district



Regional Setting

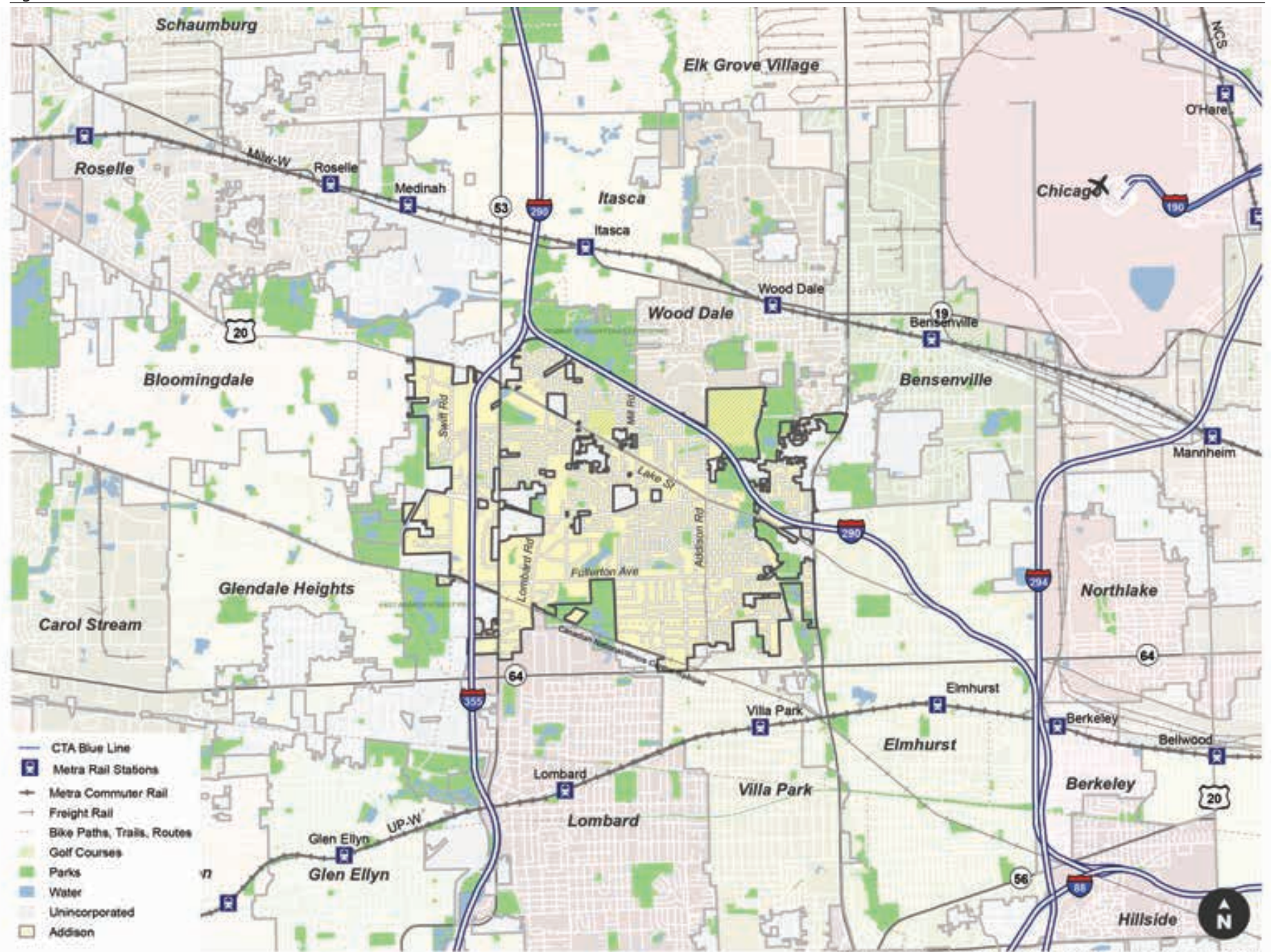
The Village of Addison is located in northeast DuPage County, approximately 20 miles west of Chicago. The Villages of Bensenville, Bloomingdale, Elmhurst, Glendale Heights, Itasca, Lombard, Villa Park, and Wood Dale surround the village. There are several pockets of unincorporated land within the village, as well as additional areas in between the village and surrounding communities.

Addison is positioned with close access to O'Hare Airport, approximately seven miles to the northeast. It is also situated between two major highways. Interstate 290 and Interstate 355 run along the northern and western edge of Addison respectively. While no Metra line runs within Village limits, Metra UP/ West line to the north and Metra BSNF line to the south link Addison residents to the region via stations in Wood Dale and Lombard. In fact, Addison residents have access to 6 Metra stations within 4 miles of its boundaries.

Addison exhibits similar density and architectural character as other areas of the Chicago region that experienced a high rate of growth in the 1950s and 1960s. The architectural styles of the single family homes in Addison include ranch, split-level ranch, colonial revival, and four square homes. The area surrounding the intersection of Lake Street and Addison Road has long been considered the town center of the Village. It was Addison's earliest commercial center and is home of the Village Hall, Police Department, Public Library and other important historical buildings and monuments. Lake Street is the main commercial and retail corridor, connecting IL Route 83 to the east to I-355 and Swift Road to the west. Green Meadows Shopping Center, constructed in 1950, was the village's first shopping center. With continued growth, the western side of the village has experienced more development. Commercial development along the western side of Lake Street and along Swift Road has changed the role of the original town center in the community.

The village straddles two watersheds; Salt Creek and the East Branch of the DuPage River. The DuPage County Forest Preserve District maintains several parks and preserves that are accessible to Addison residents including Cricket Creek, Fullerton County Park, and Swift Meadows County Forest Preserve within Addison and Songbird Slough, Salt Creek Park, and Wood Dale Grove just north of the village along the northeastern side of I-290. The Salt Creek Greenway Trail is part of the regional trail system and runs through Addison at Community Park.

Figure 4. Location



Source: Chicago Metropolitan Agency for Planning, 2011.

Section 2

Review of Previous Plans

This section provides a summary and analysis of the existing Village plans and studies that will likely inform and impact the ultimate recommendations of the new Comprehensive Plan. The previous documents have been reviewed to assist in building upon any current or still relevant findings and recommendations to create an all encompassing Comprehensive Plan.

One of the key goals of this new Plan is to create a document that incorporates all of the previous planning work compiled by the Village over the past decade into one singular planning document.

The following are the existing plans, studies and reports that are reviewed in this section:

1. Comprehensive Plan for the Village of Addison (1992)
2. Industrial Revitalization Plan for the Village of Addison (2001)
3. DuPage Area Transit Plan (2002)
<http://www.dmmc-cog.org/programs.aspx?program=Transportation&subpage=8>
4. Town Center Redevelopment Master Plan (2005)
<http://addisonadvantage.org/pdf/i-mstrplan-093005-low-res2.pdf>
5. Addison Transit Improvements Plan (2010)
<http://addisonadvantage.org/pdf/i-mstrplan-093005-low-res2.pdf>
6. Future View 2040 Municipal Session (2010)
7. Addison and GO TO 2040 Plan (2010)

The Comprehensive Plan for the Village of Addison (1992)

Since the creation of its first Comprehensive Plan in 1960, the Village of Addison has periodically undertaken updates to reflect changing conditions. In October 1992, the Village of Addison completed the latest update to its Comprehensive Plan following a two-year planning process that involved community residents, business leaders, and elected officials.

Specific concerns addressed in the updated Comprehensive Plan included:

- Redeveloping the Addison Golf Course and commercial center to the south.
- Creating a downtown or central district.
- Outlining stormwater and building elevation requirements along Lake Street.
- Promoting commercial redevelopment along Lake Street.
- Creating physical and visual buffers between residential and non-residential uses.
- Designing a new entryway into the Village along Lake Street.
- Replacing signage in older commercial areas.

The four major goals identified within the Plan are related to land use, transportation housing, and community services.

1. Maintain the diversity of land uses while encouraging new development that builds upon the existing industrial base
2. Promote safe and efficient movement of vehicles and pedestrians while exploring new modes of travel that complement the commercial and industrial base of the Village.
3. Provide an attractive housing inventory and mix that meets the needs of existing and future residents while creating a quality environment.
4. Continue to provide high quality community facilities and services that meet the needs of existing and future residents.

These major goals guided the creation of a future land use map. The key recommended land use changes included:

- Increasing open space along Salt Creek
- Developing a Business Park along the western boundary of Addison along the North-South Tollway and Swift Road.
- Protecting low density residential areas and redevelop in a manner that maintains the low density character of the neighborhoods.

Industrial Revitalization Plan (2001)

The Village of Addison created a Revitalization Plan to improve the functionality of 363 acres of its industrial infrastructure. The study area contains over 455 businesses with approximately 45% manufacturing, 45% wholesalers, and 10% service businesses. The Village initiated the project because the study area has aged, and was rapidly becoming functionally obsolete.

In 2001, some of the key issues faced by the Industrial Park included:

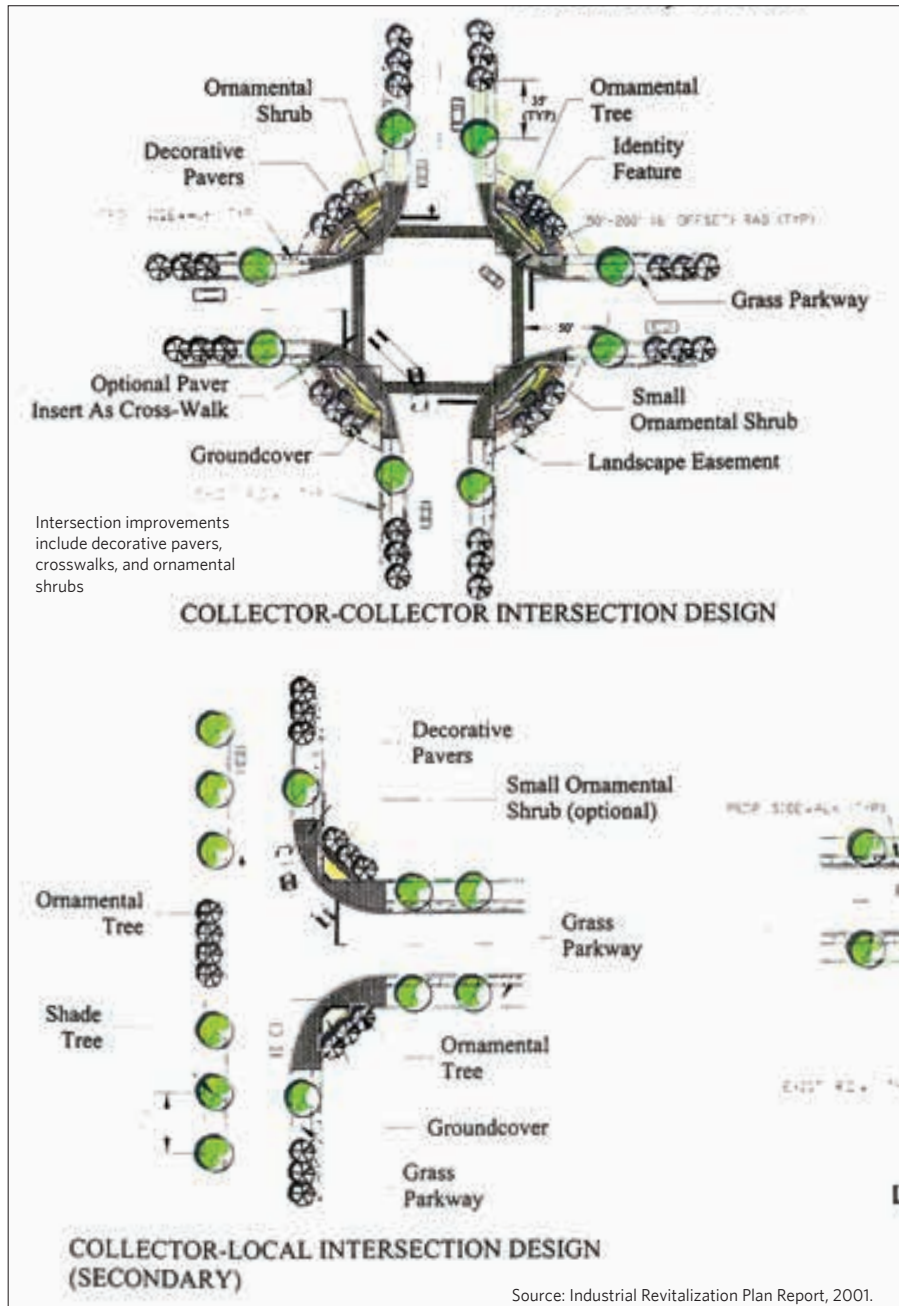
- Nearly 65% of the buildings were constructed prior to 1960
- Parking lots were deteriorated and require repaving and striping
- Street intersections were inadequate for turning of larger trucks
- Parking was not adequate and businesses are parking in the front yard of their properties
- There was no continuity in sidewalks
- A continuous parkway for street trees did not exist
- Building additions did not complement the original structure

The 18-month planning process was informed by Village and public input.

An interdisciplinary team of professionals, led by Planning Resources Inc. was hired to prepare the Plan. Study recommendations focussed on right-of-way improvements, building facade upgrades, and improvements of parcels to create a more attractive and marketable industrial area. The Plan does not address redevelopment of parcels or properties, focussing instead on improvement of existing amenities, facilities, and infrastructure in a cost-effective manner.

The Plan is divided into six sections:

1. **Introduction:** provides an overview of the study area, purpose of the Plan, and existing issues and concerns that will be addressed in the Plan.
2. **Market Analysis:** identifies industry clusters that exist in Addison and their strengths and weaknesses.
3. **Transportation:** includes recommendations for improving utilities and roadways, addressing truck circulation and staging areas, and traffic congestion.
4. **Land Use and Urban Design:** provides strategies and guidelines for revitalizing individual properties and public rights-of-way.
5. **Private Sector Revitalization:** analyzes characteristics of properties that negatively affect their functions and provides recommendations, along with cost estimates, for facade and building maintenance.
6. **Implementation:** provides estimated costs for recommended improvements to industrial park, phasing plan for implementation, and proposals for funding.



DuPage Area Transit Plan (2002)

In 2002, The DuPage Mayors and Managers Conference (DMMC) and DuPage County formed a joint committee to create the DuPage Area Transit Plan. The Plan, funded by the RTA through the 1999 Regional Technical Assistance Program, outlines service alternations and additions for the DuPage County area to be implemented over 20 years.

The planning process involved citizens of DuPage County, all 36 member communities of the DMMC, DuPage County Board members and staff, regional transit providers, and DMMC staff. The analysis included active public engagement combined with in-depth technical analysis of market conditions, mobility needs, and service options.

Six transit related objectives were developed as a result of this analysis.

1. Integration of transit services with all modes of the regional transportation system.
2. Implementation of transit services to reduce or contain highway traffic congestion.
3. Development of a sustainable transportation system in DuPage County.
4. Establishment of an appropriate level of mobility for transportation disadvantaged residents of DuPage County.
5. Utilization of public transit to link local and regional labor markets with hard-to-fill jobs in DuPage County.
6. Utilization of public transit and transit-oriented development strategies to sustain the economic vitality of mature downtowns and regional retail/commercial centers.

The Plan also recommends three “layers” of transit service:

1. **Circulators**, local bus services that provide trips within a community or transfer opportunities to other services (major bus routes or Metra trains).
2. **Connectors**, which run north-south or east-west on major arterial streets and function in conjunction with Metra rail line to provide connections between circulator areas.
3. **Bus Rapid Transit (BRT)**, which provides high-speed connections between Naperville, Oak Brook, O’Hare, and Schaumburg.

Implementation strategies are classified under near-term and mid-term timelines. Near-term recommendations were proposed to be in place by 2007 while mid-term recommendations were expected to be implemented by 2012.

Town Center Redevelopment Master Plan (2005)

In 2005, the Village of Addison hired a consultant team led by Hitchcock Design Group to create a market-supportable Town Center Redevelopment Master Plan. The study area included properties around the intersection of Addison Road and Lake Street including the Green Meadows Shopping Plaza.

Two major objectives of the project were to improve visibility and access for pedestrians and vehicles as well as to create a cultural and economic hub for the community, signifying a sense of place. The existing conditions analysis of the proposed Town Center study area identifies the following issues:

- Pace bus service does not extend to the project area
- Rail transportation is not provided within close proximity
- No current bike routes exist within the study area
- Pedestrian connectivity is limited due to the division created by Lake Street and Addison Road



Based on findings from the opportunity analysis and market study, a Master Plan for the Town Center was developed containing a mix of retail, office, and residential uses (see graphic below). In addition, the Plan details on-street parking and traffic calming features and streetscape improvements including pedestrian amenities, lighting, and trees. The plan recommends both off-street and on-street parking for residential and commercial development throughout the Town Center.

The report also outlines development guidelines for private and public improvements within the study area.



Addison Transit Improvements Plan (2010)

In early 2009, the Village of Addison hired a consultant team led by Land Vision, Inc. to undertake a study to help improve transit and pedestrian amenities along the US Route 20/Lake Street Corridor. The study was funded by the Regional Transportation Authority (RTA) and completed in May 2010.

The primary components of the Addison Transit Improvements Plan include:

- Evaluating Lake Street corridor's vehicular, transit, and pedestrian circulation patterns to identify major issues and points of conflict
- Identifying one or multiple locations for a transit hub along the corridor
- Recommending transit service improvements to better connect the corridor with key local and regional destinations
- Recommending pedestrian improvements to create a safe and pedestrian friendly environment along Lake Street

The Plan divides the 4.5 mile Lake Street corridor into six sub-areas, each defined by its unique physical characteristics, development pattern, land use mix, and circulation pattern.

Some of the key transit and pedestrian access and circulation issues identified along Lake Street are:

Transit Issues

- There are limited bus connections from Lake Street to local and regional destinations (e.g. Metra stations, residential areas).
- There are no bus shelters and pedestrian/bicycle amenities at bus stops along Lake Street.
- There is no informational signage at bus stops providing information on the bus route itself or the frequency of service.

Pedestrian Issues

- The distance between major intersections is quite large. There are no mid-block pedestrian crossings, requiring pedestrians to walk long distances to access a crosswalk.
- The placement of buildings is set back from Lake Street, creating an unattractive and uninviting streetscape for pedestrians.
- In certain sections, Lake Street's wide right of way makes it difficult for pedestrians to cross the street within the allotted signal time.
- Pedestrian sidewalks are missing in portions west of Lombard Road, making it difficult for pedestrians to access retail destinations west of Rohlwing Road.

The Plan identifies two locations for transit hubs. The main hub is proposed at the existing Green Meadows Shopping Plaza, a location recommended to be redeveloped as a Town Center. The hub would be located within the proposed Town Center with several bus parking stalls and an independent station building with waiting rooms and retail services for commuters. The secondary location is proposed within the Walmart site with fewer bus stalls and a smaller station building.

Recommendations are laid out for the entire corridor as well as individual sub-areas. Some of the key recommendations include:

Land Use

- Create an overlay zoning district at major intersections to support higher density development
- Provide a diversity of higher density housing options along the Lake Street corridor to support transit.

Transit and Pedestrian Enhancements

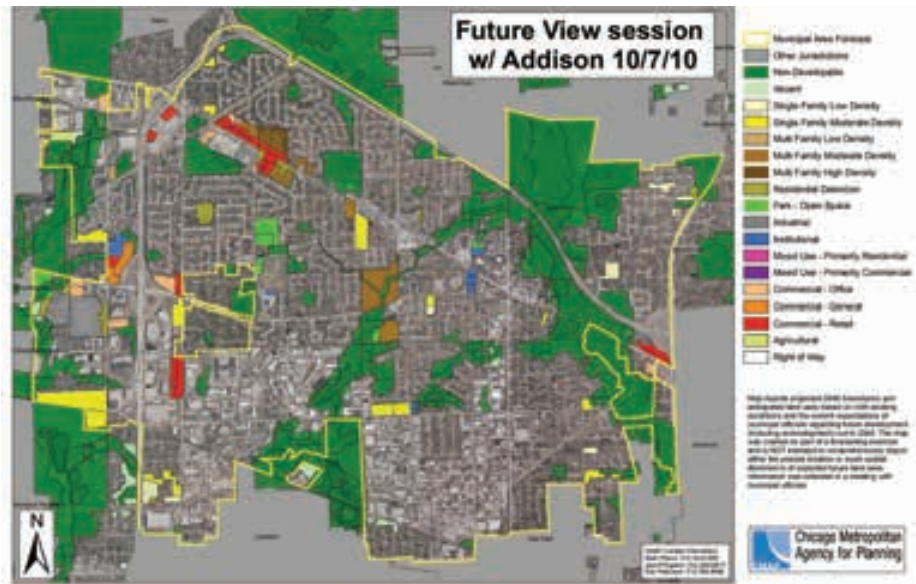
- Provide bus shelters along with commuter amenities at bus stops along the corridor
- Minimize large expanses of surface parking lots along the Lake Street corridor and replace existing ones with buildings whenever redevelopment occurs.
- Increase timing of pedestrian crossings and enhance existing crosswalks via wider striping and pavement treatments.
- Provide pedestrian linkages between Lake Street and abutting neighborhoods to the north and south with dedicated on-street bike paths.

Recommendations for sub-area improvements are also listed in the report, addressing unique infrastructure and service requirements. The document also provides a series of redevelopment, transit, and pedestrian design guidelines that are aimed at promoting aesthetically attractive and context-sensitive redevelopment of properties along Lake Street. Guidelines are provided for building placement and architecture, blockface design, access and circulation, signage and way finding, bus shelter design, transit hub facility design, and streetscape improvements.

Future View 2040 Municipal Session (2010)

In October 2010, CMAP staff met with officials from Addison to engage them in a discussion of future growth expectations out to 2040. The discussion was part of a project to collect data regarding what local officials expected 2040 to look like for their respective municipality in terms of future boundaries, and the spatial extents and densities associated with all expected future land uses (including any redevelopment). These sessions, which were held with municipalities throughout the seven-county CMAP region, featured the use of a Geographic Information System-based tool called Future View (FV). The tool produced both a graphic representation of expected future land uses and a forecast of population, households, and employment that would result if the projected 2040 land uses were fully implemented. The data represent the historical record of what local officials expected as a reasonable scenario for 2040, given they were operating with the best information available to them at the time of our meeting. As a rule, each FV meeting was conducted as a ‘working session,’ which took into account field intelligence and other relevant information that was available to CMAP as of October 2010.

The map illustrates expected future land uses from Addison’s Future View session.



Source: CMAP.

Addison and GO TO 2040

The Chicago Metropolitan Agency for Planning is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of GO TO 2040, metropolitan Chicago’s first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region’s 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan contains 4 themes and 12 major recommendation areas. The themes are:

1. **Livable Communities**
2. **Human Capital**
3. **Efficient Governance**
4. **Regional Mobility**

The Addison Comprehensive Plan will address aspects contained within each of these themes to varying degrees, depending on the community’s needs and concerns.

Section 3

Community Outreach Summary

The development of the Addison Comprehensive Plan requires broad community engagement, including any groups that have been underrepresented and/or hard to reach during previous planning initiatives. The process will provide a thorough understanding of the concerns and interests of Addison's residents and stakeholders, as well as its unique strengths, challenges, and opportunities.

The community engagement activities carry on throughout the length of the comprehensive planning process, but important outreach steps have already occurred thus far to help determine the existing conditions in the village: meeting with the Village's elected and appointed officials, and conducting community meetings open to the general public. Additionally, individual interviews with key leaders in the community have been completed. The public outreach strategy has been customized for Addison and designed to identify a wide variety of community stakeholders, including:

- Industrial/commercial leaders
- Landlords
- Latino population
- Polish population
- Senior citizens
- Young families



A photo of the first public meeting held at Village Hall. Approximately 50 residents and business owners attended and participated in the meeting.

This inclusive approach has been instrumental in building support for the planning process and informing participants about the comprehensive plan. Three questions were posed to stakeholders. These were:

1. ***In your experience, what are the main issues faced by Addison?***
2. ***What actions would you like the Village to take to address these concerns?***
3. ***What do you consider Addison's greatest strengths?***

Plan Commission Presentation

The Addison Plan Commission serves as the advisory committee for the comprehensive planning process. CMAP and Village Community Development staff met with Commission members in August 2011. In addition to outlining the planning process, the meeting gathered feedback from each Commission member to identify issues, strengths, desired partnerships/projects, and their vision for Addison's future.

Key Person Interviews

Through key person interviews, CMAP staff garnered a stronger and more-nuanced understanding of the Village. On the recommendation of Village Community Development Department staff, CMAP interviewed the following individuals:

- **Larry Hartwig**, *Mayor, Village of Addison*
- **Marco Gasca**, *Community Liaison, Addison Trail High School*
- **Gonzalo Herrera**, *President, Addison PTO*
- **John Langton**, *Superintendent, Addison Elementary School District 4*
- **Mary Medjo Me Zengue**, *Director, Addison Public Library*
- **Don Weis**, *Director, Addison Department of Community Relations*
- **Steve Humphrey**, *Superintendent, District 88*
- **Bill Hayden**, *Chief, Addison Police Department*
- **Dep. Chief Mark Van Stedum & Sgt. Roger Saran**, *Addison Police Department*

Initial Public Meeting

The project's first public meeting was attended by thirty-five members of the Addison community, who were presented with an overview of the partnership between the Village and CMAP and the process to complete the comprehensive plan.

The meeting also offered those gathered with an opportunity to provide their input to the comprehensive planning process. Participants were then divided into four small discussion groups to address the three main questions for the project (concerning issues, desired actions, and community strengths)

Focus Groups

Wanting to delve deeper into input received at the first public meeting, CMAP staff coordinated a series of focus groups. Participants were selected based on perceived gaps in attendance at the first meeting and events among groups identified for inclusion in the public outreach strategy. An additional thirty-three people participated in the process as part of the four stakeholder groups:

- Business/Realtor/Industrial Group
- Landlord Group
- Latino Group
- Young Families Group

In addition to the three main questions for the project, participants in each focus group were also asked to discuss how the current state of Addison affects their specific demographic group, and what changes they would implement to better serve that group.



Village Staff Meeting

In addition to gathering the input of Addison residents and community stakeholders, CMAP staff wanted to receive the insights and wisdom of those charged with implementing current Village plans and policies. CMAP hosted a staff meeting, in which municipal employees — representing several departments, including Administration, Finance, the Park District, Community Development, the Clerk's Office, Public Works, and Engineering — convened to discuss key issues and opportunities. They also completed a mapping exercise and discussion structured around the major topics addressed within a typical comprehensive plan (land use, housing, economic development, transportation/circulation, parks/open space, community facilities/infrastructure, arts/culture & sustainability).



Key Findings

Common issues and ideas began to emerge as different stakeholders and groups were engaged in the process. Below are the main concerns, potential actions, and community strengths as identified by participants. Moving forward in the planning process, these key findings should help to shape (and inform) the community's vision, goals, objectives and ultimate recommendations for the comprehensive plan.

The top ten issues identified by stakeholders are:

- Flooding
- Aging infrastructure
- Number of vacant properties
- Decline of industrial areas
- Lack of Town Center
- Lack of safety in certain parts of Village
- Insufficient management of affordable housing properties
- Lack of affordable activities for families/teens/kids
- Limited transit options including a Metra Station or better connections to them, especially for seniors
- Lack of bike lanes throughout and sidewalks, particularly in commercial areas

The top five initiatives, projects or actions desired are:

- Town Center Redevelopment
- Redevelopment of property with vacant buildings
- Continued support and collaboration with the schools
- Support bike and pedestrian friendly initiatives
- Flooding and green space improvements

Addison's top ten strengths as identified by participants are:

- Location
- Village services and facilities
- Diversity
- Good intergovernmental collaboration
- Industrial area and Commercial areas
- Good schools and local colleges
- Variety of housing options
- Proximity to jobs
- Good, family oriented and quiet community
- Strong and friendly community spirit

Current Strengths of Addison

In each of the meetings and conversations held throughout the first phase of Addison's comprehensive plan process, residents and stakeholders shared a number of strengths found in and that help define Addison. By identifying those assets which the community treasures most, the comprehensive plan can preserve and enhance those strengths as it prepares Addison for future development. The "word cloud" (Figure 6) illustrates the most commonly mentioned strengths that Addison possesses today, according to meeting participants. The size of each word reflects the number of times the particular asset was mentioned by stakeholders at public forums.

Figure 6. Community strengths



Section 4

Demographic Analysis

To gain insight into the market and demographic dynamics that impact the Addison community, data from the U.S. Census was gathered for analysis. Data discussed in this section comes from the 2000 and 2010 U.S. Census and from the 2005-2009 American Community Survey, both collected by the U.S. Census Bureau. For comparisons and trend analysis, data was also gathered for the same periods for Cook County and the Chicago, IL-IN Urbanized Area, which includes all contiguous areas with a population density of more than 1,000 persons per square mile.

Key Findings

- **Over the past ten years, Addison's population has increased by a small number while growing more diverse.** The village population grew by 3% since 2000 and now has 36,942 residents. Addison's non-Hispanic white community makes up 47% of the population, followed closely by the Latino community at 40%.
- **Compared to DuPage County, Addison is a younger community with slightly larger household sizes.** The median age is 33.7, significantly younger than the median age for DuPage County of 38.2. A significant portion of Addison residents are less than 34 years old and the village has a slightly larger average household size of 3.08 compared to the Chicago region's of 2.73.
- **Household incomes in Addison are keeping pace with the region, yet fewer residents are pursuing higher education.** The average Addison household's makes \$62,000 a year, which is just slightly higher than the average for the region as a whole. Compared to DuPage County and the Chicago region, the number of Addison residents going on to achieve a higher education degree is significantly less.

Demographic Analysis

Addison can be characterized as a moderate income community, with significant pockets of middle-class and working-class family households. Analysis of U.S. Census and American Community Survey data yields the following findings.

- **Addison's population experienced a small increase in the last decade.**

Between 2000 and 2010, Addison's population increased by just under three percent (from 35,914 to 36,942 residents.) This growth rate is twice that of DuPage County yet lower than the region as a whole.

- **The average household size in Addison is relatively high compared to the County and the Chicago region.** Addison's average household size of 3.08 is higher than the DuPage County size of 2.68 and the regional size of 2.73.

Table 4.1. Population, households, and household size, 2010

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Population	36,942	916,924	8,431,386
Households	11,940	337,132	3,088,156
Average Household Size	3.08	2.68	2.73

Source: 2010 U.S. Census.

Table 4.2. Population and change in population, 2000 and 2010

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Population, 2000	35,914	904,161	8,146,264
Population, 2010	36,942	916,924	8,431,386
Change, 2000-10	1,028	12,763	285,122
Change as %, 2000-10	2.9%	1.4%	3.5%

Source: 2000 U.S. Census; 2010 U.S. Census.

- **Addison is becoming a more diverse community.** In 2000, whites represented 60% of the population in Addison. With significant growth in the Latino and African-American populations as well as population loss among whites, whites now make up less than 50% of the population in 2010. Throughout the decade, the Latino population increased by 45% and now constitutes 40% of the total population. The growth in Latino population reflects similar trends in the Chicago region. The most significant percent increase, of 55%, was among African-American residents, yet this group represents only 3.7% of the total population. The Asian population decreased by almost 5% in the decade.

Table 4.3. Race and ethnicity, 2010

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
White	17,562	47.5%	646,130	70.5%	4,486,557	53.2%
Hispanic or Latino*	14,813	40.1%	121,506	13.3%	1,823,609	21.6%
Black or African American	1,355	3.7%	41,024	4.5%	1,465,417	17.4%
Asian	2,706	7.3%	91,793	10.0%	513,694	6.1%
Other**	506	1.4%	16,471	1.8%	142,109	1.7%
Total	36,942		916,924		8,431,386	

Source: 2000 U.S. Census; 2010 U.S. Census.

* Includes Hispanic or Latino residents of any race.

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races.

Table 4.4. Change in race and ethnicity, 2000-2010

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	CHANGE IN POPULATION	% CHANGE	CHANGE IN POPULATION	% CHANGE	CHANGE IN POPULATION	% CHANGE
White	-3,978	-18.5%	-65,836	-9.2%	-200,702	-4.3%
Hispanic or Latino*	4,615	45.2%	40,140	49.3%	414,407	29.4%
Black or African American	481	55.0%	14,047	52.1%	-72,117	-4.7%
Asian	-130	-4.6%	20,885	29.5%	137,701	36.6%
Other**	40	8.6%	3,527	27.2%	5,833	4.3%

Source: 2000 U.S. Census; 2010 U.S. Census.* Includes Hispanic or Latino residents of any race.

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races.

- **Addison is a younger community.** With almost 30% of the population less than 19 years old and more than 70% of the population less than 50 years old, Addison has a median age of 33.7 years. The median age for DuPage County is 38.2 years, which can be attributed to the fewer number of residents under 19 years of age and the larger number of residents between 50 and 64 years of age at the county level.

Table 4.5. Age cohorts and median age, 2010

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Under 19 years	10,696	29.0%	250,564	27.3%	2,346,937	27.8%
20 to 34 years	8,536	23.1%	171,719	18.7%	1,790,049	21.2%
35 to 49 years	7,390	20.0%	200,795	21.9%	1,807,886	21.4%
50 to 64 years	6,456	17.5%	187,448	20.4%	1,534,488	18.2%
65 to 79 years	3,062	8.3%	75,545	8.2%	679,470	8.1%
80 years and over	802	2.2%	30,853	3.4%	272,556	3.2%
Median Age (2010)	33.7		38.2		N/A	

Source: 2000 U.S. Census; 2010 U.S. Census.

- **Household incomes in Addison are keeping pace with the region, but remain slightly lower than those of the rest of DuPage County.** The median household income for Addison is \$62,587, which is lower than the county's of \$76,355 and roughly equal to the region's median household income of \$60,289. Similar to the region, approximately 60% of Addison's households earn less than \$75,000. Only 7% of the households in Addison earn more than \$150,000; whereas a larger number of households in the county (17%) and the region (12%) make this amount or greater.

Table 4.6. Median household income, 2009

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Less than \$25,000	2,116	18%	39,350	12%	590,496	20%
\$25,000 to \$49,999	2,386	20%	61,224	18%	647,461	21%
\$50,000 to \$74,999	2,831	24%	64,873	19%	560,678	19%
\$75,000 to \$99,999	1,879	16%	51,149	15%	413,233	14%
\$100,000 to \$149,000	1,918	16%	63,726	19%	453,565	15%
\$150,000 and over	878	7%	56,733	17%	359,250	12%
Median Income (2009)	\$62,587		\$76,355		\$60,289	

Source: 2005-2009 American Community Survey.

- **There is a gap in the number of Addison residents with a higher education degree compared to the county and the region.** Almost 80% of Addison residents who are 25 years or over hold high school diplomas. This is roughly consistent with the Chicago region, yet lower than DuPage County. Approximately 20% of this population has earned a bachelor's degree or higher in Addison. Compared to 44% of this population in DuPage County and 34% in the Chicago region, the number of Addison's residents achieving a higher education degree is significantly less.

Table 4.7. Education levels, 2010

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Population, 25 years and over	23,620	100.0%	606,341	100.0%	5,474,185	100.0%
High school diploma or higher	18,433	78.0%	556,674	91.8%	4,656,235	85.1%
Bachelor's degree or higher	4,818	20.4%	269,293	44.4%	1,873,198	34.2%

Source: 2005-2009 American Community Survey.

- **Unemployment rates in Addison are comparable to the region.** Addison's unemployment rate of 7.8% is slightly lower than that of the Chicago region and slightly higher than that of DuPage County.

Table 4.8. Employment status, 2009

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Population, 16 years and over	28,620	100.0%	719,483	100.0%	6,508,852	100.0%
In labor force	20,424	71.4%	511,681	71.1%	4,438,726	68.2%
Employed	18,835	92.2%	480,183	93.8%	4,062,466	91.5%
Unemployed	1,589	7.8%	31,099	6.1%	364,544	8.2%
Not in labor force	8,196	28.6%	207,802	28.9%	2,070,126	31.8%

Source: 2005-2009 American Community Survey.

- **Manufacturing services account for the largest job sector among Addison's residents.** Addison's industrial businesses employ 15% of the total employed population, representing a significant portion of the job sector. The next two largest job sectors are retail trade, with 11%, and health care and social assistance, with 10% of the total employed population.

Table 4.9. Employment of Addison residents by industry sector, 2009

	COUNT	%
Total Employed Population*	15,511	100%
Manufacturing	2,346	15.1%
Retail Trade	1,718	11.1%
Health Care and Social Assistance	1,566	10.1%
Wholesale Trade	1,343	8.7%
Accommodation and Food Services	1,194	7.7%
Educational Services	1,028	6.6%
Professional, Scientific, and Technical Services	950	6.1%
Administration & Support, Waste Management and Remediation	924	6.0%
Finance and Insurance	821	5.3%
Construction	790	5.1%
Transportation and Warehousing	798	5.1%
Other Services (excluding Public Administration)	556	3.6%
Management of Companies and Enterprises	334	2.2%
Arts, Entertainment, and Recreation	290	1.9%
Information	279	1.80%
Public Administration	273	1.80%
Real Estate and Rental and Leasing	233	1.50%
Agriculture, Forestry, Fishing and Hunting	24	0.20%
Utilities	35	0.20%
Mining, Quarrying, and Oil and Gas Extraction	9	0.10%

Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.

* Primary Jobs include public and private-sector jobs. Primary jobs represent the highest paying job for an individual worker.

- **Addison residents work in an array of communities throughout the region.** Only 10.7% of Addison residents work in the village. Roughly 40% are going to work in neighboring municipalities, with most to destinations to the north and east of the village. Almost 57% are traveling less than 10 miles to their place of employment. Only 13.4% are working in Chicago. The remaining residents are traveling to work locations spread throughout the region.

Table 4.10. Employment of Addison residents by location of employment, 2009

	COUNT	%
Total Primary Jobs*	15,511	100.00%
Chicago	2,083	13.4%
Addison	1,658	10.7%
Elk Grove	672	4.3%
Elmhurst	557	3.6%
Schaumburg	517	3.3%
Wood Dale	352	2.3%
Bensenville	348	2.2%
Lombard	342	2.2%
Itasca	306	2.0%
Villa Park	274	1.8%
All Other Locations	8,402	54.2%

Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.

* Primary Jobs include public and private-sector jobs. Primary jobs represent the highest paying job for an individual worker.

Section 5

Economic Assessment

The data presented in this section provides an overview of the existing business climate in Addison. It also identifies economic trends related to employment, household incomes, and education. Data discussed in this section comes from Illinois Department of Employment Security, Illinois Department of Revenue, Dun and Bradstreet, 2000 U.S. Census, the 2005-2009 American Community Survey, 2010 U.S. Census, ESRI Business Analyst's database, and CoStar data.

Key Findings

The assessment of economic and employment data for Addison yields the following key findings:

- ***Addison is a regional manufacturing and industrial center that, despite recent job loss, remains relatively strong.*** Addison maintains a substantial base of businesses in the manufacturing, wholesale trade, and transportation and warehousing sectors. Despite a loss of jobs over the last decade, the Village still has nearly as many jobs as residents. This has likely provided the Village with a buffer from the recent economic downturn that few municipalities enjoy.
- ***In addition to its role as an industrial center, Addison is a significant generator of retail sales revenue.*** Addison generated more than \$600 million in general merchandise retail sales in 2010, equaling more than \$16,000 per Addison resident. On a per capita basis, the Village generates nearly 75 percent more in retail sales than the Chicago region. Because of this retail has become a chief component of Addison's economic base.
- ***Despite Addison's strengths in the industrial and retail sectors, weaknesses are evident due to the amount of commercial real estate space available in the Village.*** Vacancy rates for commercial real estate in Addison have increased across the board, as they have throughout the region. Overall commercial vacancy rates are comparable to similar rates for DuPage County and the region. However, Addison experienced substantial increases in the availability of retail and office space. Further analysis may be necessary to evaluate the potential future impact of the increase in commercial real estate vacancy.

Employment Analysis

- **The number of private sector jobs within Addison declined substantially over the last decade.** According to the Illinois Department of Employment Security, the number of jobs in Addison decreased from 30,019 to 24,941 between 2002 and 2009, a loss of nearly seventeen percent. Private sector job loss has been considerable in Addison, but Addison's experience is consistent with similar data for both DuPage County and the region. During the same period, jobs declined by nearly eight percent in DuPage County, and by more than nine percent throughout the Chicago region.

Table 5.1. Private sector employment

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Employment, 2000	30,019	524,025	3,518,832
Employment, 2010	24,941	484,910	3,187,338
Change, 2000-10	-5,078	-39,115	-331,494
Change as %, 2000-10	-16.9%	-7.5%	-9.4%

Source: Illinois Department of Employment Security

- **Addison's employment base is strongly tilted toward manufacturing, industrial and transportation-related industries.** More than half of Addison's workers are employed in manufacturing, wholesale trade or transportation and warehousing jobs. Due to its access to I-290 and I-355, Addison has capitalized on its ability to attract businesses that put a premium on highway accessibility.

Table 5.2. Employment of workers by industry sector, 2009

	COUNT	%
Manufacturing	5,939	23.8%
Wholesale Trade	4,072	16.3%
Transportation and Warehousing	3,126	12.5%
Construction	2,214	8.9%
Administrative Support, Waste Management and Remediation Services	2,151	8.6%
Accommodations and Food Services	1,811	7.3%
Retail Trade	1,694	6.8%
Health Care and Social Assistance	1,176	4.7%
Other Services (except Public Administration)	802	3.2%
Professional, Scientific and Technical Services	749	3.0%
Finance and Insurance	362	1.5%
Real Estate/Rental and Leasing	348	1.4%
Arts, Entertainment and Recreation	209	0.8%
Information	90	0.4%
Educational Services	60	0.2%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Utilities	0	0.0%
Mining, Quarrying, Oil and Gas Extraction	0	0.0%
Management of Companies and Enterprises	0	0.0%
Unclassified	0	0.0%

Source: Illinois Department of Employment Security.

- **Despite recent job loss, Addison's employment base remains strong.**

As demonstrated in the previous table, Addison's employment base is particularly strong in the manufacturing, wholesale trade and transportation and warehousing sectors. Many of the businesses that specialize in those sectors populate the list of Addison's largest employers. Large businesses have a significant presence in Addison. In 2011, 52 businesses in Addison reported at least 100 employees, making up approximately one-third of the Village's employment base. According to ESRI Business Analyst's database, Addison's largest employers in 2011 are:

Table 5.3. Top ten employers, 2011

Employer	2011 EMPLOYMENT
Pampered Chef	650
ADT Security	300
Minuteman International, Inc.	250
Simplex Grinnell, Inc.	250
Connelly Electric	220
Village of Addison	210
DuPage County High School District 88	208
UPS	200
Addison Trail High School	200
General Binding Corp.	200
Magneco/Metrel Inc.	200
AAA Universal Taxi	200
Addison Elementary School District 4	198

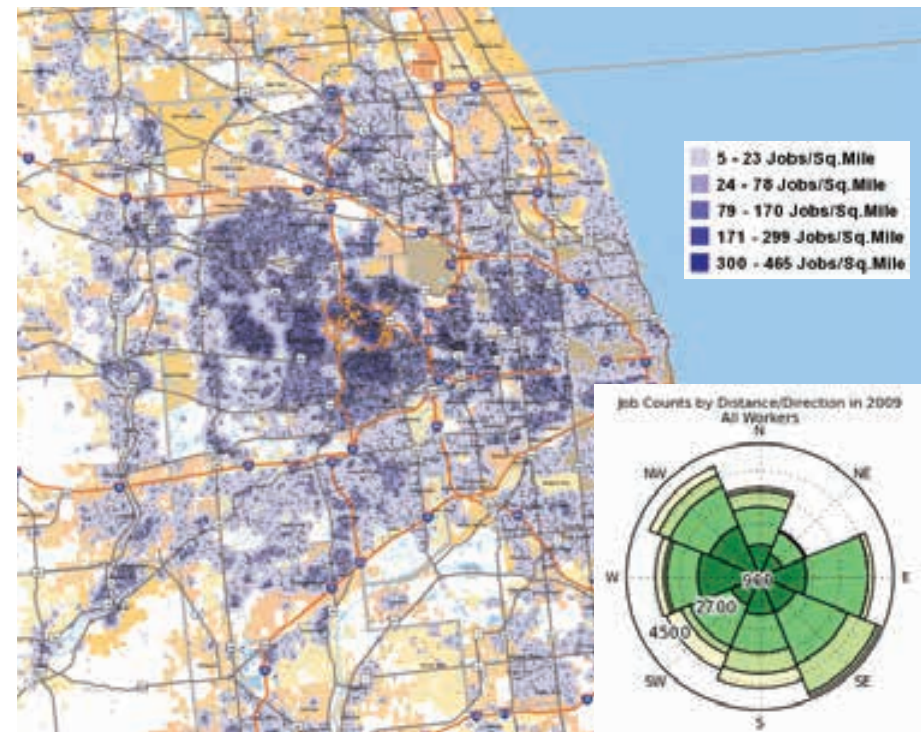
Source: ESRI Business Analyst/Dun and Bradstreet.

- **Addison is a regional employment base whose businesses attract workers from throughout DuPage County and the west and northwest suburban portions of the Chicago region.** According to the U.S. Census Bureau's Longitudinal Employment and Household Dynamics (LEHD) database, 94 percent of Addison's workforce resides outside of Addison. The greatest share of Addison's workforce comes from Chicago, with just under nine percent of workers. The second greatest share of the local workforce is Addison residents themselves, at six percent. Another seventeen percent of the workforce resides in nearby western suburbs, and nearly seventy percent of Addison workers come from other locations.

Table 5.4. Residence location of workers in community, 2009

	COUNT	%
Chicago, IL	2,458	8.9%
Addison, IL	1,658	6.0%
Glendale Heights, IL	719	2.6%
Lombard, IL	698	2.5%
Carol Stream, IL	660	2.4%
Schaumburg, IL	569	2.1%
Naperville, IL	514	1.9%
Villa Park, IL	484	1.8%
Bartlett, IL	473	1.7%
Aurora, IL	459	1.7%
All Other Locations	18,943	68.5%

Source: Illinois Department of Employment Security.



Economic Analysis

- **Addison’s industrial and commercial properties account for more than one-third of overall property value in the Village.** Taken together, industrial and commercial properties account for nearly 38 percent of the \$1.4 billion in property value in Addison. The remaining 62 percent is almost solely comprised of residential property value in the Village.

Table 5.5. Equalized assessed value (EAV) by property type, 2008

Property Type	ESTIMATED EAV
Residential EAV	\$873,648,030
Industrial EAV	\$413,818,599
Commercial EAV	\$116,535,969
Farm EAV	\$174,968
Railroad EAV	\$146,421
Mineral EAV	\$0
Total EAV	\$1,404,323,987

Source: Illinois Department of Employment Security.

- **Addison has a considerable amount of commercial real estate space, but the economic downturn of the last three years has left it with high levels of vacancy.** In total, Addison contains approximately 21 million square feet of commercial real estate space, with nearly ninety percent of that devoted to industrial uses. The Chicago region’s share of retail space, however, is about 25 percent of more than two billion square feet of commercial space. This can attributed to combination of ease of access, lower land cost, and availability of larger parcels.

Table 5.6. Commercial real estate square footage and vacancy by type, 2010

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	TOTAL RBA	VACANCY RATE	TOTAL RBA	VACANCY RATE	TOTAL RBA	VACANCY RATE
Retail	1,666,414	22.8%	53,100,673	9.5%	490,503,582	8.7%
Industrial	18,552,257	12.2%	167,388,154	11.8%	1,147,366,735	11.8%
Office	726,285	22.4%	67,290,277	17.1%	449,469,122	15.3%
Total	20,907,220	13.1%	287,779,104	12.6%	2,087,339,439	11.8%

Source: CMAP Analysis of CoStar data

* CoStar’s Chicago Region includes portions of Northwest Indiana and southwest Wisconsin.

- **Addison generates substantially more revenue from retail sales on a per capita basis compared to the county and region.** In 2010, Addison generated more than \$600 million in general merchandise retail sales, or more than \$16,000 per Addison resident. The per capita rate of retail sales exceeds that for DuPage County (\$14,500 per resident) and is nearly double that for the region (\$9,500 per resident). Despite not having a mall or major shopping center within its boundaries, Addison does well on this measure due to its large number of big box retailers and midsize, community-scale shopping centers.

Figure 7. Addison shopping centers, Village of Addison 2011



Table 5.7. Addison shopping center analysis

	CENTER	BLDG SF	ACREAGE	ADDRESS
Community Center	Green Meadows	200,000	20	4-140 Lake St
	Lake Street Plaza	99,250	9	200-240 Lake St
	Addison Commons	86,000	7	503-545 Lake St
	Lake Mill Plaza	85,000	12	520-528 Lake St
	Centennial Plaza	134,000	11	1401-1455 Lake St
	Fox Lake Commons	102,000	15	1400-1640 Lake St
	Walmart Center	326,700	34	1006-1078 Rohlwing
Neighborhood Center	Farmwood Plaza	23,500	2	1250 W. Lake St
	JC Plaza	31,000	3	32-120 Lake St
	Bargeway Plaza	18,000	2	601-617 Lake St
	Danna J. Plaza	26,000	2	429-507 Addison Rd
	FJN Plaza	27,900	3	190 Swift Road
	Manor Shops	24,000	2	35-79 Fullerton

Source: Village of Addison, 2011.

Table 5.8. General merchandise retail sales, 2010

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Retail sales	\$607,641,756	\$13,363,484,348	\$79,788,703,832
Retail sales per capita	\$16,448	\$14,574	\$9,463

Source: Illinois Department of Revenue.

- **Retail space vacancy in Addison has increased nearly tenfold since 2006.** Retail space has been particularly hurt by the economic downturn of the last few years. In 2006, Addison's retail space reported a vacancy rate of just 2.4%, equaling approximately 39,000 square feet of available retail space. By 2010, the vacancy rate for retail space surged upward to 22.8%, equaling approximately 380,000 square feet of available space. This substantial increase occurred despite minimal additions in total retail space over the five-year period.

Table 5.9. Retail Vacancy Rates, 2006 and 2010

	TOTAL RETAIL SF, 2006	2006 VACANCY RATE	TOTAL RETAIL SF, 2010	2010 VACANCY RATE
Retail Vacancy Rate	1,637,546	2.4%	1,666,414	22.8%

Source: CoStar.

- **Despite a doubling in the vacancy rate, Addison's industrial space vacancies remain consistent with that of the region.** Between 2000 and 2010 Addison added approximately 1.3 million square feet to its inventory of industrial space. During that same period the vacancy rate for industrial space more than doubled from six to twelve percent, shifting the amount of available industrial space from just over one million square feet in 2000 to nearly 2.3 million square feet in 2010 – equal to the amount of space added during the decade.

Table 5.10. Industrial Vacancy Rates, 2000 and 2010

	TOTAL INDUSTRIAL SF, 2006	2006 VACANCY RATE	TOTAL INDUSTRIAL SF, 2010	2010 VACANCY RATE
Industrial Vacancy Rate	17,224,400	6.0%	18,552,257	12.2%

Source: CoStar.

- **Addison's inventory of office space also experienced a significant increase in vacancy rate over the last decade.** Since 2000, the Village increased its inventory of office space by nearly 20 percent. However, the vacancy rate for office space in the Village increased fourfold, increasing available office space by more than 130,000 square feet.

Table 5.11. Office Vacancy Rates, 2000 and 2010

	TOTAL OFFICE SF, 2006	2006 VACANCY RATE	TOTAL OFFICE SF, 2010	2010 VACANCY RATE
Office Vacancy Rate	584,673	5.5%	726,285	22.4%

Source: CoStar.

Section 6

Land Use and Development

This section describes the existing land use and development conditions within Addison with a focus on types of uses, existing zoning, and built environment. The information in this section has been obtained from CMAP's Geographic Information System (GIS) database and a visual assessment of the community undertaken by the project team in the Fall of 2011.

The Village of Addison contains 10.02 square miles and is primarily characterized by a mix of residential and industrial uses. The combination of these two uses totals 64% of the land area in the Village. Open space, commercial, transportation and institutional uses combined make up an additional 27% with golf course, vacant land, and water bodies making up the remaining 9%.



Land Use and Development Analysis

Residential

Addison has a varied housing stock of single and multi-family units in terms of architectural style, age, price, ownership, and size.

Single-Family Residential: Addison's single family housing stock represents the largest total acreage of any land use in the Village (36% of the Village's total 10.02 square miles). Pockets of single family homes can be found on both sides of Lake Street. These pockets mostly border commercial areas and some border industrial land uses as well.

Multi-Family Residential: Addison is home to a relatively small number of multi-family units. These account for approximately 4 % of the Village's total land area. They are scattered throughout the Village and include both rental and condominium developments. Housing typologies include townhomes, rental apartments, and larger condominium developments.

Industrial

Addison's proximity to O'Hare International Airport and access to key interstate highways, including I-290, I-355, IL Route 20, IL Route 64, and IL Route 53 create the ideal environment for industrial development. Industrial parcels constitute 23% of the Village (approximately 1,725 acres.) Most of the village's southern and western sections are industrial. Industrial uses east of Route 53 tend to be older and smaller in nature while industry west of Route 53 is newer and larger. Pampered Chef and UPS are two of the largest industrial base entities in Addison.

Industrial businesses vary from small-scale general auto part manufacturers to large scale and specialized aircraft accessory manufacturers. There are four planned office, research/industrial sites in Addison:

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

The Village also has approximately 1,390 acres of general manufacturing in the older manufacturing sections devoted to industrial uses.

Commercial

The Village of Addison's commercial uses are primarily lined along Swift Road, Lake Street (Route 20) and Addison Road. Additional commercial is scattered along Army Trail Road and Fullerton Ave. Although each commercial corridor is distinct in terms of business type, age, architectural style, and pedestrian accessibility. The west end of Lake Street north of Lombard Road is the newest commercial section.

Institutional

Institutional uses make up approximately 5% of Addison's land area. This category includes educational, government, religious, and medical uses.

Addison is home to a number of educational institutions located within two school districts; District 4 and District 88. Addison School District 4 is home to eight schools that include seven elementary schools and one junior high school. DuPage High School District 88 contains Addison Trail High School. Addison is also served by five private schools providing elementary and special needs education. DeVry University, Chamberlain College of Nursing, and College of DuPage also have campuses located in Addison.

Alexian Brothers Hospital has a clinic on Lake Street, and a new 55,000 square foot Elmhurst Memorial Addison Health Care Center will open in 2013.

Open Space

Addison's open space and recreation needs are primarily served by the Addison Park District. The District provides 24 parks and multiple recreational facilities. Park features range from playgrounds, baseball and soccer fields, and tennis courts to walking paths, fishing ponds and picnic areas.

In addition to the Addison Park District, other agencies contribute to the recreational programs in the community including the Forest Preserve District of DuPage County which owns four properties in the Village of Addison that total approximately 600 acres.

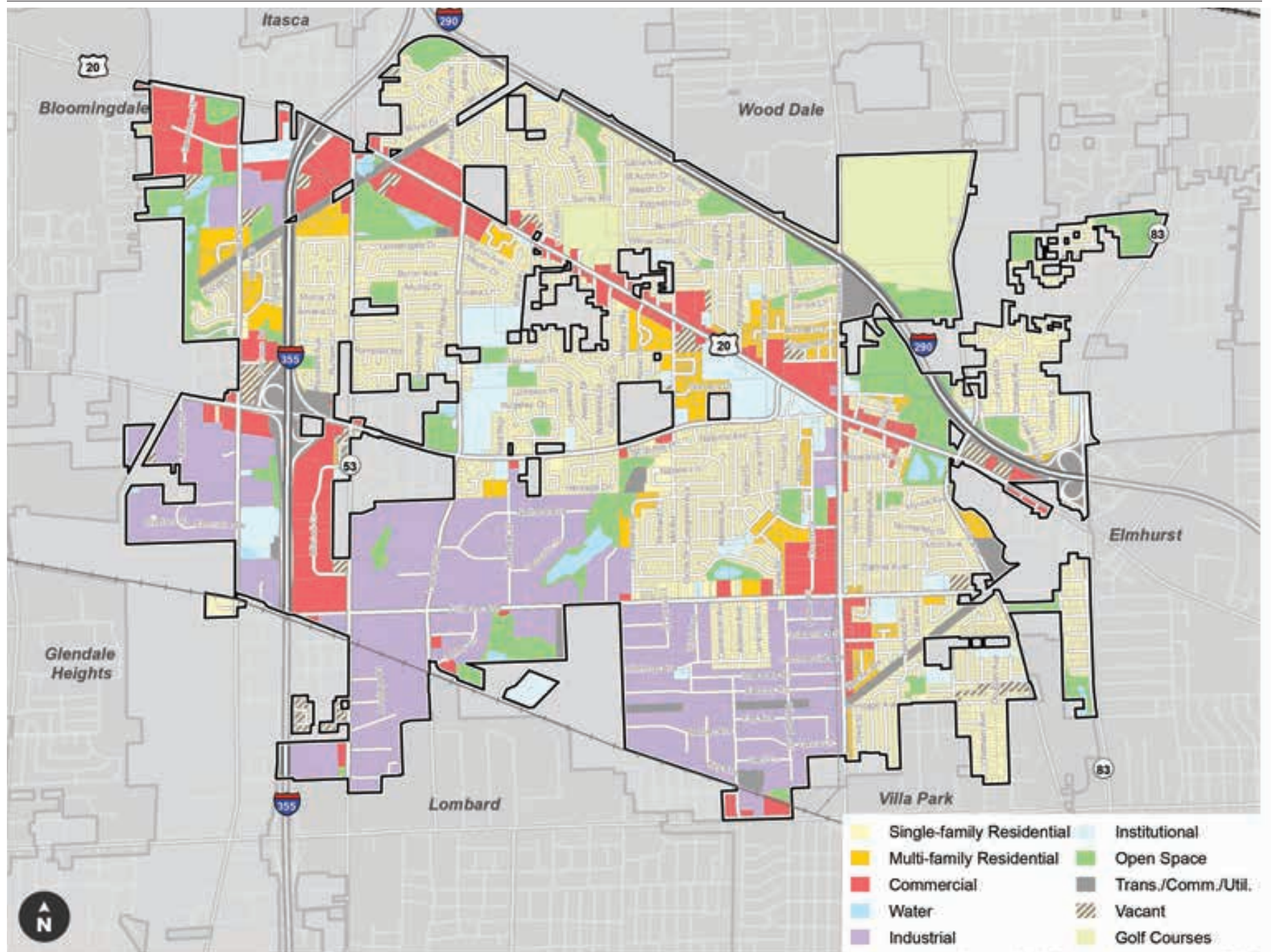
Transportation, Communication and Utilities

ComED easements run along the northwest and southern sections of the community, parts of the land being utilized by industrial businesses for storage and parking needs. Regional and local trail links have been proposed on the easement as a means to connect residential neighborhoods to commercial and recreational destinations.

Vacant Land

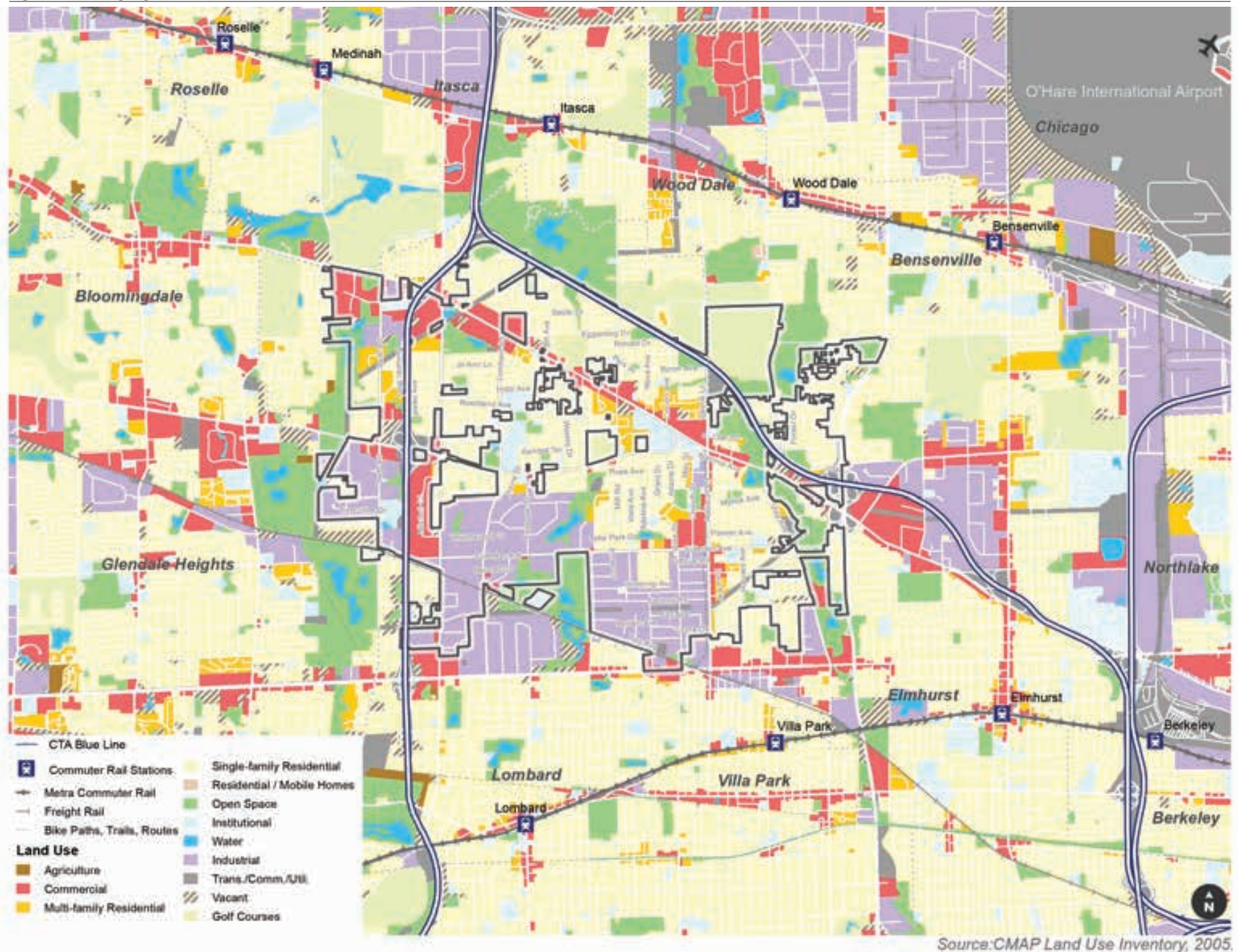
Approximately 5% of the Village's land is vacant. Some of the larger parcels include the former Dominicks site on Lake Street, Driscoll Catholic High School site on Lombard Road, and Fannie May outlot at the corner of Lake Street and Mill Road. Several smaller vacant commercial and industrial parcels also exist throughout the Village.

Figure 8. Existing land use



Source: CMAP Land Use Inventory, 2005.

Figure 9. Existing regional land use



Zoning Analysis

The Village of Addison continually updates its zoning code on an annual basis. The most recent update was completed in June 2010. The Village is divided into three main districts:

Residential Districts: There are a large number of residential districts in Addison.

The 10 districts include:

Table 6.1. Residential district regulations

DISTRICT NAME	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MAX. FLOOR AREA RATIO	MAXIMUM BLDG. HEIGHT
R-1	12,000 sf.	80 ft.	0.6	30 ft.
R-2	8,400 sf.	60 ft.	0.6	30 ft.
R-3A	7,800 sf.	60 ft.	0.6	30 ft.
R-3B	Varies by Type	70 ft.	0.6	Varies by Type
R-3C	Varies by Type	70 ft.	0.6	Varies by Type
R-3D	Varies by Type	70 ft.	0.6	Varies by Type
R-3E	Varies by Type	70 ft.	0.6	Varies by Type
R-3F	Varies by Type	70 ft.	0.6	Varies by Type
R-4	None	None	None	Varies by No. of Units
R-5	None	None	None	Varies by No. of Units

Source: CMAP GIS data, 2011.

A majority of the parcels (38%) in the Village are zoned R-1 and R-2, both containing single family units. In contrast, R-4 and R-5 multi-unit classifications are located in pockets throughout the community, making up less than 10%.

Commercial Districts: There are also a large number of business districts within Addison. These cater to a range of businesses ranging from office uses to regional shopping centers.

Table 6.2. Business district regulations

DISTRICT NAME	MAX. FLOOR AREA RATIO	MAXIMUM BLDG. HEIGHT
Business- Professional Office	0.8	30 ft.
B-1	0.8	30 ft.
B-2	1.3	30 ft.
B-3	1.3	30 ft.
B-4	2.0	125 ft.
B-5	0.75	85 ft.

Source: CMAP GIS data, 2011.

Primarily located along Lake Street and around the intersection of Army Trail Road and I-355 interchange, 7% of commercial uses are classified as B-2 or B-3. There are very few parcels classified as B-5 Planned Community Commercial/Office District.

Manufacturing Districts: There are four manufacturing zoning districts in Addison. There are a number of performance standards applicable to each of these districts.

Table 6.3. Manufacturing District Regulations

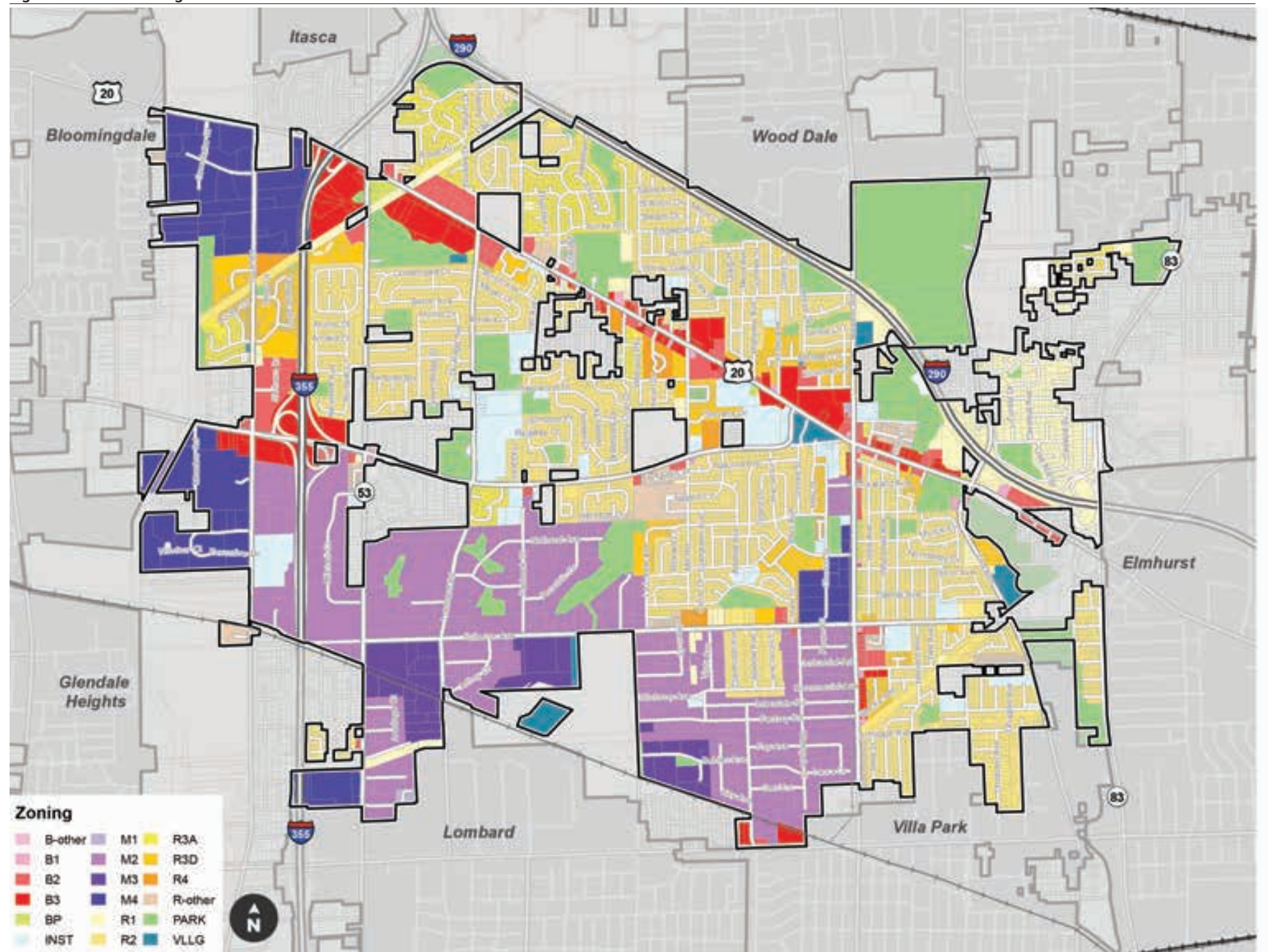
DISTRICT NAME	MAX. FLOOR AREA RATIO	MAXIMUM BLDG. HEIGHT
M-1	0.5/1.0	30 ft.
M-2	0.6/1.2	65 ft.
M-3	0.6/1.2	45 ft.
M-4	0.5/0.7	65ft./105 ft.



Zoning Analysis Summary

Overall, the zoning classifications allow a variety of building typologies and densities to locate within the Village. There may however be opportunities to consolidate some zoning classifications in the residential, commercial, and industrial districts to allow for a further streamlined review and approval process.

Figure 10. Current zoning



Source: Village of Addison, 2011.

Section 7

Housing

The Village of Addison is known for its diversity of housing stock, from smaller townhomes to large single family homes to multifamily buildings and new condominiums. Single family neighborhoods are located on both sides of Lake Street and multifamily units (rental and owner-occupied) are dispersed throughout the residential neighborhoods. Most of the housing units provide two and three bedrooms, and overall the housing stock is attractive and well-maintained. Yet, an aging homeowner population and foreclosures were identified as housing related issues affecting the community.

Key Housing Conclusions

The following are key conclusions regarding Addison's existing housing conditions. As we move forward in the planning process, these key findings should help to shape (and to inform) the community's vision, goals, and objectives — and, ultimately, the recommendations of the Comprehensive Plan.



Key Housing Conclusions

The following are key conclusions regarding Addison's existing housing conditions. As we move forward in the planning process, these key findings should help to shape (and to inform) the community's vision, goals, and objectives — and, ultimately, the recommendations of the Comprehensive Plan.

- **There is a mix of single family units and multifamily units in Addison.**

Yet over half of the housing units consist of detached single family homes. While the primary housing type in the county and the region is single family detached homes, Addison's rate of 57.5% is just slightly lower than the county rate (59.8%), and significantly higher than the region's rate (49.6%).

Table 7.1. Housing type, units

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Total	12,528	100.0%	357,449	100.0%	3,322,705	100.0%
Single, detached	7,200	57.5%	213,713	59.8%	1,648,558	49.6%
Single, attached	1,074	8.6%	43,533	12.2%	245,272	7.4%
2 Units	191	1.5%	3,112	0.9%	254,173	7.6%
3 to 4 Units	625	5.0%	10,363	2.9%	281,934	8.5%
5+ Units	3,438	27.4%	86,047	24.1%	865,562	26.0%

Source: 2005-09 American Community Survey, U.S. Census.

Single family units, whether with detached or attached garages, are concentrated in residential neighborhoods north and south of Lake Street and west of Addison Road. Multi-family units, on the other hand, are dispersed throughout these residential neighborhoods and include both rental and owner occupied multifamily units.

- **Addison has a lower vacancy rate than the county and region.** 94.9% of the housing units in Addison are occupied and 5.1% are vacant.

Table 7.2. Housing occupancy

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Occupied	11,940	94.9%	337,132	94.7%	3,088,156	91.6%
Vacant	641	5.1%	19,047	5.3%	284,601	8.4%

Source: 2010 Census, U.S. Census Bureau.

- **More than two-thirds of the housing units in Addison are owner-occupied and just under one-third are renter-occupied.** The owner-occupied rate in Addison (68.4%) is higher than in DuPage County (74.7%), and slightly higher than in the region as a whole (65.5%).

Table 7.3. Housing tenure

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Total occupied units	11,940	100.0%	337,132	100.0%	3,088,156	100.0%
Owner-Occupied	8,170	68.4%	251,835	74.7%	2,022,176	65.5%
Renter-Occupied	3,770	31.6%	85,297	25.3%	1,065,980	34.5%

Source: 2010 Census, U.S. Census Bureau.

- **The majority of the housing units (37%) in the Village provide three bedrooms.** The next largest groups of homes provide two bedrooms (28%) and four bedrooms (19%). The types of homes that are least common in the Village are studios or one bedroom and five bedrooms homes. The housing type distribution in Addison — ranging from studios to 5 bedroom homes — is relatively similar for DuPage County, and the region. A slight difference occurs in the 4 bedroom homes. In this bracket, Addison provides less 4 bedrooms home options than the average for DuPage County but more than the region.

Table 7.4. Housing size, number of bedrooms

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
0-1 Bedroom	1,561	12%	43,227	3%	537,213	16%
2 Bedroom	3,550	28%	89,526	25%	954,331	29%
3 Bedroom	4,596	37%	120,208	34%	1,124,576	34%
4 Bedrooms	2,388	19%	86,407	24%	557,601	17%
5 Bedrooms	433	3%	18,081	5%	148,984	4%

Source: 2005-09 American Community Survey, U.S. Census.

- **Addison has a wide range of new and older housing stock.** Addison experienced the largest construction of housing units, totaling 56% of its current housing stock, between 1960 and 1979. The newer housing stock, less than 30 years old, constitutes just under a third (28.7%) of the total housing stock. The remaining 15.3% of the housing stock is older and built before 1960. The median year of construction for all housing structures in the Village is 1973. This is just three years older than the median for DuPage County and eight years newer than the median for the region.

Table 7.5 . Housing age

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Built 2000 and after	896	7.2%	27,370	7.7%	307,175	9.2%
Built 1990 to 1999	911	7.3%	55,235	15.5%	345,094	10.4%
Built 1980 to 1989	1,778	14.2%	63,968	17.9%	305,277	9.2%
Built 1970 to 1979	3,643	29.1%	88,658	24.8%	476,954	14.4%
Built 1960 to 1969	3,377	27.0%	49,122	13.7%	411,159	12.4%
Built 1950 to 1959	1,562	12.5%	39,786	11.1%	460,203	13.9%
Built 1940 to 1949	156	1.2%	11,242	3.1%	231,878	7.0%
Built 1939 or earlier	205	1.6%	22,068	6.2%	784,965	23.6%
Median age, 2009	1973		1976		1965	

Source: 2005-09 American Community Survey, U.S. Census.

- **The median home value for a home in Addison in 2009 was \$283,200.** This figure is lower than the median value of a home in DuPage County (\$315,700) yet higher the median value for the region (\$249,900.) The value of the majority of homes in Addison, as well as in the county and the region, fell between \$300,000 and \$399,999. Although Addison has a wide range of housing values, from under \$100,000 to over \$750,000 the largest category of home values range in from \$200,000 to \$399,999.

Table: 7.6. Housing value

	ADDISON		DUPAGE COUNTY		CHICAGO REGION	
	COUNT	%	COUNT	%	COUNT	%
Less than \$100,000	272	3.2%	5,491	2.1%	108,665	5.3%
\$100,000 to \$149,999	413	4.8%	13,313	5.1%	182,204	8.9%
\$150,000 to \$199,999	716	8.3%	27,103	10.5%	313,805	15.3%
\$200,000 to \$249,999	1,746	20.3%	38,478	14.9%	330,215	16.1%
\$250,000 to \$299,000	1,741	20.2%	34,989	13.5%	236,885	11.6%
\$300,000 to \$399,999	2,337	27.2%	63,599	24.6%	389,185	19.0%
\$400,000 to \$499,999	834	9.7%	31,492	12.2%	196,534	9.6%
\$500,000 to \$749,999	402	4.7%	28,346	11.0%	181,827	8.9%
\$750,000 or more	142	1.7%	15,930	6.2%	107,841	5.3%
Median value, 2009	283,200		315,700		249,900	

Source: 2005-09 American Community Survey, U.S. Census

Based on input received through stakeholders and community organizations, issues affecting the viability of Addison's housing stock were identified. Two main concerns were: an aging homeowner population and foreclosures.

Aging Homeowner Population

The population age 55 and over has experienced a significant increase from 17.8 percent in 2000 to 29.3 percent in 2010. As people age it becomes increasingly more challenging to take care of a home. Therefore, overtime, there is a greater need for senior housing options or age in place options.

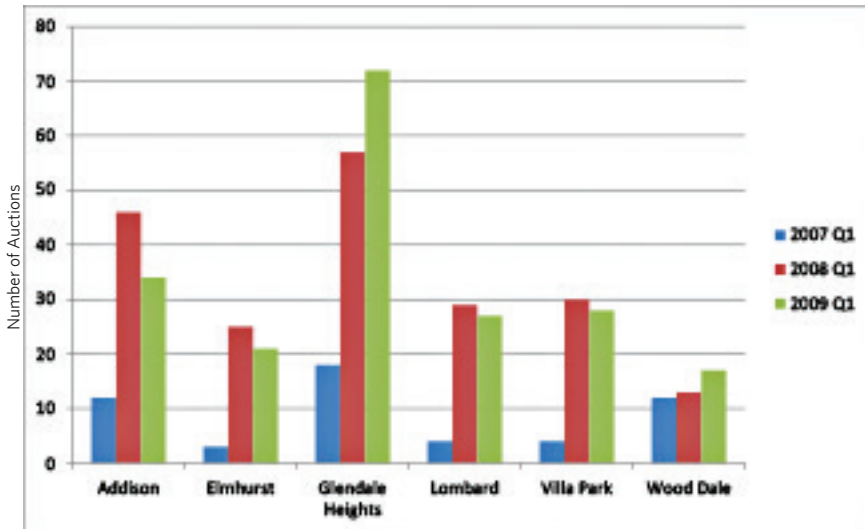
Based on the 2008-2010 American Community Survey, 44% of all housing units in Addison are owned by adults 55 years or older. This is slightly higher than the rate in DuPage County (42%). Furthermore, most of the units owned by this age group are owned without a mortgage. In Addison, 80% of all of the units owned without a mortgage are owned by householders 55 years or older. This rate is also slightly higher than the rate for DuPage County which is 77%.

Foreclosures

Based on information from RealtyTrac, 1 in every 174 housing units in the 60101 zip code, the zip code Addison is in, received a foreclosure filing in October of 2011. A helpful indicator to compare foreclosure activity in an area is the community's foreclosure rate. The foreclosure rate is calculated by dividing the total number of properties that receive a foreclosure filing in the most recent month by the total number of housing units in the zip code, county, state, or nation. Addison's foreclosure rate is 0.57%. This is significantly higher than the rate for DuPage County (0.36%), the state of Illinois (0.24%) and the national rate (0.18%).

Source: http://htaindex.cnt.org/mapping_tool.php#region=Chicago%2C%20IL&theme_menu=0&layer1=23&layer2=24.

MetroPulse Foreclosure Auction Data: The chart below compares the quarterly number of auctions for foreclosed properties in Addison with neighboring communities. Compared to the first quarter of 2008, Addison has seen a significant decline in the number of auctions of foreclosed properties in 2009. This trend is contrary to most neighboring communities that have either seen an increase or a moderate decrease over the same period. In absolute terms however, Addison continues to have a relatively high number of foreclosed properties that are being auctioned.



Source: MetroPulse Regional Indicators Project Website, www.metropulsechicago.com.

These photos illustrate the types of residential housing types that exist in the Village of Addison.



Section 8

Transportation and Circulation

This section provides information on the existing transportation system within Addison with a focus on streets, public transit, pedestrian and bicycle infrastructure, and freight. The information in this section was obtained from the Illinois Department of Transportation (IDOT), Regional Transportation Authority (RTA), Metra, Pace, DuPage County, the Village of Addison, and based upon a visual assessment of existing conditions in the community.



Key Findings

The following are key conclusions regarding the existing conditions of Addison's transportation system. Moving forward in the planning process, these key findings will help shape and inform the community's vision, goals and objectives, and the future transportation system of Addison.

- **Addison's proximity to rail, interstate and air travel networks is an important asset for local industry.** Coordination of truck routes with nearby municipalities could help the industrial district maintain its competitiveness while minimizing conflicts with local traffic. Addison's railway may see more usage in the coming years and at-grade crossings may need to be evaluated.
- **Addison's streets are in relatively good condition, but lack connectivity.** With infrequent arterial and connector streets, local trips are concentrated on a few main roads .
- **Non-motorized transportation enhancements along Lake Street would make the Village safer, more attractive, and pedestrian-friendly.** Additionally, a well-connected sidewalk network in neighborhoods and specifically near schools would provide a safer walking environment. The existing bike network is limited to a few off-road trails and does not connect to any major community destinations.
- **Transit ridership is low and is likely due to limited Pace bus service and low residential densities along primary corridors.** Residents and employers expressed a desire for a transit connection to the Wood Dale or Villa Park Metra Stations.

Streets

Functional Classification

The functional classification of a road describes the character of the road just in terms of mobility. The following is a breakdown of roadways by functional classification based on IDOT's analysis of Addison's rights-of-way.

Expressways:

- Interstate 290 defines much of the northeast section of the village
- Interstate 355 runs through the western part of Addison

Principal Arterials: Addison has three principal arterials within the village. These roads are designed for higher speed travel and to accommodate longer distance trips.

- *Rohlwing Road (Illinois Route 53):* IDOT is currently widening this road; it will feature 2 lanes in each direction with a 5th lane as a turning lane and median.
- *Kingery Highway (Illinois Route 83):* This road has limited access and has 3 lanes in each direction with wide shoulders and frontage roads.
- *North Avenue (Illinois Route 64):* The southern boundary of Addison runs along North Avenue. This road has 3 lanes in each direction with two right turning lanes and two middle lanes devoted to left hand turns and a median.

Minor Arterials: Addison has a number of minor arterials which serve a similar role as principal arterials but are designed for slower speed and lower traffic volumes. Most of these roads have 2 lanes in each direction with a 5th lane as a turning lane or median. Two notable exceptions, Army Trail Road widens to 3 lanes in each direction west of Rohlwing and Lombard Road has 1 lane in each direction.

Collectors: Collector roads perform the role of distributing traffic from local streets to the arterials and highways.

Local Roads: The remaining streets in Addison are local streets and they provide access to private property. The travel speeds and traffic volumes are low and mostly consist of one moving lane in each direction with sidewalks.

Table 8.1. Jurisdictions of non-local roads

ROAD	RESPONSIBILITY	RIGHT-OF-WAY (FEET)
Interstate 290	IDOT	255 - 999
Interstate 355	IDOT	390 - 999
Kingery Highway / State Route 83	IDOT	200 - 220
Rohlwing Rd / State Route 53	IDOT	100 - 165*
North Avenue / Highway 64	IDOT	200
Lake Street / US Route 20	IDOT	60 - 140
Medinah Road	DuPage County	66
Addison Road	DuPage County	60 -128
Army Trail Boulevard	DuPage County	66 - 140
J.F. Kennedy Drive	DuPage County	100
Villa Avenue	DuPage County	83 - 100
Wood Dale Road	DuPage County	66

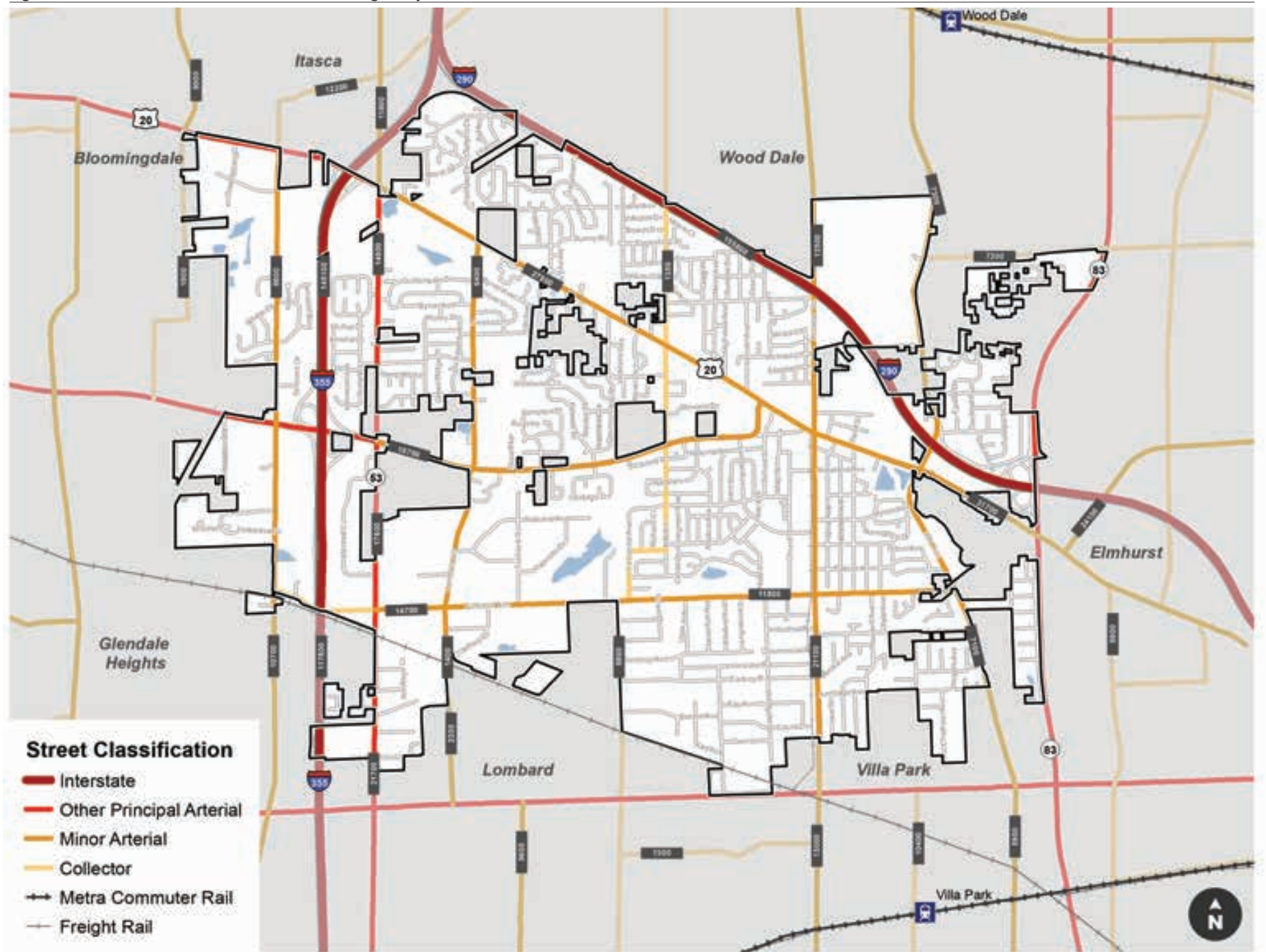
Source: CMAP, * Rohlwing Road is currently under construction.

Street Connectivity

Connectivity is often measured by intersection density because this metric is most closely correlated with levels of walking, bicycling and transit use. But areas with short blocks and frequent intersections can also relieve traffic congestion on major arterials due to the numerous different route options to a given destination, resulting in shorter, more direct trips.

Overall, the intersection density for Addison is roughly 49 intersections per square mile, which is on the lower end of the spectrum. The older sections of Addison have a slightly higher intersection density given their smaller block size and more connected grid. The more recently built roads in Addison follow a more dendritic street pattern resulting in more reliance on the automobile. Areas are typically considered walkable when there are at least 90 intersections per square mile, but highly walkable areas often have more than 200 intersections per square mile.

Figure 11. Functional classifications and annual average daily traffic



Source: AADT - Illinois Roadway Information System (IRIS), 2010.

Transit

The Addison community is served by Pace bus service. Although there are no Metra stations within the community, six Metra stations in adjacent communities are accessible. Addison is also fairly close to the proposed DuPage “J” line, a Bus Rapid Transit corridor identified in the DuPage Area Transit Plan, as a way to connect the county’s regional transportation and employment centers, including O’Hare Airport.



Pace Bus

Two Pace bus routes provide service in Addison: Route #711 Wheaton-Addison and Route #715 Central DuPage. There are bus stop signs along the routes but there are no bus shelters. Pace Bus Route #757 runs along the border of Addison on State Route 83 but the available bus stop that is technically in the village is not connected to the village’s local street network. Given the difficulty of accessing this route on foot from the village, ridership information was not included in this review.

Bus Route 711 Wheaton-Addison: This route connects Addison with the Marianjoy Rehabilitation Hospital in Wheaton. Within Addison, the bus runs on Rohlwing Road to Lake Street to Addison Road. It connects to Metra UP/ West Line in Wheaton.

Bus Route 715 Central DuPage: This route provides service from Addison to Darien, with rush hour service extending to Argonne National Laboratory. Within Addison, the bus runs on Swift Road to Lake Street to Rohlwing Road. It connects to Metra UP/West line in Glen Ellyn and Metra BNSF line at Westmont Station. It also provides service with the College of DuPage main campus in Glen Ellyn.

Table 8.2. Pace route ridership*, 2010

ROUTE NUMBER AND NAME	WEEKDAY RIDERSHIP	SATURDAY RIDERSHIP	SUNDAY RIDERSHIP	LINKS TO MAP AND SCHEDULE
#711 Wheaton Addison	248	71**	No Service	http://www.pacebus.com/pdf/schedules/711sched.pdf
#715 Central Dupage	521	152***	No Service	http://www.pacebus.com/pdf/schedules/715sched.pdf

Source: RTAMS.

*Ridership is averaged over the course of the year, **2008 count, ***2009 count.

Metra

While Metra commuter lines do not travel through Addison, there are six stations within 2 to 5 miles of the village in neighboring communities, see Table 8.3. However, Pace Bus Routes that serve Addison do not serve these Metra stations. The Salt Creek Greenway Trail travels within close proximity of the Wood Dale Metra station. Table 8.3 summarizes ridership information provided by Metra for each station. While most riders access the stations by driving, there is still parking available at a number of the stations (Table 8.4).

Table 8.3. Metra boardings and parking

STATION	RAIL LINE	BOARDINGS, 2006	PARKING CAPACITY (SPACES), 2008	PARKING UTILIZATION, 2008
Bensenville	MD-W	450	206	65%
Itasca	MD-W	546	333	80%
Lombard	UP-W	1,281	529	98%
Medinah	MD-W	501	398	81%
Villa Park	UP-W	835	490	99%
Wood Dale	MD-W	639	471	79%

Source: RTAMS.

Table 8.4. Metra mode access, 2006

STATION	WALKED	DRIVE ALONE	DROPPED OFF	CARPOOL	BUS	BIKE	TAXI	OTHER
Bensenville	27%	55%	11%	1%	3%	1%	1%	1%
Itasca	17%	57%	15%	6%	2%	1%	1%	-
Lombard	21%	52%	18%	5%	3%	2%	-	-
Medinah	3%	74%	16%	7%	2%	-	-	1%
Villa Park	19%	62%	15%	2%	-	1%	1%	-
Wood Dale	13%	66%	14%	6%	1%	-	1%	-

Source: RTAMS.

School Bus System

Addison Elementary School District 4 recently changed their bus service for their students due to budget constraints. Now, only students who live more than 1.5 miles away from school are eligible for bus service and there is a fee per student. As a result, community members have witnessed more students walking and bicycling to school.

Paratransit Service

DuPage County offers ADA Paratransit service to residents with disabilities. This curb-to-curb service operates all week from 5:00 am to 1:30 am with a slightly more limited schedule on the weekend. Reservations are required one day in advance and with a \$3 fee each way.

Addison Township

The Township offers Ride DuPage for seniors and disabled persons.

Walking and Bicycling

Sidewalks

Most of Addison's neighborhoods have sidewalks on at least one side of the street. However, there are some areas with significant gaps in the sidewalk network. A visual analysis of sidewalks near Addison's elementary schools revealed that they mostly have sidewalks with some gaps.

- Ardmore Elementary lacks sidewalks on Armitage as well as south on Ardmore Avenue;
- Army Trail Elementary lacks sidewalks along the bordering Highview Avenue;
- Addison Trail High School lacks sidewalks west of Lombard on Army Trail.

In addition, some of the elementary schools lack nearby crosswalks on busy streets. For example, the closest crosswalk across Fullerton to reach Fullerton Elementary is over 900 feet away, potentially adding 1800 feet to the total trip.

Addison's commercial area along Lake Street recently underwent streetscape improvements by IDOT. However, the Addison Transit Improvements Plan from 2010 identified gaps in the sidewalk network and pedestrian crosswalks. In addition, there are other missing features that reduce the walkability of this area.

- Existing sidewalks are alongside large surface parking lots and therefore lack the building enclosure that is necessary to create a friendly walking environment.
- Existing sidewalks are also very close to the street with no physical barrier protecting pedestrians from moving vehicles (operating at speeds of 35-45 mph), such as on-street parking or street trees.
- The frequency of crosswalks is quite low with only 8 signaled intersections along this 4.5 mile corridor. This creates an environment where pedestrians have to walk an average distance of just under a half a mile to cross the street.
- Intersections with large curb return radii and channelized right turn lanes, which increase the length of pedestrian crosswalks and vehicular turning speeds.

Despite these conditions, pedestrians are still present and have created informal paths to access the commercial corridor where none are provided. During a visual survey of the community, pedestrians were seen running across Lake Street in between the existing crosswalks, creating unsafe conditions.

Bike Routes and Trails

Addison has several streets designated as bike routes, including Mill Road, and some of the nearby local streets. At this time, there are no on-street bike lanes.

The Salt Creek Greenway Trail is a newly designated off-street bike trail on the northeastern side of Addison. Running through Addison's Community Park and the DuPage County Forest Preserve District's Salt Creek Greenway, the trail connects with the larger, 25-mile DuPage County Regional Trail Network and could potentially connect with the Prairie Path and the Great Western Trail. It is currently the only designated off-street bike trail in the village.

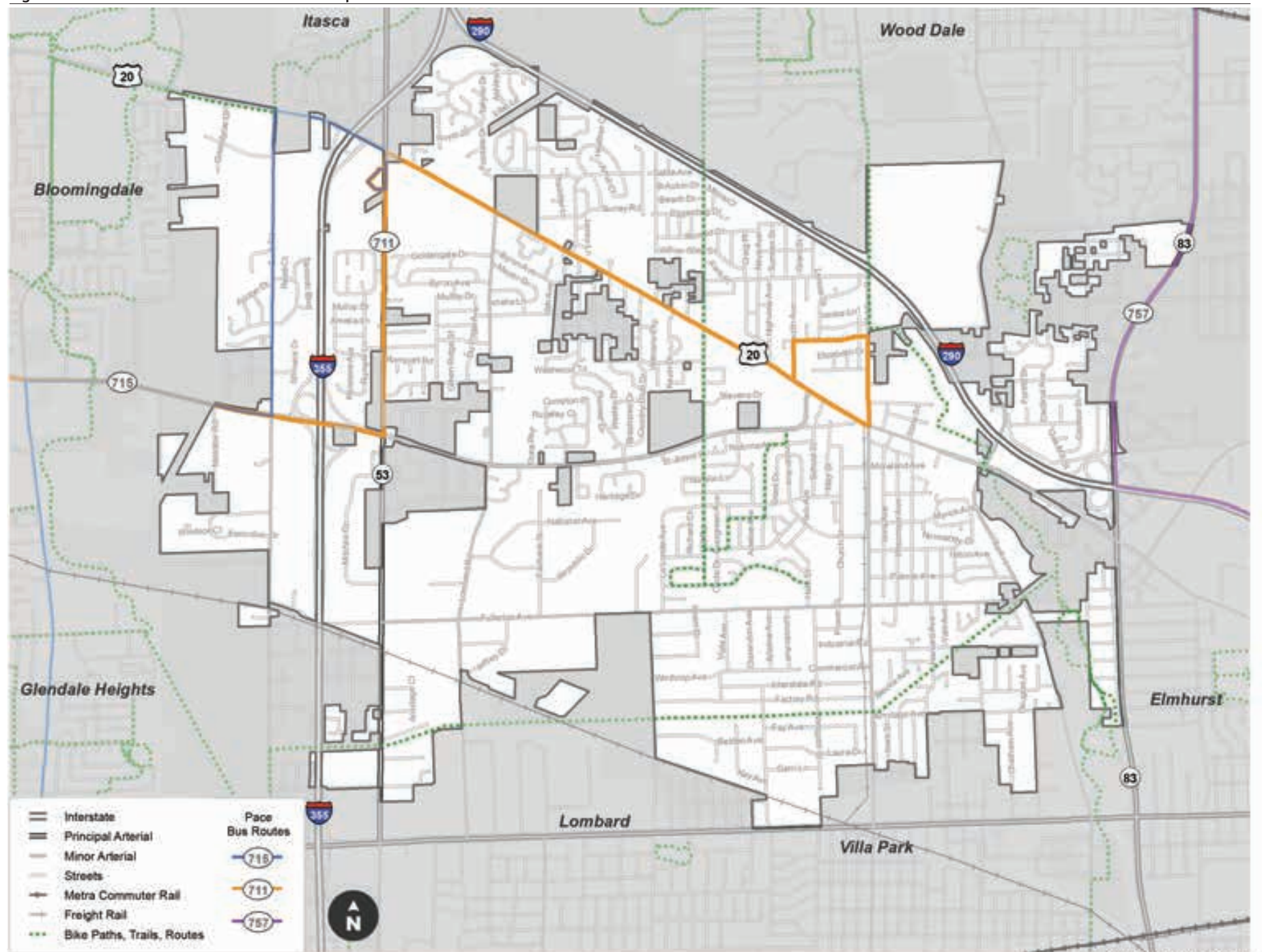
The Addison Connector is a proposed bike trail that would follow the ComEd easement that runs east-west south of Fullerton Avenue and connects to the Fullerton Park Preserve. Portions of the easement are currently being used as storage by the adjacent industrial properties.

Freight

With a large industrial district in Addison, efficient and safe freight movement is an important component of the village's economy. Interstates 290 and 355 provide trucks with good access to the national highway system and O'Hare Airport. Addison is roughly 5 miles away from the Global II Intermodal terminal on the Union Pacific and 9 miles away from the Bensenville Intermodal Terminal on the Canadian Pacific.

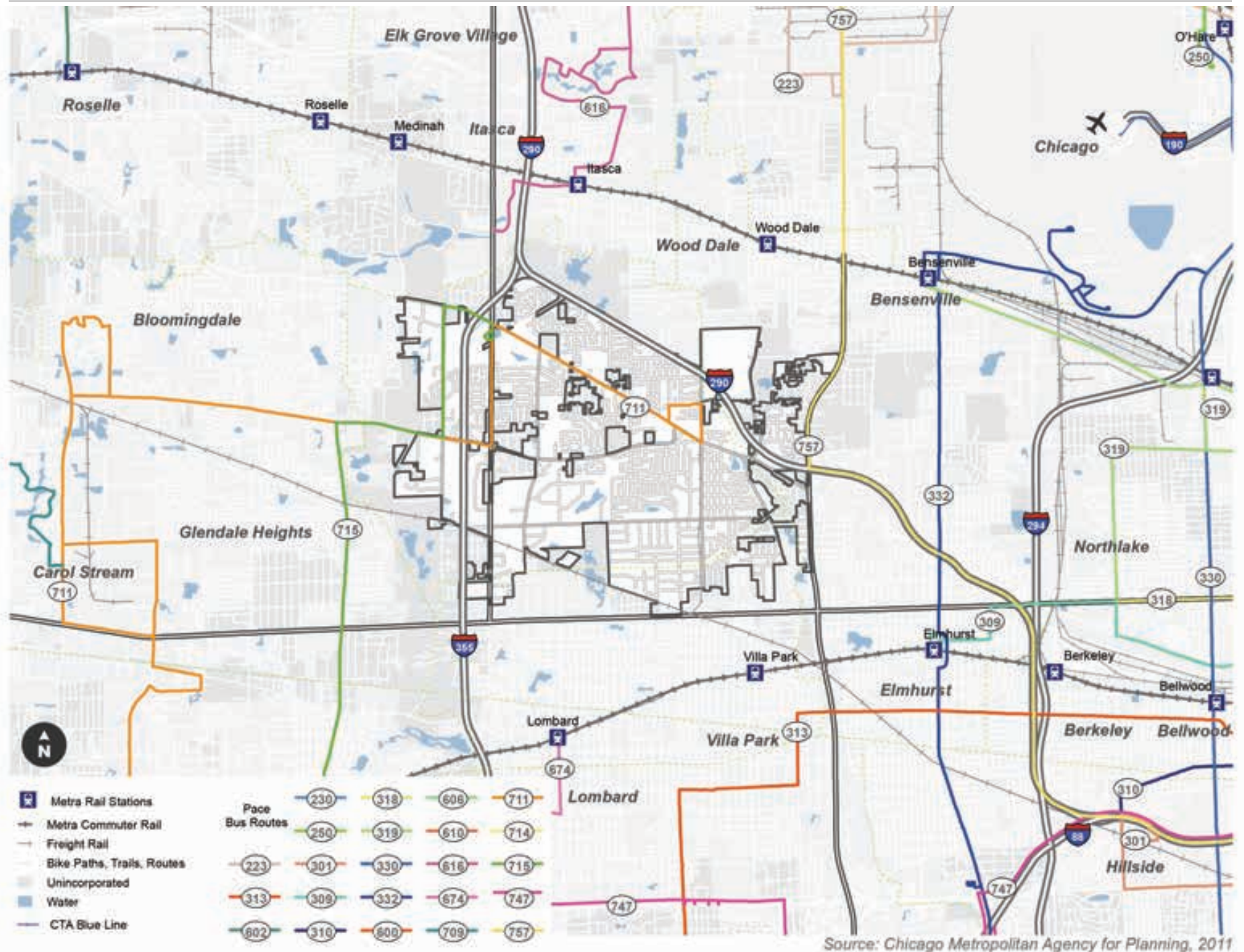
Trucks: With 67% of all freight movement in the Chicago region done by truck, how trucks move within Addison is important to the local industrial businesses as it is likely their main method of transportation. Industry trends in container size stress the importance of having Class I and II roads accessing industrial land uses. The nearby interstates have been designated Class I and the State of Illinois has also designated Lake Street, Rohlwing Road and Kingery Highway as Class II roads. Addison has identified a number of Class II local roads, mostly located off of the Fullerton Avenue corridor with a number of routes within the area bounded by Grace St, Fullerton Ave, Addison Rd and North Ave. The Village has also designated limited industrial truck routes (different weight restrictions) along Addison Rd, Mill Rd, and Moreland and Church St west of Addison Rd. Addison does not restrict delivery times, allowing trucks to take advantage of the roads during off-peak travel times and therefore, reducing the costs of congestion on travel.

Figure 12. Public transit and non-motorized transportation routes



Source: CMAP, 2011

Figure 13. Key public transit connections outside of the village



Rail: The Canadian National Railway (CN), a Class I railway, operates the freight rail line in the village. There is also an easement running north on Addison Road from North Avenue, though this is not an active rail line. In CMAP’s Freight System Planning Recommendations project, the final report identifies the next round of rail recommendations for the Chicago Regional Environmental and Transportation Efficiency Program (CREATE). After a congestion and directional flow analysis, the report identifies that the CN Freeport Subdivision, which runs through Addison and currently has relatively low congestion, could be utilized to a higher extent in the coming years to relieve rail congestion on adjacent lines.

Transportation Indicators

The following tables summarize how Addison compares with the rest of the Chicago region on a number of important transportation metrics that give insight on how residents are moving around and how much they are spending on transportation. Table 8.5 shows that the number of miles driving annually by Addison households is slightly less than the rest of DuPage County and the region. This includes travel for work as well as travel for other daily activities.

Mode share indicates what percentage of trips taken using a specific type of transportation, such as driving alone or transit. A higher proportion of Addison residents chose to carpool on their way to work than the rest of the region, but a smaller proportion chose to walk to work, see Table 8.6. The number of regional jobs that are accessible by car from Addison is almost double the number modeled for the rest of the region. This is likely due to the proximity of Interstate 355 and 290.

Housing and Transportation (H+T) Affordability Index

Traditional measures of “affordability” only assess housing costs. The Housing and Transportation (H+T) Affordability Index, developed by the Center for Neighborhood Technology (CNT), takes into account both the cost of housing as well as the cost of transportation associated with the location of the home, providing a more complete understanding of affordability.

By also factoring in appropriate income considerations, the Index is able to better assess the actual cost burden of these combined housing and transportation expenses on a typical household. While housing alone is traditionally deemed affordable when consuming no more than 30% of income, the Center for Neighborhood Technology (CNT) has defined an affordable range to be when these combined housing and transportation costs consume no more than 45% of income. CNT has calculated the H+T cost burden on a typical household in Addison to be 48.7% of income (compared to 47.5% in the region).

Table 8.5. Total annual vehicle miles traveled (VMT) per household

ADDISON	DUPAGE COUNTY	CHICAGO REGION
16,048 Annual Miles	17,782 Annual Miles	16,567 Annual Miles

Source: Center for Neighborhood Technology, calculated for Municipal Energy Profiles, available at “H+T Affordability Index.” Website: http://htaindex.cnt.org/mapping_tool.php#region=Chicago,IL.

Table 8.6. Mode share, as percentage of work trips

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Total Workers	18,158	534,558	3,847,606
Worked at Home	381	16,539	108,824
Drive Alone	80.8%	85.9%	71.3%
Carpool	14.1%	10.1%	11.3%
Transit	2.9%	1.3%	12.5%
Walk	0.7%	1.7%	3.2%
Other	1.5%	0.9%	1.5%

Source: RTAMS, “Work Trip Mode Share by Area”: <http://www.rtams.org/rtams/ctppModeShareByArea>; U.S. Census Bureau, 2005-2009 American Community Survey: <http://www.census.gov/acs>. Note: Mode shares are expressed as percentages of the working population that did not work from home.

Table 8.7. Housing & transportation costs as percent of income per household

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Housing Costs as percent of income	28.3%	34.4%	28.5%
Transportation Costs as percent of income	20.4%	20.5%	19.1%
"H+T" Costs as percent of income	48.7%	55.0%	47.5%

Source: CNT, "H+T Affordability Index": http://htaindex.cnt.org/mapping_tool.php#region=Chicago,IL.

Note: Red text if the percentage exceeds the standard threshold of affordability: 30% for housing costs and 45% for housing and transportation costs combined.

Table 8.8. Access to jobs in the region, by travel mode

	ADDISON	DUPAGE COUNTY	CHICAGO REGION
Regional Jobs Accessible by Automobile (commute time of 45 minutes or less by car)	33.8%	24.4%	15.9%
Regional Jobs Accessible by Transit (commute time of 75 minutes or less by bus or train)	21.7%	22.6%	20.9%

Source: Chicago Metropolitan Agency for Planning, weighted travel model for roadway and public transportation.

Section 9

Natural Environment

This section provides information on the existing natural environment in Addison, including parks, open space and natural resources. The information in this section was obtained from DuPage County, the Village of Addison, the Addison Park District, the Illinois Department of Natural Resources (IDNR), and based upon a visual assessment of existing conditions in the community.

Due to its built out conditions, Addison has a limited number of parks and open recreation areas with few opportunities for new park land acquisition. Although limited in terms of acreage, the Addison Park District and the Village offer a number of high quality of programs and facilities. Aside from being integral to the community's recreational opportunities, the parks contribute greatly to the residents' quality of life. To ensure their protection, the Village needs to continue to work with the Park District, and others, to create and support programs and policies that preserve open space and plan for enhancement.



Key Findings

The following are key conclusions regarding the existing conditions of Addison's natural environment. Moving forward in the planning process, these key findings should help shape (and inform) the community's open space vision, goals and objectives, and ultimate recommendations within the Comprehensive Plan.

- ***The existing neighborhood and community parks are in good physical condition and are well utilized.*** According to residents, the Park District has done an excellent job of maintaining existing parks, providing amenities at each park and various programs for all age groups.
- ***The Park District has recently completed a long range Park and Open Space Master Plan for the District.*** The Park District has recently completed a long range plan that outlines specific strategies and priorities for maintaining existing parks and facilities while also looking towards adding new parks and/or amenities. Wherever possible, the Village's Comprehensive Plan should help to support appropriate Park District plans.
- ***There is a need for more park space in the community.*** According to the Park District's master plan, to reach the goal of 10 acres per 1,000 people, the Park District should continue to look for opportunities to acquire additional park space. As a built out community, this is a challenge.
- ***Proximity to regional open areas and natural features compensate, to a certain degree, the shortage of open areas within the community.*** Parks and open spaces owned by the School District and the Forest Preserve District provide hundreds of acres of open space within and near the Village.
- ***A number of agencies and organizations provide parks and recreational activities in the Village.*** In addition to the Addison Park District, other agencies contribute to the recreational programs in the community. Examples of other groups that provide recreational opportunities include: Addison Recreation Club; Addison United Soccer Club (AUSC); Addison Girls Sports Program (AGSP); Addison Frog Swim & Dive Team; and the Northeast DuPage Special Recreation Association (NEDSRA).
- ***Flooding concerns have been expressed within residential areas.*** It appears that although flooding was noted as an issue at a community workshop that the flooding problems are confined to a small number of properties that are impacted by poor stormwater drainage flow/backups. The Village of Addison, in combination with DuPage County are working proactively to address flooding concerns and each agency has policies, documents, plans and ordinances in place that address flooding.



Public Parks

The Addison Park District, the Village, and the School Districts provide approximately 290 acres of open space within the Village of Addison.

Park Access

Based upon a population of 36,942 residents this amount of open space equates to a ratio of 7.8 acres per 1,000 people. This number is below the National Recreation and Parks Association (NRPA) standard which is 10 acres of open space for every 1,000 residents. Residents also have access to several major open spaces nearby, including preserves owned and managed by the Forest Preserve District of DuPage County.

Addison Park District

The Addison Park District (<http://addisonparks.org>) was formed in 1969 and is now an award winning Illinois Distinguished Accredited Agency. The district currently has 25 park sites encompassing more than 290 acres. The district has two major community parks, Community Park on the east side of the Village and Centennial Park on the west side of the Village. Centennial Park houses Northeast DuPage Special Recreation Association (NEDSRA) and the District's newest facility, Club Fitness. Both of these sites have community centers with a gym, meeting rooms, and activity rooms. Community Park also includes a family aquatic center and a senior center. The park district also co-owns a gymnasium with Elementary School District #4 at Army Trail School. The Links & Tees Golf Facility on Lake Street features an outdoor practice range, 9-hole golf course, Putter's Peak adventure mini-golf course, and an indoor golf dome.

Addison Park District Annual Goals

The following goals are listed on the Park District's website. In an effort to fulfill the mission of the Addison Park District which is "to provide the highest quality recreational opportunities and open space for everyone", the Park District has established the following goals:

- Develop and maintain recreational facilities and park areas to meet the present and future demands of the Addison Park District.
- Provide excellent recreational programs/ services and customer support that will enhance the quality of life for all citizens of the Addison Park District.
- Provide staff with a working environment that fosters personal and professional growth.
- Effectively administer the revenues and expenditures of the Addison Park District to maximize programs, facilities and parks.
- Develop and administer district-wide marketing initiatives that will enhance participation and revenue.
- Effectively administer environmental policies/programs to expand open space and conserve natural resource areas for present and future populations of the Addison Park District.

Park and Recreation Master Plan (2010)

Last year, the Park District worked with a consultant to create a long range master plan for the district (<http://www.addisonparks.org/Publications/Master-Plan/Comprehensive-Master-Plan.pdf>). The Plan provides a guide for the district staff and its Board of Commissioners to provide for current recreational and programming needs as well as planning for the future. The nearly 300 page document includes a large amount of data, research and analysis. It concludes with detailed recommendations and priorities for the District moving forward.

- Continue to participate in quarterly interagency meetings with the Village, Library, Schools, Police, Fire, etc.
- Coordinate program offerings with schools and other recreation providers, including adjacent park districts as appropriate.
- Plan for a future 'green' nature center.
- Encourage greater use of alternative modes of travel by adding bicycle racks at each park and facility and by working with the Village of Addison to provide walkways and crosswalks.
- Explore options for a new maintenance facility north of Army trail Road, including collaborative use of maintenance facilities with Addison Trail High School, Village of Addison or private business opportunities.
- Work toward meeting the NRPA guideline of 10 acres per 1000 residents.
- Cooperate with the Village of Addison and the school districts in acquiring and developing lands that offer potential for joint use.
- Target acquisition of properties that are adjacent to existing parks and facilities.
- Target acquisitions of additional lands along the Salt Creek Trail.

Parks and Facilities

The Addison Park District consists of 24 parks, multiple recreational facilities, and related social programs for all ages and cultural origins. Park features range from playgrounds, baseball and soccer fields, and tennis courts to walking paths, fishing ponds and picnic areas. The Addison Park District owns and/or shares over twenty facilities in the community. To find a park and/or a facility in the community the Park District offers a park locator — <http://addisonparks.org/VW-Systems/Map/map.htm>.



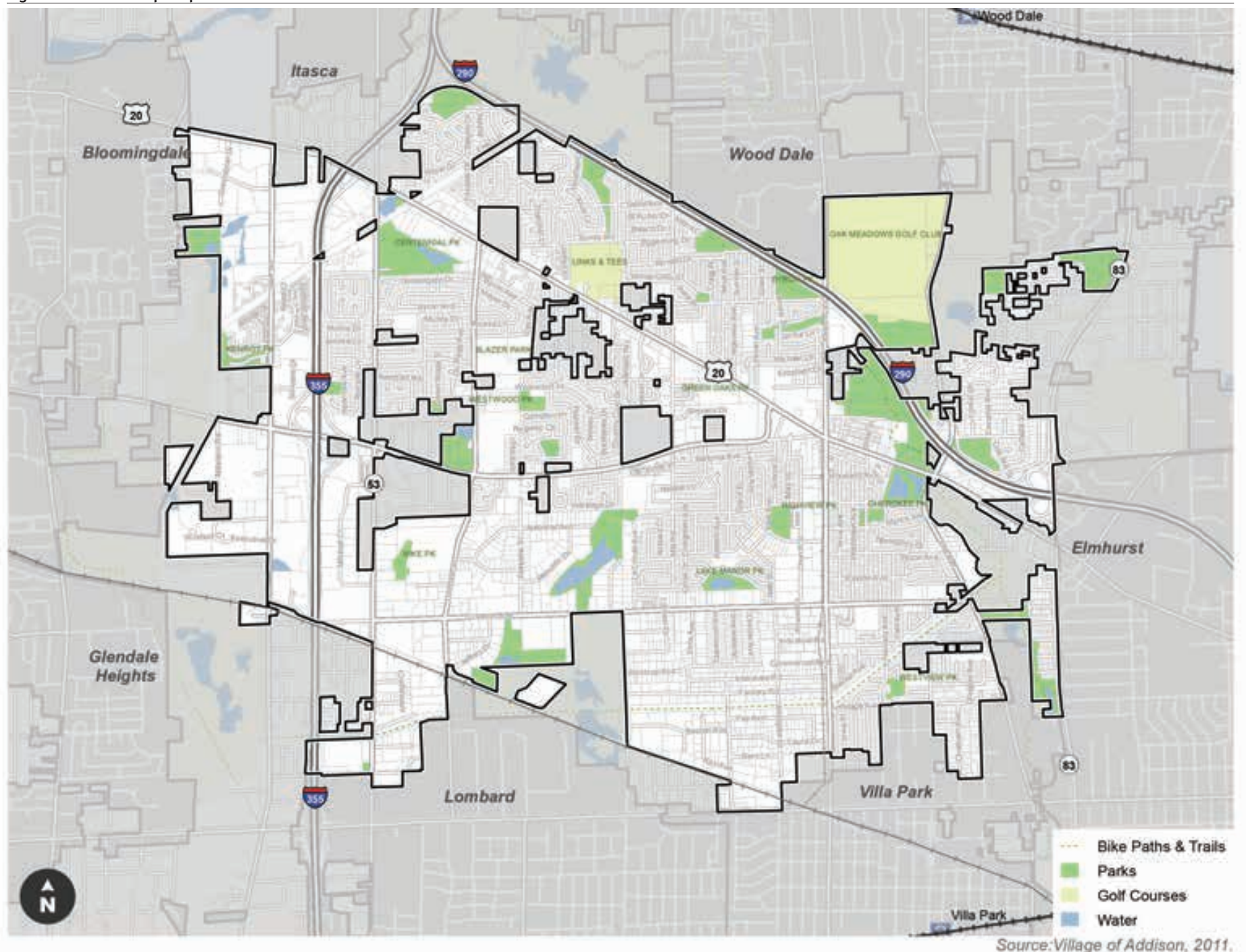
Other Addison Recreation Providers

In addition to the Park District, other groups and agencies in the community provide recreational activities and programs. The following are some of the key organizations that provide recreational opportunities in Addison:

- Addison Recreation Club
- Addison United Soccer Club (AUSC)
- Addison Girls Sports Program (AGSP)
- Addison Frog Swim & Dive Team
- Northeast DuPage Special Recreation Association (NEDSRA)



Figure 14. Parks and open space



Source: Village of Addison, 2011.

Forest Preserve District of DuPage County

The Forest Preserve District of DuPage County was established in 1915. Today, the Forest Preserve District owns or manages nearly 25,000 acres containing 31 lakes and 484 miles of trails (July 2011) (Source: www.dupageforest.com/Conservation). The District owns four properties in the Village of Addison that total approximately 600 acres; Oak Meadows Golf Club, Cricket Creek, Fullerton Park, and Swift Prairie.

DuPage County's forest preserves offer numerous recreational opportunities, such as boating, camping, bird watching, fishing, picnicking, model airplane flying, cross-country skiing, horseback riding, bicycling and hiking. The following Forest Preserve properties are located in, or near, the Village of Addison:

Preserves in Addison

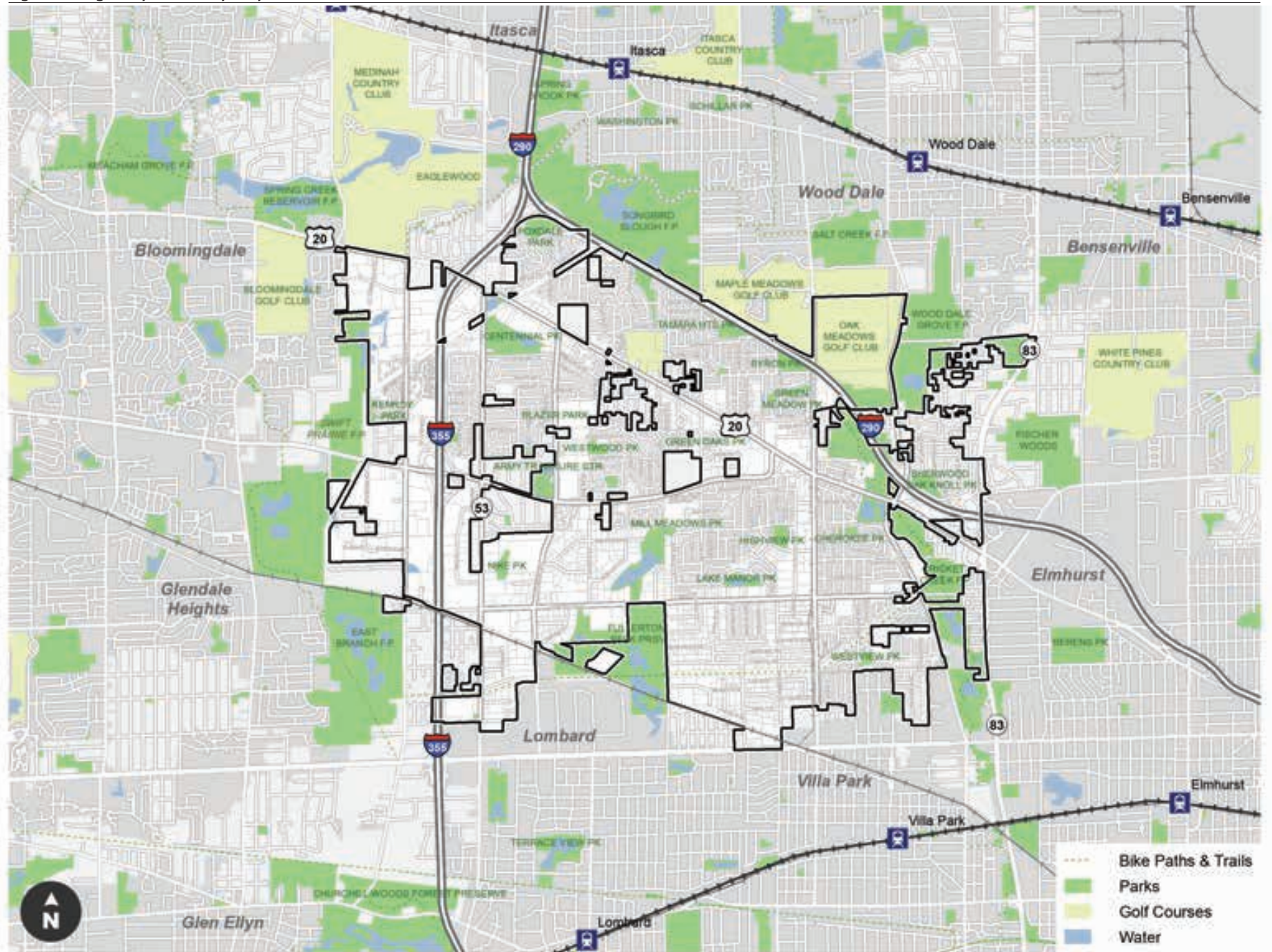
- Oak Meadows Golf Club
 - 18 holes
- Cricket Creek
 - 193 acres
 - The Preserve contains the county's first wetland mitigation bank.
 - Activities offered at the preserve include: bicycling, fishing, hiking, model-craft areas, and picnicking.
- Fullerton Park
 - 195 acres
 - Fullerton Park contains prairies, reforested areas, and wetlands.
 - Activities offered at the preserve include model helicopter flying.
- Swift Prairie
 - 142 acres
 - Swift Prairie is currently an undeveloped natural area containing wetlands, ponds, and prairie.



Other Preserves Near Addison

- Wood Dale Grove
 - 184 acres
 - Activities include biking, fishing, hiking, and picnicking.
- Salt Creek
 - 92 acres
 - Activities include biking, fishing, hiking, and picnicking.
- Songbird Slough
 - 392 acres
 - Activities include bird watching, biking, fishing, hiking, and picnicking.
- East Branch
 - 502 acres
 - Activities include off-leash dog areas, bird watching, fishing, hiking, and picnicking.
- Maple Meadows Golf Club
 - 27 holes

Figure 15. Regional parks and open space



Source: Village of Addison, 2011.

Water

The Village of Addison, especially through its Public Works and Water Departments, continues to plan for and manage water resources in the community. The following is a summary of the drinking water quality and source for Addison, as well as a discussion regarding flooding and stormwater management and what the Village and the County are doing to address concerns.

Water Source

Lake Michigan is the sole source of drinking water for Addison. The Illinois diversion of Lake Michigan water is limited by a 1967 U.S. Supreme Court Decree to around 2.1 billion gallons of water per day. The Illinois Department of Natural Resources (IDNR) is responsible for the management of this resource and its use for not only Addison but approximately 200 other systems through an allocation program. The Village of Addison receives all of its water through the DuPage Water Commission (DWC), via the City of Chicago Jardine Water Filtration Plant. To insure that the Village of Addison has the ability to supply water to residents in an emergency, the Village also maintains seven wells. The Village of Addison has been receiving Lake Michigan water since March of 1992. The Village currently purchases approximately 3.4 million gallons per day. The Village of Addison has two water pumping stations, two elevated water tanks, a standpipe, and two ground storage tanks with a total storage capacity of 6,750,000 gallons. Addison sends out water bills on a bi-monthly basis. (Source: Village of Addison Public Works Department).

Water Quality

The Village is required by the United States Environmental Protection Agency (U.S. EPA) to produce an annual water quality report. The latest that has been posted on the Village's website covers 2010. (View the report at http://addisonadvantage.org/residents/pdf/Water%20report_2011.pdf). The Village of Addison Water Department samples and monitors the water from the entire water distribution system every month as mandated by the Safe Drinking Water Act (SDWA). The City of Chicago and the DuPage Water Commission also sample and test the water before it reaches the Village of Addison. The Village of Addison, in addition to performing bacteriological testing, also collects water samples at homes throughout the village to test for lead and copper contamination.

Watershed

The Village of Addison is located within the Des Plaines River watershed which covers a total of 854,669 acres in Lake, Cook, DuPage, and Will counties (Source: www.epa.state.il.us/water/water-quality/report-1996/fact-sheets/fact-sheet-02.html.) The majority of the watershed is part of the Chicago region and has been extensively developed. Major streams which comprise the Des Plaines River Watershed include the Des Plaines River, DuPage River, Chicago Sanitary and Ship Canal, Salt Creek, Mill Creek, Indian Creek, Willow Creek, Lily Cache Creek, Grant Creek, Hickory Creek, and Spring Creek.

According to the U.S. EPA, a total of 685 stream miles were assessed within the watershed. Overall resource quality is “good” on 165 stream miles (24%), “fair” on 481 stream miles (70%), and “poor” on 39 stream miles (6%). (Source: www.epa.state.il.us). The primary causes of water quality problems are nutrients, pathogens, siltation, and habitat alterations attributed to municipal point source pollution, urban runoff, contaminated sediments (sediment and/or phosphorus attached to sediment particles), and hydrologic/habitat modifications.

Within the Des Plaines River watershed, Addison is located within two subwatersheds: Salt Creek and DuPage River. The only waterway that flows through Addison is Salt Creek. According to the Illinois EPA's Section 303 (d) List, the segment of Salt Creek (IL-GL-03) that is within Addison's boundary is impaired, meaning that it is not meeting Illinois's standards of water quality. Specifically the segment is impaired for 2 designed uses: aquatic life and fish consumption. Below are the details about the impairment.

Table 9.1. Watershed impairment

WATER NAME	SEGMENT ID	HUC 10	PRIORITY	MILES/ ACRES	DESIGNATED USE	CAUSE OF IMPAIRMENT(S)
Salt Cr.	IL_GL-03	0712000404	Medium	10.47	Aquatic Life	DDT, Heptachlor, Polychlorinated biphenyls, Sedimentation/ Siltation, Phosphorus (Total)
Salt Cr.	IL_GL-03	0712000404	Medium	10.47	Fish Consumption	Mercury, Polychlorinated biphenyls

Source: Illinois Department of Natural Resources.

Floodplains and Wetlands

An analysis of the U.S. Fish and Wildlife Services National Wetlands Inventory (NWI) and FEMA's National Flood Insurance Program shows that several types of wetlands, floodplains and/or special flood hazard areas exist in pockets throughout the Village. At the public workshops that have already been conducted, as part of this planning process, a number of residents have expressed concerns regarding flooding of residential properties in certain areas of the community.

As illustrated in Figure 9.3, floodzones exist in three main areas within the Village: 1) along Salt Creek, 2) scattered through the middle of the Village; and 3) near the Bloomingdale border. According to FEMA, "Flood zones are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area."

Stormwater Management

The Village of Addison and DuPage County are working to adequately manage stormwater runoff. The Village for example, requires all new construction projects to incorporate stormwater management practices. Soil erosion and sediment control measures, stormwater conveyance and detention, special management areas, and best management practices are reviewed for compliance with the Village (http://addisonadvantage.org/residents/pdf/Engineering/Ordinance_90-40.pdf) and countywide storm water management ordinances.

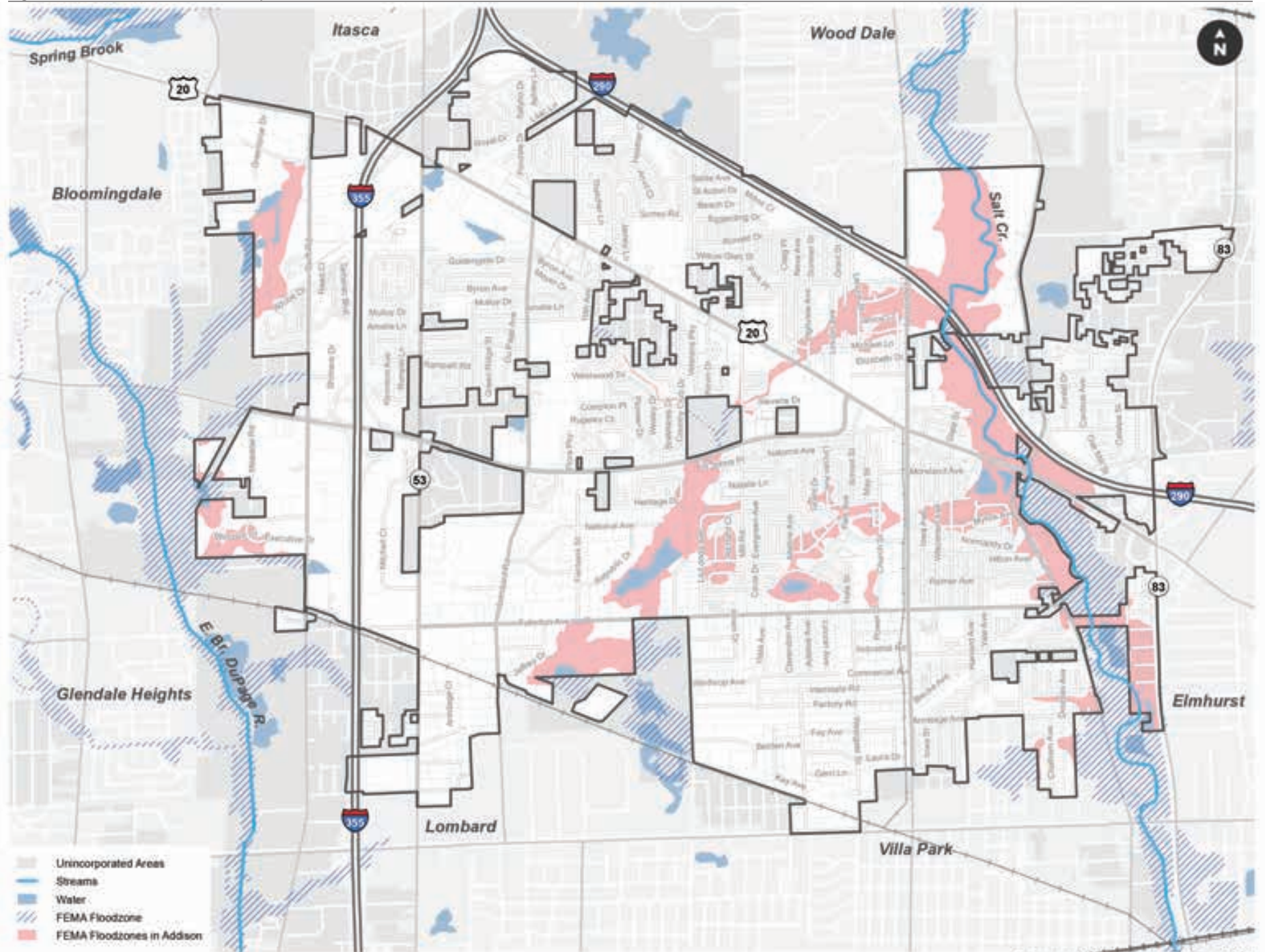
Village Stormwater Management Ordinance: The Village requires all new developments from single-family homes to commercial businesses and large developments to follow the Addison Stormwater Management Ordinance. One of the requirements in the ordinance is that petitioners/developers use best management practices (BMP's). According to the Village, Addison has been requiring BMP's during construction such as silt filter fences. Other examples of BMP's the Village requires includes the use of French drains and drywells. A French drain is a trench covered with gravel or rock that redirects surface and groundwater. A dry well is an underground structure that disposes of stormwater runoff by dissipating it into the ground.

DuPage County Countywide Stormwater and Flood Plain Ordinance: The County is currently in the process of updating its Stormwater Ordinance. The County is updating the ordinance to better accommodate infill development. The current ordinance is primarily designed for new development, but the County is now experiencing more infill redevelopment projects. Also Federal and State mandates now require stormwater-based ordinances on existing developments, which do not readily fit into the County's existing ordinance. In addition, the U.S. EPA has announced plans to initiate national rulemaking to establish a program to reduce stormwater discharges from new development and redevelopment as well as make other regulatory improvements to strengthen its stormwater program.

A draft of the new Stormwater Ordinance has been posted at <http://ec.dupageco.org/StormWaterUpdate>.

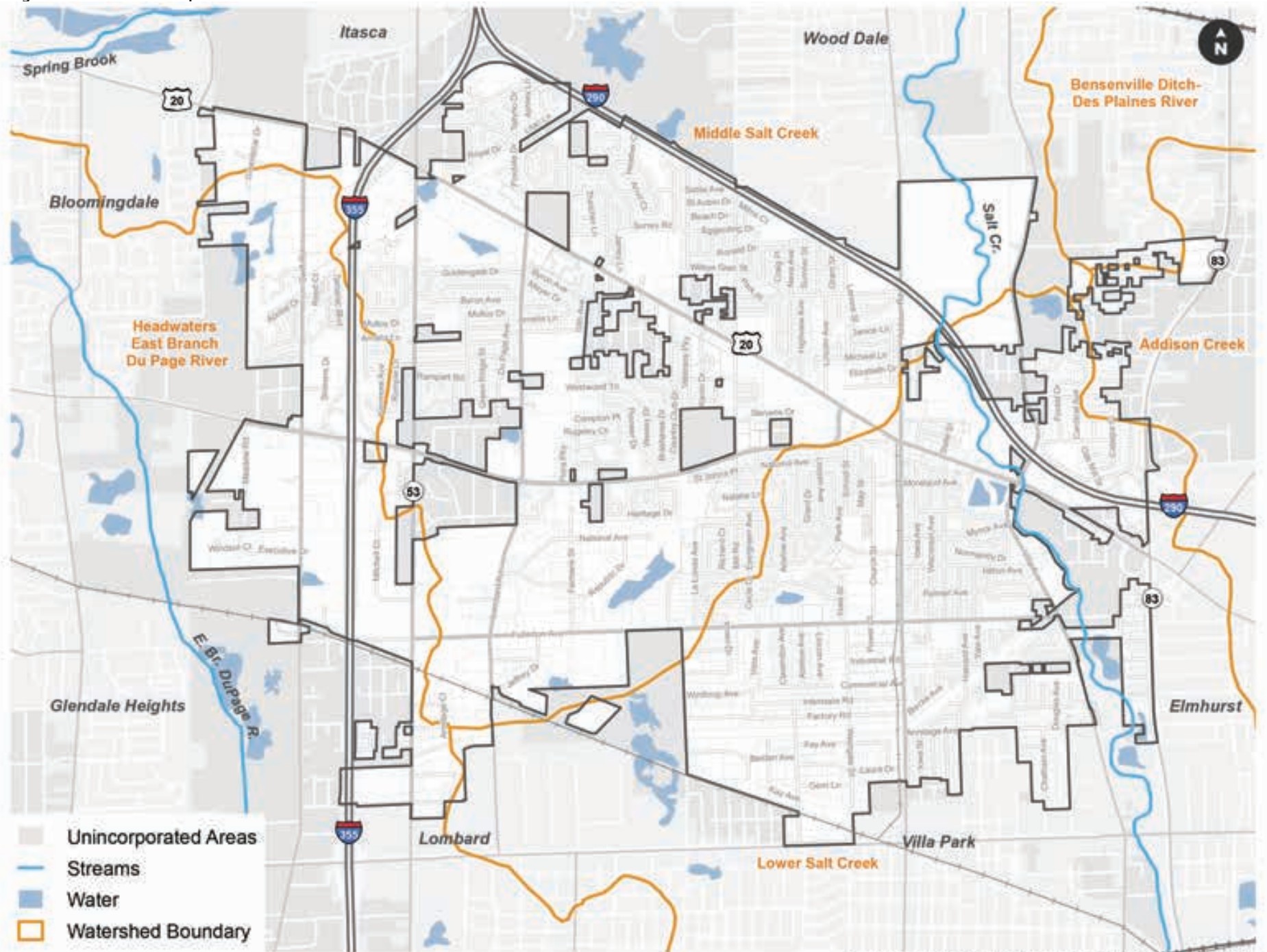


Figure 16. Streams and floodzone map



Source: FEMA, 1996, EPA, 2004.

Figure 17. Watersheds map



Source: Chicago Metropolitan Agency for Planning, 2011

Section 10

Community Services, Health and Infrastructure

The purpose of this section is to provide an inventory of public services and facilities and identify gaps, if any, that need to be filled going forward. The various community services are provided by a number of village departments, non-profit organizations, regional organizations, and private entities. Although a variety of facilities and services are provided, there are updated or new services to the existing facilities that are necessary to provide high quality service to residents and visitors.





Key Findings

The following are key conclusions regarding the existing conditions of Addison's community facilities, services, health, and infrastructure. Moving forward in the planning process, these key findings should help shape (and inform) the community's vision, goals and objectives, and ultimate recommendations of the Comprehensive Plan.

Community Services and Facilities

- ***A number of community services and facilities exist in the community,*** however, improved services and facilities are desired by residents to maintain a high standard.
- ***The Addison Chamber of Commerce and Industry is pro-active in engaging the business community and assisting business locate or relocate within Addison.*** This has helped retain investment within the Village even during the economic downturn.
- ***The schools provide a number of excellent amenities for students.*** The high school has improved its infrastructure significantly over the past few years but there is a general need to improve the quality of education to retain families in the Village.
- ***The Police and Fire Department have adequate resources to provide services effectively to the community.*** The programs operated by the departments have been successful in making Addison a safer place to live and work.

Public Health

- ***There are a number of excellent healthcare service providers within and in close proximity to the Village.*** Its location, combined with the diversity of services provided serves the needs of a majority of the community.
- ***According to residents, the Village needs to make a greater effort in locally promoting healthier lifestyles.*** IDOT's State Routes to School Program has agreed to fund creation of a School Travel Plan in Addison .

Infrastructure

- ***According to residents, the Public Works Department has done an excellent job of maintaining existing infrastructure.***

Community Services and Facilities

A number of community facilities service residents of Addison. Community services are provided by governmental agencies such as DuPage County, Addison Park District, School Districts, and the Village of Addison. The following community service facilities are located in Addison:

- Village Hall
- Public Library
- Post Office
- Fire Protection District
- Henry Hyde Community Resource Center
- Police Department
- Addison Chamber of Commerce and Industry
- Public Works Department
- Addison Park District



Educational Institutions

The Village of Addison is served by two school districts. Addison School District 4 is home to eight schools that include seven elementary schools and one junior high school. DuPage High School District 88 contains the Addison Trail High School, the only high school serving the Village of Addison. In addition to the two public school districts, Addison is also served by five private schools providing elementary and special needs education.

Table 10.1. School enrollment within Addison, 2009-10

DISTRICT	TOTAL SCHOOLS	TOTAL STUDENTS
District 4	8	4,372
District 88	2	4,110

Source: U.S. Department of Education, Institute of Education Sciences.

Compared to the State of Illinois average of 15.19 students per teacher, District 100 is the only one below this number.

Table 10.2. Enrollment by school, 2009-10

DISTRICT	TOTAL STUDENTS
Addison Trail High School	1,914
Ardmore Elementary School	332
Army Trail Elementary School	496
Fullerton Elementary School	589
Indian Trail Junior High School	1,335
Lake Park Elementary School	388
Lincoln Elementary School	452
Stone Elementary School	458
Wesley Elementary School	316

Source: U.S. Department of Education, Institute of Education Sciences.

Out of the 4,260 students enrolled in schools within Addison School District 4, a majority are Hispanic (66.3%) and also from low-income families (60.9%). To cater to a growing Hispanic population, the District also has a higher percentage of Hispanic teachers (16.4%) compared to State averages (5.0%).

Enrollment in the High School District 88 is equally distributed among Hispanic (47.3%) and white (43.8%) students, with lesser proportion of low-income students compared to state averages.

Colleges

DeVry University, Chamberlain College of Nursing, Technology Center of DuPage and College of DuPage have campuses in Addison.

DeVry University's Addison Campus opened in 1992 with an 110,000 sf. building along Swift Road. The college offers a variety of undergraduate and graduate programs to over 4800 students ranging from computer science to business administration and nursing. The university also works with landlords to provide affordable housing options for students seeking to live close to campus. Fordham Glen Apartments in Glendale Heights and International Village Apartments in Lombard provide students at DeVry and the Chamberlain College of Nursing with affordable housing options while attending school.

Chamberlain College of Nursing is affiliated to DeVry University and offers Associate, Bachelor's, and Master's degrees in Nursing. The total student enrollment as of Fall 2010 was 1,505 which included 814 undergraduate students. The faculty consists of 33 full-time and 60 part-time instructors.

The College of DuPage Addison Regional Center offers a number of degrees, certificates, and technical education programs in subjects varying from communication to mathematics to social and behavioral sciences. The Center is an excellent resource for adults who have been out of school for an extended period of time. The computer lab located in the Center is accessible to the general public for personal use during weekday evenings and weekends.

Religious Institutions

Many religious institutions are located within Addison which fulfills important spiritual and social needs of the community. Many institutions have been in the community for decades, while some new churches have been constructed which shows the desire for institutions to locate and remain in Addison.

Library

The Addison Public Library is located within the municipal campus south of Lake Street. The new library building was opened in 2008 with the help of a 0.25% sales tax put in place by the Village. The 54,600 sf. building contains over 170,000 materials, six study rooms, and 56 computers for children and adult services. Average daily visitors range from 1,300-1,400 that include both residents and non-residents. The library also hosts a number of events throughout the year for children, teens, adults, and job seekers.



Community Health

The following is an analysis of the community health characteristics of Addison. The Village of Addison is also compared to the overall Chicago Region through baseline indicators.

Relationship between Healthy Communities and Planning

There is a strong relationship between health and planning issues such as transportation, open space, and healthy food. The dramatic rise in chronic disease rates in communities throughout the country has put the spotlight on the importance of the relationship between public health and planning. To help improve community health, planners and public health officials have begun to promote design and development patterns that accommodate/promote physical activity. In recent years, comprehensive plans have begun to add health components into their sections. Comprehensive plans are an excellent tool to help municipalities, such as Addison, to improve community health through better land use planning. For these reasons, the existing conditions report provides an analysis of current health related services, facilities, and programs in the Village of Addison.

Major Health Problems

The following are some of the key health issues that are linked to environmental factors and land use planning:

Obesity

According to the Centers for Disease Control and Prevention (CDC), 30 percent of adults age 20 and older are obese, and approximately 65 percent of Americans weigh more than is healthy. Today, one in five children and one in three teens is overweight or at risk of becoming overweight (Source CDC, 2011).

Diabetes

One of every ten health care dollars spent goes toward diabetes and its complications. Between 1994 and 2004, the prevalence of diabetes increased more than 50 percent (Source CDC, 2011).

Heart Disease

According to the American Heart Association, the leading cause of death for women and men in the United States is heart disease. In 2003, a total of 685,089 people died of heart disease, accounting for 28 percent of all U.S. deaths (Source: American Heart Association, 2011).

Heart disease is one (out of many possible) indicators of community health, and is being used here as a proxy for overall health status. As shown in the following table, Addison's premature heart disease death rate of 0.12 per 1,000 people is significantly lower than the Chicago Region.

Table 10.1. Premature heart disease

	ADDISON	CHICAGO REGION
Premature Heart Disease Death Rate (per 1000 People)	0.12	0.34
Lung Cancer Mortality Rate (per 1000 people)	0.13	0.52

Source: Illinois Department of Public Health's Illinois Project for Local Assessment of Needs, 2006 Data.

Existing Health Care Facilities

Elmhurst Memorial Addison Health Center: The Addison Health Center is part of the Elmhurst Memorial Healthcare system and is currently constructing a new facility to replace the existing building along Lake Street. The soon to be completed 55,000 sf. facility will provide Addison residents with enhanced services including radiology, laboratory services, immediate care, physician office space, and community education.

Alexian Brothers Health System: The Alexian Brother Medical Group provides primary care, immediate care, and occupational health services at eleven locations, Addison being one of them. The facility, located along Lake Street opposite the Links and Tees Golf Course, is open during regular business hours on most weekdays and also on Saturday mornings.

Regional Medical Centers: In addition to two health care service providers, Village residents also travel outside of the community for their health needs. The Adventist GlenOaks Hospital in Glendale Heights is a full-service hospital serving Chicago's western suburbs, including Addison. The 136-bed facility is located in close proximity to the Village. The hospital is also accessible by Pace Bus Route 715. Marianjoy Rehabilitation Hospital is another inpatient facility utilized by Addison residents and within close proximity of the Village. The 24 hour, 175,000 sf. hospital building houses 120 private rooms that provide a variety of rehabilitative services. Other medical centers include: Alexian Brothers Medical Complex in Elk Grove Village (387 beds), and Elmhurst Memorial Hospital (259 beds).

Village Initiatives

According to the Illinois Safe Routes to School (SRTS) Program website, the Addison School District 4 was awarded a \$22,290 grant to create a park-and-walk program aimed to create safer and walkable school zones. To date, the program has not been initiated.

Business Services

Addison Chamber of Commerce and Industry

Addison is home to a large number and wide variety of businesses. The industrial parks, in combination with retail uses along Lake Street are a significant tax base for the Village and will continue to be so in the foreseeable future. Up until 1991, the retail and industrial businesses were organized under separate associations. The Addison Chamber of Commerce and Addison Industrial Association merged at this time to create one umbrella organization known today as the Addison Chamber of Commerce and Industry.

The organization serves over 300 members both within and outside the Village municipal boundaries. Services are focused on promoting, informing, and supporting businesses via a variety of forums. These include:

- Marketing businesses and special events to residents and the region
- Educational sessions for business and employee development
- Forums for exchange of business ideas and solutions
- Assistance with interpretation of and compliance with government regulations
- Community engagement

Infrastructure Services

The Public Works Department is responsible for a number of infrastructure related services provided by the Village of Addison. These are provided through five divisions within the department. These include:

- **Environmental Services Division:** responsible for waste water treatment and waste management.
- **Street Division:** responsible for public rights-of-way, municipal parking lots, traffic sign maintenance, pavement striping, and snow plowing.
- **Water Division:** responsible for the operation and maintenance of the water system including storage, pumping, treatment, and distribution.
- **Electrical and Forestry Division:** responsible for street lighting, tree trimming, and planting along public rights-of-way.
- **Fleet Services Division:** responsible for maintaining Village owned vehicles.

In addition to the above services, the department is also responsible for trash removal, resolving sewer and stormwater problems, street light outages, and Christmas tree removal.

Water Supply

The Village of Addison has two water pumping stations, two elevated water tanks, a standpipe, and two ground storage tanks with a total water storage capacity of 6,750,000 gallons. The Village uses Lake Michigan water for all its water supply needs, not mixing it with well water. The water is supplied to the Village through the DuPage Water Commission (DWC).

Law Enforcement and Protection

Police Department

Forming part of the municipal campus, the Addison Police Department comprises of 126 police personnel, 72 of them being police officers. The Chief of Police heads up two main divisions within the department; the Field Services and the Support Services. The two divisions are further subdivided into sub-sections. The Field Services Division is made up of four units while the Support Division consists of six units.

Fire Protection

Headquartered along South Addison Road, the Fire Protection District #1 covers the Village of Addison and surrounding unincorporated areas, totaling approximately 13 square miles. There are three stations located within the District, located at:

- 10 South Addison Road
- 666 South Vista Avenue
- 100 North Rohlwing Road (Route 53)

The stations are staffed with a total of over 80 personnel.

Section 11

Image and Identity

This section details the physical characteristics and distinguishing cultural elements of the Village of Addison. In addition to a visual summary of the Village's physical characteristics, there is also a brief discussion regarding the rich cultures that have shaped Addison's history, image and identity.

Key Image and identity Conclusions:

The following are key conclusions regarding the existing conditions of Addison's image and identity. Moving forward in the planning process, these key findings should help to shape (and inform) the community's vision, goals and objectives, and ultimate recommendations of the Comprehensive Plan in terms of preserving and enhancing the Village's character.

- ***Residential neighborhoods are well-maintained and attractive.***
The character of the single-family homes, as well as the majority of the multi-family developments are well maintained and attractive which adds significantly to the overall character of the community.
- ***The image of the commercial and industrial properties in the Village varies between an attractive and unattractive appearance.*** The majority of the commercial businesses are attractive, especially along the eastern portion of Lake Street, while other older commercial properties throughout most of the Village are in need of façade and/or parking improvements. Similar to the condition of the commercial uses, most industrial properties are well-maintained, while some are in need of improvements. Generally, vacant or underutilized industrial properties lack proper screening and have outdated facades.
- ***Pedestrian amenities and landscaping vary greatly in commercial and industrial areas.***
Newer commercial developments generally have parking areas that include landscaping and pedestrian sidewalks/crosswalks. Older commercial areas especially along the west section of Lake Street lack streetscaping and pedestrian amenities.
- ***Addison has a long history of cultural heritage.***
The Village of Addison is known as the "Village of Friendship." The diverse demographics of the community add significantly to the character of Addison. Specialty stores and festivals support the economic and cultural vitality of the Village.

Residential Areas:

Residential areas are attractive and well maintained. The majority of the homes are masonry and vary from small townhome developments, condominiums, multifamily units and large single family detached homes. Older housing stock primarily consists of smaller single family homes and older multifamily buildings. Newer buildings are primarily larger masonry single family homes and multiunit condominium buildings. The architectural style for both types of buildings varies but they blend well into the existing character of the community through materials, architectural design and setbacks.



Commercial and Industrial Areas

The condition and appearance of the commercial and industrial areas are wide-ranging. In general, newer developments are attractive consisting of high quality architecture and design, while older commercial and industrial properties are in need of improved maintenance. The eastern section of Lake Street exhibits a contemporary design and provides pedestrian amenities. Adding to the image of the commercial areas is the variety of business signage. Signs vary greatly by size, type, and height. Industrial areas such as the Pampered Chef and new industrial developments also highlight contemporary architecture.



Cultural Diversity

A variety of different cultures has helped shape the image and identity of the Village of Addison and has impacted the physical environment. A book published in 1984 and titled ***Addison-Village of Friendship*** provides additional information on this topic. The book was published to commemorate the Village's 100th anniversary and it provides details to the history of the people and significant places in Addison. According to the book, in the 1800's, the first settlers were English followed by many different nationalities including: German, Italian, Mexican, Indian and Polish. Various specialty stores that specialize in ethnic goods and services have opened in the community. Examples of current specialty stores in Addison include: *Caputo's Fresh Market*, *Carniceria Jimenez*, and *Barbara's Polish Deli*.

Cultural events that are held in Addison also help to strengthen the Village's identity. One of the Village's largest is the annual West Suburban Italian Festival which is held in Centennial Park. A very recent Village initiative to continue to support the diversity of the Village into the future is the creation of Addison's Unity Task Force. The task force was created in 2011 to encourage and create awareness of the value of a diverse community.





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