

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

Mayor

Frank A. Trilla

Village Clerk

Leroy R. Hansen

Village Trustees

Sue Berglund

Umberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

Village Administrator

Tim Halik

Chief of Police

Robert Schaller

Director of Finance

Carrie Dittman

AGENDA

REGULAR MEETING OF THE MUNICIPAL SERVICES COMMITTEE TO BE HELD ON MONDAY, MAY 14, 2018, AT 5:30 P.M. AT THE VILLAGE HALL, 835 MIDWAY DRIVE, IN THE VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES:
 - a) April 9, 2018 Regular Meeting of the Municipal Services Committee
4. DISCUSSION – Lane Court Bridge Maintenance and National Bridge Inspection Standards (NBIS) Requirements
5. DISCUSSION – Sealcoating of Various Village Parking Facilities
6. REPORT – Reformatted Willowbrook Comprehensive Plan / 1993
7. REPORTS – Municipal Services Department:
 - a) April 2018 Monthly Permit Activity Report
 - b) March 2018 Water System Pumpage Report
 - c) March 2018 Scavenger Report
8. VISITOR'S BUSINESS
(Public comment is limited to three minutes per person)
9. COMMUNICATIONS:
 - a) IEPA PWS Inspection/Sanitary Survey, March 27, 2018 – UPDATE
10. ADJOURNMENT



Proud Member of the
Illinois Route 66 Scenic Byway

MINUTES OF THE REGULAR MEETING OF THE MUNICIPAL SERVICES COMMITTEE OF THE VILLAGE OF WILLOWBROOK HELD ON MONDAY, APRIL 9, 2018 AT THE VILLAGE HALL, 835 MIDWAY DRIVE, IN THE VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER

Chairman Paul Oggerino called the meeting to order at 5:30 PM.

2. ROLL CALL

Those present at roll call were Chairman Paul Oggerino, Trustee Terrence Kelly, and Village Administrator Tim Halik. Absent: None.

3. APPROVAL OF MINUTES

- a) After review of the draft minutes from the March 12, 2018 regular meeting of the Municipal Services Committee, Trustee Terry Kelly made a motion to approve the minutes as presented. Chairman Paul Oggerino seconded the motion. Motion Carried

4. DISCUSSION – Village-Wide Spring Brush Collection Program: May 14th through May 18th

Administrator Halik advised the Committee that this past year, the Village's EAB abatement tree contractor, NJ Ryan Tree & Landscape, LLC, completed the Village-wide brush collection program – both in the Spring and in the Fall. The program included curb-side collection of piled brush throughout town with the resulting chipped hauled away. The program was completed on-time and without incident, and the Village also received several compliments from residents commenting on the good site clean-up practices of the contractor. Halik advised that the Spring 2018 program will also consist of a curb-side chipping program. NJ Ryan Tree & Landscape, LLC has offered a proposal to complete the program with a meager \$200 price increase over last year. Staff has attempted to solicit proposals from other local landscape maintenance contractors, however, they have been largely unresponsive, likely due to the fact that in the past they have been unable to come in lower than NJ Ryan's price. Therefore, the Village-wide collection program can be completed by NJ Ryan for \$9,800. Trustee Kelly asked Halik to speak about the past practice of making the chips available to residents. Halik responded that in the past we have tried to tub grind some of the collected brush to make a quality mulch available to residents for yard beautification purposes. However, between equipment rental and labor costs, this practice has become cost prohibitive. After review, staff has determined that it would be more cost effective to separately purchase a large quantity of ground mulch rather than to rent the required equipment to attempt to produce it ourselves using the collected brush. Therefore, staff would recommend that a quantity of ground mulch be purchased and delivered to the PW garage for resident use, if needed. Halik advised that the cost of the Spring collection program would be \$9,800. This includes two chipping crews working 40 hours each to complete the collection. The F.Y. 2018/19 Budget includes funding to conduct both the Spring and Fall Brush Collection Programs. The Committee authorized the proposal from NJ Ryan to be placed on the next Board agenda for consideration.

5. DISCUSSION – 2018 Landscape Maintenance Contract: Public Bid Results

Administrator Halik advised the Committee that our current Landscape Maintenance Contractor, Falco's Landscaping, has provided quality services for the Village for ten years. They have held our mowing contract since 2007. Although staff had again offered a renewal contract to Falco's for the 2018 season, they are seeking an approximate 54% increase in the cost of services due to business expense increases, specifically labor costs and equipment replacement costs. As a result, staff decided to offer the contract through a public bidding process to seek competitive prices for the work. Halik shared that the Municipal Services Department and the Parks & Recreation Division held a public bid opening for the annual landscape maintenance services contract on today's date at 10:00 AM. The legal notice advertising for the bid opening was published in the March 22, 2018 edition of The Doings newspaper. In addition, the public bid notice and bid document was posted on the Village website and sent directly to several local landscape maintenance contractors. Halik advised that there were a total of four bids received prior to the deadline. However, one submitted bid did not include the required security bond and was disqualified from consideration. The low bid was received from Hanson Landscape in the amount of \$77,925. Halik advised that the low bid amount was \$352.50 lower than the amount the Village is currently paying. Halik recommended that we invite field representatives from Hanson Landscape to town to tour the mowing route and review the scope of work before awarding a contract. This will enable the low bidder one last opportunity to pass on the contract if the scope is not what was expected. Halik reminded the Committee the problems experienced with the low bidder the last time the mowing contract was put out to public bid, which resulted in the Village terminating the contract. The Committee felt doing so would be a good idea, and recommended staff do so quickly since the May 1st contract start date is rapidly approaching.

6. REPORT – Kingery & 63rd Street STP Lighting Project: Status Update

Administrator Halik advised the Committee that the lighting controller was installed and the Village electrical inspector has approved the installation of the electric service feeding the controller. Therefore, we are only waiting for ComEd to energize the service, then the lights can be turned on. Halik shared with the Committee that once the lights are turned on, they will be left on 24/7 for a one-week period. This is called a "burn-in" period in which to test the system. Halik anticipates that the new poles would be energized by ComEd sometime within the next two weeks.

7. REPORTS – Municipal Services Department

- a. Administrator Halik reviewed the monthly permit activity report for the month of March 2018. Halik advised that the Village received about \$29,000 in permit revenue for the month. Halik advised that for the first eleven months of the 2017/18 fiscal year, the department has brought in a total of 194% of the budgeted revenue.
- b. Administrator Halik shared the water system pumpage report for February 2018. The reports indicate that the Village pumped 22,950,000 gallons of water in the month. The total amount of water pumped so far in the 2017/18 fiscal year is about .68% below the amount of water pumped in the same time period of the previous fiscal year. However, we are still close to being on track to meet the 350,000,000 pumpage projection for the year, which is currently tracking at 83.2% at 10 months through the year.

- c. Administrator Halik shared the February 2018 scavenger report, and advised the report is for informational purposes only.

8. VISITOR'S BUSINESS

(None)

9. COMMUNICATIONS

- a) Administrator Halik advised the Committee that Village staff participated in an IEPA audit inspection of the Village's water system on March 27, 2018. Halik shared that our water system is thoroughly inspected by the IEPA at least once every four years. The last audit inspection occurred on March 27, 2014. The IEPA inspector met Halik and P. W. Foreman AJ Passero the morning of March 27th. The inspector took water samples at the Village Hall to check the free chlorine residual and then proceeded to perform a physical inspection of the Executive water tank, Standpipe, pumphouse facility, and 67th Street water tank. Once all inspections were completed, the IEPA inspector's report identified five minor facility maintenance items to be rectified. Halik shared the required corrective action: Submit final paperwork in order to complete two previous IEPA construction permits that were applied for and received by the Village, submittal of bi-annual cross connection control surveys, the replacement of a damaged chlorine vent screen at the pumphouse, installation of a screen on the overflow pipe at the 67th Street tank, and the installation of concrete splash pads at the overflow pipes at both the Executive tank and the 67th Street tank. Halik advised that the items are fairly simple and will easily be able to be completed within the 30 days allotted. The Committee asked who our current IEPA licensed water operator is and if other personnel also hold the license. Halik advised that he himself holds an IEPA Class C license and is currently listed with the IEPA as the Willowbrook operator. In addition, one of our public works maintenance workers, Brian Decker, has passed the exam and recently completed the required on-site training. Therefore, he has recently applied for his license, and will serve as the back-up license holder.

10. ADJOURNMENT

Motion to adjourn was made by Chairman Oggerino, seconded by Trustee Kelly. The meeting was adjourned at 6:14 PM.

(Minutes transcribed by: Tim Halik, 5/8/18)

MUNICIPAL SERVICES COMMITTEE MEETING

AGENDA ITEM SUMMARY SHEET

AGENDA ITEM DESCRIPTION	COMMITTEE REVIEW
DISCUSSION – Lane Court Bridge Maintenance and National Bridge Inspection Standards (NBIS) Requirements	<input type="checkbox"/> Finance/Administration <input checked="" type="checkbox"/> Municipal Services <input type="checkbox"/> Public Safety <u>Meeting Date:</u> May 14, 2018
<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Seeking Feedback <input type="checkbox"/> Regular Report	<input checked="" type="checkbox"/> Approval of Staff Recommendation (for consideration by Village Board at a later date) <input type="checkbox"/> Approval of Staff Recommendation (for <u>immediate</u> consideration by Village Board) <input type="checkbox"/> Report/documents requested by Committee
BACKGROUND	
<p>On March 8, 2018, public works crews were performing our annual right-of-way inspections after the winter season. These site inspections include checking the Lane Court Bridge. On this date, the public works foreman observed a slight gap in the asphalt on the Lane Court bridge near one of the ends at the embankment. He then went underneath the bridge to investigate and found that the metal pan in that area appears deteriorated. We contacted CBBEL and asked that one of their structural engineers (S.E.) inspect the bridge ASAP. The S.E. determined that the gap in the asphalt is not a concern, in that it is not a structural element of the bridge. However, recommended that the rusting of the metal components under the bridge be further evaluated. Although, the S.E. also determined that the rusting is not an immediate risk.</p>	
<p>A structural evaluation was authorized to be completed by CBBEL S.E.'s, which included a full review of the original bridge plans along with an evaluation of the extent of the rusting and deterioration that can be observed on the lower street components of the bridge.</p>	
REQUEST FOR FEEDBACK (if any)	
<p>The evaluation report was received on April 17, 2018, a copy of which is included in this packet. The report details the existing structure, field observations, and includes near-term and long-term maintenance recommendations. In addition, the report states that as a result of a change in Federal Highway Administration (FHWA) scope, the Lane Court Bridge is now required to be included on IDOT's bridge inspection inventory and be inspected in accordance with the requirements of the National Bridge Inspection Standards (NBIS).</p>	
<p>With regard to maintenance, the report concludes that the bridge is currently in fair condition but is in need of maintenance repairs at this time consisting of blasting and re-coating of the structural steel on the underside of the bridge. Staff solicited proposals from two (2) known specialty contractors that complete this type of work. One (1) contractor, McCahill Painting Company, submitted a proposal (also attached) in the amount of \$14,935 to complete the required near-term maintenance work.</p>	
STAFF RECOMMENDATION	
<p>Although funding to complete this bridge maintenance work was not included in the FY 2018/19 budget, staff would recommend that it be performed this spring. Once the repairs are made, staff would also recommend that the Lane Court Bridge be added to IDOT's bridge inspection inventory.</p>	

RECEIVED
MAY - 1 2018
BY:



324 RocBaar Drive
Romeoville, IL 60446-1169
www.mccahillpainting.com

Phone: (815) 886-5544
Fax: (815) 886-4141
info@mccahillpainting.com

PROPOSAL

Date: May 1, 2018
Proposal #: 050118-2
Phone: 630-920-2261
Cell Phone:
Fax:
Email: thalik@willowbrook.il.us

To: Tim Halik
Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527

Job Name / Location:
Bridge Underside
Vapor Blasting / Painting Project
6416 Lane Court

We hereby submit specifications and estimates for: Vapor blasting (same as sandblasting but a 92% dust suppression) the underside of the bridge structural steel to a SSPC-SP6 "Commercial Blast Cleaning Standards" followed applying a 3 coat/2 component industrial made for immersion coating system. The galvanized metal will be vapor blasted to a SSPC-SP4 "Brush-Off Blast Cleaning Standards" followed by applying the same system as the structural steel

JOB INCLUDES:

1. The owner will be responsible for any necessary traffic control. The owner will also be responsible for diking off the stream water flow for a couple days.
2. We did not include any welding/metal repairs.
3. The underside structural steel and galvanized metal will be vapor blasted (same as sandblasting but with a 92% dust suppression) following the specified SSPC abrasive blasting standard.
4. The underside of the bridge will be pressure washed removing any vapor blasting residue.
5. One (1) full prime coat of Sherwin-Williams Macropoxy 646, Multi-Purpose Epoxy Coating will be applied. Macropoxy 646 is a high-performance, multi-purpose, surface tolerant, two-component chemically-cured epoxy semi-gloss coating for use on properly prepared steel. All of the manufacturer's application specifications will be strictly followed. The color will be white.
6. One (1) intermediate coat of Sherwin-Williams Macropoxy 646 will be applied for added film thickness/extra protection. The color will be gray.
7. One (1) finish coat of Sherwin Williams Acrolon 218 HS Aliphatic Urethane Gloss Enamel will be applied. Acrolon 218 HS is a high-performance, two-component chemically-cured aliphatic urethane gloss enamel for use in areas where maximum gloss and color retention is required. The owner will approve the color.

8. All SSPC (Society for Protective Coatings) professional industry standards will be strictly followed on this project. McCahill Painting Company is a longtime member of this organization.
9. McCahill Painting Company guarantees that all materials used will be of the highest quality and only skilled craftsmen will be employed on this job.
10. All labor, material and equipment are included.
11. McCahill Painting Company will offer a Full 3 Labor and Material Guarantee against any rusting, peeling or blistering paint.
12. McCahill Painting Company is a member in good standing with ISNetworld.

Be sure to visit our web site at www.mccahillpainting.com!

MCCAHL PAINTING COMPANY hereby to furnish material and labor - complete in accordance with the above specifications, for the sum of:
Fourteen Thousand Nine Hundred Thirty-Five Dollars & 00/100 (\$14,935.00)

Payment to be made as follows:

Full Payment Due Upon Completion, Net 30 Days

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements are contingent upon strikes, accidents or delays beyond our control. Owner is to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

McCahill Painting Company Authorized Signature **Timothy J. McCahill**

Note: This proposal may be withdrawn by us if not accepted within 30 days.

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature

Date of Acceptance



RECEIVED

APR 17 2018

VILLAGE OF
WILLOWBROOK

CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

April 17, 2018

Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527

Attention: Timothy J. Halik
Village Administrator

Subject: Technical Memorandum
Inspection of Lane Court Bridge

Dear Mr. Halik:

The Village of Willowbrook requested that Christopher B. Burke Engineering, Ltd. (CBBEL) perform an inspection of the Lane Court Bridge. Village staff noted asphalt material was spilling through the bridge joint to the abutment seat below and noted corrosion of the underside of the bridge. The bridge was visited by Dan Lynch on March 15th, and then CBBEL structural staff (Jeff Barnett and Dan O'Connell) performed a cursory inspection on March 23rd. This memo summarizes the findings of our March 23rd, 2018 inspection and our recommendations.

Existing Structure:

The existing bridge consists of a prefabricated steel truss superstructure with a metal pan deck overlaid with asphalt. The design plans state that all structural steel shall be weathering steel; however, most members did not appear to be weathering steel (see photos). The metal pan appears to be galvanized steel. Timber rails are mounted to the side truss members. The structure is supported on reinforced concrete abutments, and the wingwalls are segmental concrete block retaining walls. The bridge is 35'-10" long and has a clear width between rails of 13'-6". The design loading of the bridge is HS-20.

The bridge was originally constructed in 1998. The original deck consisted of wood planks. Water and salt that passed through the deck caused the steel floor beams and stringers to deteriorate quickly, and the entire superstructure was replaced by Steadfast Bridges in 2002.

Field Observations:

The asphalt riding surface is cracked throughout the bridge. This is allowing water and salt to pass through to the metal pan below and is causing the pan to corrode. Pack rust was observed on the underside of the metal pan. Pack rust and section loss was also observed on several of the superstructure members including the underside of truss bottom chords and most of the floor beams, stringers and diagonal bracing. The paint has worn away in many locations. Due to the extent of the pack rust, it was difficult to measure section loss.

Near the abutments, the top of the concrete backwalls are cracking and starting to spall. The joint between the end of the bridge and the face of the backwall is filled with debris and was possibly paved over during construction. Per the plans, there should be a 1" gap between the ends of the bridge and the face of the abutment. Some of this extra material is starting to spill through the gap onto the abutment beam seat below.

Hammer sounding was performed on the concrete abutments. Delaminations were noted on both abutments and some spalling with exposed reinforcement was noted on the south abutment.

Photos from the inspection can be found in Appendix A.

Overall, the bridge is in fair condition; however, immediate maintenance and periodic inspection is recommended at this time.

Maintenance Recommendations – Near Term:

Due to severe rusting, CBBEL recommends that the pack rust on the underside of the structure be removed and the steel members be blast cleaned and painted. After the underside of the bridge is cleaned, CBBEL can determine if any structural steel repairs will be required. At a minimum, the floor beams, stringers and diagonal bracing will need to be painted.

Sections of the pan showed significant pack rust. Once the pan is cleaned, repair options can be evaluated. These options may entail placing steel plates on the bridge over the deteriorated sections of the pan. Ultimately, removal and replacement of the metal pan maybe necessary.

Concrete repairs should also be performed on the abutments. This work entails shallow saw-cutting around the areas to be repaired, removal of the deteriorated concrete with a light weight chipping hammer, cleaning the existing reinforcement and placing new concrete.

If desired, CBBEL can secure proposals to complete these repairs and submit them to the Village for review.

After the maintenance items are complete, CBBEL recommends that the Village inspect the bridge at 3-month intervals and the paint should be touched up as needed.

Maintenance Recommendations – Long Term:

Performing the above maintenance items will extend the service life of the bridge; however, the Village should start planning for long-term options for the replacement of the bridge or bridge superstructure. Given that the bridge is the only point of access for the residents north of the bridge, options that are considered should strive to minimize the duration of construction.

CBBEL believes that the substructure of the bridge will have a significantly longer service life than the superstructure and can be salvaged. One potential superstructure replacement option is to replace the truss superstructure in kind. A concrete deck should be considered instead of an HMA surface. While the concrete will take several days to cure, it will minimize the amount of water that seeps through to the metal pan below.

Another potential option is to replace the superstructure with prestressed precast concrete deck beams. The deck beams come in widths of 3ft or 4ft and are placed directly next to one another. The gaps between adjacent beams are filled with grout and the beams are transversely tied together. The beams would then be topped with the final riding surface. If HMA is utilized, a waterproofing membrane would be placed directly on the beams before the HMA surface is placed. If concrete is utilized, it would be approximately 5" thick, reinforced and would be placed directly on the beams. Concrete wearing surfaces generally perform better than HMA surfaces on these types of structures. An IDOT Type SM railing would be attached to the sides of the bridge.

If desired, CBBEL can investigate these options further and provide the Village with a technical memorandum summarizing the long-term options. The memo would include exhibits and estimated construction durations and costs.

Additional Recommendations:

As stated above, the bridge is 35'-10" long. The FHWA requires all bridges supporting a public roadway with an opening greater than 20' be inspected in accordance with the requirements of the National Bridge Inspection Standards (NBIS). NBIS outlines policies that IDOT and local agencies must follow. It is CBBEL's opinion that this bridge needs to be included in IDOT's inspection inventory. It is the responsibility of the bridge owner (the Village) to submit the NBIS inspection reports to IDOT. Typically, the municipality that owns the bridge contracts an IDOT certified Program Manager to coordinate and complete the inspection program requirements.

Once the near-term maintenance items are completed, CBBEL recommends that the Village request a structure number (7-digit number used to identify the bridge) from IDOT and then complete an initial inspection of the bridge to have the bridge entered into the inspection inventory.

As part of the initial inspection, the following paperwork must be submitted:

1. Routine Inspection Report (BBS-BIR)
2. Inventory Turnaround Report (S-105-I)
3. Inspector's Inventory Report (S-114)
4. Scour Critical Evaluation Report (BBS-SCE)
5. Bridge File Checklist (BBS-BFC)

Once the initial inspection is completed, the bridge is then inspected at an interval determined by IDOT Bureau of Bridges and Structures. This interval ranges from 12 to 48 months depending on the structure's condition and age. These routine inspections require that a Routine Inspection Report (BBS-BIR) form be submitted to IDOT. These reports are typically accompanied by a color photo log to document the bridge condition. In certain cases, IDOT requires special inspections at 3 to 12-month intervals for critical condition findings which include but are not limited to: steel section loss, structural cracking, exposed reinforcement, or advanced scour. Special inspections require a Special Inspection Report (BBS-SI) form and deficiency sketches. All inspections must be carried out by an IDOT certified Team Leader and overseen by an IDOT approved Program Manager designated by the bridge owner. Additional information on IDOT's Bridge Inspection Program can be found in IDOT's Structural Services Manual, Chapter 3 and Illinois Highway Information System Structural Information and Procedure Manual.

A successful bridge inspection program is essential to ensure public safety and extend the service life of the bridge. CBBEL has the capabilities to implement an inspection program for the Village if desired. As the IDOT approved Program Manager for 16 municipalities, CBBEL is responsible for managing the NBIS inspection programs for over 70 structures. CBBEL has also been contracted by IDOT and the Tollway for NBIS bridge inspection tasks. Our staff is highly qualified to perform this work, and our inspectors and program manager are certified by IDOT. Information on CBBEL's bridge inspection services are included in Appendix B. Please contact us if the Village would like CBBEL to submit a formal proposal for these services or for any additional information.

Summary:

As requested, CBBEL performed a cursory inspection of the Lane Court Bridge. Overall, the bridge is in fair condition but is in need of repairs at this time. The Village should also start planning and budgeting for long-term maintenance for the bridge. Finally, CBBEL recommends that the Village implement a bridge inspection program for the bridge. Please let us know if the Village would like CBBEL to assist with any of these matters.

Please contact us if you have any questions/comments regarding this memo.

Attachments:

- Appendix A – Photos
- Appendix B – Bridge Inspection Services Fact Sheet

Sincerely,



Majid Mobasseri, SE, PE
Head, Structural Engineering Department



Jeff Barnett, PE
Project Manager

APPENDIX A

PHOTOS



Roadway Looking South



Roadway Looking North



Looking East From Bridge



Looking West From Bridge



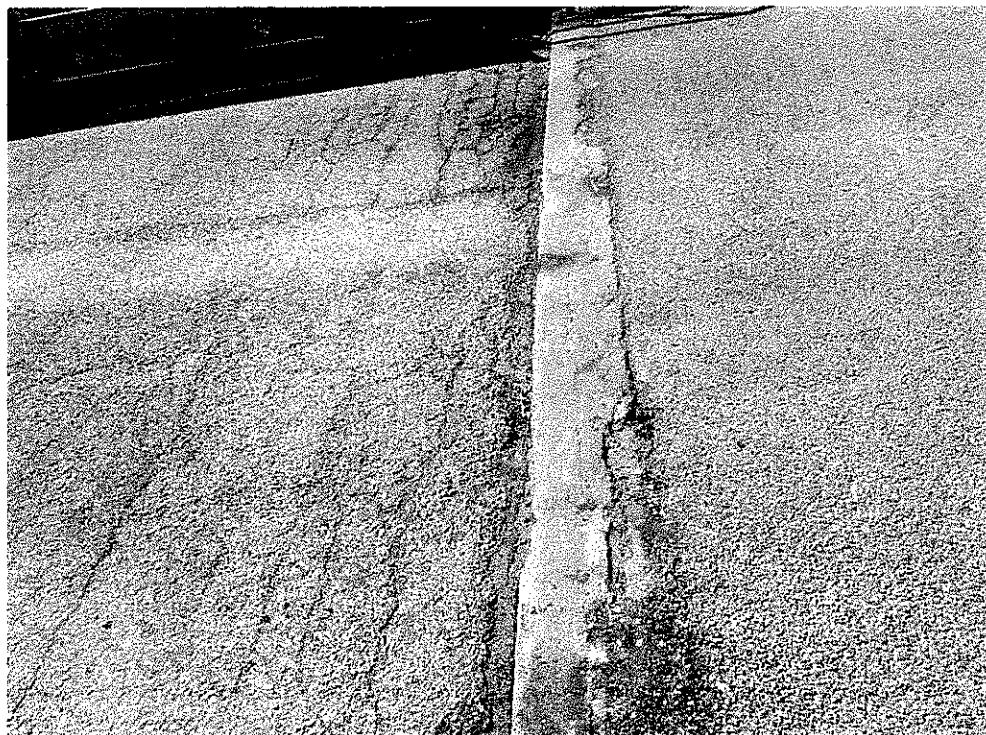
East Elevation of Bridge



West Elevation of Bridge



HMA Deck Condition – Cracking Noted Throughout



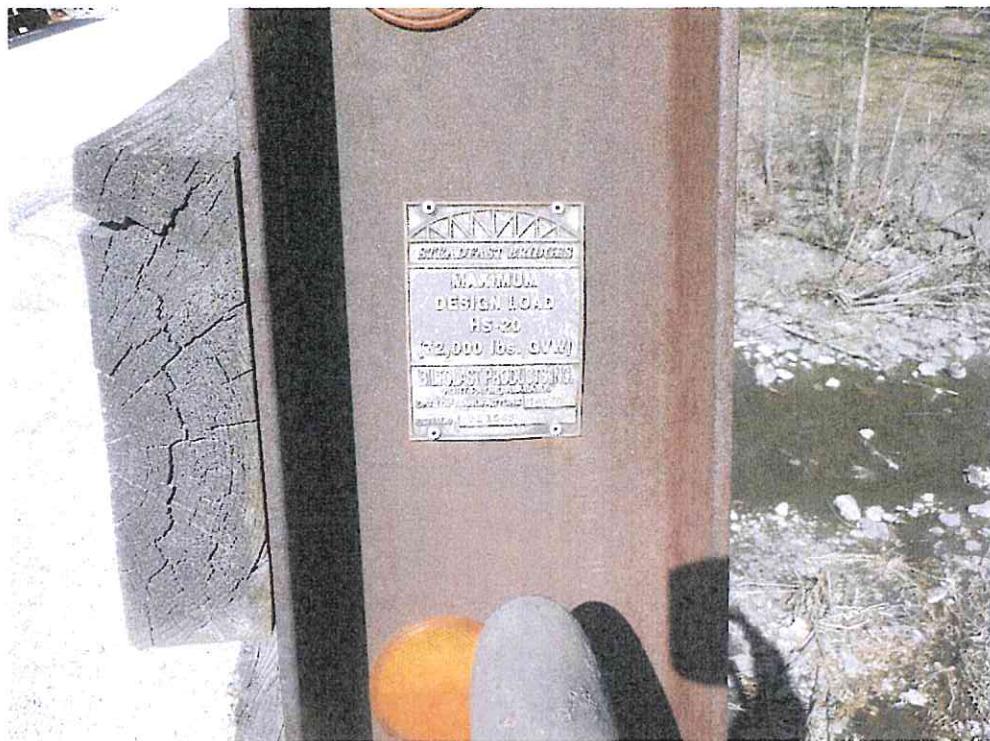
North End of Bridge – Backwall Cracking and Spalling – Joint Filled with HMA/Debris



South End of Bridge – Backwall Cracking and Spalling – Joint Filled with HMA/Debris



Typical Condition of Bridge Railing



Bridge Information Plate



Pack Rust on Underside of Truss Bottom Chord



Underside of Bridge – Pack Rust on Metal Pan, Floor Beams, Stringers and Diagonal Bracing



Underside of Bridge – Pack Rust on Floor Beam



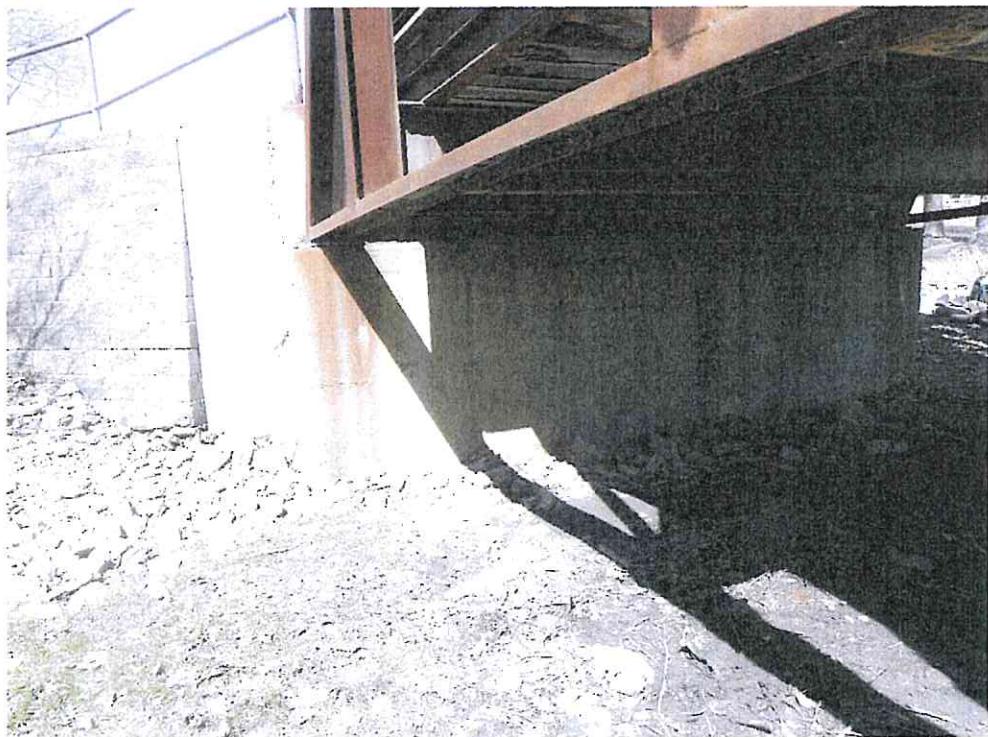
Underside of Bridge – Pack Rust on Metal Pan and Stringers



South Abutment



South Abutment – Delaminations and Spalling with Exposed Reinforcement



North Abutment



North Abutment – Delaminations Noted

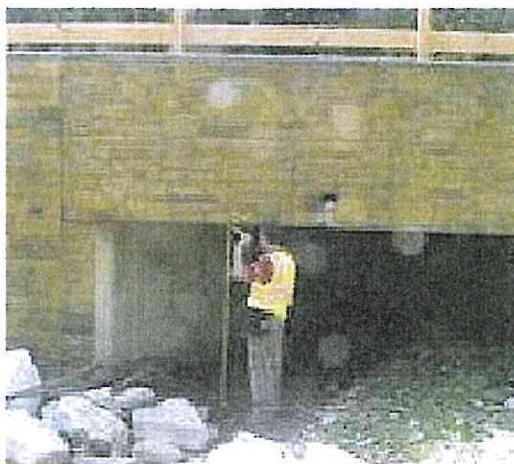


Typical Wingwall Condition



Railing – Post Corrosion

APPENDIX B
BRIDGE INSPECTION SERVICES FACT
SHEET



BRIDGE INSPECTIONS

PROJECT TYPE



Bridge Inspections

1992 - CURRENT

PROJECT TEAM

Majid Mobasser, PhD, PE, SE
Head, Structural Engineering
NBIS Program Manager & Team Leader
IDOT Inspector ID No. 00302
INDOT Team Leader

Jeffrey M. Barnett, PE
Project Manager
NBIS Team Leader
IDOT Inspector ID No. 00845

Christopher Faust, PE
Project Engineer
NBIS Team Leader
IDOT Inspector ID No. 00969

Daniel O'Connell
Bridge Inspector

CLIENT

IDOT/ISTHA
Multiple Counties/City of Chicago
Municipalities served as
Program Managers (# of Structures)
Algonquin - 4
Chicago Ridge - 1
Crest Hill - 4
Flossmoor - 1
Hanover Park - 3
Highland Park - 7
Huntley - 10
Leyden Township - 2
Northfield - 3
Northlake - 11
Oakbrook Terrace - 1
Rolling Meadows - 10
Rosemont - 3
Shorewood - 6
Westchester - 3
Willow Springs - 1

CBEL proudly serves as the bridge inspection program manager for 16 municipalities and is currently responsible for the inspection of over 70 structures. CBBEL's inspection inventory includes several single and multi-span bridges with various superstructure types including reinforced concrete deck slabs, reinforced concrete T-beams, steel beams/girders, prestressed precast concrete deck beams and I-beams, and timber glulam beams. CBBEL's inventory also includes several multi-cell reinforced concrete box culverts, CMP and RCP pipe culverts, and three-sided concrete and metal structures.

Inspections are performed in accordance with the National Bridge Inspection Standards (NBIS) and the IDOT Structure Information and Procedure Manual by FHWA trained staff members. As part of our inspections, CBBEL completes IDOT formwork and submits it to the local bridge office. In addition, we provide our clients with photo documentation from each inspection to illustrate the condition of the structure, and we provide a summary of all inspection findings including any maintenance recommendations. We help our clients determine when repairs should be made or when replacement should be considered. We always work with our clients to extend and maximize the service life of their structures, and we assist them with the preparation of construction documents when needed.

CBBEL HAS EXPERIENCE WITH PERFORMING SEVERAL DIFFERENT TYPES OF INSPECTIONS INCLUDING:

- NBIS
- Initial – Inventory and Appraisal
- Routine
- Damage
- Stream and Channel Surveys
- Scour Analysis and Hydraulic Studies
- Special feature
- Fracture critical
- Load Ratings
- Bridge Condition Reports
- Compliance with FHWA 23 Metrics

When more specialized inspection techniques are required, such as infrared thermography, ground penetrating radar or underwater inspection, CBBEL works closely with specialty firms to ensure that our client's needs are met.



MUNICIPAL SERVICES COMMITTEE MEETING

AGENDA ITEM SUMMARY SHEET

AGENDA ITEM DESCRIPTION

DISCUSSION – Sealcoating of Various Village Parking Facilities

COMMITTEE REVIEW

- Finance/Administration
- Municipal Services
- Public Safety

Meeting Date:

May 14, 2018

<input checked="" type="checkbox"/> Discussion Only	<input checked="" type="checkbox"/> Approval of Staff Recommendation (for consideration by Village Board at a later date)
<input type="checkbox"/> Seeking Feedback	<input type="checkbox"/> Approval of Staff Recommendation (for <u>immediate</u> consideration by Village Board)
<input type="checkbox"/> Regular Report	<input type="checkbox"/> Report/documents requested by Committee

BACKGROUND

As part of this season's general maintenance work, various Village owned asphalt parking facilities are in need of routine sealcoating and re-striping of pavement markings:

- Village Hall (835 Midway Drive) – west Lot
- Community Park (208 Midway Drive)
- Willow Pond Park (640 Plainfield Road) – old parking area only

Based on previous bid results, staff continues to receive the lowest proposals and quality work for this type of work, from Black Magic Sealcoating, Orland Park, IL. Therefore, we again requested a proposal from Black Magic.

REQUEST FOR FEEDBACK (if any)

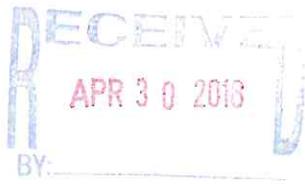
The proposal (copy attached) from Black Magic was received on April 30, 2018 and includes the following pricing:

- Village Hall - \$1,182.00
- Community Park - \$4,752.00
- Willow Pond Park - \$527.00

(Note: As you may have seen in the proposal, staff also requested a price to sealcoat the asphalt pavement on the Lane Court Bridge, which was offered at \$150. However, after further consideration it was determined that, logically, sealcoating work could not be performed on the bridge since the bridge cannot be closed while it cures.)

STAFF RECOMMENDATION

Given our past positive experience with Black Magic Sealcoating, staff recommends that the proposal be accepted to sealcoat and re-stipe the three (3) identified parking facilities.



BLACK MAGIC SEALCOATING

16441 S 88TH AVE

ORLAND PARK, IL 60462

815-469-4252

PROPOSAL# 5941

VILLAGE OF WILLOWBROOK

700 WILLOWBROOK CENTER PARKWAY

WILLOWBROOK, IL 60527

OVERVIEW

BLACK MAGIC SEALCOATING is pleased to submit this proposal for services to support you in achieving its goals for improving customer satisfaction. Thank you again for letting me bid the asphalt and site work on this project.. Hopefully we can work together on this project as well and future projects.

SCOPE OF WORK

SEALCOATING AND STRIPING 835 MIDWAY VILLAGE HALL

Power blow and sweep dirt and debris from parking lot

Seal coat 11,206 sq ft of parking lot spray application with brewer HD RTU sealer allow to dry before striping

Restripe 31 parking spaces in yellow paint

Restripe 2 handicap spaces

Restripe crosshatches

TOTAL DUE \$1182.00

SEALCOATING LANE CT VEHICAL BRIDGE

Power blow and sweep dirt and debris from parking lot

Seal coat 468 sq ft of parking lot spray application with brewer HD RTU sealer allow to dry before striping

TOTAL DUE \$150.00

SEALCOATING, CRACK SEALING AND STRIPING 208 MIDWAY COMMUNITY PARK

Power blow and sweep dirt and debris from parking lot

Seal coat 35,715 sq ft of parking lot spray application with brewer HD RTU sealer allow to dry before striping

Restripe 91 parking spaces in yellow paint

Restripe 4 handicap spaces

3000 LN FT Crack sealer

TOTAL DUE \$4752.00

SEALCOATING AND STRIPING 640 PLAINFIELD RD WILLOW POND

Power blow and sweep dirt and debris from parking lot

Seal coat 3220 sq ft of parking lot spray application with brewer HD RTU sealer allow to dry before striping

Restripe 5 parking spaces in yellow paint

210LN FT Crack sealer

TOTAL DUE \$527.00

PAYMENT DUE THE DAY JOB IS COMPLETE

There will be a 1 year warranty on work performed in normal seasonal and traffic conditions. Asphalt work is a very messy process we will clean the jobsite as best as we can when finished. Any traffic control needed will be provided. Extras or change orders will be discussed before doing any work and forms will need to be signed. Any payment that is late or not paid there will be a 2% interest charge on total amount due and all lawyer and court cost will be paid by customer. **Final payment will be due day job is completed.** All prices are good for 30 days. Seal coat new asphalt 60 days after installed. If contract is breached by customer listed above liquidated damages of 50% of contract price will be paid and all lawyer and court costs will be paid by customer listed above

X *Brian M. Kukuczka*

BLACK MAGIC

4-28-18

X

customer

MUNICIPAL SERVICES COMMITTEE MEETING

AGENDA ITEM SUMMARY SHEET

AGENDA ITEM DESCRIPTION

REPORT – Reformatted Willowbrook Comprehensive Plan / 1993

COMMITTEE REVIEW

- Finance/Administration
- Municipal Services
- Public Safety

Meeting Date:

May 14, 2018

<input checked="" type="checkbox"/> Discussion Only	<input type="checkbox"/> Approval of Staff Recommendation (for consideration by Village Board at a later date)
<input type="checkbox"/> Seeking Feedback	<input type="checkbox"/> Approval of Staff Recommendation (for <u>immediate</u> consideration by Village Board)
<input type="checkbox"/> Regular Report	<input type="checkbox"/> Report/documents requested by Committee

BACKGROUND

The FY 2017/18 Budget included \$7,500 in funding to reformat the Village's 1993 Amendment to the Comprehensive Plan. Although the content of the plan was not altered during the reformatting, the document itself was outdated and in need of updating. This work began in the fall of 2017 and was completed by WBK Associates.

REQUEST FOR FEEDBACK (if any)

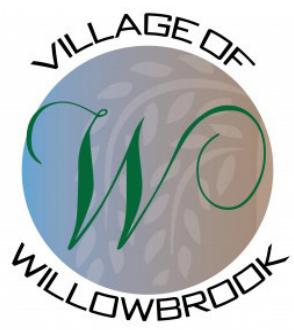
Attached, please find a FIRST DRAFT of the reformatted plan. Staff has begun reviewing the draft for typographical errors and formatting issues so that a corrected final copy can be sent for printing.

STAFF RECOMMENDATION

Once all review comments are received and revisions made, final copies will be made available both in print and electronically.

Willowbrook | Comprehensive Plan

Village of Willowbrook, Illinois



Originally Prepared by
Trkla, Pettigrew, Allen & Payne, Inc.
Metro Transportation, Inc.
October 25, 1993

Acknowledgements

Village Board

Gary Pretzer, President

Donald Conklin, Trustee

Donna Farina, Trustee

Walter Kurek, Trustee

Stephen Landsman, Trustee

Robert LaMontagne, Trustee

Ronald Seick, Trustee

Plan Commission

John Butler, Chairman

Thomas Casey

Susanne Hogan

Edward Hoffman

Edwin Ramey

James Kuderko

Kit Layland

Comprehensive Plan Steering Committee

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Special thanks is due to many other Village staff members, government institutions, other organizations, and interested citizens who spent time assisting with various facets of the project.

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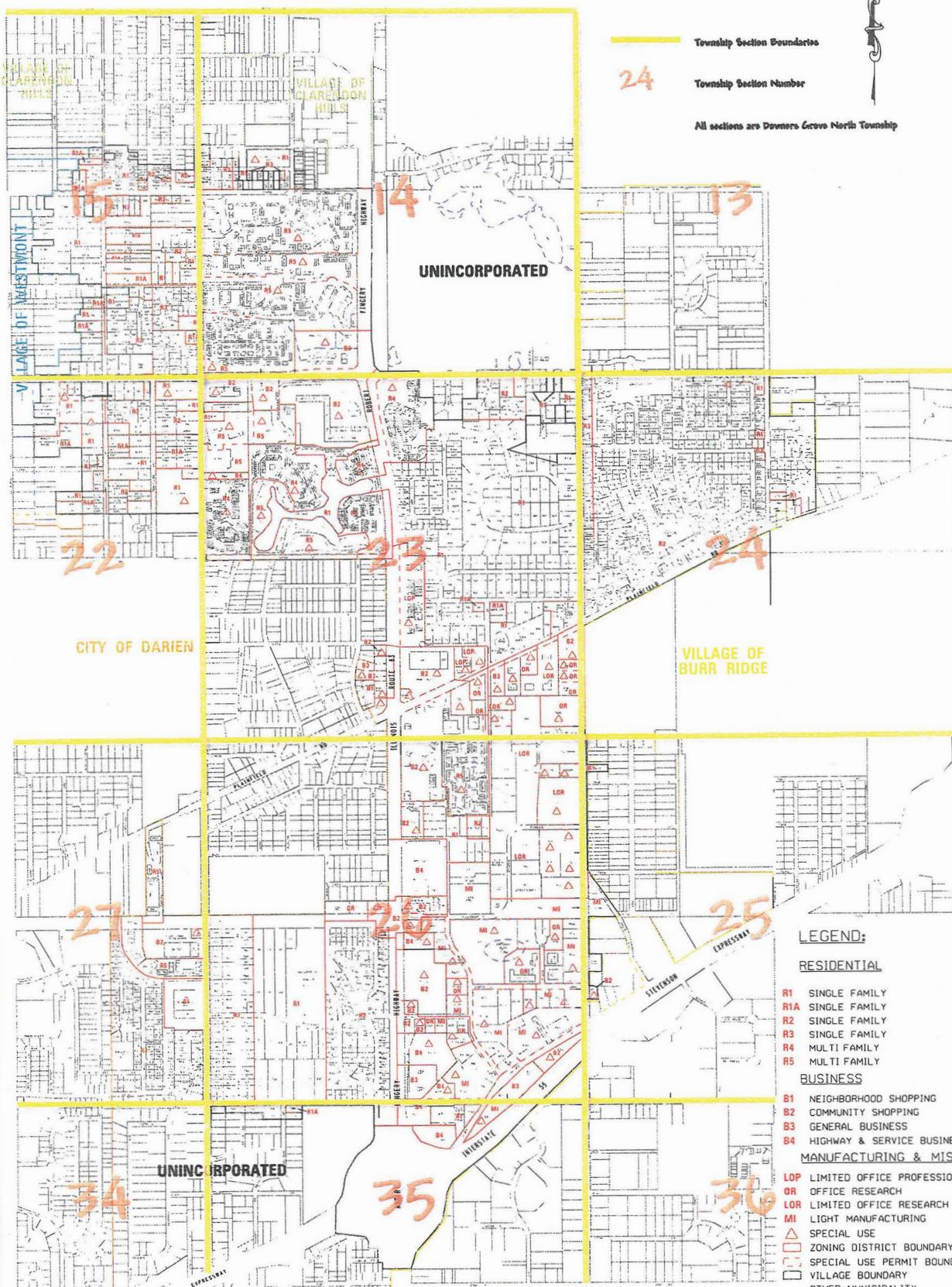
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VILLAGE OF WILLOWBROOK

DU PAGE COUNTY, ILLINOIS



ADOPTED AND APPROVED BY THE
VILLAGE OF WILLOWBROOK MARCH 24, 2008



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

Zoning Map with Downers Grove
North Township Boundaries

OWN.	DTM	PROJECT NO. 90-144PP
CHKD.	DLL	SHEET 1 OF 1
SCALE:	NTS	DRAWING NO.
DATE:	4/7/2008	1

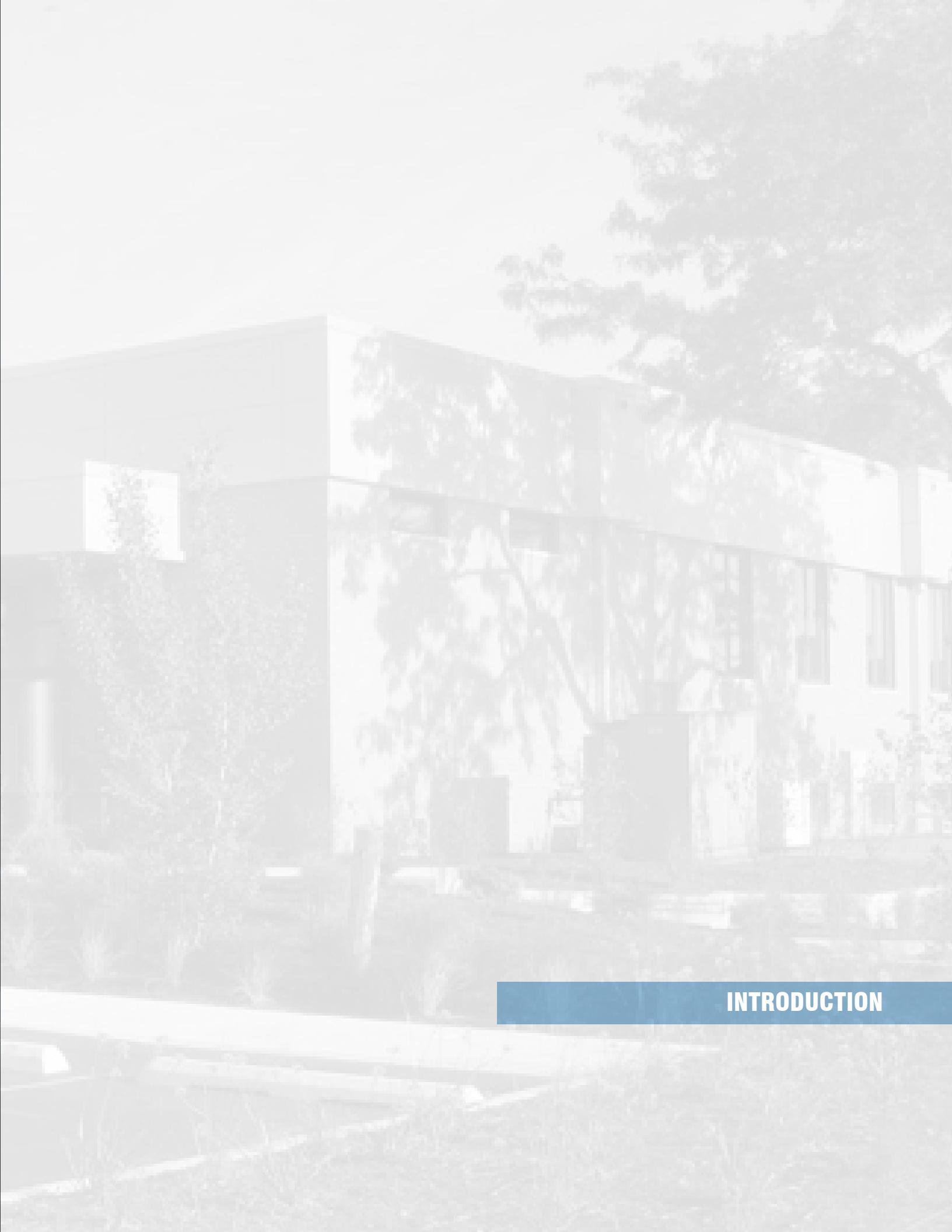
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WILLOWBROOK
VILLAGE HALL





INTRODUCTION

Introduction

This document presents the Comprehensive Plan for the Village of Willowbrook, Illinois. The Comprehensive Plan is the Village's official policy guide for future growth and development. It includes goals, objectives and policies for the future of the community, long-range recommendations for land-use, transportation and community facilities, and other plan and project components.

The benefit of the planning program extends to all Willowbrook residents. The Village has been actively engaged in Comprehensive Planning since 1966. The community has undertaken a wide variety of improvement projects as a direct result of its planning activities. These include, but are not limited to, municipal buildings and facilities, streets and highways, parks and recreation and other community facilities. The following are highlights of planning history within the Village of Willowbrook:

Because of the community's commitment to forward thinking and long-range planning, it is expected the recommendations contained in this plan will be actively pursued in the future.

The Comprehensive Planning program, which was initiated in January, 1992, has consisted of a three phase planning process focused on the identification of issues and concerns and the evaluation of alternative planning concepts; the preparation of goals and objectives; the refinement of plan recommendations and adoption by the Plan Commission and Village Board. It has included, and encouraged, active citizen input throughout the process.



- 1966 First Comprehensive Revision to the Plan --**
The first comprehensive revision to the Plan focused on the growth, development and expansion of the Village (Ord. No. 79-0-21, April 23, 1979).
- 1979 Second Comprehensive Revision to the Plan --** The revisions focused on regulating new development in a manner which more directly promoted Village objectives of stability, improved quality of life, and the low density residential character of the community (Ord. No. 85-0-6, February 11, 1985).
- 1985 Village's First Comprehensive Plan --**
Adopted in 1966, this plan focused on the physical growth and development of the community and attraction of new development (Ord. No. 66-0-10, March 28, 1966).
- 1990 Limited Comprehensive Plan Amendments --** Due to changing demographic and economic conditions within the community, the Village undertook special study of: 1) the Official Land-Use Map; 2) the Northwest Residential Area; and 3) ten other key parcels and sites. The study resulted in specific refinements to the 1985 Comprehensive Plan to clarify policy in each of the above stated areas (Ord. No. 90-0-26, July 9, 1990).
- 1993 Comprehensive Plan Amendment --** While guidance in physical development remained an important element of the new 1993 Comprehensive Plan its emphasis shifted to community maintenance and the continued provision of high quality municipal services and facilities (Ord. No. 93-0-17, October 25, 1993)

Background to the Planning Study

The Village of Willowbrook is a community of approximately 8,600 persons in DuPage County, Illinois. It is located at the intersection of Ill. Route 83 and the Stevenson Expressway (I-55). As a result of its proximity to these major routes, Willowbrook is strategically located with regard to opportunities for residential and employment growth.

Willowbrook has experienced tremendous growth over the last two decades. The community grew from a population of 1,170 in 1970 to 8,600 in 1990. In the period 1970 to 1980 the community grew 323% (to 3,780). However, the same rate of growth is not predicted for the community in the future. Willowbrook has little vacant land left to develop. Further, surrounding communities have generally agreed upon boundaries with the Village and therefore little room is left for the community to physically expand. Willowbrook's anticipated population in the year 2010 is 10,700 -- only a 24% growth rate over the next 20 years.

This reduced growth potential has significant implications. The emphasis of the planning program is not as strongly tied to managing physical growth and development as in past plans. Rather, it stresses managing community facilities and resources in a way that enhances and protects the Village's overall quality of life. Thus, the program places special emphasis on maintenance and improvement of existing developed areas as well as proper development of remaining vacant sites. A key element of the new plan is to harness capital improvement and project development potentials in a manner which will minimize the expenditure of local financial resources while encouraging proper development.

Therefore, in order to prepare for these future general trend shifts, the Village of Willowbrook, in January of 1992, initiated the update to the Comprehensive Plan. This Comprehensive Plan Report documents the outcome of the study and the future plan for the Village of Willowbrook.

The Comprehensive Planning Program

The program for preparing the new Willowbrook Comprehensive Plan entailed a three-phase process. The first phase consisted of analysing background information about the community's existing conditions. Workshops and interviews were part of this process. The second phase consisted of developing alternative concepts for future development and improvement, preparation of goals and objectives and selection of a preferred concept for future land-use. The third phase of the program involved preparation and refinement of the long-range plans for the Village.

Background Studies. A series of background studies were prepared by the consultant dealing with various aspects of the community, including land-use, development trends, demographic analyses, environmental features, transportation, community facilities, public utilities and relationship to County-wide planning activities. These were discussed in detail with the Comprehensive Plan Steering Committee and the public in general.

Community Forums and Workshops. A Community Forum was held on April 15, 1992, to seek input from the community about the needs and issues to be addressed in the upcoming study. As the planning program proceeded, the Comprehensive Plan Steering Committee also held workshops to discuss the results of each of the three phases.

Goals and Objectives. Based upon the conclusions of all previous work activity, Planning Goals and Objectives were developed dealing with various components of the community.

Concept Alternatives. Based on the conclusions reached in the background studies concerning overall issues and opportunities within the Village, the consulting team prepared alternative concepts for future community development, preservation and improvement. The concepts represented broad alternative approaches to land-use, community facilities and transportation and evaluated the implications of each alternative approach. Through discussion and comparison by the Comprehensive Plan Steering Committee, local officials, and the public, a preferred concept approach was selected which became the basis for preparation of the new plan.

Special Commercial Area Design Standards. Responding to specific needs for development and redevelopment policies for areas along the community's major corridors, a special exercise was undertaken to prepare explicit commercial design policies. These were reviewed by the Comprehensive Plan Steering Committee and the public, and then incorporated into the draft of the new Comprehensive Plan.

Plan and Program Preparation. Based on preliminary consensus reached on a preferred concept, a draft plan was prepared by the consulting team and reviewed by the Village. The plan includes recommendations for specific land-use areas within the Village as well as a more detailed study of key geographic areas.

Plan Refinement. Based on detailed review by the Comprehensive Plan Steering Committee, Plan Commission, local officials and the public in general, the plan was refined.

Final Plan Preparation. The plan was then prepared in final form consisting of this document.

Organization of the Report

The Comprehensive Plan report summarizes the results of the entire planning process, and presents recommendations for key aspects of the Willowbrook community. The report is divided into five parts:

Part I: Executive Summary identifies the Willowbrook planning area, presents key elements of the new Comprehensive Plan and an overview explanation of major policy thrusts of the new Plan.

Part II: Goals and Objectives presents the overall community needs and aspirations to be addressed under the Plan.

Part III: Long-Range Plan presents recommendations for future improvement, growth, development and preservation within the community. The Long-Range Plan has four sections: a) the Land-Use Plan; b) the Transportation Plan; c) the Community Facilities Plan; and d) Annexation and Intergovernmental Cooperation.

Part IV: Implementation sets forth specific actions required to implement the Plan, including follow-up studies and projects, development controls update, capital improvements program, and the review and amendment process.

Glossary includes the definitions of key terms and phrases used in the plan document.

The Appendix includes documentation of a number of components of the planning program. This information has been provided under a separate cover to reduce the overall length of the planning document. It includes various materials used in the Phase I Background Studies, as well as the Phase II Alternative Concepts report developed during the planning program.



WILLOWBROOK
VILLAGE
HALL







PART I Executive Summary



Executive Summary

The Village of Willowbrook has been actively involved in Comprehensive Planning since 1966. The community has actively pursued recommendations of the planning program, and the results are evident in the community from an overall physical standpoint. The 1966, 1979 and 1985 Plans for the Village have placed strong emphasis on physical development and redevelopment of the community. The approach was appropriate because the community experienced extensive growth from 1970 to 1990. While guidance in physical development remains an important element of the new 1993 Comprehensive Plan and plan update, and is an important element of this Comprehensive Plan Update, its emphasis has shifted to community maintenance and the continued provision of high quality municipal services and facilities. Only 6.7% of the entire planning area remains in vacant land (1991). Willowbrook's population, like that of many communities, will continue to grow older. The implications of this shift are important in considering the types and locations of community facilities to be provided in the future.

It also suggests Willowbrook should undertake a proactive role in the provision of senior housing in the future. The Comprehensive Plan will provide direction and guidance for community improvement over the next 10 to 15 years. There are a number of key elements which frame the development and recommendations of the new Comprehensive Plan. There are a number of key elements which frame the development and recommendations of the new Comprehensive Plan.

These include:

The Land-Use Plan builds upon the existing pattern of development and strives to protect and reinforce the residential character of Willowbrook. The Land-Use Plan encourages compatible new development and redevelopment in selected locations and emphasizes the use of the planned development technique.

The Transportation Plan emphasizes maintaining the character of local streets and minimizing nonresidential traffic in neighborhoods. Special emphasis is placed upon proper design and improvement to Route 83, which is anticipated to be widened in the near future. The Plan also has a strong emphasis on pedestrian and bicycle access throughout the community.

The Community Facilities Plan emphasizes "quality of life" improvements. While some facilities are essential for day-to-day living (such as water and sewer services), other facilities add to the overall comfort and well-being of community residents. The Comprehensive Plan places particular emphasis on parks and recreation facilities, and expanded community services for both senior citizens and youth.

The Plan recognizes the historically significant role of ***intergovernmental cooperation*** with other agencies and organizations affected by the new Comprehensive Plan. It recognizes Willowbrook's broader regional role in planning activities as well as the need for assistance and cooperation from other local and state organizations in the implementation of the new Plan.

Finally, the new Comprehensive Plan contains a strong emphasis on ***implementation*** and contains detailed recommendations to achieving major aspects of the new Plan.





PART II Goals & Objectives



Tony & Florence Borse Memorial Community Park

PARK CLOSES AT DUSK
www.willowbrookil.org

Community Planning Goals & Objectives

Before preparation of any plans and proposals for community change and improvement can be meaningfully considered, it is important to first identify the Village's long-range aspirations and desires. This requires the development of a policy statement which specifically sets forth the community's priorities and intentions. Goals and Objectives provide this specialized guidance. In essence, these transform the collective community values into operational statements, which can serve as guidelines for the planning program.

Goals and objectives each have a distinct and different purpose within the planning process:

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives describe more specific purposes which should be sought in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning actions.

The individual sections of the Long-Range Plan provide more specific policies which further support the Goals and Objectives stated here.

List of Goals and Objectives

Goals and Objectives have been prepared for the following key community elements:

1. Village Identity
2. Housing and Residential Areas
3. Commercial Development and Design
4. Industrial and Office Research Development
5. Parks and Recreation
6. Transportation
7. Community Facilities and Services
8. Natural Environment
9. Intergovernmental Cooperation

Village Identity

Goal: A strong and positive Village image and identity through distinct Village features and programs.

Objectives:

1. Extend Village boundaries on a selective basis in order to establish clearly defined limits for the community.
2. Maintain the attractive appearance of existing residential development.
3. Maintain and improve the character and appearance of the commercial environment.
4. Establish and reinforce a “town center” environment within the heart of the community.
5. Enforce design and development standards to ensure that new development complements the overall character of the Village.
6. Promote new community-wide beautification improvements within public rights-of-way and Village entrances. Encourage the use of a symbol that can act as a signature feature for the Village at the various entrances to the Village and other key locations.
7. Expand programs of cultural and community events which respond to local interests and aspirations.
8. Maintain the suburban quality of Willowbrook along the community’s major street corridors.
9. Consider the establishment of a formal economic development program designed to encourage the development of vacant and underutilized properties and the redevelopment of existing built-up areas in such a manner so as to promote the overall image, identity and financial stability of the Village.
10. Promote the retention and preservation of historically significant or landmark structures, including homes, commercial buildings and governmental buildings and encourage the collection and retention of other items or information which have historical significance.

Housing and Residential Areas

Goal: A housing inventory and living environment which supports a balanced population and maintains the overall quality and character of the Village.

Objectives:

1. Maintain and reinforce the single-family image and character of the Village.

2. Protect residential areas from encroachment by land uses which are incompatible or which may create adverse impacts.

3. Promote the improvement and rehabilitation of deteriorating residential properties.

4. Promote a balanced mix of available housing within the Village.

5. Discourage additional high density multiple family housing.

6. Maintain public services necessary to ensure long-term stability of all neighborhoods within the community.

7. Make affordable housing opportunities available for all individuals desiring to live in the Village, including senior citizens, single parents, and moderate income families through various combinations of financial resources and programs.

8. Maintain property maintenance code enforcement programs in residential areas.

Commercial Development and Design

Goal: A system of commercial development which provides local residents with needed goods and services, attracts shoppers from nearby communities, and enhances the Village tax base.

Objectives:

1. Maintain and expand the variety of retail and commercial services offered within the Village.
2. Ensure that all retail, office and commercial activities are concentrated within or near areas of similar or compatible uses.
3. Encourage coordinated and consolidated development of additional commercial facilities.
4. Promote new regional-oriented commercial development in selected areas.
5. Provide for convenient access to and adequate parking within all shopping areas.
6. Reinforce and improve aesthetic and operational conditions in existing commercial areas.
7. Discourage strip commercial development within the Village and encourage clusters or areas for commercial uses around key major street intersections.
8. Encourage the design of new commercial development to facilitate a system of pedestrian access.
9. Encourage coordinated and shared access wherever possible.
10. Utilize fiscal impact analysis for new major commercial developments to ensure existing community services and facilities will not be negatively impacted by the manner in which the new development is to be undertaken.
11. Maintain a program that strictly and uniformly regulates signage while providing for the identification and operation of Village businesses.

Industrial and Office-Research Development

Goal: *A system of industrial and office-research development which maintains a diversified economic base and complements other types of local development.*

Objectives:

1. Maximize the development potentials from available undeveloped and underutilized land and from accessibility to major transportation facilities.
2. Designate and provide for the orderly expansion of existing industrial and office-research areas and activities.
3. Promote the orderly development of additional industrial and office-research areas and facilities.
4. Maintain and enhance local efforts for business and industrial retention and facilitate the expansion and development plans of local industrialists.
5. Permit the development and expansion of new business and industrial land-uses only when adequate municipal services and facilities are present to serve new development.
6. Ensure that all new industrial and office-research development is concentrated in areas of similar or compatible uses.
7. Minimize the negative impact of industrial and office-research uses on neighboring land-uses.
8. Require all industrial development to meet performance standards for noise, air, odor and other forms of environmental pollution.
9. Minimize the negative impact of increased traffic on the existing circulation system of the Village.
10. Utilize fiscal impact analysis on new major developments to ensure the public's interest in maintaining community services and financial resources.
11. Encourage new development to correct platting, access and other deficiencies in order to provide for contemporary development parcels in previously platted areas or sites of existing underutilized parcels.

Parks and Recreation

Goal: A system of open space and park facilities which satisfies the recreational and leisure-time needs of Village residents.

Objectives:

1. Maintain and expand the local park system to adequately serve all sections of the Village.
2. Promote the development of additional park sites in residential areas with current park deficiencies.
3. Monitor local community desires, needs and perceptions and develop new recreational facilities and services which respond to specific desires of Village residents.
4. Consider development of a new community recreation center within Community Park or some other centrally located site.
5. Utilize existing park and recreational facilities to the maximum.
6. Ensure that adequate park and recreational facilities are provided in conjunction with new residential development, or as part of future residential annexations.
7. Promote continued cooperation between the Park Department and local school districts in the provision of recreational facilities and services.
8. Promote the continued utilization of Ruth Lake Country Club and the Waterfall Glen Forest Preserve as regional open spaces. Should Ruth Lake Country Club be subject to redevelopment and development proposals in the future, the Village of Willowbrook should assess its options to acquire or facilitate the acquisition by another agency or entity of portions or all of the site for open space or other recreational uses.

Transportation

Goal: A balanced transportation system which provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding land development and enhances regional transportation facilities.

Objectives:

1. Minimize congestion on all Village streets.
2. Ameliorate localized traffic operational problems.
3. Minimize non-local traffic within residential neighborhoods.
4. Provide for safe bicycle and pedestrian circulation throughout the Village.
5. Ensure coordinated traffic circulation within proposed development areas.
6. Continue to work with DuPage County and the Illinois Department of Transportation in development of plans to widen Route 83 to ensure outcomes consistent with policies contained within this plan.
7. Provide for limited and consolidated vehicular access points along Route 83, Plainfield Road, 75th Street, and 63rd Street.
8. Ensure adequate road surface conditions to accommodate required traffic volumes.
9. Work with the adjoining communities of Westmont, Clarendon Hills, and Hinsdale to provide greater access to passenger commuter parking for Willowbrook residents at Metra-Burlington Northern commuter passenger stations.
10. Continue to cooperate with the communities of Darien, Burr Ridge, and Woodridge in the development of a new Metra commuter passenger station and related uses along the Heritage service corridor.
11. Identify potential Park and Ride sites or satellite parking lots within the Village which can connect Pace bus service and commuter-rail passenger stations.
12. Improve the overall appearance of the community's arterial streets through landscaping and other aesthetic improvements.
13. Ensure that streets carry the volumes of traffic for which they are designed through effective traffic and access controls.
14. Designate growth areas where existing transportation facilities are of sufficient capacity to support new development, or where provision can be made for necessary facilities.
15. Ensure development of the collector and arterial street system through the acquisition or dedication of sufficient right-of-way within large scale development areas.
16. Continue to maintain and improve streets, curbs, gutters, and sidewalks as part of the Village's capital improvements program.

Community Facilities and Services

Goal: A system of community facilities which provides for efficient and effective delivery of public services required by Village residents.

Objectives:

1. Continue to work with the DuPage Water Commission to ensure an adequate water supply for the Village for the future.
2. Complete the Village-wide water "grid" distribution system.
3. Ensure an adequate level of police protection throughout the Village.
4. Continue to support Police Department efforts in the abatement of drug and gang activity.
5. Monitor the facilities and services of the fire protection districts serving the Village and work with the districts to maintain high levels of service.
6. Require the provision of sanitary sewer service to all existing development areas as well as new development areas of the Village.
7. Provide for efficient and effective transition for existing properties on private septic systems to convert to public sanitary sewer service.
8. Maintain adequate public water supply, sanitary sewer and storm water systems.
9. Maintain adequate sites for Village facilities.
10. Provide adequate street lighting in order to minimize potential traffic conflicts.
11. Ensure the availability of high-quality public elementary educational services.
12. Ensure adequate maintenance of public rights-of-way within the Village.
13. Continue overall administration and enforcement of local codes and ordinances, particularly the property maintenance code.
14. Ensure that adequate municipal services and facilities can be provided to new development areas already within the community as well as for new lands annexed to the community.
15. Ensure that new public sites and buildings are designed as landmark structures that will enhance the appearance and quality of the Village.
16. Encourage the joint development of a combined governmental facility on the Village water tower site for the Willowbrook Public Works Department, the Tri-State Fire Protection District and the Downers Grove Township Offices.
17. Encourage the development of a permanent library facility which is centrally located and conveniently accessible to all Village of Willowbrook residents.

Natural Environment

Goal: A balance between the natural and human-made features of the community which preserves and protects key natural features and systems while promoting quality growth and development.

Objectives:

1. Protect important hydrologic features such as streams, ponds, flood plains, wetlands and drainageways.
2. Enhance and preserve the functional and aesthetic qualities of drainage courses and waterways in a manner compatible with an essentially non-structural approach to flood control.
3. Integrate nature reserve areas as part of the urban open space, park and recreational system.
4. Manage growth and development in a manner which minimizes the threat of natural hazard to life and property.
5. Complete a Village-wide storm water management study and determine public actions, regulatory requirements and storm water system improvements required to carry out the plan.
6. Acquire control either through ownership or easement rights of the key drainageways within the Village. Encourage the coordination of park land acquisition and open space preservation efforts with the concept of protecting important drainageways and critical wetland areas.

Intergovernmental Cooperation

Goal: A mutually supporting role among various governmental agencies in the efficient delivery of community services and programs.

Objectives:

1. Work with DuPage County in the Village's overall planning program to coordinate and mutually support planning and development efforts as much as possible.
2. Maintain strong relationships with the local fire protection districts, school districts, and the library district to maximize efficiency while minimizing duplication of services to Willowbrook residents.
3. Seek formal planning area boundary agreements with the communities of Westmont, Hinsdale, Burr Ridge and Darien (for area south of 79th Street).
4. Culminate efforts for combined services with adjoining communities such as the relationship between Willowbrook and the City of Darien in the provision of library services.
5. Ensure coordination between the Village of Willowbrook, DuPage County and the Hinsdale Sanitary District to provide an early warning system regarding potential restrictive permit status precluding any local sanitary sewer extensions or service connections.

W





PART III Long Range Plan

Land Use Plan

The Village of Willowbrook is a community of approximately 8,600 persons, in DuPage County, Illinois. It is located at the intersection of Ill. Route 83 and the Stevenson Expressway (I-55). As a result of its proximity to these major routes, Willowbrook is strategically located with regard to opportunities for residential and employment growth.

Willowbrook has experienced tremendous growth over the last two decades. The community grew from a population of 1,170 in 1970 to 8,600 in 1990. In the period 1970 to 1980 the community grew 323% (to 3,780). However, the same rate of growth is not predicted for the community in the future. Willowbrook has little vacant land left to develop. Further, surrounding communities have generally agreed upon boundaries with the Village and therefore little room is left for the community to physically expand. Willowbrook's anticipated population in the year 2010 is 10,700 -- only a 24% growth rate over the next 20 years.

This reduced growth potential has significant implications. The emphasis of the planning program is not as strongly tied to managing physical growth and development as in past plans. Rather, it stresses managing community facilities and resources in a way that enhances and protects the Village's overall quality of life. Thus, the program places special emphasis on maintenance and improvement of existing developed areas as well as proper development of remaining vacant sites. A key element of the new plan is to harness capital improvement and project development potentials in a manner which will minimize the expenditure of local financial resources while encouraging proper development. Therefore, in order to prepare for these future general trend shifts, the Village of Willowbrook, in January of 1992, initiated the update to the Comprehensive Plan. This Comprehensive Plan Report documents the outcome of the study and the future plan for the Village of Willowbrook.

Table 1: Existing Land Use, Village of Willowbrook

Land Use Classification	Within Village		Unincorporated Planning Area		Total	
	Acres	%				
Single Family Residential	610	45.7	560	67.2	1170	54.0
Multiple Family Residential	199	14.9	51	6.2	250	11.5
Commercial	113	8.4	22	2.6	135	6.3
Retail	73	5.5	-	-	73	3.4
Industrial & Office Research	132	10.9	-	-	132	6.0
Office	13	1.1	-	-	16	0.7
Vacant	103	7.7	41	4.9	144	6.7
Parks & Recreation	61	4.0	149	17.9	210	9.7
Community Facilities	25	1.8	10	1.2	35	1.6
Total	1,332	100.0	833	100.0	2,165	100.0

*Note: May not total 100 due to rounding Source: TPAP, August 1991

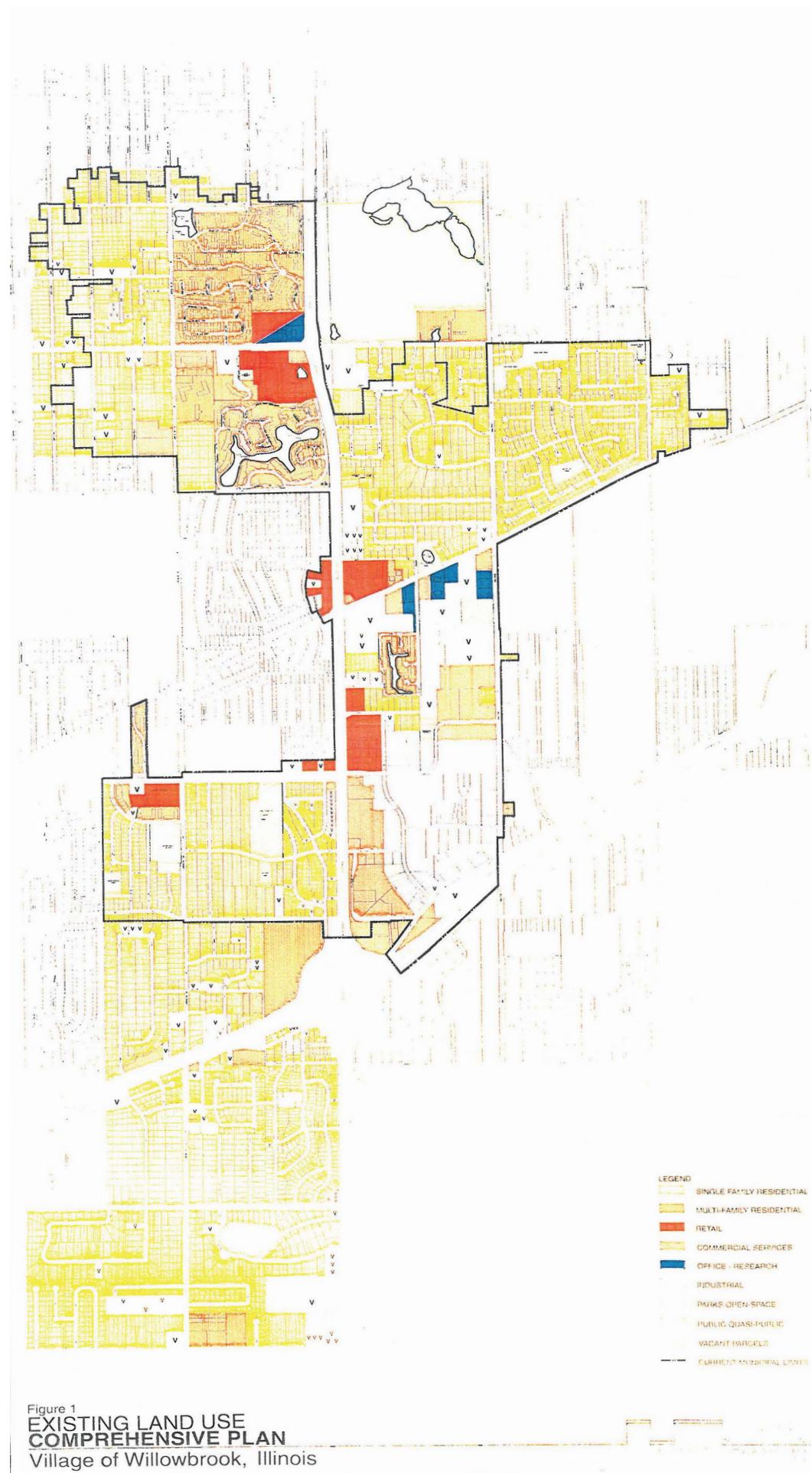


Figure 1
**EXISTING LAND USE
 COMPREHENSIVE PLAN**
 Village of Willowbrook, Illinois

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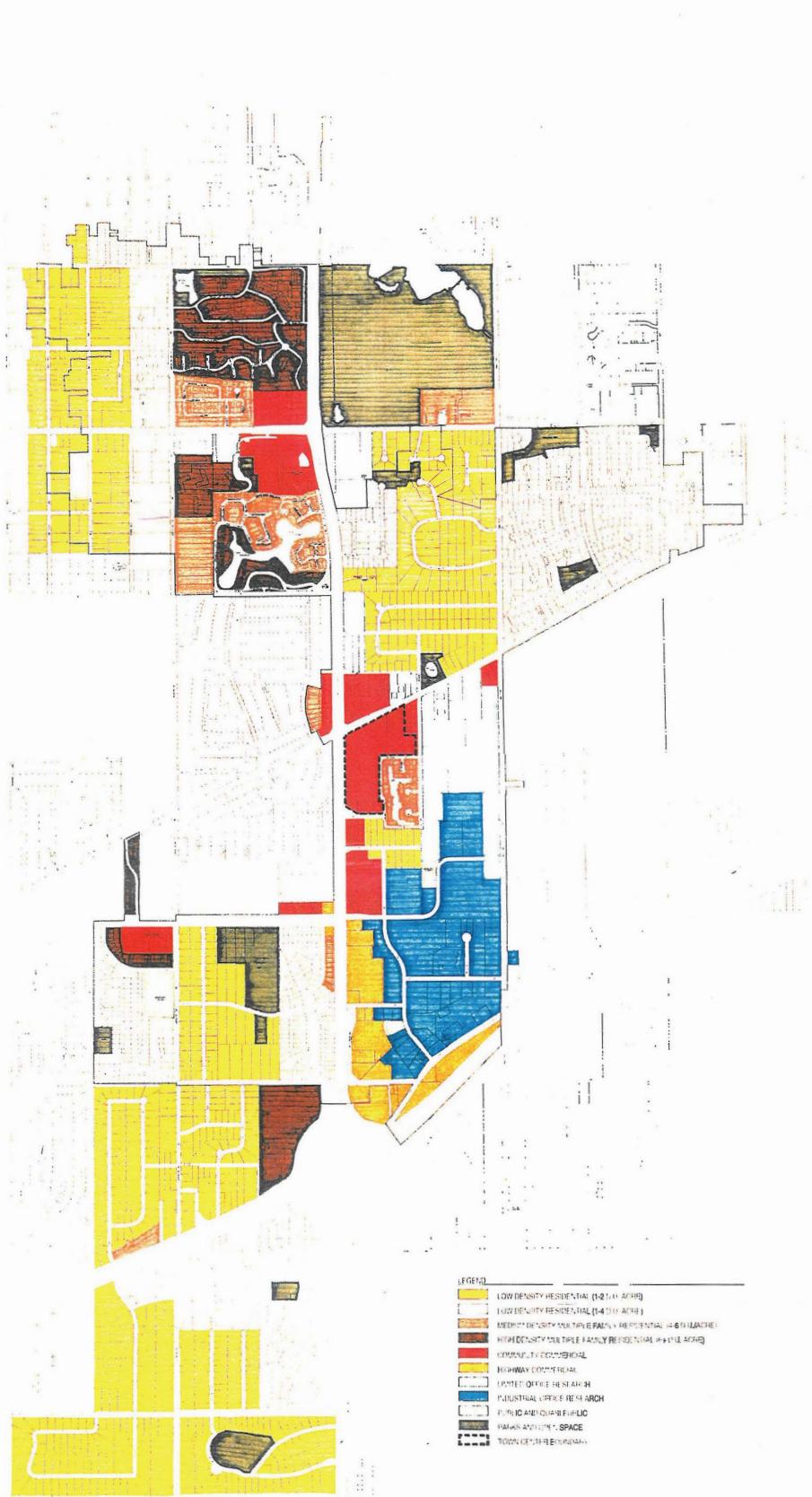


Figure 2
LAND USE PLAN
COMPREHENSIVE PLAN
Village of Willowbrook, Illinois

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Residential Land-Use

Willowbrook will continue to be primarily a residential community. The Land-Use Plan strives to reinforce existing residential areas and promote new high quality residential development. The Plan includes general development policies for guiding improvement and development within these areas and specific recommendations for the type and location of new development.

Residential Development Policies

The following general policies should be used to guide improvement and development within residential areas:

1. The existing visual and environmental character of Willowbrook's various residential neighborhoods should be preserved and enhanced. The Village is made up of several distinct neighborhood areas, each with somewhat different physical characteristics, such as street configuration, topography, natural vegetation, landscaping, and lot sizes. Much of the Village's overall image and identity is due to the unique character of its neighborhoods, and these distinguishing features should be enhanced in the future.
2. Overall environmental and public service improvements should be undertaken where necessary. The negative impact of traffic should be minimized. The negative impact of nonresidential uses on neighborhoods should be minimized. The Village should continue to provide the highest affordable level of municipal services to all residential areas.
3. Because of the community's aging population, the Village should take a proactive role in the provision of senior citizen housing and affordable housing in general. Alternative means of financing such projects could include public/private partnerships, non-for-profit housing corporations, land write downs, grants-in-aid, low interest loans and similar approaches. Ideally, potential multiple family sites should be considered for such projects due to potential economies of scale.
4. Small-scale "infill" residential development within or near existing neighborhood areas should be compatible and in character with surrounding existing residential development. Infill development includes new development of vacant land and redevelopment of existing developed parcels. Compatibility exists when new development or redevelopment is comparable to surrounding development in terms of lot area and width and intensity of use.
5. In general, through-traffic should be routed around the neighborhood, with a limited number of collector streets penetrating it. Neighborhoods should have access to a small convenience shopping area, accessible by foot or bicycle. Safe pedestrian walkway systems should connect homes with schools, parks and other neighborhood facilities.
6. Housing areas should be served by a safe and convenient circulation system with streets and roadways relating to and connecting with existing streets in adjacent areas. Housing areas should be separated from non-residential traffic wherever possible. Access to residential properties should be limited to local streets wherever possible.
7. Wherever possible, the overall intent of the Land-Use Plan to reinforce the single family character of the Village should be a priority policy in new development and redevelopment.
8. Where possible, medium-density residential development should be promoted in locations between office/commercial areas and single-family neighborhoods, as a transitional use between land-use areas. Abrupt changes in density should be avoided.

9. Major new residential developments should be developed as "planned unit developments." The PUD technique gives the Village maximum control over residential area design and development, and also gives the potential developer flexibility and incentives for creative and high-quality development.
10. New medium and high-density housing should be located in selected areas along major streets, adjacent to major activity areas such as commercial/office areas and large institutions, or adjoining similar existing multi-family development.
11. New medium and high-density areas should be developed as overall, planned residential environments. Within larger development areas, a range of housing types should be encouraged, with each area sharing a common character and unified environment.
12. New higher-density residential development should include a distinctive landscaping and open space system as an integral part of the overall site design.
13. Landscaping, berthing, walls and other buffering techniques should be used to screen residential areas from adjacent non-residential uses.
14. Innovative planning and design techniques in both housing construction and land development should be actively encouraged as a means of conserving land and energy, improving the pattern and quality of residential environments, and reducing development and public service costs.
15. No new residential development should be permitted until adequate water and sanitary sewer service is provided. Every effort should be made to discourage growth in locations where provision of these services is not available.
16. Natural environmental features within residential areas should be preserved and protected. Natural vegetation, developed wooded areas, and large mature trees in residential areas add greatly to the ambiance of the Village as a whole and should be maintained. Changes to the natural topography should be minimal.
17. The Village Zoning Ordinance should be modified to reflect the policies and objectives of the new Land-Use Plan. In particular, zoning provisions related to densities, lot sizes, and zoning district classifications should be reassessed. Rezoning may be desirable in certain parts of the Village.
18. The Village property maintenance code should continue to apply to residential areas to maintain a quality housing stock and protect neighborhoods from decay.

Residential Land-Use Areas

The Land-Use Plan promotes a balanced mix of housing and allows for a wide range of housing types and residential densities. The Plan includes four residential classifications. Each is briefly described below.

Low Density Residential (1-2 D.U.'s per Acre)

This classification reflects existing low density areas of the community which are comprised of roughly 1/2 acre lots or larger. The classification is designed to protect existing developed areas of the community from incompatible residential and nonresidential development. The classification also recognizes the Village's preference for rural street cross-sections, which have a traffic volume capacity limitation as compared to urban street design standards. {This is described in greater detail in the Transportation Plan}.

Low Density Residential (1-4 D.U.'s per Acre)

This low density classification will continue to be one of the most predominant land-uses in the community. Virtually all existing areas designated in this class are developed. However, redevelopment opportunities still exist for areas along the western side of Clarendon Hills Road north of 67th Street and for underutilized properties along 91st Street in the southern portions of the Planning Area. For the areas along the west side of Clarendon Hills Road north of 67th Street, the Village should ensure that redevelopment occurs with comparable lot sizes and widths to surrounding properties and that street patterns are designed in a manner which facilitate limited access directly to Clarendon Hills Road.

Where possible, new large scale development should occur as a planned development and consider the integration of community facilities, including parks and pedestrian improvements, described in further detail in the Community Facilities Plan.

Medium Density Multiple Family Residential (4-6 D.U.'s per Acre)

Multiple family development comprises a significant portion of Willowbrook's residential areas. New medium density multiple family development is recommended in only three new areas.

The first location is *the northeast corner of 67th Street and Clarendon Hills Road*. This 19-acre site is currently occupied by eight single family homes. The Comprehensive Plan requires the site be developed as a single planned development as a prerequisite to land-use changes for the area. Because the site adjoins a minor arterial street and a collector street, coordinated access and site improvements are essential to a properly designed development.

Additionally, because Clarendon Hills Road is a minor arterial and 67th Street is a collector street, the Village will seek a 40-foot right-of-way dedication on 67th Street and a 17-foot right-of-way dedication on Clarendon Hills Road in order to meet roadway design criteria. Further, to meet the Village's objectives in completing a water main loop, a 12" water main improvement is required along the frontages of both 67th Street and Clarendon Hills Road.

The second medium density residential site is located on *the east side of Crest Road between Plainfield Road and 69th Street*. The Plan encourages this site to be developed as a planned development as well, although it is not a pre-requisite to development. Development of the site should minimize the number of access points on Crest Road and provide a sufficient land-use screen adjoining the commercial area to the east.

The third proposed medium density residential site is *bounded by Route 83 on the east, Midway Drive on the south, Eleanor Place and Arlene Avenue on the west and the Unocal Station on the north*. This site should be developed as a single planned unit development with access restricted to Arlene Avenue. The redevelopment of this site will necessitate roadway improvements to Arlene Avenue and Eleanor Place. In addition, significant screening will be necessary along Route 83.

High Density Multiple Family Residential (6+ D.U.'s per Acre)

This classification includes only existing developed high density multiple family residential areas in the community today. The Plan encourages the continued maintenance and improvement of these areas. However, the Plan does not recommend new high density multiple family residential development for any locations within the Planning Area.

Commercial Land-Use

The Land-Use Plan strives to strengthen and reinforce the role of commercial areas in the community. Further, the Plan identifies functional groupings of commercial use areas to establish a logical land use pattern for office, highway oriented and general commercial service areas.

Commercial Development Policies

The following general policies should be used to guide improvement and development within all commercial and office areas:

1. Existing commercial and office areas should be improved and upgraded as required. Overall access, parking and environmental improvements should be undertaken where necessary. The negative impact of commercial areas on other land-uses should be minimized. Selected existing commercial areas may undergo growth and expansion, as called for in the Land-Use Plan.
2. High-quality new commercial development should occur at selected locations in the future. While many commercial areas could include a mix of uses, the Land-Use Plan should recommend that most new commercial areas be characterized by a dominant function, such as retail, office or highway commercial service uses. New commercial areas should be sized and located to serve specific needs within the community.
3. In general, all new commercial and office development should occur in planned commercial areas. Additional “strip” commercial development within the Village should be discouraged. Where possible, new commercial uses should be clustered in small groupings with shared parking areas, common access drives, and related design and appearance.
4. Commercial and office development should occur only in locations served by transportation facilities capable of handling the traffic to be generated by new development. Commercial uses should not be allowed where street capacities will be exceeded by the additional traffic generated, or where significant problems in access or compatibility with adjacent uses is anticipated.
5. Since most office and commercial areas are located along major thoroughfares, access to commercial properties should be carefully designed to minimize conflicts with through traffic movements. The consolidation of access drives for several individual properties should be encouraged. Additionally, policies contained in the transportation section are particularly applicable here.
6. Adequate off-street parking and loading facilities should be provided within all commercial and office areas. The consolidation of parking and loading facilities for two or more individual uses should be encouraged. “Shared parking” should be encouraged where possible, particularly within mixed-use development areas. New commercial and office development should occur only on sites with sufficient land to provide well-landscaped, easily accessible and conveniently located parking areas.
7. The overall image and appearance of existing commercial and office areas should continue to be upgraded and improved. This includes commercial area lighting, landscaping, signage, and pedestrian conveniences which would not only help upgrade property, but also unify the overall appearance of street corridors. These elements are more specifically addressed in the commercial area design policies section.

8. All new commercial and office areas should be characterized by the highest possible standards of design and construction. The design and appearance of buildings, site development, landscaping, signs and graphics, and street furniture all should be of special concern. The development of kiosks or small freestanding businesses in parking and outlot areas should be discouraged. New commercial construction should promote a distinct image and identity for individual development areas.
9. The development of the Village Town Center area should be of special development and design concern. The Town Center should provide for a unique and distinctive character. The Town Center should be more urban in character with a strong emphasis on pedestrian connections within and around the area. The Town Center should feature a public use area such as some form of a traditional public square. The Town Center should also reflect a creative and cohesive architectural scheme. The development must carefully consider the functional integration of adjoining land-uses. The Town Center is described in greater detail in the Commercial Use area section of the Land-Use Plan.
10. Open space features should be incorporated into major new commercial and office development projects. These should include the preservation and enhancement of natural environmental features, as well as the provision of new open areas, squares, plazas and courtyards as focal points for pedestrian activities.
11. Office and commercial areas should not be allowed to adversely impact adjacent residential areas. Screening and buffering should be provided, including landscaped setbacks, earth berms and open space areas. Commercial operations, including traffic and parking, should not be allowed to affect neighborhood quality. Noise, safety, and overall maintenance of commercial properties should also be carefully controlled.
12. "Planned" commercial development should be encouraged wherever possible to help ensure coordinated lot configuration, building design, access and parking, and overall environmental features, as well as compatible relationships between new and existing development.
13. Rezoning requests for new commercial developments must be carefully evaluated. If sufficient need cannot be determined or if commercial development policies cannot be met, then the rezoning requests should not be approved.

Commercial Design Policies

The image and identity of Willowbrook as a high-quality suburban community is affected by the overall design of its most visible areas -- Willowbrook's commercial businesses located along its major arterial streets. A continuing reputation for high quality in Willowbrook's commercial districts can be achieved when buildings, landscaping, and sign designs express a definitive degree of beauty, clarity, and order. Therefore, this section provides for more detailed and specific design policies for commercial areas in recognition of the influence major street corridors have on the overall image of the Village.

Beauty is an important attribute in a quality commercial area. An abundance of landscaping expresses a welcoming feeling. Landscaping also provides contact with nature in locations frequented by both residents and visitors. Attractive, thoughtfully designed buildings and signs can express permanence. Expressive, quality building materials convey an impression of richness and uniqueness.

Clarity is an important characteristic, especially in congested areas and at times of high traffic volumes or poor visibility. Clear, updated sign designs, landscaping placements, curb cut locations, building forms and other visual "clues" enable motorists in moving cars to assimilate information quickly, find what they're looking for, and make driving decisions carefully and safely.

Order is a quality too rarely found along suburban commercial streets. Order is important as a means of reducing stress by enabling people to understand where businesses are located in relation to each other, and how to get from place to place without unexpected impediments. Order is also important in conveying a sense of comfort and predictability in the face of ongoing change.

While none of these characteristics is absolute, a measure of each is necessary in order to perpetuate a sense of community pride among Willowbrook's residents as well as to set Willowbrook apart in the eyes of visitors. This in turn supports Willowbrook's identity as a community with long-term value -- one which will continue to attract and retain businesses and citizens who are committed to high standards of community excellence.

Design Parameters

The following set of policies is proposed as a guide to establishing specific guidelines and regulations for continuing to improve the beauty, clarity and order of development and ongoing evolution of Willowbrook's commercial districts. The policies are intended to benefit both individual businesses and the community of Willowbrook as a whole.

For design purposes, each commercial district contains three distinct areas:

- **the arterial street**
- **the parking, service, and outlet area**
- **the business area**

The visual character of each of these areas includes five interrelated components: landscaping, lighting, signs, building facades, and access. Each area contains a distinct set of policies, arranged by these five components.

Arterial Streets

Design Objectives

Arterial streets are the “gateways” to the community -- they should be designed to reflect the following values:

- a sense of arrival in Willowbrook
- contact with nature
- clarity and identity of businesses from moving vehicles
- harmony among visual elements, expressing a district rather than a sequence of unrelated businesses

Policies

Landscaping

1. The major arterials of Willowbrook should reflect a parkway, not a highway, character. The arterials should include:
 - a formal rhythm of overstory (high canopy) trees in the median and between the sidewalk and the street pavement
 - continuous low-height hedges along all commercial parking areas which are visible from the arterial
 - dense, medium-height shrubbery and berthing along adjacent residential areas
2. Landscaping along arterials should be placed to increase the vertical proportions and sense of containment of the street, increasing the perception of motion and thereby reducing the tendency to speed.
3. Fences and barriers should be of high quality, durable finish-grade materials.
4. Street medians should include berms and low shrubs to lessen the visual width of the street and to block oncoming headlights at night.

5. Newly-planted street trees should be of adequate size and strength to ensure survival.
6. Evergreens should be planted to maintain greenery in winter.
7. Ornamental trees should be planted for seasonal color.
8. Where streets curve or change direction, landscaping features should be created at the terminus of views to enhance the sense of approach and transition from one area to another.
9. Special gateway landscaping should be created at major interchanges and intersections.
10. Low shrubs, below the driver's line of vision, should be planted in the street median as close to the intersection as possible to reduce the visual expanse and induce safer turning movements.

Utilities

11. Overhead utility lines along arterial rights-of-way should be located underground.
12. Street lighting should be provided at the intersection of two arterial streets and should consist of non-glare, full cutoff luminaries, with a natural color spectrum.
13. Ground-mounted utility boxes should be concealed with shrubbery.
14. Traffic signals, directional signs, street signs, intersection lighting and support poles and arms should be incorporated into a coordinated system.

Signs

15. Signs should be designed to be a harmonious part of the overall visual character of the street.
16. Sign support structures should be minimal or architecturally integrated with the overall development.
17. Medium-height landscaping should be concentrated around the base of commercial signs to demonstrate the compatibility between landscaping and signage, to help draw attention to the sign, and to conceal the sign support.
18. The design of signs along arterial streets should consider that many motorists are familiar with business locations.
19. Sign size should be based upon the speed and response time required of the driver.
20. Signs should have a setback reflective of the cone of vision for the speed limit of the street.
21. Business signs should be located low to the ground in the driver's plane of vision, coordinated with, not competing with, landscaping elements.
22. Sign character should express permanence and a relationship with other businesses comprising the commercial district.
23. Off-premise advertising signs (billboards) would compete for attention with business identification signs and traffic regulatory signs and should not be located along arterial streets.

24. Business signs should not compete for attention with traffic safety and regulatory signs, especially at intersections.

Access

25. Streets should be designed for consistent movement at moderate speeds, improving the safety and convenience of access to adjoining businesses.
26. Intersection designs should accommodate safe and convenient pedestrian and bicycle crossings with:
 - islands which provide for intermediate stopping points
 - crosswalk striping or change in pavement color or texture
 - sidewalk ramps
 - pedestrian crossing signs & signals
27. Streets should accommodate current or future pullover locations for public transit service.
28. Except for portions of Route 83, street rights-of-way should include safe and attractive paths for pedestrians and bicycles.
29. Parking lot access points should be spaced to facilitate safe, consistent traffic movement along the street.
30. Unsignalized, secondary access points should be designed for right in/right out movements.

Parking and Outlot Areas

Design Objectives

Parking areas are the transition between the arterial streets and the business destinations of customers -- they should be designed to reflect the following values:

- minimization of visual pavement expanse
- clear vehicular circulation patterns
- pedestrian safety and comfort
- wind and heat reduction
- coordination among adjoining properties

Policies

Landscaping

1. To the greatest extent possible, commercial development should be designed to protect and incorporate mature trees and wooded areas.
2. Parking lot landscaping should contain overstory shade trees within a percentage of open space distributed evenly throughout the lot.
3. Ends of parking bays should contain dense, low-height shrubs combined with deciduous trees.
4. The perimeter of the lot adjoining a public street and adjacent properties should be screened with continuous, low-height hedges or clustered hedges with undulating berms and land forms.
5. Fences, walls or barriers should be of high quality and durable finish-grade materials. Snow storage or removal should be provided for without damage to landscaping.
6. Evergreens should be incorporated into lots to break up the visual expanse of the lot during all seasons.

7. Landscaping features should be located to highlight destinations and define land-use transitions.
8. Newly-planted trees should be of adequate size and strength to ensure survival.
9. A rhythm of frequently-spaced shade trees should be located along access drives, whether public or private.
10. Where absolute screening is critical, berming with evergreen shrubs and trees should be used.
11. Retention ponds should be designed as a landscaping feature with pedestrian access. Ornamental trees should be used for seasonal color.
12. The use of outdoor sculpture is encouraged.
13. Recycling bins, grocery cart return racks and other semi-permanent objects located in parking lots should be screened with landscaping or a decorative wall.
14. Ends of internal drives should be highlighted with landscaping features.
15. Drainage improvements should appear natural, avoiding structural approaches in design.
16. For multiple-phase projects, where possible, trees planned for later-phase portions of the site should be planted in an earlier phase to facilitate earlier maturity and to give a finished appearance to undeveloped areas.

Utilities

17. Parking lots should be lighted by non-glare, full cutoff fixtures with no spillover onto public rights-of-way or adjacent properties.
18. The number of sign and light poles should be minimized unless needed to support decorative lighting.
19. Rear security lighting should be positioned to avoid spillover onto adjoining properties.
20. Ground-mounted utility boxes should be screened with landscaping.

Signs

21. Large parking lots and service drives should include proper traffic control signs.
22. Parking lots should contain clear, harmonious directional signage.
23. Sign supports should be attractive and not industrial in character.

Building Facades

24. Canopies and building entrances in outlots should be compatible with building design and proportions.
25. Facades of freestanding buildings on outlot sites should have all sides designed to an equal level of finish so that no side appears as a "back."

Access

26. Parking lots serving adjacent properties should be interconnected to minimize the need to use arterial streets or frontage roads to drive between properties.
27. Adjacent lots should share common entrances to minimize curb cuts on arterial streets and frontage roads.
28. One-way parking bays are encouraged for maximum parking efficiency.
29. Designated pedestrian paths are encouraged for safety and ease of vehicular maneuverability.
30. Commercial service areas should be screened from view from public streets and adjoining properties with berthing and attractive landscaping.
31. Commercial service drives should not connect to public streets which primarily serve residential properties.
32. Entrances to parking areas from arterial streets should include a median to separate incoming from outgoing traffic.
33. Aisles should be no wider than necessary to ensure safe maneuvering in order to minimize paved area.
34. Refuse storage bins should be screened with landscaping or attractive opaque walls.
35. Employee parking should be located in back, in order to minimize the visual expanse of the primary parking lot.

36. Internal streets should be aligned and proportioned to discourage fast traffic flow. Acute angles and resulting lane width inconsistencies should be avoided.
37. Exit points should be designed to allow for anticipated daily peaks in stacking.
38. Entrance points should allow for an adequate distance before reaching internal intersections.

Business Areas

Design Objectives

The drives and sidewalks along the front of shopping centers, freestanding stores, offices, and hotels function both as a convenient pedestrian and vehicular access and as a place where Willowbrook residents regularly cross paths with each other on foot.

These business areas should be designed to reflect the following values:

- encouragement of walking, rather than driving, between businesses
- vehicular speeds in concert with walking speeds
- visibility into buildings on the ground floor
- small gathering places near entrances
- linkages to adjacent properties

Policies

Landscaping

1. The sidewalk along retail storefronts should be adequate in width to accommodate comfortable walking, window shopping, and small open spaces with seating areas.
2. The sidewalk along retail storefronts should be landscaped alongside the curb with frequently-spaced shade trees and planting areas.
3. Trees along the ends of parking bays are encouraged to create visual containment of the street.
4. Outdoor sculptures along sidewalks are encouraged.

Utilities

5. Low height, frequently-spaced lighting is encouraged along the sidewalk. Lighting should be used to highlight building features.
6. Building sign sizes should reflect the close viewing distance both from cars and from people on foot.
7. Signs and sign locations should be an integral part of overall building design, not a later addition.
8. Custom signs are encouraged, utilizing symbols and logos.
9. Business identification signs should be consistent in type, size, and placement to add interest and articulation to the facade.

Building Facades

10. Building facade designs and levels of detail should reflect a pedestrian scale and close viewing distances from people on foot and in slowly-moving cars.
11. Verticality should be emphasized in building facade designs through
 - varied parapet wall heights and shapes
 - varied roof lines
 - variations in building orientation and direction undulation of the front facade
 - expression of vertical structure expression of breaks between businesses
12. Long, blank walls or reflective glass on the ground floor of retail shops and office buildings should be avoided by utilizing clear or tinted windows, display cabinets, artwork, or architectural features.
13. Building facades should be designed to reflect winter sun onto the sidewalk.
14. Awnings, canopies and arcades are encouraged for shelter for pedestrians from wind, rain, and snow.
15. All facades of buildings visible from residential or office areas should be covered in architectural-grade finish materials.
16. The color of service and delivery doors should be similar to the dominant wall color to minimize visual attention to them.
17. Indoor service areas should not be visible or audible from residential or office areas.

Access

18. The drive and sidewalk in front of the shops or businesses should be connected to adjoining properties to allow for internal circulation by car or on foot, avoiding the need to return to the arterial or frontage road for short trips.
19. The drive in front of the shops and businesses should include provisions for bus and vanpool services.
20. Direct, convenient and attractive pedestrian and bicycle paths should be extended to adjoining residential, office, institutional, retail and other properties.

Commercial Use Areas

The Comprehensive Plan provides for two general land-use areas, distinguished by the type and function of land-uses which serve the community. These are the Highway Commercial and Community Commercial classifications.

Highway Commercial

Highway Commercial areas within the Village are located along Regional Arterial Streets. The purpose of this area is intended to serve both the traveling public along the communities most traveled routes as well as meet some local community retail and service needs. While there is some overlap between this classification and the community commercial classification, emphasis is placed on uses which typically reach far beyond the geographic limits of the Village of Willowbrook. The land-use classification seeks to cluster traditional highway commercial uses proximate to the intersection of Ill. Route 83 and the Stevenson Expressway (I-55).

Most areas designated Highway Commercial are currently developed, although redevelopment opportunities exist for some parcels. The Land-Use Plan emphasizes coordinated parcel configurations and consolidated parcels where possible in order to facilitate the implementation of the commercial design policies. The areas with greatest potential for redevelopment front along the south side of 79th Street and Joliet Road near the Stevenson Expressway.

The area along the south side of Joliet Road currently consists of a large vacant site, a vacant building, a small restaurant, and a self-service storage facility. Because the area between Joliet Road and the Stevenson Expressway is rather shallow in depth, existing development patterns have resulted in parcels of unusual configuration. The Plan recommends the consolidation and redevelopment of all parcels within the area except for the southern-most area which has recently been improved with a self service storage facility. Parcels should be consolidated and developed with limited driveway access locations.

It is extremely important that site and architectural features of new development or redevelopment recognize the need for aesthetically pleasing development as viewed from both the Stevenson Expressway and Joliet Road. This would include sensitive design with regard to off-street parking and loading areas, refuse disposal, signage, roof mounted equipment and other features. Special landscape treatment should be provided along the Stevenson Expressway right-of-way to lend a pleasing appearance to the development.

The area south of 79th Street, west of Joliet Road, includes a trucking facility, a newer hotel and a number of smaller commercial uses. Except for the existing hotel, this area should also be viewed with redevelopment potential and the Village should encourage a planned and coordinated redevelopment of all parcels as a single unit. The current configuration and orientation of parcels is not efficient use of the land nor does it maximize the visibility potentials for the area. Combining all parcels into a single development will result in a development site approximately eight acres in size. Should all sites be consolidated to a single development site, the Village could vacate that portion of the Quincy Street right-of-way between 79th Street and Joliet Road. This would help ensure an integrated development and site design. As with the area south of Joliet Road, it is important the development be designed to reflect site and architectural improvements which create a positive image oriented to the Stevenson Expressway, Route 83 and 79th Street. The design and appearance of this site is particularly important in view of the fact that it is a key entryway parcel visible from a number of locations.

Community Commercial

Community Commercial areas are intended to provide a full range of retail and service uses in the community with emphasis on community convenience related goods and services. Similar to Highway Commercial areas, few vacant parcels exist in the community. All future Community Commercial areas are oriented along the Regional and Major Arterial Streets north of 75th Street, with the exception of Willow Commons Shopping Center located at the southwest corner of 75th Street and Clarendon Hills Road.

The largest vacant and underutilized Community Commercial area is located at the southeast corner of Plainfield Road and Route 83. This 24-acre site is designated as the Town Center Site in the Land-Use Plan. Because of Willowbrook's linear orientation on a north-south axis along the Route 83 corridor, a unique development on this site could have marked impact upon the character of the community. Although creativity resulting in a development that could take many forms and designs is encouraged, there are a number of design objectives the Village of Willowbrook considers essential for proper development of a Town Center.

These include:

- Provision of a unified and integrated site design combining all parcels under unified site control.
- The establishment of a unified architectural theme for all buildings, signage, and site improvements.
- The provision of a useable public open space in the form of a plaza or town square. This site would be accessible to pedestrians and bicyclists as well as motorists visiting the shopping area. At a minimum, it would include landscaped open space and sitting areas.
- The Village strongly encourages two story construction and design, which results in leasable floor area for office, residential or other uses. Ideally, the two story design would be articulated in the exterior architecture of the building(s) through the use of windows, roof lines and other features.
- The site development plan should encompass a unique site arrangement. This could include the orientation of free-standing buildings around the plaza and/or the creation of a "shopping street" along the front of a more traditional "in line" shopping center. These concepts are illustrated in Figure 3, Shopping Street and Figure 4, Town Center Concept.

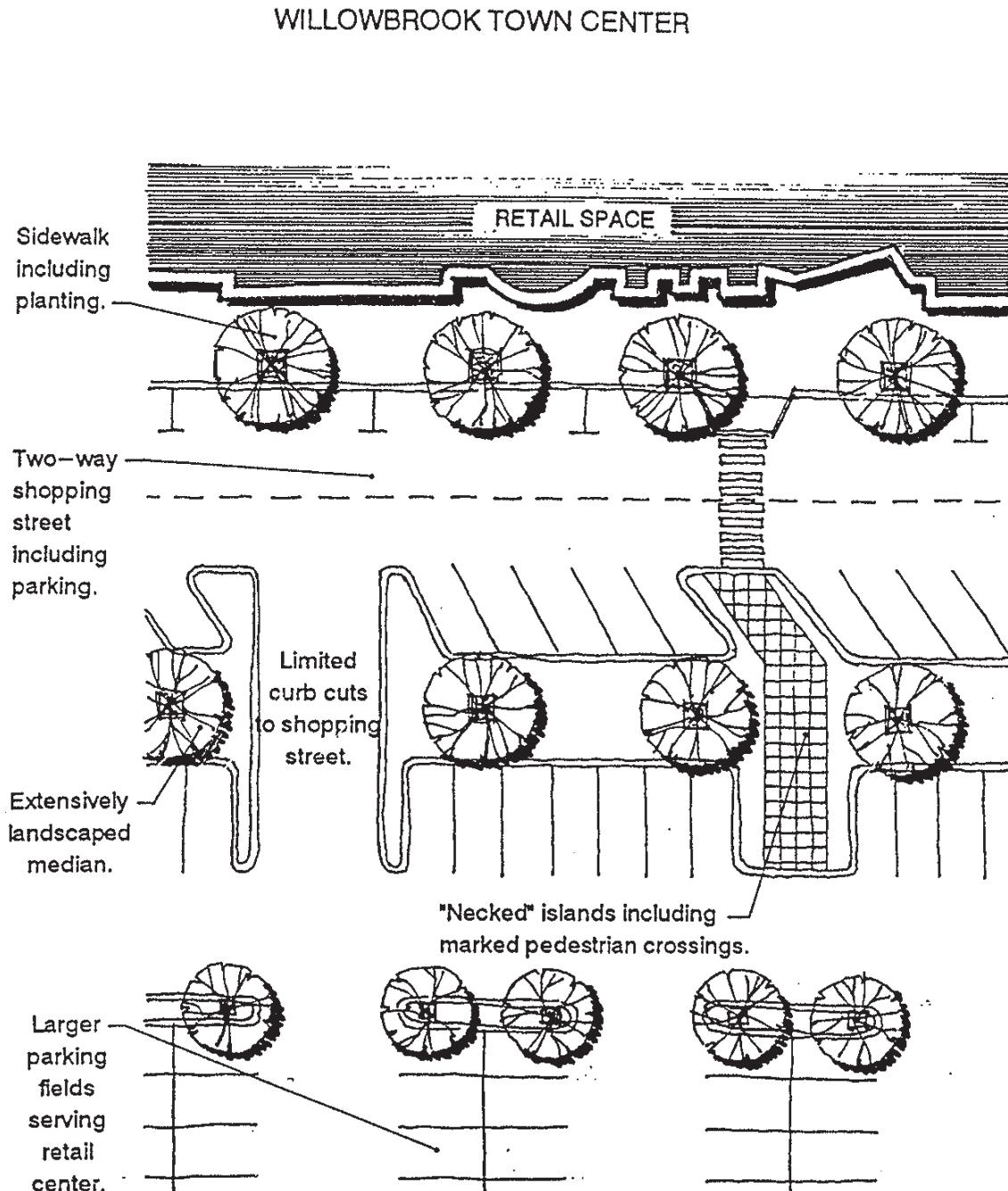


Figure 3
**SHOPPING STREET
COMPREHENSIVE PLAN**
Village of Willowbrook, Illinois

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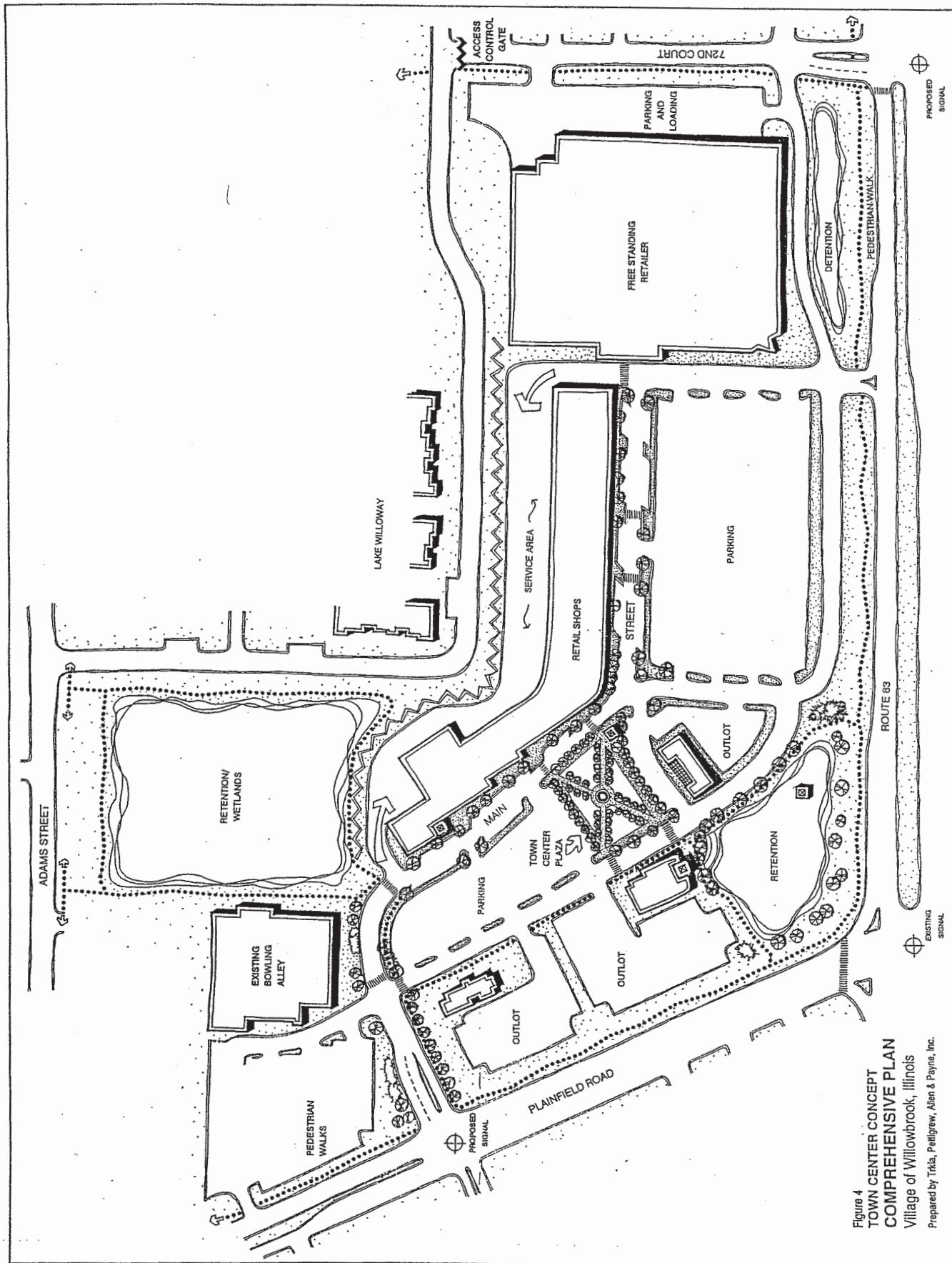


Figure 4
TOWN CENTER CONCEPT
COMPREHENSIVE PLAN
Village of Willowbrook, Illinois
Prepared by TRLA, Pettigrew, Allen & Payne, Inc.

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Office, Office/Research and Industrial Land-Use

The Land-Use Plan recommends the maintenance and continued improvement of office, office research and industrial areas. The plan continues to emphasize the long-range development of the area south of Plainfield Road and west of Madison Street as the core office, research and industrial center for the Village.

Office, Research, and Industrial Development Policies

The following general policies should be used to guide improvement and development within office, research, and industrial areas:

1. Limited new industrial and office research areas remain within the community. These areas are typically in close proximity to or adjoin less intensive uses or residential areas. The completion of the development of these areas must be undertaken in a manner which results in compatible land-use arrangements.
2. New office research and industrial development should be undertaken in a planned manner to help ensure coordination of circulation systems, lot configuration, building design, parking and access facilities, and environmental amenities. This is particularly applicable to the Hinsdale Nursery area. Areas designated for office/research uses should be designed and developed as unified, well-landscaped "campus" environments, capable of attracting high-quality tenants.
3. Major entrances into industrial, business and office research developments should be designated by attractive "gateway" features. Gateways should include special signage, landscaping and accent lighting. A common sculptural feature might also be considered at each industrial gateway.
4. Access to individual building sites within should be via an internal circulation system. Site access from peripheral arterial and collector streets should be limited to major entrances serving the overall development area. Industrial traffic and related conditions should not adversely affect nearby land-use areas.
5. Major entry roads and industrial collectors should be attractively designed and visually distinctive. These roadways should have street trees and street lighting, with accent landscaping at key access drives.
6. Adequately screened off-street parking and loading facilities should be provided within all business and industrial sites, and the consolidation of parking areas and driveways serving two or more uses should be encouraged.
7. New office research and industrial development areas should be designed to allow maximum flexibility, with larger land areas capable of being subdivided and developed according to specific market demand.
8. Site improvements within industrial and office research areas such as lighting, signage and landscaping should be well designed and coordinated in order to help create a positive identity and visual image throughout the development area.
9. Compatible building design and setbacks should be encouraged. Building materials or structures incompatible with the image of a high-quality development, such as chain-link fences, outdoor storage facilities, etc., should be avoided.

10. Particular attention should be given to screening and visual separation between business and industrial uses and other nearby land uses. The periphery of industrial areas should be heavily landscaped and attractively designed. Where new industrial parks border commercial areas, residential neighborhoods or major roadways, landscaped earth berms should be considered as a buffer technique.
11. Uniform performance standards should be enforced to protect adjacent property and surrounding land uses from noise, dust, odor, air pollution and water pollution. Willowbrook should encourage those industries which meet these performance standards, or those which can eliminate objectionable negative impacts, to locate in its industrial areas.
12. Office use areas along the communities major street corridors will be considered under the commercial area design policies described in the previous section.

Limited Office Research

The Limited Office Research land-use classification is intended to provide for a range of office and research related activities in a relatively low density setting. Research activities could include scientific and other research laboratories, product testing and development, showroom and light assembly related activities. Office uses could include corporate and business offices, governmental offices and similar uses. The range of uses within this classification are intended to be compatible with residential uses and limit the nuisance effects of more intensive uses. The Limited Office Research class is designed to serve as a transitional use area between residential and more intensive use areas, including commercial and industrial areas and major street corridors.

The Land-Use Plan recommends four vacant sites for Limited Office Research use. These are briefly described below.

The Executive Center area, as illustrated in Figure 5, Executive Center Area Sector Plan, includes a variety of land-use areas. The following subsections describe in greater detail the sector plan.

Land-Use

- The sector plan organizes future land-use patterns in a compatible manner. This includes the designation of Limited Office Research areas proximate to existing residential areas. Because of the lower intensity of use, and the general use limitations of the classification, the Limited Office Research class provides a compatible transition to the more traditional Industrial/Office Research use area.

The sector plan emphasizes the more traditional industrial uses in the southern part of the Executive Center area. Exceptions to this are pre-existing industrial uses as well as the industrial area designated north of 75th Street and west of the new minor industrial street.

- The sector plan strives to protect existing residential developments. In the future, where nonresidential development takes place adjoining residential areas, it is important to provide proper transition landscaping and screening to protect residential areas from undue noise, light and visual clutter. This is particularly important for the transition areas adjoining the Town Center Site.
- The development of the Town Center site is discussed in more detail under the Commercial Land-Use section above.
- A new recreation site is proposed at the eastern terminus of 73rd Court. This site is approximately 1.5 acres in size and is intended to function as a neighborhood park. It is located north of the existing water standpipe and adjacent to the single family residential area. A second, alternative site, is depicted at the proposed cul-de-sac terminus of Quincy Street. Should the Village be successful in securing the primary site at the eastern terminus of 73rd Court, then this secondary site should be viewed as a transitional site, and utilized for Industrial/Office Research uses. If it is to be used for an Industrial/Office Research use, driveway access should be limited to Quincy Street only and any development should be fully screened and landscaped along the north and eastern boundaries of the property.

Transportation

This section highlights a number of key transportation improvements. The Long-Range Transportation Plan maintains a listing of other transportation improvements.

- The Executive Center Sector Plan anticipates the improvement of a new industrial local street to provide access to areas between Adams Street and Madison Street. It runs from 75th Street on the south to 71st Street on the north. It is intended that individual parcels along Madison Street will secure frontage and access from this new street. Further, its intersection with Madison Street is to be aligned with 71st Street. The intersection should be monitored for possible signalization in the future, as 71st Street east of Madison Street in the Village of Burr Ridge is planned to receive significant traffic volumes in the future. The ultimate design and geometrics of the intersection should consider its impact to the parcel of land immediately north of the new industrial local street. The street improvement may impact the potential use of this land by creating an unusual site configuration. Therefore, the design of the minor industrial street should attempt to provide, as much as practical, a reasonably configured site for office research use.

- The sector plan indicates the provision of a number of sidewalk improvements. While most of these are discussed in the Transportation Plan, two additional sidewalk locations are shown. The first is a connection from the proposed neighborhood park at the terminus of 73rd Court north to Adams Street. This will permit safe and direct access to the park from Lake Willoway to the north. The Village will need to acquire a pedestrian right-of-way or easement of approximately 10 feet to accomplish this purpose. The second sidewalk connection extends from the Chateau Living Center to the Village Town Center. Ideally, the property owner would continue this sidewalk east to connect to a planned sidewalk along the west side of Madison Street.

The vacant 9.5 acre site located along the east side of Route 83 at its intersection with 68th street is rectangular in its configuration. The Land-Use Plan encourages a planned, unified development of this site for Limited Office Research uses. The development of the site should include closure of 68th Street between Quincy Street and Route 83 and the closure of 69th Street at Route 83 with the provision of a cul-de-sac at the new western terminus of that street, and the provision of an access road to connect to the existing signalized intersection at 67th Street. These access changes would help minimize potential vehicle conflicts and impacts to the adjoining residential area. Additionally, the northern portion of this site contains a small wetland. Future development of the site should take into account the possibility of the need to protect this location and consider its influences in the arrangement and design of site development. Future development should also provide for a proper transition yard with berming, landscaping and fencing utilized to screen the low density residential area immediately to the east. Ideally, development would maintain an overall height not to exceed two stories, comparable with adjoining surrounding uses.

The site located at the southeast corner of Route 83 and 63rd Street is designated for Limited Office Research use. The site's development potential is strongly influenced by natural and hydrologic features. It is traversed by the Marion Hills Ditch on a northwest to southeast axis and a significant 100 year flood plain flanks the tributary through the site. It is also occupied by a large stand of fairly mature trees which add to the visual quality of the intersection. Future development of the site must be sensitive to these features, incorporating existing vegetation wherever possible and minimizing impacts to hydrologic features. As an alternative use to this site, the community finds that a medium density multiple family use (4-6 D.U.s per acre) would be compatible with surrounding land-uses. An advantage of a multiple family use is that the building configurations and locations could be more readily designed to incorporate the environmental features of the site. Any development of the 18.5 acre site should occur on a planned and coordinated basis, combining all individual parcels. An important improvement need at this location is completion of a 12" water main loop. The development of the site should provide for the extension of a water main along the south side of 63rd Street from Martin Drive west and across Route 83 to an existing 12" water main.

The fourth site is located north of Lake Hinsdale Tower on 63rd Street between Route 83 and Clarendon Hills Road. The site adjoins a commercial development to the east and an existing recreational facility to the west. Access to this site should be coordinated with Lake Hinsdale Tower, the Willowbrook Athletic Club and the Hinsdale Lake Commons Shopping Center. A common frontage road connecting the aforementioned developments should be considered to minimize the number of access points along 63rd Street.



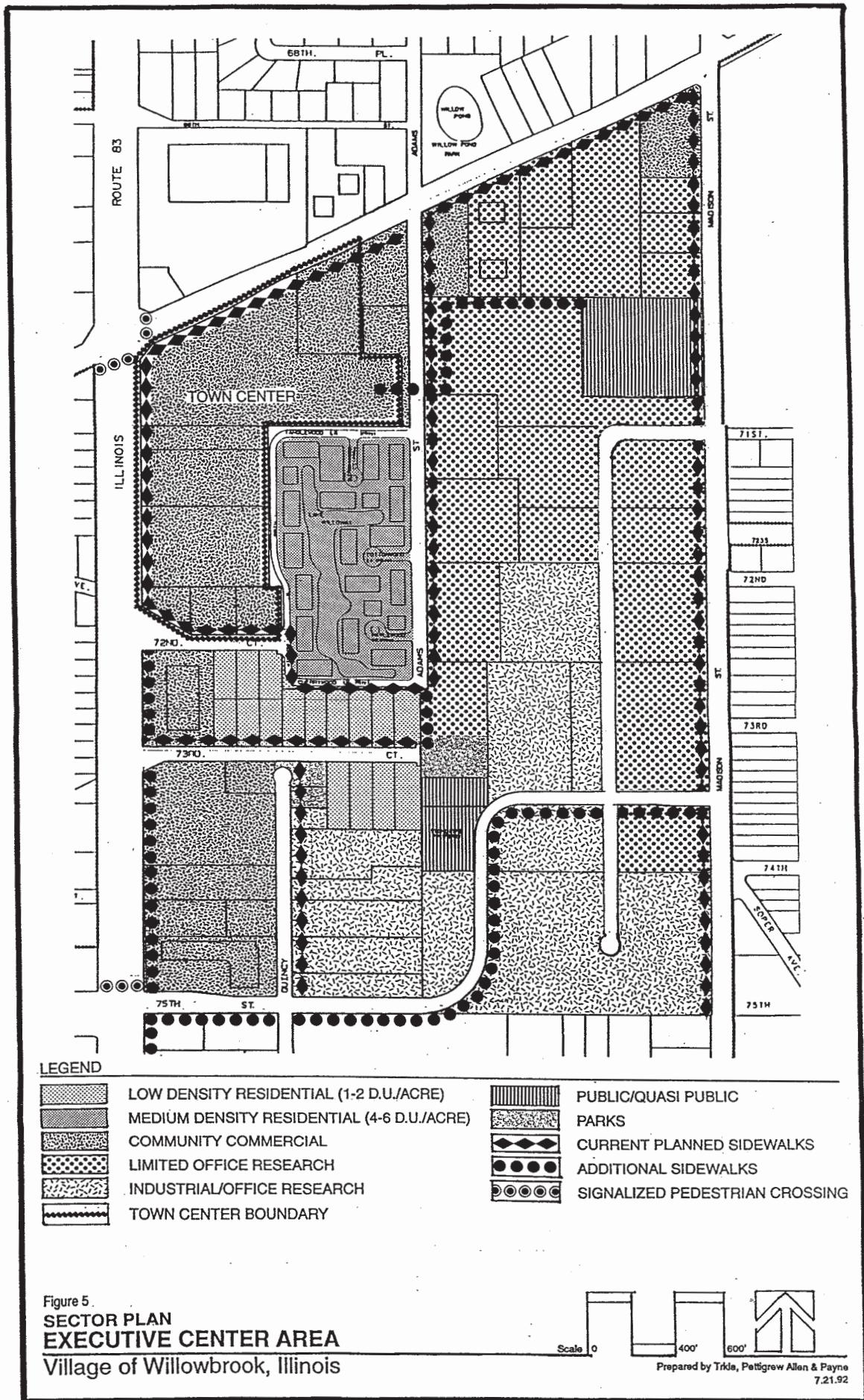


Figure 5.
SECTOR PLAN
EXECUTIVE CENTER AREA
 Village of Willowbrook, Illinois

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Transportation Plan

This chapter presents the Transportation Plan for the Village of Willowbrook. Even though the basic street system in the Village is substantially in place, there are a variety of transportation improvements planned which are proposed to maintain the basic street system and transportation alternatives available to Willowbrook residents.

This chapter includes a discussion and presentation of:

- 1) General Transportation Policies
- 2) Functional Street Classification
- 3) Street System Improvements
- 4) Route 83 Corridor Plan
- 5) Bicycle and Pedestrian Access
- 6) Public Transportation

General Transportation Policies

The following policies should be used to guide the overall maintenance and improvement of the Village transportation system.

1. The Village has established an overall hierarchy to the community's street system, which includes arterial, collector, and minor streets. The hierarchy is intended to sort out the function of local streets to permit the assessment of access control policies and land-use patterns along various streets. In the review of public and private development proposals and projects, the Village should review potential traffic impacts in order to ensure the integrity of the hierarchy.
2. Access control should be established for collector and arterial streets. At a minimum, shared access is encouraged and where possible, the use of frontage roads is highly desirable.
3. The Village should continue its efforts in developing a strong rapport with DuPage County and State of Illinois Highway officials to communicate the Village's needs and concerns in the improvement and development of regional and state highway facilities.
4. Route 83 represents a major organizational influence to the community. It also represents a major local design and community character influence for Willowbrook. A variety of improvements have been identified in connection with the widening of Route 83 from 4 lanes to 6 lanes. The Village should continue to pursue these improvements.
5. The Village should consider the implementation of a traffic monitoring program to assist in identifying traffic problem areas. This would allow the Village to monitor the timing and extent of necessary improvements.
6. Within the various neighborhoods of the community, there exists both "rural" and "urban" street characters. Unlike rural street cross-sections, urban streets typically include curb and gutters, sidewalks, and storm sewers. Both of these street character types are desired within the community and the Transportation Plan should delineate where urban and rural cross-sections are desired.
7. In general, minor streets should be improved with sidewalk on at least one side of the street for pedestrian safety purposes. Bicycle facilities should be provided on the basis of need criteria, but should generally serve major trip generators and separate cyclists from high volume traffic streets.
8. Street lights should be provided at all street intersections.
9. Parkway trees should be provided along both sides of all streets. Special median tree planting may also be desired where appropriate.
10. The design of the overall street system should continue to discourage through traffic in residential areas.
11. Traffic impact analysis should continue to be required for new major developments and appropriate system improvements made where necessary.

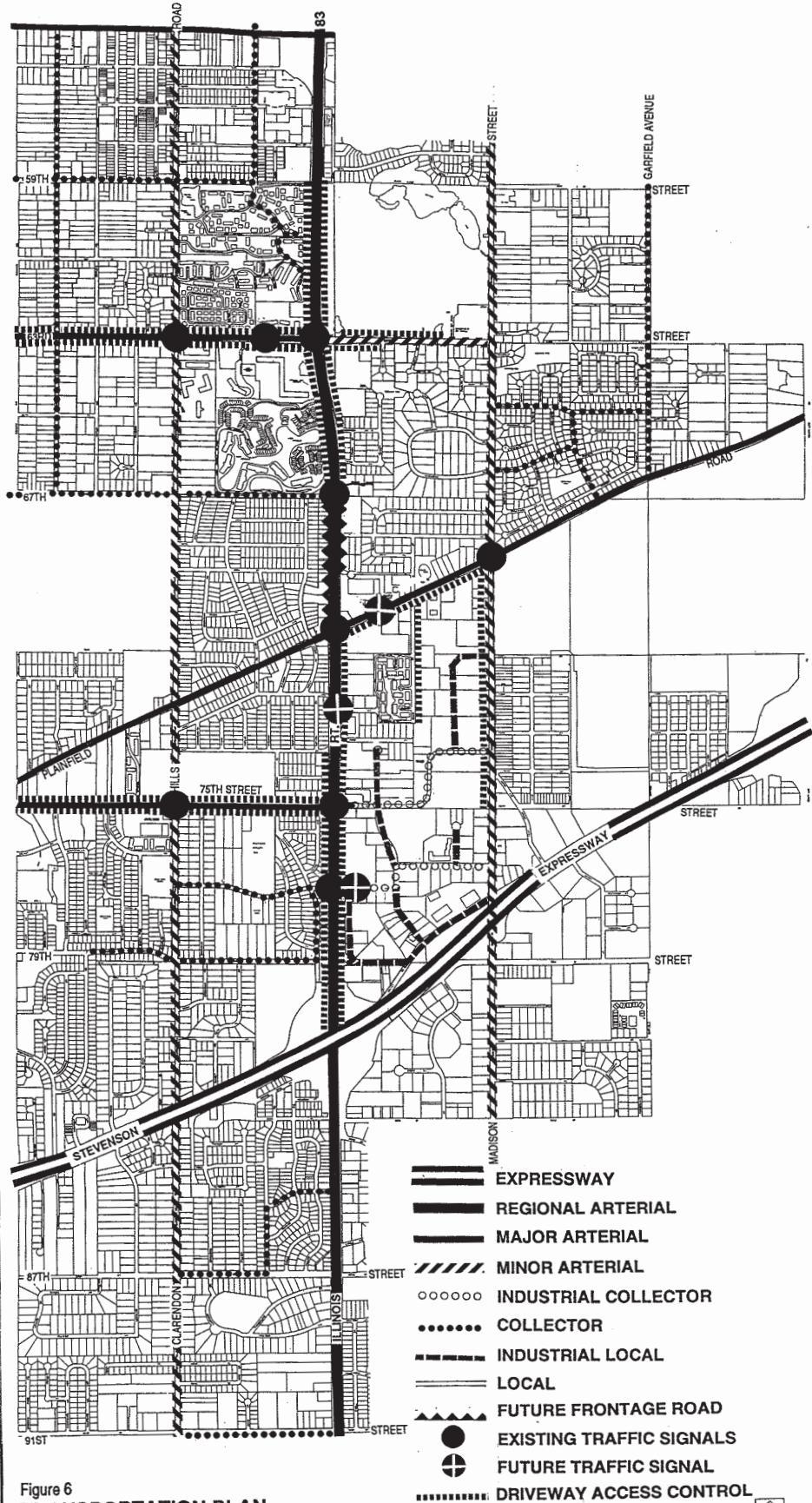


Figure 6
**TRANSPORTATION PLAN
 COMPREHENSIVE PLAN**
 Village of Willowbrook, Illinois

Note: See Route 83 Corridor Plan for specific recommendations regarding Route 83

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Functional Street Classification

The functional classification of all streets within the Village is a necessary first step in identifying traffic and circulation problems and, hence, prescribing required improvements.

Several factors were considered in identifying the functional classification of Willowbrook streets.

These include:

- Distance a street extends beyond the Village's boundaries;
- Type and density of abutting land uses or proposed land uses; and
- Number of traffic lanes and type of traffic control devices at major intersections.

Eight separate functional street classifications are identified below. The titles given these classifications describe the orientation of traffic expected to use these streets. The classifications and other street improvements are illustrated in Figure 6, *Willowbrook Transportation Plan*.

1. Expressway

An expressway is a limited access facility which serves major traffic movements and volumes including regional, state, and interstate travel. The primary function of this facility is to carry large volumes of traffic at reasonably high speeds along controlled access corridors. Access to the expressway system is provided only at selected interchange locations. Expressways near the Village of Willowbrook include the Stevenson Expressway (I-55).

2. Regional Arterial

Regional arterials are intended to serve all types of trips, with a significant proportion representing vehicle trips destined beyond the boundaries of the community or neighboring communities. The section of the regional arterial within the Village should serve a significant portion of trips generated by land-uses within the community. Access, however, should be carefully controlled. This type of street has regional importance because of its alignment, continuity, capacity and connections with other regional traffic carriers. Regional arterials within the Village of Willowbrook include Kingery Highway (Route 83).

3. Major Arterial

Like the regional arterial, the major arterial also has a significant volume of trips destined beyond the boundaries of the community, but does not exert as strong a regional influence nor carry the volume of trips. Yet the street provides connection to areas outside the planning area and serves major nonresidential development areas within the community. Access should be carefully controlled. Major arterials include 63rd Street (west of Route 83), 75th Street (west of Route 83), and Plainfield Road.

4. Minor Arterial

A minor arterial is intended to serve all types of vehicle trips with more emphasis on trips within and between the community and adjacent communities than trips made beyond the community's boundaries. This type of street should not serve trips longer than five miles, but is nevertheless important to the community in terms of traffic capacity and service to abutting land-uses. The range of traffic volumes that can be expected on community arterial streets will vary significantly depending on the density of development, spacing of regional arterial and major arterial routes and the continuity of the street. Minor arterials include 63rd Street (east of Route 83), Clarendon Hills Road and Madison Street.

Table 2: Roadway Development Criteria, Village of Willowbrook

Regional Arterial	Major Arterial	Minor Arterial	Collector	Local	Industrial Collector	Industrial Local
Traffic	ADT > 25,000	ADT between 10,000 and 25,000	ADT between 5,000 and 10,000	ADT between 1,000 and 5,000	ADT <1,000	ADT <1,000
Volumes	30-50 mph CBD	30-45 mph CBD	30-40 mph CBD	25-30 mph CBD	25-30 mph	25-30 mph
Speed Limit	40-55 mph non-CBD	40-50 mph non-CBD	40-45 mph non-CBD	30-40 mph non-CBD		
Street Cross-Section	4-6 lane divided, with grade separation channelization at major intersections (51' minimum pavement width)	2-4 lane roadway with a median where feasible (40' minimum pavement width)	2 through lanes with parking, 40' minimum (b-b)	30' minimum (b-b)	40' minimum (b-b)	30' minimum (b-b)
R.O.W. Width	200' minimum	100' minimum	80'	60'	60'	60'
Access Control	Access preferably by service or frontage roads. No midblock median openings	Limited access. Occasional drive-way or combined driveway access	Occasional drive-way or combined driveway access	Direct land access	Direct land access	Direct land access
Spacing	1-3 miles	3/4 - 1 mile	1/2 - 3/4 mile	1/4 - 1/2 mile	Each block	n/a
Traffic Controls	Signals at major crossroads. Interconnection of signals	Signals at major crossroads. Interconnection of signals	Signals or STOP controls at equal or larger crossroads	STOP controls at all arterial and collector roadways. May stop at other locals	STOP controls at all arterial and collector roadways. May stop at other locals	STOP controls at all arterial and collector roadways. May stop at other locals
Continuity	Continuous roadway through metro areal Links expressways	Continuous roadway through Village - linking it to other cities	Continuous roadway through Village - probably extends into other cities	Not always continuous through Village. Connects continuous local and arterial roadways	Extends block to block. Not continuous	Extends block to block
Parking Regulations	No parking	No parking	Parking lane provided as required. Possible restriction of peak hour parking	Parking lanes provided as required. Possible parking on one side only where required	No parking	No parking
Pedestrian Facilities	R.O.W. provisions for future installation of sidewalks as needed	R.O.W. provisions for future installation of sidewalks as needed	Sidewalks desirable	Sidewalks required	Sidewalks required	Sidewalks required
Bicycle Facilities	Bicycle path	Bicycle path	Bicycle lane or route	Bicycle route	Bicycle route	Bicycle route

ADT = Average Daily Traffic Volume CBD = Central Business District

Street and Roadway Jurisdiction

5. Collector Streets

A collector street is intended to serve only vehicle trips generated to and from the neighborhood within the community it serves. The function of this type of street is to collect and distribute traffic between the neighborhoods and the community or a regional arterial street. Collector streets should not have continuity beyond 1-1/2 miles. Collector streets include 59th Street, 67th Street, 79th Street, 91st Street, Eleanor Place (south of Midway Drive), Garfield Avenue, Holmes Avenue, Midway Drive, Ridgemoor Drive (east of Madison Street), Rogers Drive, Waterford Drive, and Western Avenue.

6. Industrial Collector

The industrial collector street functions the same as any other collector street, except that it is located within an area of concentrated employment, manufacturing, office and related uses where the nature of the traffic will include a high occurrence of truck traffic and business related trips. Industrial collectors include Executive Drive, 75th Street (east of Route 83), and Midway Drive (east of Route 83).

7. Industrial Local

Industrial local streets are those streets which serve major employment centers and developments. These streets provide direct access to individual land uses and move traffic to a collector or an arterial street. Industrial local streets include: Frontage Road (I-55), Joliet Road, Plaza Court, and most of Quincy Street.

8. Local Streets

All other streets within the Village are classified as local streets. A local street is intended to serve only those vehicle trips generated by land-uses abutting the street. The function of this type of street is to provide access to and from individual properties within the neighborhood. Local streets should be designed to discourage through traffic.

Street and roadway jurisdiction becomes an important issue to municipalities when discussing solutions to traffic problems and potential improvements. Prior to any street or roadway investment in the Village, it is important to be aware of which governmental agency has jurisdiction over that street or roadway. According to the DuPage County Division of Transportation, the following governmental agencies have jurisdiction over streets and roadways within the Village of Willowbrook.

Illinois Department of Transportation

The Illinois Department of Transportation controls and has jurisdiction over I-55 (Stevenson Expressway), the I-55 Frontage Road, Joliet Road and Kingery Highway (Illinois Route 83).

DuPage County Division of Transportation

The DuPage County Division of Transportation has jurisdiction over 75th Street (west of Route 83), Plainfield Road, 63rd Street, and Madison Street.

Street System Improvements

There are a number of street and roadway improvements required to the existing transportation system to facilitate the functional system described above. In order to design streets so they circulate traffic in the manner intended, street improvement design standards should be developed. Future improvements can then be undertaken consistent with the standards. Table 2, Roadway Development Criteria, includes these standards. Further, specific improvements have been identified which are briefly discussed below. The improvements described are exclusive of improvements discussed for the Route 83 corridor described in the next section.

- Midway Drive between Route 83 and Clarendon Hills Road should be improved to residential collector street standards.
- The Village of Willowbrook should engage in a traffic monitoring program at critical intersections. Such a program will help to determine when significant improvements to the roadway system will be required as future development takes place. The appropriate planning of these improvements will help the existing roadways accommodate future traffic volumes safely and efficiently in light of the general lack of continuous routes in the area as well as a lack of open land for the construction of new roadways.
- It is anticipated that Clarendon Hills Road will be required to be widened to three lanes, providing for a center left turn lane. Further, Plainfield Road may require a similar improvement from its current width of four to five lanes.

Improvements in Southeast Willowbrook

A number of transportation-related improvements have been identified for Southeast Willowbrook. These are highlighted below.

- It is anticipated that Madison Street south of 71st Street will be required to be widened to three lanes, providing for a center left turn lane.
- An industrial collector street should be constructed through the proposed industrial district, extending 75th Street to Madison Street. This industrial collector street will serve as primary access to future industrial development. This street should provide complete traffic separation between proposed development and the existing residential areas. In combination with this improvement, an additional industrial local street should extend north of 75th Street extended to provide access to the area between Madison Street and Adams Street. This industrial local street, if constructed, shall intersect with Madison Street in such a fashion that it aligns with 71st Street to form a four legged intersection.
- Upon completion of the proposed industrial collector, Quincy Street should be made a cul-de-sac at 73rd Court in order to remove industrial traffic from the residential neighborhood and should also be fully improved south to the Executive Plaza.
- Midway Drive should be improved to industrial collector street standards between Route 83 and Quincy Street.
- The vertical curve forming a peak in the roadway on Madison Street north of the future intersection with 75th Street should be eliminated.

Improvements in Southeast Willowbrook cont.

- Due to anticipated increased traffic volumes, the Village should monitor traffic conditions along Madison Street and consider signalized intersections at the following locations:
 - Joliet Road
 - 75th Street extended 71st Street
 - Access drive to Chateau Living Center
- 73rd Court from Route 83 to its eastern terminus should be reconstructed to meet local street standards, including sidewalks and street lighting.
- Soper Road should be aligned so that it intersects with 74th Street at a point east of Madison Street.
- The I-55 Frontage Road should be improved to industrial collector street standards between Midway Drive and Joliet Road. Street lights should be provided in conjunction with this improvement.
- Street lights should be provided within Executive Plaza for the following roadways: Midway Drive, Quincy Street, Plaza Court and Executive Drive.
- Parkway trees should be provided along Midway Drive, Quincy Street, Executive Drive, Plaza Court, 75th Street and Frontage Road within Executive Plaza.

Rural Street Cross Sections

During the planning process, a number of streets were identified which currently do not have full urban improvements, but for which the unimproved character of the street is found to be desirable. Improvements lacking include open drainage swales (with few or no underground storm sewers), and the absence of street lights, sidewalks and curb and gutter improvements. These “rural” streets are intended to be designed and maintained to meet their functional traffic needs, but would not include the additional amenities described. The only exception would be the need for shoulders in an instance where on-street parking is permitted along a collector street, and street lights for safety purposes, primarily at intersections. Figure 7, Rural Street Cross-Sections, indicates the location of street segments to be maintained as rural cross-section improvements.

Driveway Access Control

The Transportation Plan recommends driveway traffic access control along most of the major streets. Because traffic congestion is anticipated to increase, the need for proper driveway access control is necessary to ensure that existing roadways will function at maximum capacity.

For those properties subject to driveway access control, the Village will apply its access control policies and will:

1. for new development or redevelopment, a reduction in the number of curb cuts for properties with more than a single curb cut;
2. where practical, attempt to utilize frontage roads and consolidate parking lots as a means of reducing the number of driveway access points to a property or along a street;
3. look carefully at separation distances between driveways based upon the class of street, its design characteristics, and the land uses along the street to minimize vehicle and traffic control conflicts;
4. may consider requiring a traffic impact analysis where development is anticipated to generate significant traffic volumes and possibly require special access service and design needs such as, but not limited to, vehicle turn lanes or on street acceleration or deceleration lanes; and
5. in the case of a subdivision, resubdivision or planned development, the Village shall seek lot frontages and driveway access from an interior street eliminating the need for any access to the street subject to driveway access control.



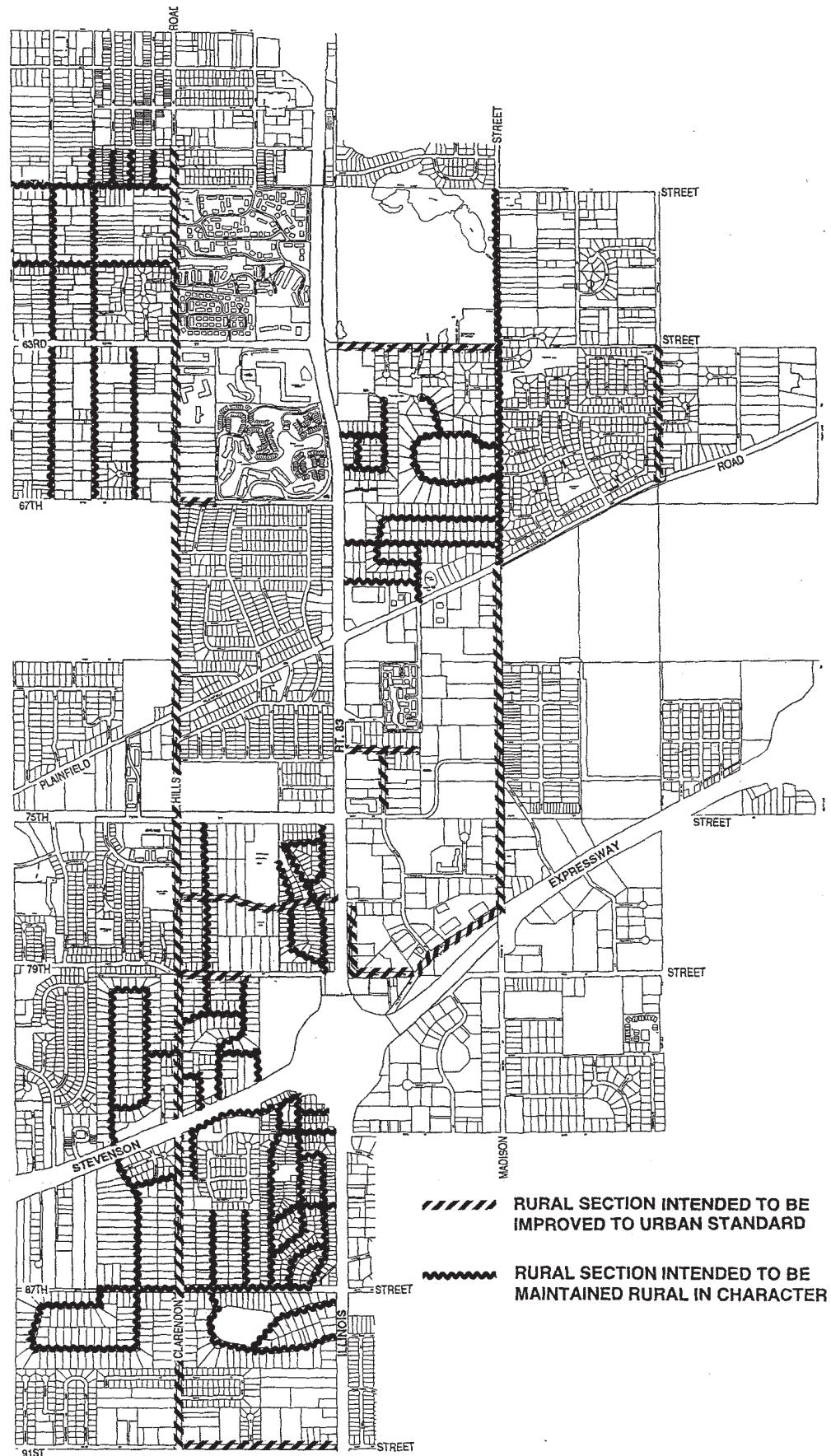


Figure 7
**RURAL STREET CROSS-SECTIONS
COMPREHENSIVE PLAN**
Village of Willowbrook, Illinois

Scale 0' 800' 1600' North
Prepared by Trkla, Pettigrew, Allen & Payne
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Route 83 Corridor Plan

This section presents the policy and plan for Route 83 within the Village of Willowbrook. It is divided into three parts which include: 1) Corridor Plan; 2) Landscaping and Lighting; and 3) Related Design Improvements.

Background

Since 1971, the Village of Willowbrook, and a number of communities along Route 83, have discussed roadway widening options in response to the Illinois Department of Transportation's plans to widen Route 83. Multiple studies have been completed on the subject, focusing on that portion of Route 83 between I-55 and I-290.

In 1975, the Villages of Willowbrook and Burr Ridge, and the City of Darien undertook a study to examine whether Route 83 should become a freeway, expressway or arterial street. Ultimately, an arterial street cross-section was selected for Route 83 within these communities in order to maintain reasonable property access and to minimize impact upon existing development conditions along the corridor. Since that time, the Village of Willowbrook has studied and reviewed plans prepared by the Illinois Department of Transportation (IDOT) for the future improvement of Route 83 as an arterial street cross-section. The project is simply a widening of the traveled roadway lanes from a total of four to six lanes -- totaling three lanes in each direction.

Even though this basic policy determination has been in place throughout most of the last decade, the Village had not undertaken a study to determine for the community its preferences on the design of the widening improvements. While the roadway is under the jurisdiction of the Illinois Department of Transportation, the Village has an opportunity to develop policy on a variety of issues of concern to the community. Because the Illinois Department of Transportation has yet to initiate its design work for the widening, the Village's policy choices on these issues can be set forth and discussed with IDOT officials for inclusion within the widening plans.

Therefore, in 1991, the Willowbrook Route 83 Corridor Study was completed to assess community preferences for the Route 83 widening and development policies for consideration by the Illinois Department of Transportation. This section presents the basic plan for Route 83 as contained in the corridor study. The complete Route 83 Corridor Study is included in the Appendix of this report.

Corridor Plans

The recommended Route 83 Corridor Plan, Figure 8, indicates a six-lane cross-section for Route 83, with three lanes northbound and three lanes southbound for through traffic. The existing 6 lane cross-section on Route 83 south of Midway Drive to I-55 must be widened to eight lanes to accommodate projected traffic volumes. The plan asserts that roadway widening will occur outside the median, leaving a minimum median of ±40 feet at locations planned for mid-block U-turns and several existing full access uncontrolled intersections will be closed and limited to right-in/right-out access. Those intersections with Route 83 where median openings will be closed include:

- Ridgemoor Drive
- 69th Street
- 73rd Court
- 74th Street

Although rather unique in Illinois, mid-block U-turns are proposed in order to provide a greater level of access to both northbound and southbound lanes of Route 83, while realizing the State of Illinois objectives for increasing roadway capacity and safety along the route. Mid-block U-turns will provide an alternative means for vehicles to complete a turning maneuver to the opposite flow of traffic once existing median breaks are closed.

Further, in order to improve access and traffic movement, the following signalized intersections are also recommended:

- Plainfield Road between Route 83 and Adams Street
- Route 83 and 72nd Court
- Midway Drive between the I-55 Frontage Road and Route 83

All signalized intersections should be synchronized to improve traffic progression along the entire length of the corridor. IDOT has already installed the appropriate hardware to accomplish this at existing signalized intersections. These improvements should be integrated with the future recommended signalized intersections. Additionally, in order to facilitate safety at high volume intersections, it may be necessary to restrict U-turn movements at a number of signalized intersections on Route 83. This policy directs U-turn movements to the safer mid-block locations, and maximizes the operational capacity of high volume signalized intersections.

The future traffic conditions resulting from these improvements and additional anticipated development along the corridor are important to understand. These projected operational characteristics demonstrate the importance of the proposed improvements and are discussed in more detail in the following paragraphs.

Use of U-Turns

Improvements to Route 83, such as widening to six through lanes and the elimination of uncontrolled full access intersections, will promote through trips of long distances. In order to accomplish this, it is necessary to limit the number of full access locations along the highway in order to reduce delay. However, limiting access along Route 83 will not provide convenient local access, which is necessary to promote commercial activity.

A solution that will accommodate commercial access while limiting full access locations is to allow U-turns in the median at selected locations. U-turns have certain advantages and disadvantages as well as some minimum design criteria.

Generally, the U-turns would be located in advance of signalized intersections. These locations will provide access to commercial areas not served by conventional full access intersections. Travel distances would be slightly longer if U-turns were provided, but the longer travel distances are outweighed by the benefit to through traffic with the elimination of unsignalized full access locations. It is probable that most existing and future signalized intersections will prohibit U-turns, which enhances the importance of permitting mid-block U-turns in advance of signalized intersections.

Locating the U-turns near signalized intersections would provide a better opportunity to complete the maneuver. Opposing through traffic will be stopped at the traffic signal during each cycle. When through traffic is stopped, there will be turning traffic from the cross street that would conflict with the U-turn movement, but turning traffic volumes will be substantially less than through traffic volumes.

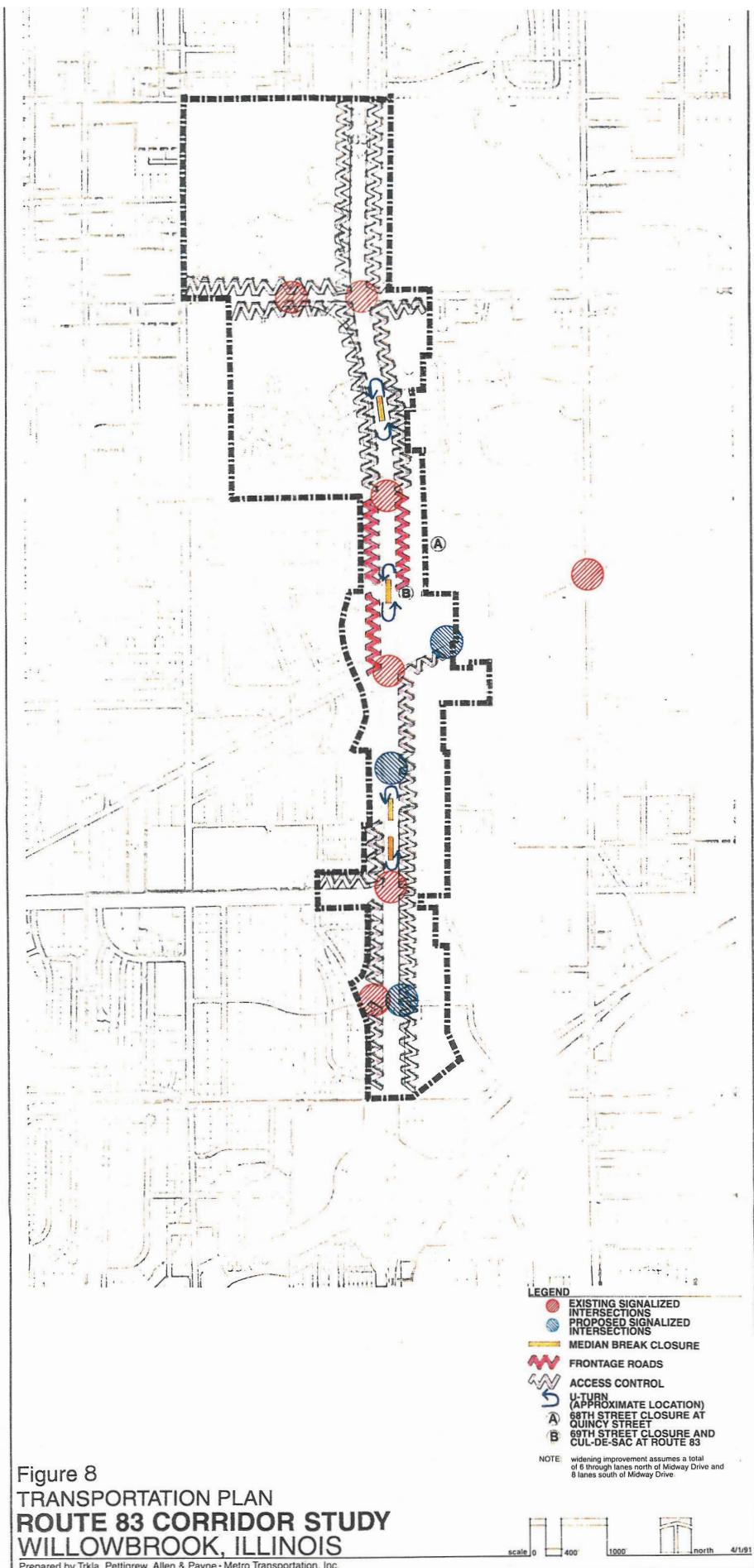
The exact locations of the U-turns are of concern in that they provide maximum accessibility while promoting safety. For example, locating a U-turn opposite an existing driveway would encourage improper use of the U-turn.

U-turns are not commonly used in the Chicago area and it is anticipated that drivers will experience an adjustment period to accept their function and realize the advantages. Proper design and signage, as well as informing the general motoring public, will reduce acceptance time.

Traffic Generation, Traffic Assignment, Level of Service Analysis

Information regarding trip generation, traffic assignments, level-of-service and other technical analyses are included in the Appendix to the Comprehensive Plan.

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Roadway/ Intersection Requirements

In addition to the future widening of Route 83 to six lanes, other roadway improvements at individual intersections will be necessary to accommodate anticipated traffic growth along Route 83. The proposed roadway improvements are illustrated in Figure 8 and are discussed below in more detail.

67th Street/Route 83. Based on the analysis, the existing geometry provided at this intersection can adequately accommodate the future total traffic estimated at this intersection with the widening of Route 83 to six lanes.

Plainfield Road/Route 83. Based on the analysis of the estimated future volumes, three through lanes in each direction on Plainfield Road are recommended at this location, with the widening of Route 83 to six lanes. This geometry will increase the capacity of the existing signalized intersection and thus enable the intersection to work more efficiently and safely.

72nd Court/Route 83. The geometrics of this intersection were previously evaluated in a study prepared for the Village. The results of this study indicated that with the development of the southeast corner of the Plainfield Road/Route 83 intersection, signalization of the 72nd Court/Route 83 intersection should be considered. This would provide the subject site with a full access location to Route 83 as well as allow the existing commercial site south of 72nd Court to take advantage of this signalized access location. A southbound left turn lane and a separate northbound right turn lane should be provided on Route 83 with the development of this subject site. A separate right turn lane and separate left turn lane for westbound traffic are also recommended.

With the widening of Route 83 to six through lanes, these additional lanes should adequately accommodate the future estimated traffic volumes at this intersection.

75th Street/Route 83. The geometrics of this intersection were evaluated in a previous study. The results of this study indicated that with the extension of 75th Street to the east, a southbound left turn lane and a separate northbound right turn lane should be provided on Route 83. A through lane and separate left turn lane and right turn lane for westbound traffic were also recommended. Based on the analyses presented in this study and with the widening of Route 83 to six through lanes, these additional lanes should adequately accommodate the future estimated traffic volumes at this intersection.

Midway Drive/Route 83. Based on the results of the analyses and the estimated future volumes, it is recommended that four through lanes from south of 75th Street through the Midway Drive intersection be provided with the widening of Route 83. The additional through lane is necessary due to the location of this intersection with respect to Interstate 55. The future total estimated traffic volumes at this location are substantially more than at intersections located further from the Interstate, due to the traffic volumes from the various sources which converge/diverge at this location. It should be noted that most of this section of Route 83 currently has six through lanes, so the additional through lane will provide an eight lane cross section at this location.

It should also be noted that the existing operation at the Route 83/Midway Drive intersection is complicated due to the proximity of the I-55 Frontage Road to Route 83. A possible solution to promote safer and less confusing operations would be to place the I-55 Frontage Road/Midway Drive intersection under signal control.

The two intersections are located approximately 150 feet apart. This distance would not allow efficient independent signal operation. Both intersections could operate as a single signal. In order to accomplish this, the signal phasing would require modification to accommodate traffic to and from the Frontage Road.

Signal Coordination

Currently, there is a lack of signal coordination along Route 83, specifically at the 67th Street/Route 83 intersection. IDOT is continually monitoring this situation. However, it is recommended that with the widening of Route 83 north of 67th Street, improvements to the signal progression system be made. The hardware necessary to coordinate signals in the study area is in place and an attempt to correct the signal timings, and thus provide progression, should be made. Once signal coordination is implemented, it should be continually monitored.

Frontage Roads and Access Control

Finally, a number of locations for frontage roads, areas appropriate for access control, street closures and improvements are recommended to augment traffic safety, protect existing neighborhoods and improve overall traffic circulation.

Frontage roads are recommended along the west side of Route 83 between 67th Street and Plainfield Road and the east side of Route 83 between 67th and 69th Streets. These frontage road locations are intended to reduce existing and future property access directly to Route 83. Traffic circulation and safety will be improved by orienting vehicle access to and from signalized intersections. The form of the frontage road improvement does not necessarily require the improvement of a roadway entirely separate of individual on-site circulation, although this represents one option. Another option is to interconnect individual developments through a common access aisle with limited access to Route 83. It is possible this aisle could serve off-street parking areas for each individual development. This principle is particularly applicable in the City of Darien along the west side of Route 83 between 67th Street and 69th Street due to existing developmental conditions.

Access control is emphasized at the following locations, as depicted in Figure 8:

- All frontage properties along Route 83 between 59th Street and 67th Street
- All frontage properties along Route 83 within the Village of Willowbrook between Plainfield Road and the Stevenson Expressway

The access control policy requires that individual property owners' access be coordinated and consolidated into one or two points for any frontage along Route 83 where the only option for access is Route 83. Or, in the case where access can be gained from a street other than Route 83, that preference be given to the secondary street. Whenever possible, access to private property from Route 83 should be limited and, when feasible, existing driveways accessing Route 83 should be combined.

With regard to street closures, the plan recommends the closure of both 68th Street and 69th Street to the east of Route 83. The 68th Street closure should occur at the west right-of-way line of Quincy Street, eliminating the need to maintain a street stub which provides no vehicle access to abutting properties. 69th Street east of Route 83 should be closed and provided with a standard cul-de-sac improvement to terminate the street no further than 300 feet east of Route 83.

Finally, the 75th Street improvement east of Route 83 to Madison Street provides an important alternative connection to the surrounding street system. The connection will help relieve volumes of traffic along Quincy Street and Midway Drive.

Landscaping

The overall widening improvements to Route 83 should attempt to maintain the present landscaped character along the corridor. Although the roadway widening will undoubtedly impact the amount of open space within the right-of-way, the Village's basic policy is to seek significant landscaping within the parkway and median of Route 83 and special landscaping for existing and planned residential areas along the street. Street lighting is not advocated due to proximity to existing residential developments and the dramatic change in character to the community resulting from intensive street lighting. The Route 83 Landscaping and Lighting policy of the Village is depicted in Figure 9, and further discussed below.

Route 83 Median Planting. Widening outside the median will permit an opportunity to landscape within the median. In order to provide for positive drainage, areas most suitable for planting, and a parkway of the desired aesthetic image, the suggested design calls for a crown median with barrier curbing and underground storm sewers. Figure 10, Proposed Route 83 Concept Profile, presents an illustration of how Route 83 could be designed. Plant material could include deciduous and evergreen trees and shrubbery, as well as planting beds for a variety of annual and perennial plants.

Parkway Planting. Parkway planting will serve one of two purposes: 1) to create a dense visual screen for residential land uses; or 2) to create a common parkway planting scheme to beautify remaining frontage locations along the Route 83 corridor.

Combination Landscaping and Structural Barriers. A section of frontage along the Route 83 corridor fronting the Lake Hinsdale Village residential area appears to hold potential for structural noise barrier walls. Unlike most frontage sections along Route 83, this is a continuous section approximately 1,600 feet long. Given the frontage length, in combination with the proximity of dwellings to the right-of-way, it is seen as having the greatest potential for meeting noise mitigation warrants of any section along the Willowbrook Route 83 cross-section. A combination of berthing, noise attenuation barriers and landscaping is desired along this section. Additionally, the City of Darien has expressed a strong desire for structural noise barriers for the residential area along the west side of Route 83 between 74th Street and Plainfield Road. If warrants for noise attenuation devices cannot be met, landscaping, and possibly berthing in some locations, consistent with the remainder of the Route 83 corridor, is desired.

To the extent possible, parkway improvements should be coordinated with individual property owners and homeowners' associations and should reflect local preferences. Where landscaping is to serve as a mitigative visual barrier along residential properties, a minimum of one tree for each 15-20 feet of frontage should be planted utilizing a combination of deciduous and coniferous overstory trees. Parkway and median planting should include a minimum of one overstory tree for approximately each 60 feet of street length. The planting standard applies to each parkway and median individually. Shrubbery or ornamental varieties can be substituted in areas where sight visibility is an issue. This includes the visibility of businesses as well as intersections, access points and official traffic control devices.

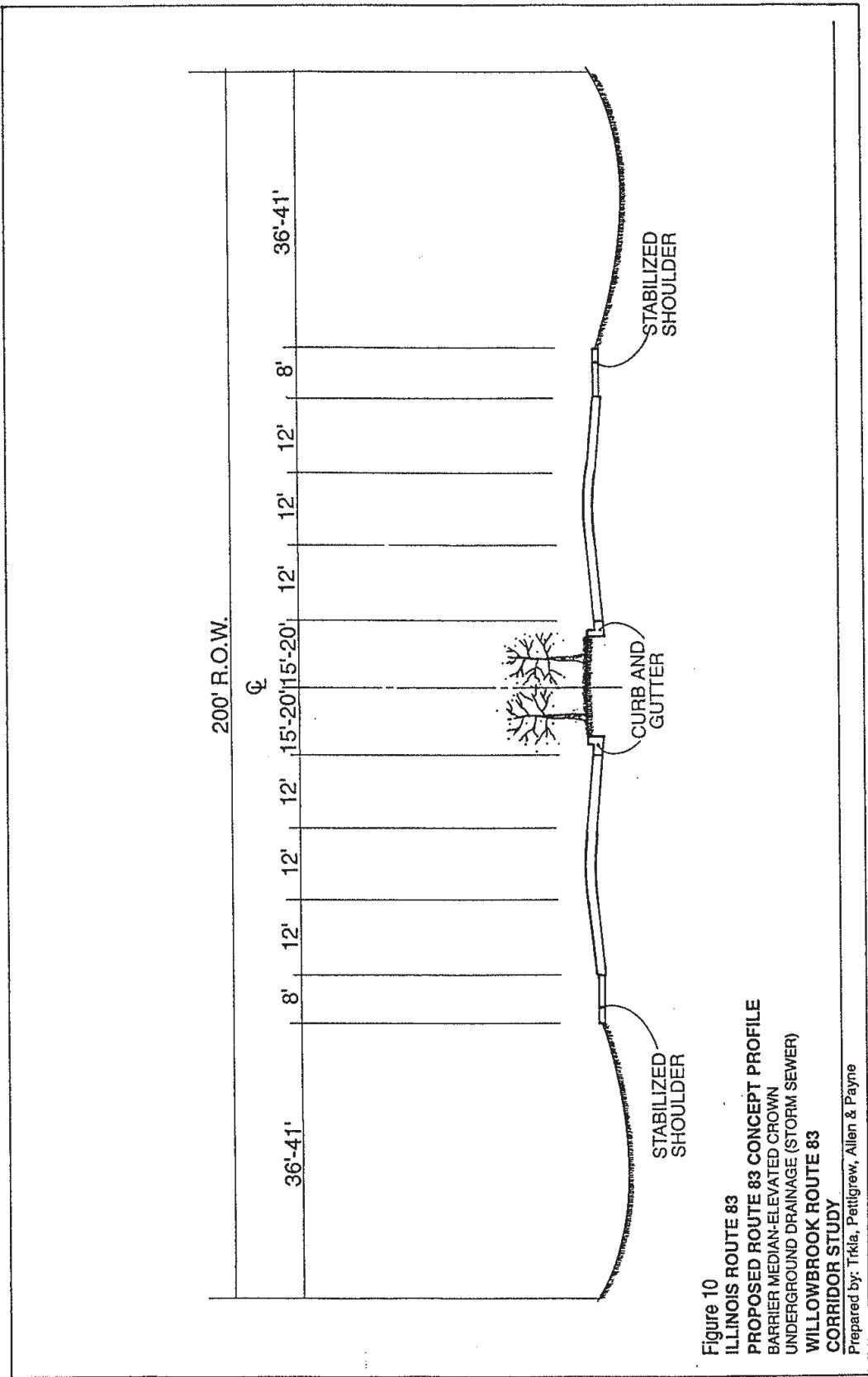
From the standpoint of maintenance, it should be noted that the Village of Willowbrook has a long-standing agreement with the Illinois Department of Transportation to mow and maintain the landscaping within the Route 83 right-of-way throughout the Village limits.

The improvements, in combination with unique and distinctive community entryway features, will serve to enhance the character of Route 83. The entryway features at the north and south limits of the community should serve as landscaped focal points with attractive signage signifying arrival to the community. Ideally, the improvements would be placed within the Route 83 median for greatest visibility.

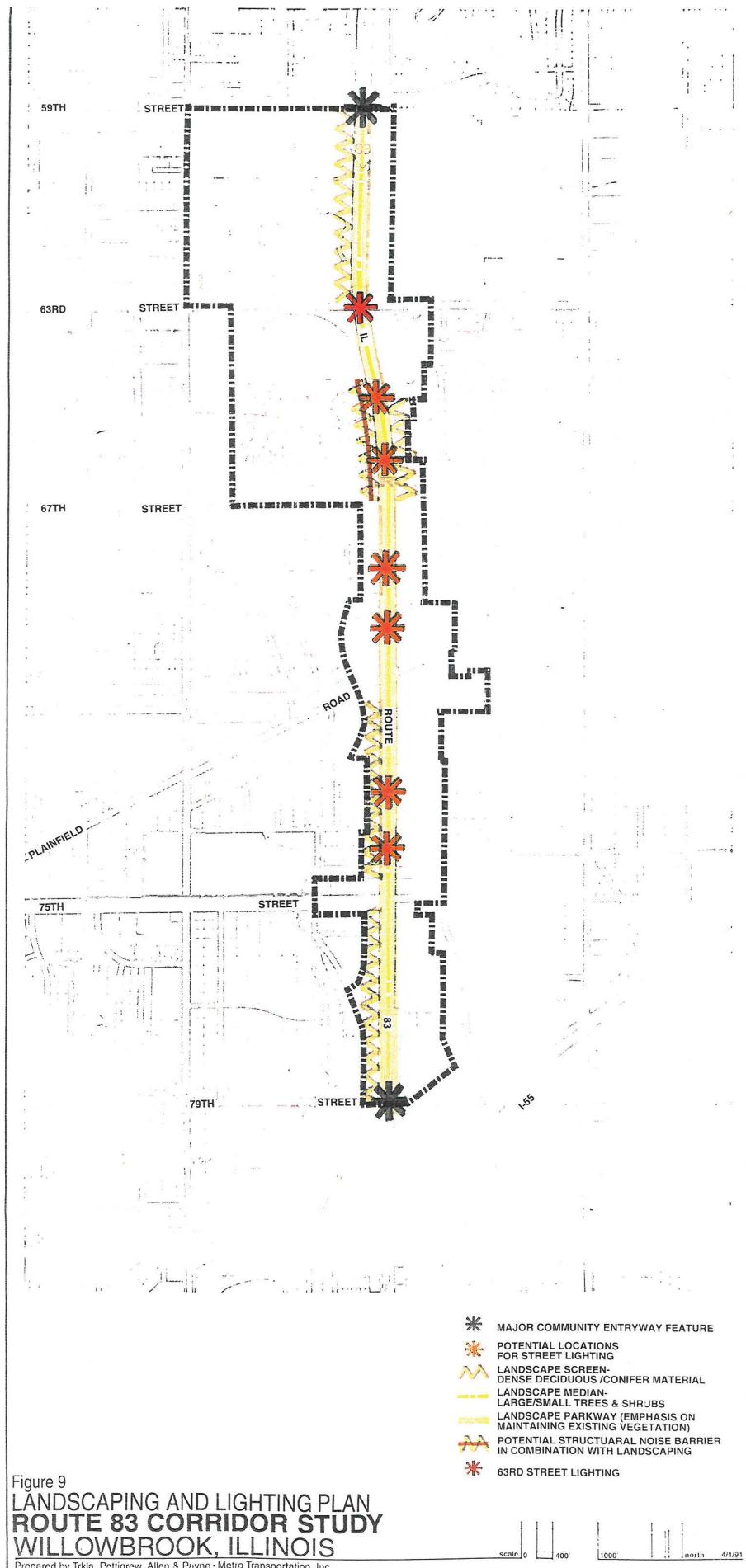
Lighting

Although the community acknowledges the presence of ambient lighting along existing business areas fronting Route 83 and the potential operational safety benefits from lighting, concerns for the protection of the existing character of the route and protection of residential areas weighed against implementing an overall lighting program. However, the possible need for lighting mid-block U-turn locations is recognized due to the unique nature of this traffic movement, which is uncommon to the Chicago area. Further, lighting of the intersection of 63rd Street and Route 83 is recommended due to the fact that this intersection has been identified as a high-accident location and residential development does not exist within close proximity to the intersection.

Beyond these exceptions, it is the desire of the Village to not provide for any additional lighting along the Route 83 corridor.



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Related Design Improvements

A number of related design improvement needs have been identified and are discussed in this section. These include: 1) grade separation between existing drives and streets and the proposed Route 83 improvements; 2) issues regarding storm water drainage; and 3) property access during roadway reconstruction.

Grade separations between existing drives and streets and the proposed Route 83 improvements.

While the community recognizes there may well be a need to alter existing slopes of driveways resulting from minor grade adjustments to Route 83, extensive changes from existing conditions are not acceptable. Therefore, the Village has established a policy that no driveway grade shall have a maximum slope exceeding five percent.

Storm Water Drainage

Throughout the study, storm water issues have been a topic of great interest. It is extremely important that existing run-off release rates for storm water not be increased for property within the Route 83 right-of-way, that generally no adverse impacts related to flooding be created, and the following conditions and issues be addressed as part of the IDOT design plans for Route 83.

Marion Hills Ditch/63rd Street: The confluence of the North Branch and South Branch of the Marion Hills Ditch is in a reservoir just west of Route 83 and north of 63rd Street. If the culverts under Route 83 become blocked or their capacity is exceeded, the road will overtop at or near the intersection with 63rd Street. The western quadrants of this intersection contain commercial developments which may be subject to flooding if the overland flow route across Route 83 is not maintained. While the roads are not in the floodplain, much of the area in the northeast quadrant and southeast quadrant of the intersection of Route 83 and 63rd Street is classified as Zone A (areas of 100-year flood, base flood elevations and flood hazard factors not determined).

Lake Hinsdale Outfall: Lake Hinsdale has a total watershed area of approximately 450 acres consisting largely of single family and multi-family residential areas. This lake is at the upstream end of the 63rd Street Ditch, which is tributary to Flagg Creek. Currently, Route 83 at the Lake Hinsdale outfall is classified as Zone A2 floodplain with a BFE of 724 NGVD. The existing overtop point of Route 83 is immediately south of Ridgemoor Drive West. If this overflow point is not maintained, there is an increased potential for damage upstream in the Village of Willowbrook and the City of Darien.

Plainfield Road Intersection: The intersection of Route 83 and Plainfield Road serves as the overland flow path for a substantial amount of land east of Route 83, which is tributary to the East Branch of Sawmill Creek. This area contains retail, office/research, and residential developments, including the K-Mart shopping center and the Lake Willoway Condominium development. Another retail mall is proposed for the southeast corner of this intersection. The Village is of the opinion that it is very important to maintain this overland flow route so as to minimize the structural and economic losses suffered during the extreme rainfall events or under the circumstances that a drainage structure should become non-functional.

Plainfield Road to 69th Street: Route 83, between Plainfield Road and 69th Street, does not have any drainage structures to carry stormwater from east to west. As stated earlier, there is an overland flow path at Plainfield Road. The Village requests that drainage improvements be considered in this area because lane closures on Route 83 are occasionally required. To the knowledge of Village officials, no other stretch of Route 83 within the Village of Willowbrook has ever required closures because of flooding.

Property Access During Roadway Reconstruction

Great concern was expressed by local businesses and residents that temporary individual property access be maintained throughout the construction phase of the Route 83 widening. It is the position of the Village that access be maintained during construction to all properties that rely upon Route 83 as their sole means of ingress and/or egress.

Bicycle and Pedestrian Access

Pedestrian and bicycle access improvements have become increasingly important to residents of Willowbrook. As the community and region have developed, it has become more difficult to overcome impediments (such as major streets) to pedestrian and bicycle access. Further, residents find their neighborhoods are disconnected from the larger community and rely on other means of transportation for local trips. This section presents the Bicycle and Pedestrian Facilities Plan for the Village. Figure 11, Existing Sidewalk Facilities, indicates where sidewalks now exist within the community. Since most areas of the community are already developed, the responsibility for the majority of future improvements will rest with the Village of Willowbrook. Therefore, the Village should design an overall system of bicycle and pedestrian facilities, indicating priority improvements. The first step is to establish a bicycle and pedestrian facilities plan. Various facility types can be provided to meet community needs. These are elaborated upon below.

Sidewalk Need Criteria

Establishing an integrated pedestrian system is dependent upon local conditions. These conditions include the major pedestrian destinations within the community, impediments to reasonably direct access to the various locations, and the preferred means of travel. For sidewalk connections, the qualitative criteria itemized below have been identified for determining the location of new facilities.

- Connect major pedestrian generators and destinations within the community, including schools, shopping areas, parks and recreation facilities, Village Hall, and important destination points/connections beyond the Village.
- Connect isolated developments (within one-fourth miles).
- Where possible, avoid sidewalks along heavy traveled regional arterials, but provide for safe access across arterials where they might otherwise be an impediment to pedestrian access in the community.
- Sidewalks along major arterials are acceptable if a minimum 10 feet of parkway is provided separating pedestrian and vehicle lanes.
- Preference is given to sidewalk locations along collector and local streets where travel speeds are less than 40 miles per hour.

Bicycle Need Criteria

There are different types of bicycle facilities that can be developed depending upon roadway and right-of-way conditions, vehicle speeds and alternative paths available for providing the facility. The proposed plan recommends the following types of facilities:

- Bicycle Path -- with separate right-of-way for the exclusive use of bicycles.
- Unprotected Bicycle Lane -- with restricted right-of-way for exclusive or semi exclusive use of bicycles. The lane is identified through some consistent method of pavement markings and signage to provide a visual separation between motorized and non-motorized lanes.
- Bicycle Routes -- where bicycle right-of-way is shared with motor vehicles and is identified by signage only.

Based upon these criteria, Figure 12, Bicycle and Pedestrian Facilities Plan has been developed. It includes proposed sidewalk and bicycle facilities improvements. Further, based on this Plan, the Village of Willowbrook has undertaken a prioritization of sidewalk improvements. It was prepared for purposes of capital improvements programming for the Village. The location of these high priority projects are illustrated in Figure 12 as well.

Prioritization was based upon the following factors:

- System Continuity - connections to existing sidewalk segments.
- Relationship to major pedestrian generators and destinations, which include schools, parks and neighborhood shopping areas.
- Pedestrian safety.
- Overall street continuity - streets which serve large areas of the community and are capable of interconnecting pedestrian facilities.
- Potential for connections to sidewalks within adjoining municipalities.
- The DuPage County Bikeway Plan.

The Village should also consider simultaneously providing bicycle improvements in combination with sidewalk improvements as called for in the Plan.

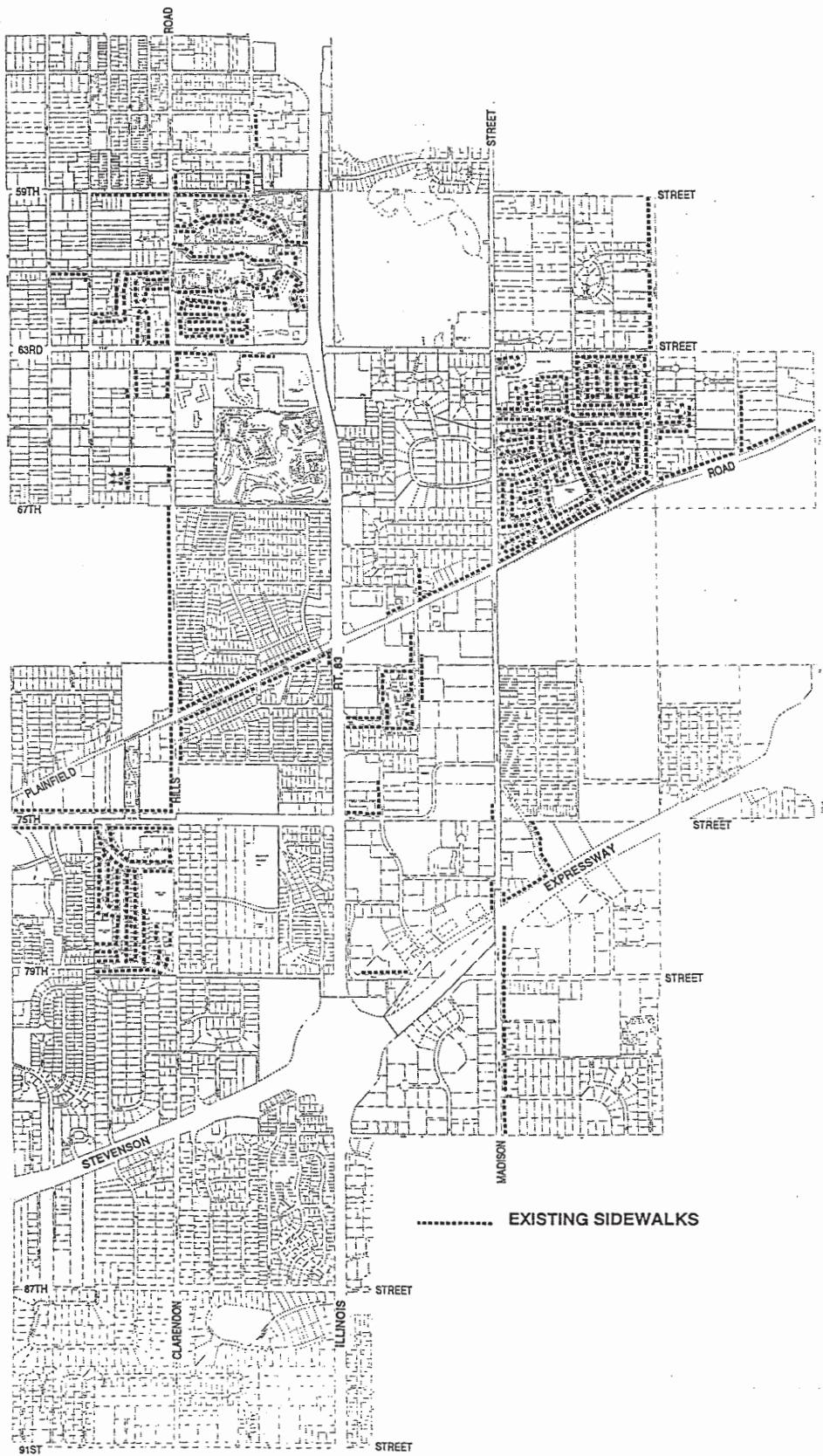


Figure 11
EXISTING SIDEWALK FACILITIES
COMPREHENSIVE PLAN
Village of Willowbrook, Illinois

Scale 0 800' 1600' North
Prepared by Trika, Perigrow, Allen & Payne
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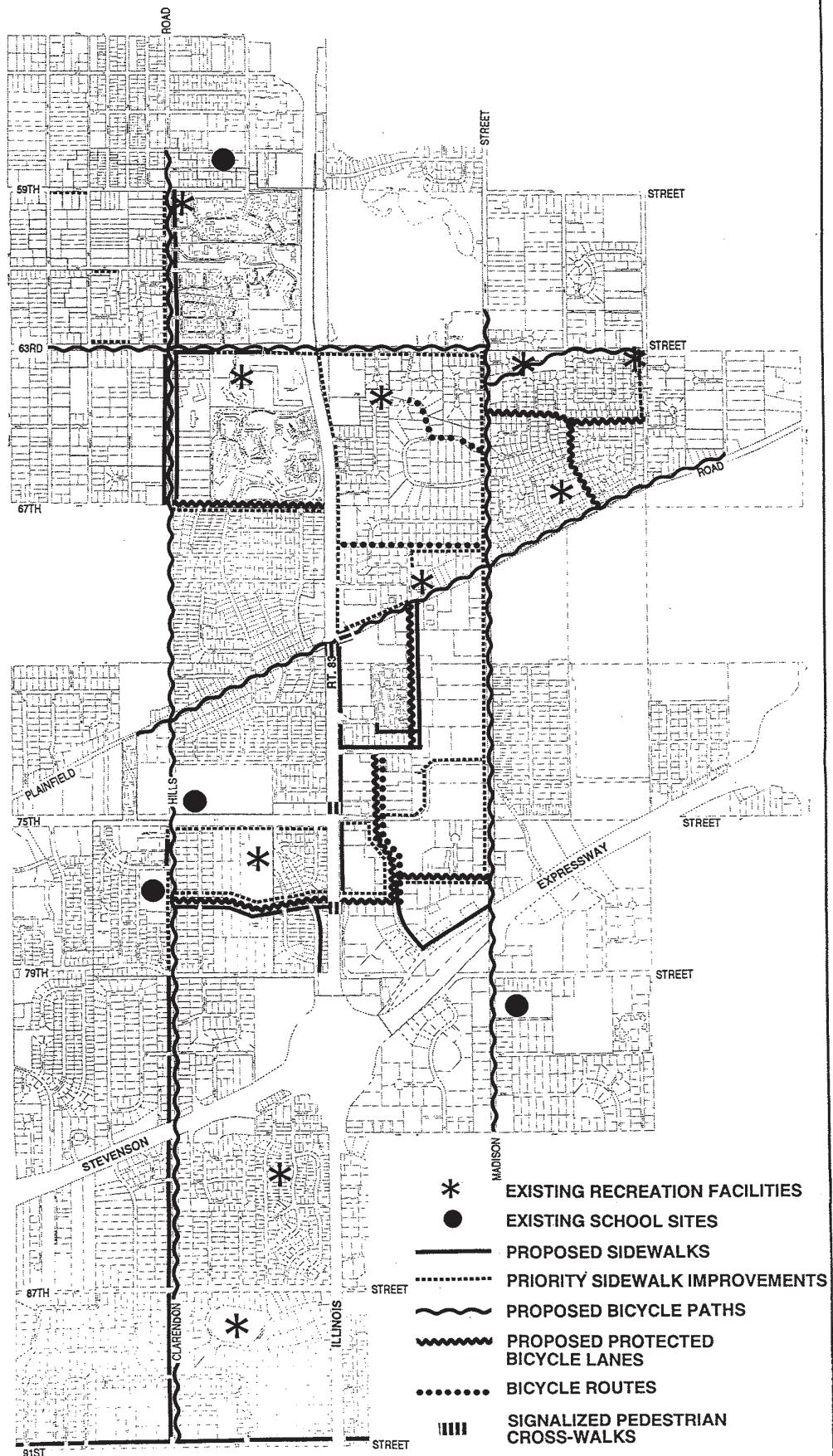


Figure 12
**BICYCLE AND PEDESTRIAN FACILITIES PLAN
 COMPREHENSIVE PLAN**
 Village of Willowbrook, Illinois

Scale 0 500' 1500' North
 Prepared by Trika, Pettigrew, Allen & Payne
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Public Transportation

The Comprehensive Plan foresees the need for the Village to continue to rely on public transportation to serve its workforce, senior citizens, youth, and other transportation deprived-populations in the Community. The Village supports the Pace suburban bus services provided to the Village and desires to enhance this service by developing a Park and Ride facility within the community. The facility would primarily serve Willowbrook residents who desire access to the Metra commuter passenger rail service. The Village of Willowbrook will take leadership responsibility in identifying potential Park and Ride sites, coordinating route and scheduling matters with Pace and management and operation of the facility. Ideally, a new Park and Ride facility would be convenient to both pedestrians and motorists and possibly provide for other municipal services as well as convenience retail services for the benefit of Willowbrook residents.

The Comprehensive Plan also recommends the Village continue to explore, along with other communities, a new Metra commuter passenger facility proposed to be located at the intersection of Route 83 and the ICG Rail Road. This unincorporated location would have the potential to provide direct access for Willowbrook residents to commuter rail service with access to Chicago's Loop.

Community Facilities Plan

In the Comprehensive Plan, Willowbrook community facilities and services have special emphasis. They provide for the day-to-day needs of residents and businesses, and help define the quality of community life. In Willowbrook, the services and facilities which support and enhance the quality of life are of great importance. They include activities traditionally provided by local government: education, public recreation, police and fire protection, and libraries. Some public facilities and services are absolutely necessary, while others are highly desirable. In either case, it is essential that the Village make plans for their provision in the future.

This section summarizes future needs and long-range recommendations for the following facilities: parks and recreation, elementary and secondary schools, fire protection, police, library, municipal offices and public works. Key recommendations are presented in Figure 13 Community Facilities Plan. While the Plan focuses on physical facilities, such as land and buildings, the Background Studies analysis (Appendix) documents several manpower, equipment and service delivery needs as identified by respective agencies and organizations.

It is important to emphasize that the Comprehensive Plan presents general policies and guidelines for community facilities throughout Willowbrook's planning jurisdiction. It is not intended to pre-empt or substitute for the more detailed planning and programming which should be undertaken in the future by various municipal departments and other public agencies and organizations. For example, even though the Plan sets forth general guidelines for the quantity and distribution of park land within the community, it does not preclude the need for the more detailed planning, programming and site selection process, which falls within the purview of the Parks and Recreation Department. The same holds true for schools, police and fire facilities, public works sites and buildings, and other community facilities.

Overview of Community Facilities

As a prelude to discussing the needs and requirements of specific community facilities within Willowbrook, the following overall policies and guidelines are recommended as a framework for community facilities planning in the future.

Community Facilities Policies

- Existing community facilities should be used efficiently and effectively in the future. For example, since opportunities for acquiring new park sites in many portions of the Village will be limited, existing park sites should be used more effectively. Some parks should undergo more intense development; new facilities should be added at selected parks; and recreational programs and services could be expanded at existing sites.
- Existing community facilities should be repaired and upgraded as required. These include schools, municipal buildings and other institutions. Maintenance should be undertaken in a timely manner before significant problems arise. Replacement facilities should be constructed for existing facilities which become inadequate or obsolete. Special care should be taken to ensure that these new facilities are well located and compatible with surrounding land uses.
- The Comprehensive Plan recommends that important natural environmental features be preserved, protected and utilized as focal points for new development areas. While the most important of these are the Marion Hills Ditch/63rd Street Ditch and Sawmill Creek corridors, a number of other attractive natural features are scattered throughout the community. These permanent open space corridors should provide an overall opportunity for community facilities. To the extent possible, new parks, schools, public buildings and other institutions should be located along or near the linear open space system created by existing environmental features. These features would not only provide an attractive setting for community facilities, but would also make them more easily accessible by bicyclists and pedestrians.
- Special attention should be focused on the needs and requirements of facilities and services which will help retain existing residents and attract new families in the future. These include schools, parks and cultural facilities, fire and police protection, and other community services. It is essential that these facilities and services be of the highest quality if Willowbrook is to sustain its reputation as a desirable residential community.
- The Village should be attuned to the changing needs and requirements of various neighborhoods and geographic subareas. For example, as lots or parcels become available in neighborhoods with park land deficiencies, new parks could be acquired and developed.

- The Village should promote cooperation and interaction between various agencies and organizations within and around Willowbrook in the provision of community facilities and services.
- The Village should keep abreast of the plans, policies and projects of other agencies and organizations that may affect or influence conditions in Willowbrook.
- The Village should consider the provision of new facilities and services which respond to the special needs and desires of local residents and businesses. Community needs will continue to change in the years ahead. For example, the increasing number of older residents may lead to new facilities and services for the elderly. New services might also be considered for young children, the physically handicapped, or other special needs groups. The Village should also continue to explore the future need for and interest in new public buildings and facilities not currently available in the community.
- The Village should undertake a comprehensive self-assessment of disabled accessibility needs. The criteria for this assessment should be based upon the provisions of the Americans With Disabilities Act.
- The Village should capitalize on the visual and image potentials which are presented by community facilities. Willowbrook's overall image and identity can be significantly enhanced by its system of public sites and buildings. At a minimum, all facilities should be in good repair, and be located on attractively landscaped sites. New public buildings represent unique opportunities to develop new civic landmarks and focal points, opportunities which are rare within any community.
- The Comprehensive Plan anticipates the development of a new library facility over the course of the planning period. The new facility should be of the highest quality, serving as a key focal point for the public in general. The new facility should be centrally located within the Indian Prairie Library District.

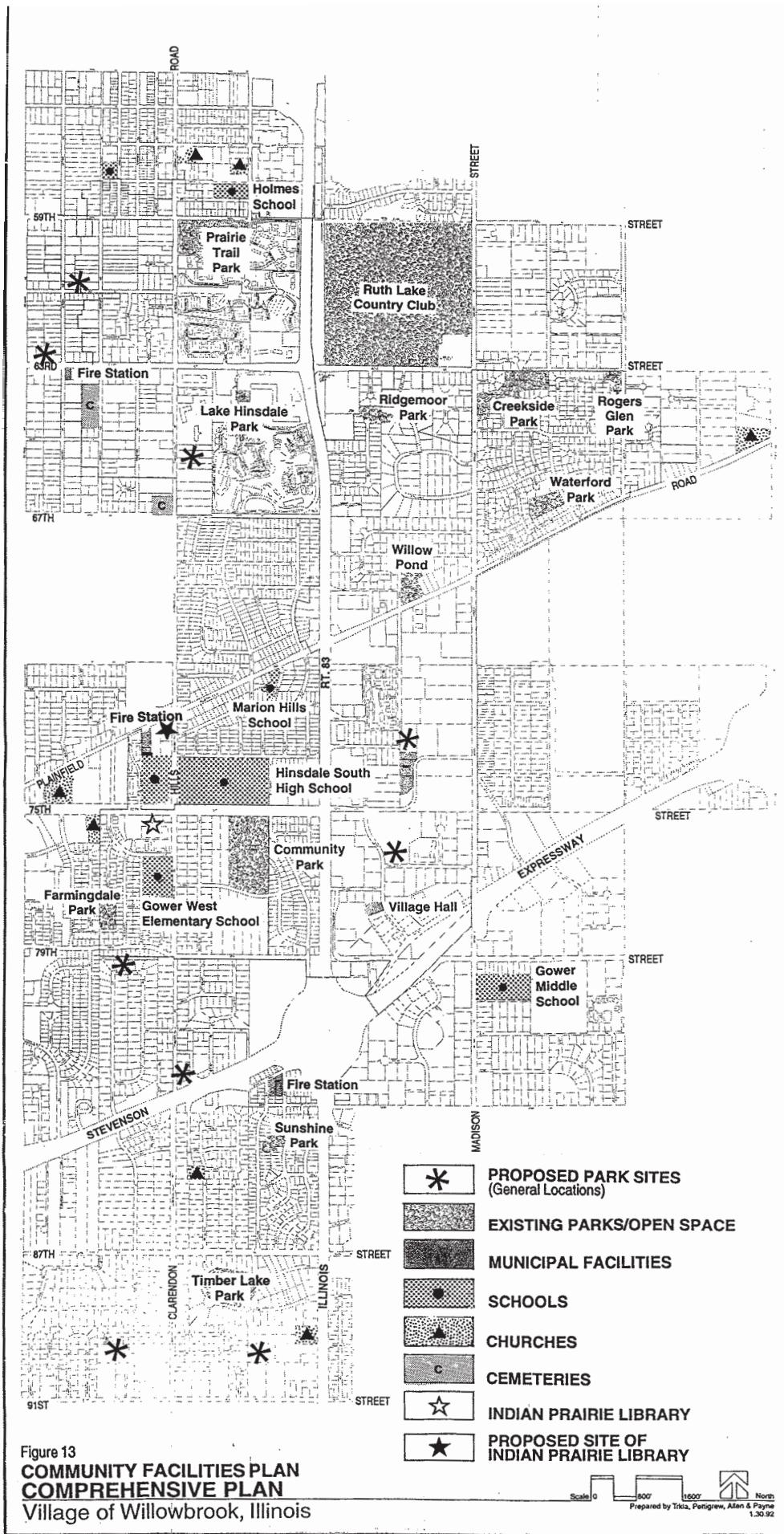


Figure 13
**COMMUNITY FACILITIES PLAN
 COMPREHENSIVE PLAN**
 Village of Willowbrook, Illinois

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Parks and Recreation

The parks and recreation system consists of sites, facilities, and programs which perform several important functions within Willowbrook. The most basic function is the provision of recreational services to local residents. An effective system can create opportunities for a wide range of leisure time experiences. The system can also help protect sensitive environmental resources, define and delineate neighborhood areas, and be an important visual feature in the community. An effective parks and recreation system is particularly important in a traditionally strong residential community like Willowbrook. The Comprehensive Plan has identified a need for active recreational facilities. Although there are a number of larger park sites throughout the community, there is a need for smaller sites more proximate to various neighborhood areas.

The existing park and open space system is described in detail in the Appendix of this report. Table 3, Existing Park and Recreational Facilities summarizes specific park and recreational facilities existing within the Willowbrook planning area. An important consideration in developing the Comprehensive Plan for Willowbrook is neighborhood accessibility to park and recreation areas. Because streets often block and isolate recreation areas within the Village, an analysis was made to evaluate the amount of park land available in 6 subareas of the community. These 6 subareas are delineated in Figure 14, Park and Recreation Service Areas. The amount of land available in each subarea was compared to the National Park and Recreation Service Standard of 10 acres per 1,000 population. Although the standards should be looked upon only as a guide, they do provide the community with an idea of what is commonly accepted as adequate recreational area. In total, Willowbrook currently provides 6.3 acres of park land per 1,000 population.

The following describes the results of the service area analysis:

Service Area 1

This area is principally a low density residential area generally bounded by 58th Street to the north, Clarendon Hills Road to the east, 67th Street to the south, and Western Avenue to the west. It currently maintains a population of approximately 803 persons.

- Existing Recreational Facilities: None
- Additional park land demand: 8 acres

Service Area 2

- This area is bounded by Route 83 to the east, Clarendon Hills Road to the west, 58th Street to the north, and 67th Street to the south. The area is principally medium to high density multiple family residential in character, with commercial and retail uses at Route 83 and 63rd Street. It currently maintains a population of approximately 3,917 persons.
- Existing Recreational Facilities: Lake Hinsdale Park, Prairie Trail Park, Holmes School and a variety of private recreational facilities within the major residential developments (Existing local park sites = approximately 11 acres).
- Additional park land demand: 28 acres

Service Area 3

This area is bounded by Ruth Lake Country Club to the north, Plainfield Road to the south, Route 83 to the west, and Elm Street to the east. The area is principally single family residential in character, the exception being non-residential uses along portions of Route 83 and Plainfield Road. It currently maintains a population of approximately 2,407 persons.

- Existing Recreational Facilities: Willow Pond Park, Waterford Park, Creekside Park, Rodgers Glen Park and Ridgemoor Park (Existing local parks = approximately 25 acres).
- Additional park land demand: None

Service Area 4

This area is bounded by Plainfield Road on the north, Madison Street to the east, Route 83 to the west, and the Stevenson Expressway to the south. The area is primarily a commercial, commercial service, office and industrial area. A small “pocket” of low and medium density residential uses lies within the area. It currently maintains a population of approximately 402 persons.

- Existing Recreational Facilities: None
- Additional park land demand: 4 acres

Service Area 5

This area is generally bounded by 75th Street to the north, the Stevenson Expressway to the south, Route 83 to the east, and Tennessee Drive/ Apple Tree Lane to the west. The area is predominantly single family residential in character and contains a few multiple family residential areas. The area maintains a total population of approximately 2,646 persons.

- Existing Recreational Facilities: Community Park, Midway Park, Farmingdale Park. The area also has access to Hinsdale South High School facilities and Gower West Middle School (Existing local parks = approximately 23 acres).
- Additional park land demand: 3 acres

Service Area 6

This area constitutes the remainder of the planning area south of the Stevenson Expressway to 91st Street. It is virtually entirely low density residential in character. The area maintains a total population of approximately 2,419 persons.

- Existing Recreational Facilities: Timberlake Park and Sunshine Park. The area also has access to Anne M. Jeans School to the south (Existing local parks= approximately 18 acres).
- Additional park land demand: 6 acres

Table 3: Existing Parks and Recreational Facilities, Village of Willowbrook

Name	Park Type	Site Size (Acres)	Activities and Facilities				Evaluation			
			Sports and Play	Picnicking	Swim	Other	Adequacy of Site Size	Development Level of	Safety from Traffic	Comments
Willowbrook Community Park	Comm	17.77	X	3	2					Midway Drive Bike Path 1991
Creekside Park	Neigh	10.10	X	1	1					
Farmingdale Terrace Park	Neigh	3.02	X	1	1					
Lake Hinsdale Park	Neigh	1.00	X	1						
Midway Park	Neigh	2.14					X			
Prairie Trail Park	Neigh	7.30	X							
Ridgemoor Park	Neigh	3.35	X	1						
Rodgers Glen Park	Neigh	1.30								
Waterford Park	Neigh	4.20	X	1	2					
Willow Pond Park	Neigh	4.17	X							

*VG = Very Good

Plan Recommendations

The Comprehensive Plan recommends the following policies and guidelines regarding parks and recreation within the community.

1. The Village should secure new park sites within the Village with emphasis on sites to serve neighborhood needs. Areas of the community with the greatest need for additional park land include service areas 1 and 4. The Community Facilities Plan indicates general park site opportunity locations. However, these locations should not be viewed as the only location where facilities may be provided. The Village should evaluate all opportunities within a given service area.
2. The Village has identified the need for a new Community Center. The facility is intended to provide greater recreational and social opportunities for Willowbrook's youth and growing numbers of senior citizens. The community center should provide for both passive and active recreational opportunities. Ideally, it would be situated on a site approximately 4-5 acres in size. The possibility of developing a joint facility with the City of Darien should continue to be explored. Community Park has been identified as a site suitable for a new facility. The ultimate selection of a site should be premised upon a location within the Village of Willowbrook. The Village, under the auspices of the Parks and Recreation Commission, should undertake a comprehensive needs assessment to ascertain the current level of need for recreation facilities, including a swimming pool, in conjunction with the proposed Community Center.

3. The Village Parks and Recreation Commission and members of the Parks and Recreation Department have identified a number of specific park and recreation improvements to existing facilities. These include:

Community Park - The configuration of the park is narrow; this, coupled with its relatively small size, has resulted in design constraints for active use areas. More land may be needed in the northwest corner should the site become the location of a new community center. Pedestrian safety to and from the site has become an issue along Midway Drive.

Creekside Park - This park is in need of improved access. While access is deemed acceptable from the north, south and west sides of the park, access for pedestrians and bicyclists along Madison Street can be improved to enhance safety.

Prairie Trail Park - Although positioned in a fair location, this site poses traffic safety concerns along the west side fronting on Clarendon Hills Road. Improved pedestrian and bicycle access from areas other than developments which immediately adjoin the park is highly desirable.

4. The Plan recommends the closure of Midway Park. It further recommends that the site be reused for residential use. Proceeds from the sale of the site should be held for acquisition of additional park land or improvements to existing recreational sites.
5. The Village should continue to seek land dedication for recreational purposes as part of residential development and redevelopment proposals.

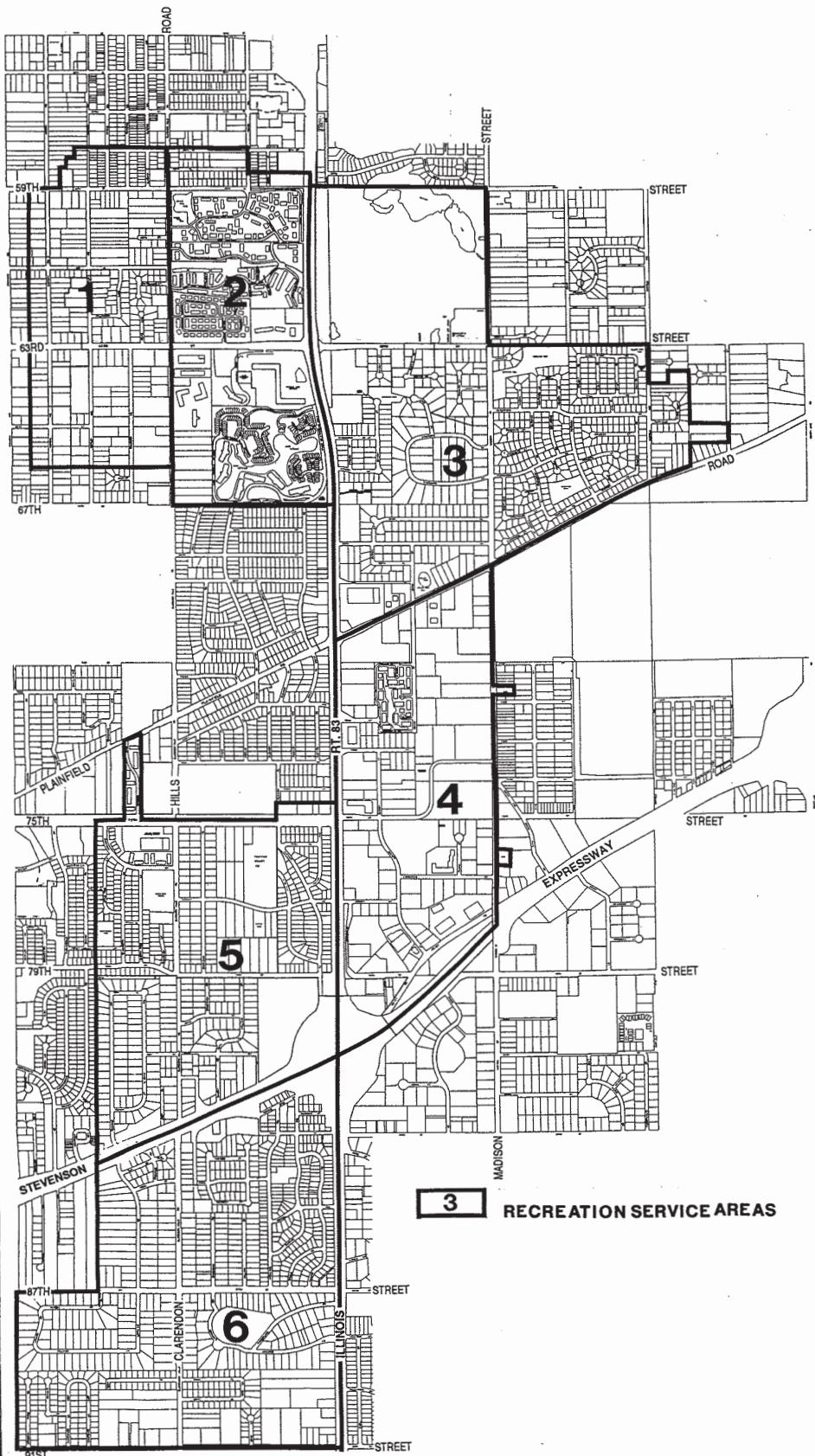


Figure 14
**PARK AND RECREATION SERVICE AREAS
 COMPREHENSIVE PLAN**
 Village of Willowbrook, Illinois

Scale 0 800 1600 North
 Prepared by Tkla, Pettigrew, Allen & Payne
 1:20,822

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Public Schools

Schools and educational facilities are among the most important community facilities. They not only provide educational services; they play important cultural, recreational and social roles as well. Willowbrook is served primarily by two elementary school districts: Gower Elementary School District (District 62), and Maercker Elementary School District (District 60). The community is also served by Hinsdale South High School and Hinsdale Central High School (District 86). Existing school facilities are described in the Appendix to this Plan.

Plan Recommendations

Virtually all public school buildings and grounds attended by Willowbrook students are in good condition. No schools are scheduled for closure. Periodic maintenance and improvement projects are undertaken on an ongoing basis within each district. The school districts serving Willowbrook are experiencing an increase in enrollment, which is projected to continue at least through the next few years.

The Comprehensive Plan recommends the following guidelines regarding public schools in Willowbrook:

1. Enrollment figures should be evaluated on a regular basis. Projections indicate steady growth in enrollments over the next five-year period. Over time, demographic conditions and trends can change and the Village should be aware of any shifts which influence construction and acquisition plans.

2. The Village should keep abreast of developments within the school districts and work closely with the districts to ensure continuing high-quality educational services in the future. In addition, local school sites and facilities play important roles in satisfying future community needs for recreational and cultural services, and continued cooperation and support is encouraged.

Municipal Buildings and Facilities, Public Library Services and Fire Protection Services

In addition to parks and recreational facilities and schools, Willowbrook has several other public buildings and facilities which are essential to the day-to-day operations of the community. These include: 1) Village Hall and Police services; and 2) Public Services. In addition, Willowbrook is served by separate library and fire protection districts. The Indian Prairie Library District serves Willowbrook and portions of Darien, Burr Ridge, Downers Grove, Westmont, Clarendon Hills, and Hinsdale. The Village is served by three fire protection districts: the Tri-State, Clarendon Heights, and Pleasantview Fire Protection Districts. The community is principally served by the Tri-State Fire Protection District. Existing public buildings and facilities are discussed in the Appendix of the Plan document.

Plan Recommendations

The Comprehensive Plan recommends the following policies and guidelines with regard to municipal, library and fire protection facilities:

1. The Village Hall, while currently adequate to meet community needs, could use more space. This is particularly true if the community annexes unincorporated residential areas in the southern portion of the planning area. The Village should consider and continue to evaluate the feasibility of a combined governmental facility which would serve the Willowbrook Public Services Department, Downer's Grove Township Offices, and the Tri-State Fire Protection District main facility. This facility would make space available for Administrative and Police Department expansions in areas currently occupied by Public Services in the Village Hall.
2. Ideally, the new Combined Governmental Services facility would be located at the existing site of Willowbrook's elevated water tank. Key to the development of this site is the acquisition of additional property and the appropriate transition to adjoining residential areas to the west of the site. Daily operations of the new facility should not impact upon the residential uses. The design and orientation of the park site suggested north and adjoining the Combined Governmental Services site could facilitate this transition.
3. The need for a new public library within the Indian Prairie Library District service area is anticipated in the future. A site has been selected in the City of Darien for the development of a new facility. If for some reason this site is determined to be inadequate, the Village of Willowbrook should assist the Library District in identifying another site, preferably in Willowbrook, or in close proximity to the Village. The presence of the services of the Indian Prairie Library District within Willowbrook is supportive of the community's image of high quality and diverse services. The Village should monitor the eventual development of the new facility.
4. None of the three fire protection districts serving the Village indicates a need to locate or expand facilities within the Village in the future, with the exception of interest expressed by the Tri-State Fire Protection District in the proposed Combined Governmental Services Facility. However, the Clarendon Heights Fire Protection District may be merged with the Tri-State Fire Protection District. The intended result is more efficient delivery of services and uniform fire insurance ratings, all of which would benefit Willowbrook. The Village should monitor the situation and lend technical or other support to the districts where appropriate.

Annexation and Intergovernmental Cooperation

The Village of Willowbrook has been actively involved in regional planning activities and the Comprehensive Plan formalizes this policy. The Village recognizes its role in planning for the larger region and has taken active responsibility in participating in regional planning processes. Further, there are a number of aspects of growth and intergovernmental cooperation which are highly interrelated, including annexation, formal boundary agreements, and unincorporated extraterritorial development.

Growth, Annexation, and Intergovernmental Policies

The following policies should be used to guide growth and annexation actions within the planning area.

- Adequate community facilities and services must be available, or be made available, at the time of annexation. To the greatest degree practical, these costs are to be borne by those seeking annexation. The Village should determine whether any proposed annexation conforms to the improvement plans and guidelines contained in the Comprehensive Plan.
- Where necessary, the Village should coordinate its capital improvements program expectant of annexation to ensure that facilities and services are provided economically.
- The Village of Willowbrook should continue to coordinate with DuPage County and surrounding municipalities to ensure that development plans and facilities projects within unincorporated portions of the Planning Area are in conformance with the Comprehensive Plan. This includes review of extraterritorial subdivisions and zoning amendments.
- The Village should give due consideration to any nonconforming uses at the time of annexation, but should maintain overall development patterns consistent with the Land-Use Plan.
- Where possible, annexations should be pursued which deal with larger consolidated areas, as opposed to individual property owners, to maximize the efficiency of local administrative and other community resources.
- Formal boundary agreements should be sought between the Villages of Willowbrook, Westmont, Burr Ridge and Hinsdale and the City of Darien (with respect to environs south of 79th Street) for areas of the Village's planning area where agreements do not exist. Ideally, the agreements would reflect the Planning Area as delineated in the Comprehensive Plan.
- An evaluation should be made of the service and capital facilities costs associated with the provision of municipal services in the event of annexation. Impact fees and/or recapture fees should be applied as appropriate to recover municipal costs.
- The Village of Willowbrook should continue participation in DuPage County Regional Planning Commission activities. This includes issues of both local as well as of county-wide importance.
- The Village should continue to coordinate plans and projects with other units of government potentially affected by Village plans and programs. This will help to ensure efficiency and understanding of community activities and serve to promote intergovernmental cooperation.

Plan Recommendations

The Plan recommends the following actions and initiatives on behalf of the Village to ensure proper growth and development of the community:

1. The Village should undertake fiscal impact analysis for all newnonresidential developments and residential developments of approximately 10 acres or larger.
2. The Village should continue to work with the DuPage County Regional Planning Commission, to the greatest extent possible, to ensure consistency in future land-use plans.
3. The Village of Willowbrook should seek intergovernmental review of extraterritorial projects which do not comport with the Village's Comprehensive Plan and seek mutual resolution of issues.
4. Where development occurs in the Village's extraterritorial planning area that creates the need for park and recreation improvements, the Village should seek County support for land dedication for park and recreational purposes.
5. The Comprehensive Plan recommends a variety of community facility and transportation improvements which impact upon the extraterritorial area. The Village should work with County and other agencies to monitor development and public improvement plans and projects to ensure, to the greatest degree possible, that the Village's plans for improvements are carried out.

W





Chapter IV Implementation

Implementation

The Comprehensive Plan sets forth an agreed-upon “road map” for the next ten to fifteen years. It is the product of considerable effort on the part of the Comprehensive Plan Steering Committee, Plan Commission, Village Board, staff and citizens of the Village of Willowbrook. The final Plan represents the consensus of all involved. For the most part, the Plan presents a strategy for retaining and enhancing those characteristics seen as most important to the community, including stable neighborhoods, a quality park and recreational system, high quality municipal services and facilities, good schools and a strong, positive physical identity.

This section presents an array of key actions which the Village should undertake to implement the Comprehensive Plan. It should be noted that no attempt was made to document all actions that might be undertaken to implement the Plan. Since the community, by its very nature, is not static and it is expected that local conditions will change over time, it is useful to delineate only those implementation strategies discussed in earlier sections which focus on carrying out critical components of the Plan. It is anticipated, therefore, that the Plan will be amended over time to respond to changes in the local community, public policy, and citizen attitudes and intentions.

The implementation section also describes the procedures to amend the Plan. Establishing procedures promotes consideration of the implications presented by amendments as well as establishes guidelines under which amendments should be considered.

Follow-Up Studies and Projects

Although the new Comprehensive Plan is fairly complete in scope and coverage, there are certain subject areas where the Village could benefit from more in-depth study. This section provides an overview of key projects which could significantly augment the planning program.

- *Community Facilities.* Additional work regarding future space needs for the Village Offices and the community recreational center should be undertaken. Future sites for both the Combined Governmental Services center and the Community Center should be determined as soon as practical, because available vacant land within the Willowbrook planning area is diminishing. The Village should seek the financial assistance of other agencies benefitting from the studies in evaluating site acquisition and design and building space needs.
- *Transportation.* The Village should implement a transportation system monitoring program at critical intersections within the community. This will become especially important following the widening improvement to Route 83, which will add a number of new signalized intersections. Toward this end, a study should be undertaken to determine the best approach to implementing a monitoring program.

In collaboration with other interested communities, the Village should conduct a study to determine the feasibility of a Metra commuter rail passenger station at Route 83 and the ICG Rail Road.

Development Controls Update

The Village Community Development Department actively undertakes or manages routine amendments to the Village's development control regulations. The Comprehensive Planning program has resulted in a need to review the Village's system of development controls. The Village should consider eventually compiling all separate codes and ordinances relating to development into a single unified code. This could include regulations regarding subdivision, zoning, building, traffic and access and other codes. At a minimum, however, all existing codes should be reviewed under the new plan and policies. In addition, the following key amendments should be considered in the review process:

1. Over time, vacant land should be rezoned to achieve consistency with the Land-Use Plan. The Plan Commission should indicate cases where downsizing is needed.
2. The Subdivision Regulations should be reviewed to include new standards recommended as part of the Transportation Plan and to apply to developments within one and one-half miles of the Village. The Subdivision Regulations require a general review for consistency with the new plan and to streamline plat procedures.
3. The Village should consider amending the Subdivision Regulations to provide for a minor plat approval process for simple land divisions and lot splits.
4. The Village should consider amendments to both the Zoning and Subdivision Regulations to provide for flexible standards and review procedures for Industrial/ Office Research parks.
5. Because Willowbrook expects its population to continue to age, it should make provisions for all types of senior citizen housing as part of its development regulations, including facilities for independent, semi-independent and dependent living arrangements.
6. In commercial zones, the Village's current Zoning Regulations are not specific in terms of front yard landscape planting requirements. The inclusion of definitive standards for planting, particularly trees and shrubbery, can help augment other right-of-way improvements.
7. The Village's Zoning Regulations can be supplemented with additional requirements for access control, including requirements for numbers of driveways, separation distances, geometric requirements, driveway storage lengths and other requirements. These requirements will facilitate the design features for the Route 83 corridor, as well as community-wide access and traffic safety.
8. The Village's 15-foot front yard parking setback along Route 83 and Plainfield Road might either be increased or augmented with a requirement for berthing within the existing front yard to avoid continued placement of off-street parking areas in highly visible locations from the right-of-way. While building and signage visibility is desirable, landscaped berthing, and possibly an increased front yard setback, will block parking surfaces and vehicle visibility, and thereby enhance and maintain the landscaped setting which exists along those routes today.

9. The Village of Willowbrook should review its Zoning Ordinance, Subdivision Regulations, Sign Regulations and other codes and ordinances for consistency with the recommended Commercial Design Policies.
10. The zoning recommendations cited as part of this section should be studied as part of an overall review and update to the Village's Zoning Ordinance. This approach will result in consistent and coordinated regulations having considered all of the policies and recommendations stipulated in the Comprehensive Plan.

Special Route 83 Corridor Improvement Strategies

Illinois Department of Transportation and DuPage County Division of Transportation

A priority action toward meeting Village objectives in Route 83 improvements is to seek plan concurrence with the Illinois Department of Transportation (IDOT) and DuPage County Division of Transportation officials.

Meetings should be held between representatives of the Village and State and County highway officials to gain concurrence on the plan and program. This should occur as soon as possible. Although construction may not start until as late as 1997, the target year for IDOT roadway design approval is 1993. Therefore, the Village should meet with the appropriate officials to gain IDOT and DuPage County Division of Transportation concurrence on the plan. The Village's goal at this time is to secure agreement on the general design and policy elements of the Plan.

Implementation Work Sequencing

Upon concurrence with this Plan by all agencies involved in the Route 83 improvement program, a range of other actions must be undertaken by the Village. This subsection describes those actions and their relative sequence.

1. Local Review of Plans and Specifications Prepared by IDOT.

This step may run parallel with discussions of project improvement costs and responsibilities discussed under Item No. 2, below. However, it is important for the Village to first determine specific improvement plans during the design phase for the following:

- Lighting
- Landscaping
- Noise attenuation devices, if any
- Community entryway features
- Stormwater drainage
- Frontage roads
- Sidewalks and pedestrian crosswalks
- Street improvements

- 69th Street closure

- 68th Street closure

Plans should be reviewed to assure that Village policies are met for these improvements. Further, the following basic considerations should apply in order to successfully achieve implementation of the plans.

A. Sidewalk and bike path connections to intersections recommended for pedestrian signalization on Route 83 must be in place or anticipated improvements secured in a manner acceptable to IDOT.

B. Village of Willowbrook officials should assist State and County officials in arriving at specific solutions for frontage road connections along the west side of Route 83 between 67th Street and Plainfield Road. This would also include officials of the City of Darien for that portion of the frontage road between 67th Street and 69th Street. The objective is to facilitate concurrence on a frontage road system, constructed either independently of existing off-street parking areas, or through a coordinated cross access easement approach.

2. Project Improvement Responsibility and Costs

This element may very well become a consideration at the time of the review of IDOT design plans. The ability to secure improvements as planned will be the financial responsibility of the Village of Willowbrook, IDOT and DuPage County as primary agencies. It is assumed that street widening improvements, signalized intersections, grading, utility work and similar improvements will be the primary responsibility of IDOT and, to a limited extent, DuPage County. However, for a variety of improvements, it is unclear what agencies will share costs. For example, street lighting may not meet IDOT warrants, but it is possible IDOT may pay for at least a portion of the costs. Table 4 summarizes the improvement elements, agencies potentially responsible for funding, an estimate of cost, and possible Village of Willowbrook shares of improvement costs. The Village share of costs represents one possible financial obligation to the entire project, but may change as a result of future discussions with IDOT, DuPage County or other officials and agencies.

The Village should also review IDOT construction plans following the design stage of the program to insure all improvements have been designed properly. The intent is to ensure that policies of the Village, as contained in this Plan, are properly translated at the construction phase of the project. The Village should continue to monitor the construction and improvement process to ensure that Plan policy is carried out.

Table 4: Route 83 Improvement Cost Estimates

Improvement	Agencies Potentially Responsible for Improvement	Estimated Cost (total)	Est. Village of Willowbrook Share
Lighting	IDOT, DuPage County, Village of Willowbrook	\$250,000	\$62,000 (25%)
Sidewalks & bike paths within R.O.W.	IDOT, Village of Willowbrook	\$50,000	\$25,000 (50%)
Signalized pedestrian crosswalks	IDOT, DuPage County, Village of Willowbrook	\$12,000	\$3,500 (30%)
Median parkway landscaping	IDOT, DuPage County, Village of Willowbrook	\$60,000	\$30,000 (50%)
Noise attenuation barriers	IDOT, Village of Willowbrook	\$250,000	\$125,000 (50%)
Entryway signs	Village of Willowbrook	\$10,000	\$10,000 (100%)
Frontage Roads	IDOT, Village of Willowbrook	\$500,000	\$50,000 (10%)
Visual/mitigation landscaping	IDOT, Village of Willowbrook	\$200,000	\$40,000 (20%)
69th Street and 69th Street closures	IDOT, Village of Willowbrook	\$200,000	\$100,000 (50%)
		\$1,532,000	\$445,500 (29%)

Source: TPAP estimates

Note: Costs will vary depending upon extent of improvement and actual contract prices.

Capital Improvements Program

The Village's Capital Improvements Program (CIP) is a critically important mechanism to implement key aspects of the Plan. Willowbrook's fiscal resources will always be limited, and public dollars must be spent wisely. A variety of capital improvement possibilities have been identified under the Plan, which should be considered in the normal cycle and prioritization under the current CIP. The Village exercises prudent programming through combining its CIP and long-range financial plan. The current plan forecasts financial conditions to Fiscal Year 1999.

The total Capital Improvements Program for the Village over this period is \$3,794,455. The improvements in this budget include the full range of departments and is based upon ordinary municipal revenues. The Village's expanded Capital Improvements Program includes project financing above and beyond normal revenues for a total of \$9,673,800. Proposed improvements in the Comprehensive Plan which are accounted for in the current Expanded Capital Improvements Program (partial or full improvements) include:

- Village Hall Improvements
- Sidewalks (partial)
- Bike Paths (partial)
- Public Works Building (Combined Governmental Center)
- Clarendon Hills Road Improvement
- Executive Park (in Executive Plaza)
- Community Center
- Midway Drive Collector Improvements
- Executive Plaza Street Improvements and Street Lighting
- 73rd Court Street Improvements

The Comprehensive Plan has identified a number of other key improvements. The improvements listed here are not intended to be exhaustive, but illustrate key actions and projects necessary to effectuate important components of the Plan.

These include:

- The acquisition of a number of new park and recreation sites
- Improvements to Madison Street
- Route 83 widening improvement encompassing the cost components described above
- Completion of Village bicycle and pedestrian improvements
- Public transportation improvements, including a possible Park and Ride facility and passenger commuter rail station

It should be noted that the Plan does not attempt to list the various needed capital improvements in a priority manner. These improvements should be included in the ongoing review and prioritization of capital improvements programming for the Village.

Review and Amendment Process

The Comprehensive Plan is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for plan amendments are the result of many community influences. Most frequently these are brought about by changes in attitude or emerging needs not foreseen at the time of Plan adoption. The following paragraphs describe the procedures which apply to any amendment of the Comprehensive Plan.

Timing of Plan Review

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should undertake a systematic review of the Plan. Therefore, the Plan is to be reviewed at least once each calendar year. Ideally, the review would coincide with the annual review of the Village's Capital Improvement Program.

Plan Amendment Procedures and Criteria

A. Amendments, Generally.

All proposed amendments, whether petitioned by the Village or any other interested person, shall be subject to public hearing by the Plan Commission and approved by the Village Board, in accordance with State law.

B. Map Amendments.

Although the Comprehensive Plan includes a variety of maps, the standards and criteria set forth in this section principally apply to the Land-Use Plan map. Amendments to other maps are not viewed as critical, although it may be prudent to amend any of the remaining maps as a result of a contemplated change in land-use. Amendments to these other maps shall be considered on their merits.

Subject to formal public hearing, review and recommendation of the Plan Commission, the Village Board may adopt proposed amendments to the Land-Use Plan Map upon findings that each of the following criteria are met:

1. The proposed change is consistent with the Goals, Objectives and Policies and the overall Comprehensive Plan;
2. The proposed amendment does not affect the adequacy of existing or planned facilities and services of the Village or service area generally;
3. The proposed change results in reasonably compatible land-use relationships;
4. The proposed action would not materially alter the planned capital improvements.

Glossary

A number of terms and phrases are used within the Comprehensive Plan which have specific meaning and are defined below.

Affordable Housing: Housing which is affordable to families at 80% of the median income for residents of the Village of Willowbrook. The following illustrative calculation is based on the 1990 U.S. Census median household income of \$64,382.

$$\$64,382 \times .8 = \$51,505.$$

This number represents 80% of the 1990 median household income in Willowbrook.

$$\$51,505 \times .3 = \$15,45] + 12 = \$1,287$$

Assuming a lending institution would lend no more than 30% of total household income for housing purposes, the product of the previous calculation is multiplied by 30% and divided by 12 to arrive at the maximum amount of monthly income considered affordable for purchase or rental purposes.

Cobra Head Light Fixture: A standard lighting fixture used along roadways and parking lots whose lamp assembly design is described as that of a "cobra head."

Corridor: A strip of land, of varying depth, usually located along both sides of a major regional arterial street. Land, building and other improvements along either side of the roadway is usually integrally associated, and designed, in relation to the function and image of the street.

Development Controls: The regulatory ordinances and/or regulations of the Village of Willowbrook relating to the construction, land use and control of physical environs of the community.

Fiscal Impact Analysis: As borrowed from Rutgers University | 1985 The New Practitioners Guide to Fiscal Impact Analysis, "A projection of the direct, current, public costs and revenues associated with residential or nonresidential growth to the local jurisdiction(s) in which this growth is taking place."

Gateway: Refers to entry points along major streets which provide access to a community, usually in proximity to the municipal limits. A gateway seeks to create a dramatic and visible point of arrival to a community establishing a clear sense of change or "place."

Infill Development: Development that occurs on vacant or recently cleared properties in essentially developed and urbanized areas.

In-Line Shopping Center: A commercial and retail shopping center which includes finished tenant spaces for a variety of businesses and other establishments that are connected “in-line” in a single structure.

Leapfrog Development: Urban or suburban development that occurs beyond the existing limits of urban development, leaving large amounts of intervening vacant or substantially underutilized land in between development areas.

Mixed-Use Development: Development of a contiguous tract of land, under unified control, which allows for a mixture of several land-use types, such as commercial, retail, office, recreational and residential. Emphasis is placed on proper and compatible land-use arrangement and design.

Outlot: A site for a single building, which is generally smaller than the primary building or structure, that is permitted as though it were a second primary use on a single lot, although outlets may or may not be subdivided lots. Outlets typically adjoin and front the streets servicing the greater development site and are situated in front of the primary building on the development site. Outlets are most commonly used as part of commercial and office developments.

Over Story Tree: This category includes large shade trees and other plant materials that generally grow to a mature height of 20 feet or greater.

Performance Standards: Development Codes that use measurable regulations and criteria (such as zoning, subdivision and building codes) to determine and control certain impacts anticipated from various land uses. Typical impacts subject to control include, but are not limited to, noise, light, heat, vibration, structural strength, and others.

PUD - Planned Unit Development: A tract of land which, at the time of development, is developed, or is intended to be developed, under single ownership or unified control. It involves a special zoning and subdivision approval process. A planned unit development seeks a superior arrangement and design of land uses not otherwise afforded under conventional zoning and subdivision controls. In the Village of Willowbrook, planned unit developments are required for developments with two or more principal buildings or uses or if an area is designated for planned unit development review as part of this Comprehensive Plan.

Shared Parking: Shared parking is the grant of right to use the same off-street parking spaces for a combination of land uses that are otherwise required for separate, independent, land-uses under the Village’s development controls.

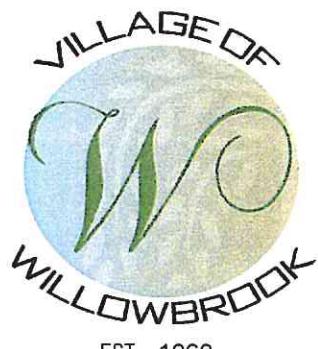
Shopping Street: A pedestrian-oriented street closely bordered by stores and shops, with wide sidewalks, shade trees, curb parking, attractive street furniture and comfortable places to sit while shopping or visiting.

Strip Commercial Development: Strip or ribbon commercial development refers to locations along streets in which a continuous pattern of commercial and retail development has been permitted with little or no coordination of parcels, roadway access, building orientation, signage, lighting and other factors which have strong influence on the design and function of the street corridor. As viewed from the motorist and pedestrian point of view, strip commercial development poses confusing messages and signals of how to access and move from the street to the adjoining site in a safe, comfortable manner.

Under Story Tree: This category includes ornamental trees and shrubbery, commonly less than an overall height of 20 feet.

Underutilized Land or Parcel: Land upon which existing improvements are subject to change for a variety of reasons. These include, but are not limited to, parcels which maintain small buildings or site improvements in proportion to the overall size of the site, and buildings or improvements which are not of proper design for the intended land-use (i.e. a single family residential structure in an industrial area). Extensive age and obsolescence of building and site improvements are factors which influence underutilization.

WV



Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

Mayor

Frank A. Trilla

MONTHLY REPORT
MUNICIPAL SERVICES DEPARTMENT
April, 2018

Village Clerk

Leroy R. Hansen

Permits Issued:

Village Trustees

Sue Berglund

CATV Cable	1
Concrete, misc.	1
Commercial Building, New	1
Demo, SFR	1
Driveway	2
Fence	3
Gazebo, Pergola, Patio	5
New Single Family Residence	2
Remodel, Interior	5
Re-occupancy	6
Roof	2
Sanitary Connection	1
Security System	1
Window/Door	5
Sign	1
TOTAL	36

Plan Review Deposit Fee 0

Permit Revenue for April, 2018 \$150,359.86

Village Administrator

Tim Halik

Total Revenue Collected for Fiscal YTD \$626.993.53

Chief of Police

Robert Schaller

Total Budgeted Revenue for Fiscal Year 2017/18 \$245,500.00

Total Percentage of Budgeted Revenue Collected to Date 255.39%

Director of Finance

Carrie Dittman

Certificate of Occupancy, Final 2
Certificate of Occupancy, Temporary 2

Respectfully submitted,

Timothy Halik
Village Administrator

TH/mk



Proud Member of the
Illinois Route 66 Scenic Byway

MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE

Fiscal Year 2017/18

MONTH	CURRENT FISCAL YEAR		PRIOR FISCAL YEAR	
	2017/18	2016/17	2017/18	2016/17
MAY	\$ 74,721.15		\$ 28,379.31	
JUNE	\$ 18,289.54		\$ 13,426.64	
JULY	\$ 35,679.59		\$ 19,166.25	
AUGUST	\$ 65,281.45		\$ 59,753.64	
SEPTEMBER	\$ 47,252.63		\$ 62,997.75	
OCTOBER	\$ 60,248.25		\$ 132,950.27	
NOVEMBER	\$ 43,329.42		\$ 74,028.63	
DECEMBER	\$ 12,100.70		\$ 9,337.62	
JANUARY	\$ 62,793.69		\$ 40,260.12	
FEBRUARY	\$ 27,672.56		\$ 25,544.07	
MARCH	\$ 29,264.69		\$ 16,810.28	
APRIL	\$ 150,359.86		\$ 16,072.18	
COLLECTED REVENUE	\$ 626,993.53		\$ 498,726.76	
BUDGETED REVENUE	\$ 245,500.00		\$ 232,500.00	
REVENUES COLLECTED- (OVER)/UNDER BUDGET	\$ (381,493.53)		\$ (266,226.76)	
PERCENTAGE OF BUDGETED REVENUE COLLECTED		255.39%		214.51%

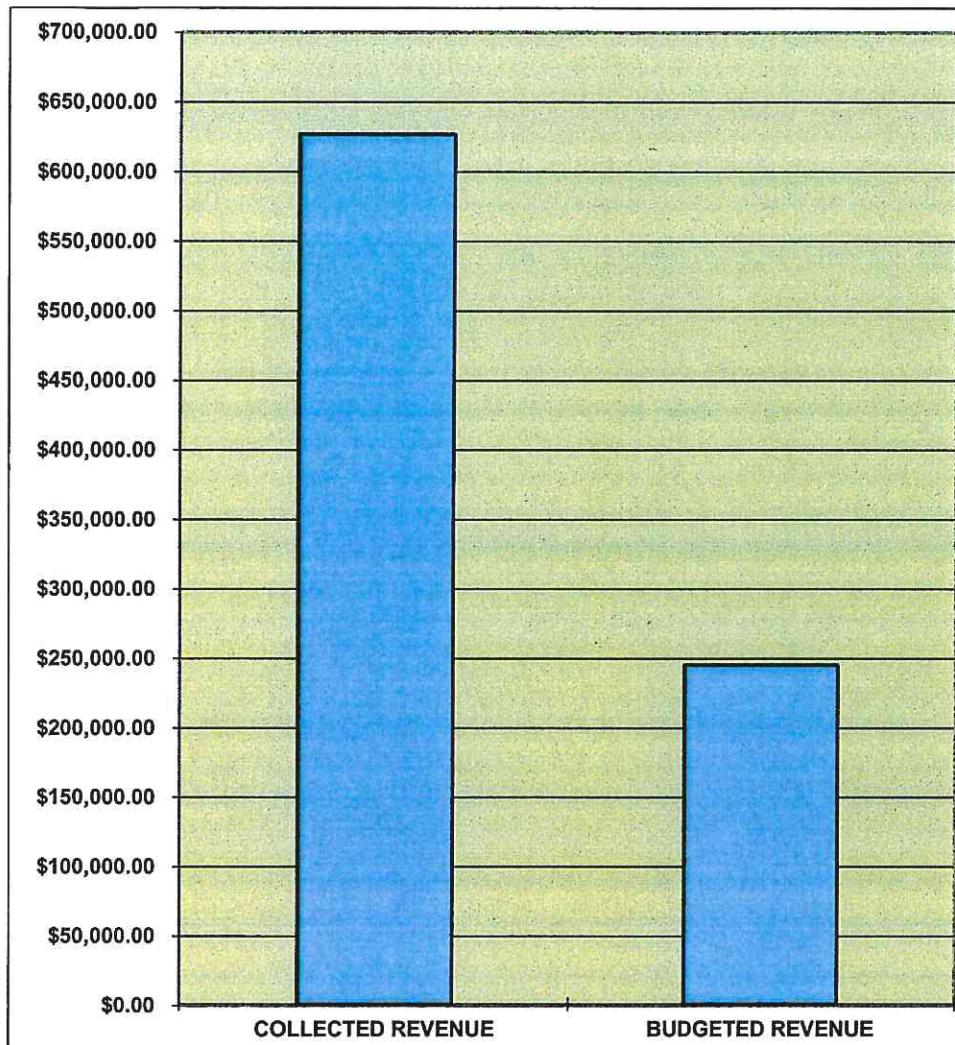
MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE

	Fiscal Year 17/18	Fiscal Year 16/17
COLLECTED REVENUE	\$ 626,993.53	\$ 498,726.76
BUDGETED REVENUE	\$ 245,500.00	\$ 232,500.00

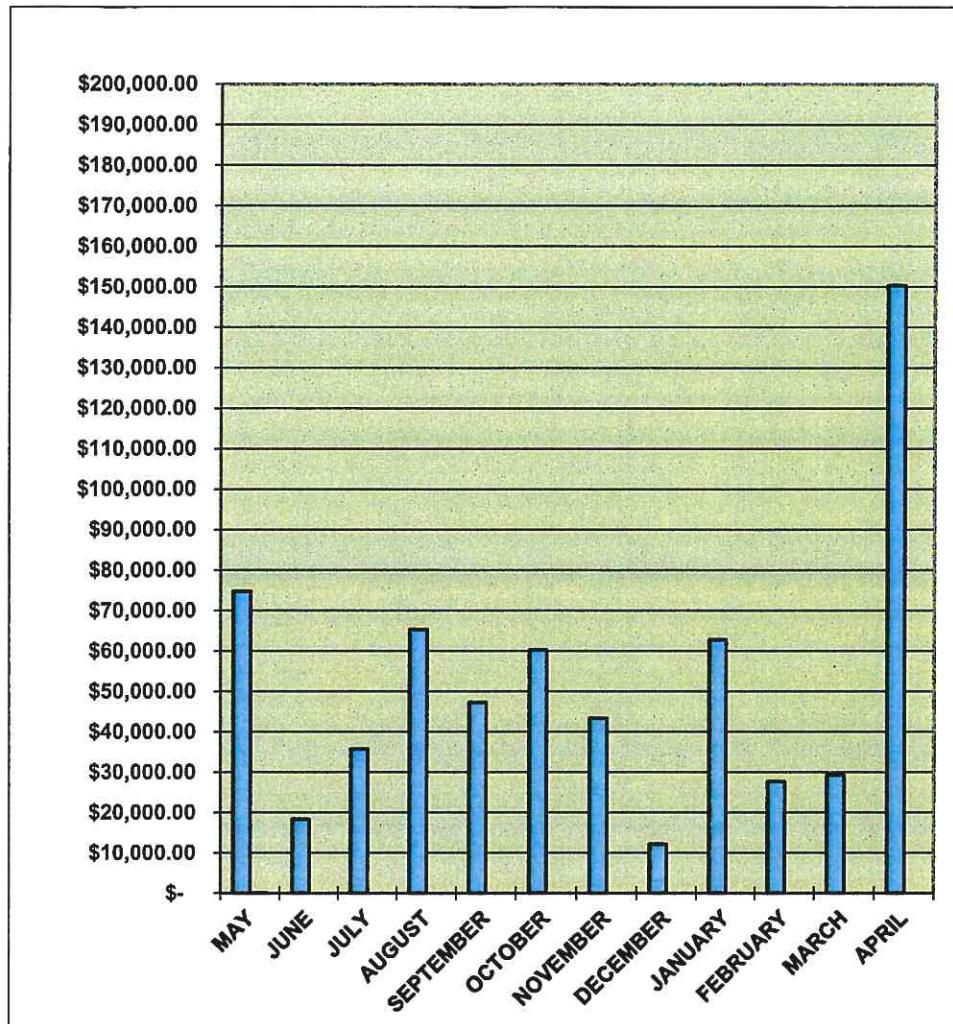
MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE



MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE



Permit	Date Issued:	Date Released:	Date Permit Expires:	Name:	Address:	Permit Purpose:	Business Name:	Fee:	RES / COMM:	Valuation:
18-072	03/30/18	04/02/18	10/01/19	David Friedman	625 Plainfield Rd #230	Re-occupancy	Transcom Shipping	\$ 200.00	C	
18-074	03/30/18	04/02/18	10/01/19	David Friedman	625 Plainfield RD # 236	Re-occupancy	Transcom Shipping	\$ 200.00	C	
18-076	03/30/08	04/03/18	10/02/19	Steve Cunningham	825 W. 75th Unit C	Re-occupancy	Club Champoin	\$ 200.00	C	
18-078	04/02/18	04/03/18	10/02/19	Kim Morris	760 N. Joliet Rd Site #101	Re-occupancy	Baltic Exteriors	\$ 200.00	C	
18-070	04/04/18	04/04/18	10/03/19	Mark Davies	6500 Arabian Circle	Security System		\$ 50.00	R	\$ 648.00
18-080	04/03/18	04/04/18	10/03/19	Nick Useini	617 68th Street	Demolition, SFR		\$ 1,250.00	R	\$ 10,000.00
18-075	03/30/18	04/06/18	10/05/19	Gil Algarin	6942 Kingery Hwy	Sign	Domino's	\$ 261.05	C	\$ 3,400.00
18-067	03/22/18	04/06/18	10/05/19	Matt DiCianni	12 Midway Drive	Basement Remodel		\$ 1,196.97	R	
18-083	03/09/18	03/09/18	09/07/19	Noel Valenti	5902 Bentley Ave	Fence		\$ 50.00	C	\$ 10,172.00
18-069	03/22/18	04/10/18	10/09/19	Brandon Ziles	6942 Kingery Hwy	Lobby Remodel	Domino's	\$ 815.00	C	\$ 20,000.00
18-087	04/10/18	04/10/18	10/09/19	Ryed Doudetari	403 Waterford Drive	Driveway/Side Pavers		\$ 75.00	R	\$ 1,250.00
18-084	04/09/18	04/10/18	10/09/19	Mario Marek	701 Lake Hinsdale Dr #20	Bathroom Remodel		\$ 390.00	R	\$ 9,500.00
18-082	04/09/18	04/10/18	10/09/19	Virginia Paulius	330 Ridgemoor Ct	Windows/Door		\$ 75.00	R	\$ 54,000.00
18-085	04/09/18	04/11/18	10/10/19	Mary Beth Copeland	120 Hill Rd	Windows/Door		\$ 75.00	R	\$ 7,174.00
18-089	04/11/18	04/11/18	10/10/19	Grzegorz Czubernat	726 73rd Court	Connect to Sanitary		\$ 1,405.00	R	
18-088	04/04/18	04/11/18	10/10/19	Don Krubl	7301 S. Kingery	Fence	Willowbrook Ford	\$ 100.00	C	
18-079	04/02/18	04/12/18	10/11/19	Kordian Malolepszy	6520 Tennessee	Remodel, Bathroom		\$ 480.00	R	\$ 16,000.00
17-288	04/04/18	04/13/18	10/12/19	Mario Maglano	625 Joliet Rd	New Commercial Buildin	Compass Arena	\$ 137,859.85	C	
18-090	04/11/18	04/13/18	10/12/19	Doug Sesemann	7620 Brookbank	Patio, Concrete Only		\$ 857.50	R	
18-092	04/13/18	04/16/18	10/15/19	David Honor	343 59th Street	Driveway		\$ 75.00	R	\$ 8,950.00
18-094	04/18/18	04/18/18	10/17/19	Graciela Sumpay	6500 Cambridge	Roof		\$ 35.00	R	\$ 8,490.00
18-093	04/16/18	04/18/18	10/17/19	Aneta Bush	7508 Brookbank Rd	Fence		\$ 50.00	R	
18-095	04/18/18	04/18/18	10/17/19	John Griffin	6409 Lane Court	Door		\$ 75.00	R	\$ 2,300.00
18-015	04/19/18	04/20/18	10/19/19	Xiaobo Liu	617 68th Street	New SFR		\$ 13,698.41	R	\$ 70,000.00
18-098	04/20/18	04/20/18	10/19/19	Mark Astrella	7635 Eleanor Place	Gazebo/Concrete Pad		\$ 75.00	R	
18-097	04/20/18	04/20/18	10/19/19	Debra/Keith Price	2 Kyle Court	Paver Patio		\$ 215.00	R	\$ 17,000.00
17-276	04/12/18	04/23/18	10/22/19	Jim Snyder	7125 S. Kingery	Demising Wall/Shell	Marshalls/Skechers	\$ 6,179.26	C	
18-096	04/19/18	04/24/18	10/23/19	Olivia Cartin	535 Joliet Rd	CATV Cable	N/A		C	
18-100	04/24/18	04/24/18	10/23/19	Charles Timko	124 Waterford Dr	Roof		\$ 35.00	R	\$ 16,900.00
18-104	04/25/18	04/25/18	10/24/19	William Whitney	145 Windsor Ln Unit D	Windows/Door		\$ 75.00	R	\$ 5,325.00
18-086	04/09/18	04/25/18	10/24/19	Patrick Daily	6400 Tremont	Windows/Door		\$ 75.00	R	\$ 21,652.00
18-105	04/25/18	04/26/18	10/25/19	Kamal Haddad	308 Somerset Rd	Pergola/Cooking Area		\$ 495.00	R	
18-101	04/25/18	04/26/18	10/25/19	David Friedman	625 Plainfield Unit #336	Re-occupancy	Vizi, Inc.		C	
18-102	04/25/18	04/26/18	10/25/19	David Friedman	625 Plainfield Unit #324	Re-occupancy	Leah Jason Farmers In		C	
18-109	04/27/18	04/30/18	10/29/19	Andy Maino	1 Clubhouse Drive	Misc. Concrete		\$ 715.00	R	\$ 72,430.00
18-114	04/30/18	04/30/18	10/29/19	Robert Jensen	7911 Brookbank	Patio replacement		\$ 230.00	R	

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GL ACTIVITY REPORT FOR WILLOWBROOK
FROM 01-00-310-402 TO 01-00-310-402
TRANSACTIONS FROM 04/01/2018 TO 04/30/2018

Page:

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Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
Fund 01 GENERAL FUND							
04/01/2018			01-00-310-401 BUILDING PERMITS				(461,467.22)
04/02/2018	CR	RCPT	Building Dept. Invoice 04/02/2018		35.00		(461,502.22)
04/02/2018	BD	TRX	SUMMARY BD 04/02/2018		200.00		(461,702.22)
04/02/2018	BD	TRX	SUMMARY BD 04/02/2018		200.00		(461,902.22)
04/03/2018	CR	RCPT	Building Dept. Invoice 04/03/2018		200.00		(462,102.22)
04/04/2018	CR	RCPT	Building Dept. Invoice 04/04/2018		1,500.00		(463,602.22)
04/06/2018	CR	RCPT	Building Dept. Invoice 04/06/2018		1,196.97		(464,799.19)
04/09/2018	CR	RCPT	Building Dept. Invoice 04/09/2018		50.00		(464,849.19)
04/10/2018	CR	RCPT	Building Dept. Invoice 04/10/2018		1,280.00		(466,129.19)
04/11/2018	CR	RCPT	Building Dept. Invoice 04/11/2018		655.00		(466,784.19)
04/12/2018	CR	RCPT	Building Dept. Invoice 04/12/2018		480.00		(467,264.19)
04/13/2018	CR	RCPT	Building Dept. Invoice 04/13/2018		125,034.60		(592,298.79)
04/16/2018	CR	RCPT	Building Dept. Invoice 04/16/2018		75.00		(592,373.79)
04/18/2018	CR	RCPT	Building Dept. Invoice 04/18/2018		85.00		(592,458.79)
04/19/2018	CR	RCPT	Building Dept. Invoice 04/19/2018		75.00		(592,533.79)
04/20/2018	CR	RCPT	Building Dept. Invoice 04/20/2018		10,537.98		(603,071.77)
04/20/2018	CR	RCPT	Building Dept. Invoice 04/20/2018		75.00		(603,146.77)
04/20/2018	CR	RCPT	Building Dept. Invoice 04/20/2018		215.00		(603,361.77)
04/23/2018	CR	RCPT	Building Dept. Invoice 04/23/2018		6,179.26		(609,541.03)
04/25/2018	CR	RCPT	Building Dept. Invoice 04/25/2018		110.00		(609,651.03)
04/25/2018	CR	RCPT	Building Dept. Invoice 04/25/2018		75.00		(609,726.03)
04/26/2018	CR	RCPT	Building Dept. Invoice 04/26/2018		495.00		(610,221.03)
04/26/2018	BD	TRX	SUMMARY BD 04/26/2018		400.00		(610,621.03)
04/30/2018	CR	RCPT	Building Dept. Invoice 04/30/2018		230.00		(610,851.03)
04/30/2018	CR	RCPT	Building Dept. Invoice 04/30/2018		715.00		(611,566.03)
04/30/2018			01-00-310-401	END BALANCE	0.00	150,098.81	(611,566.03)

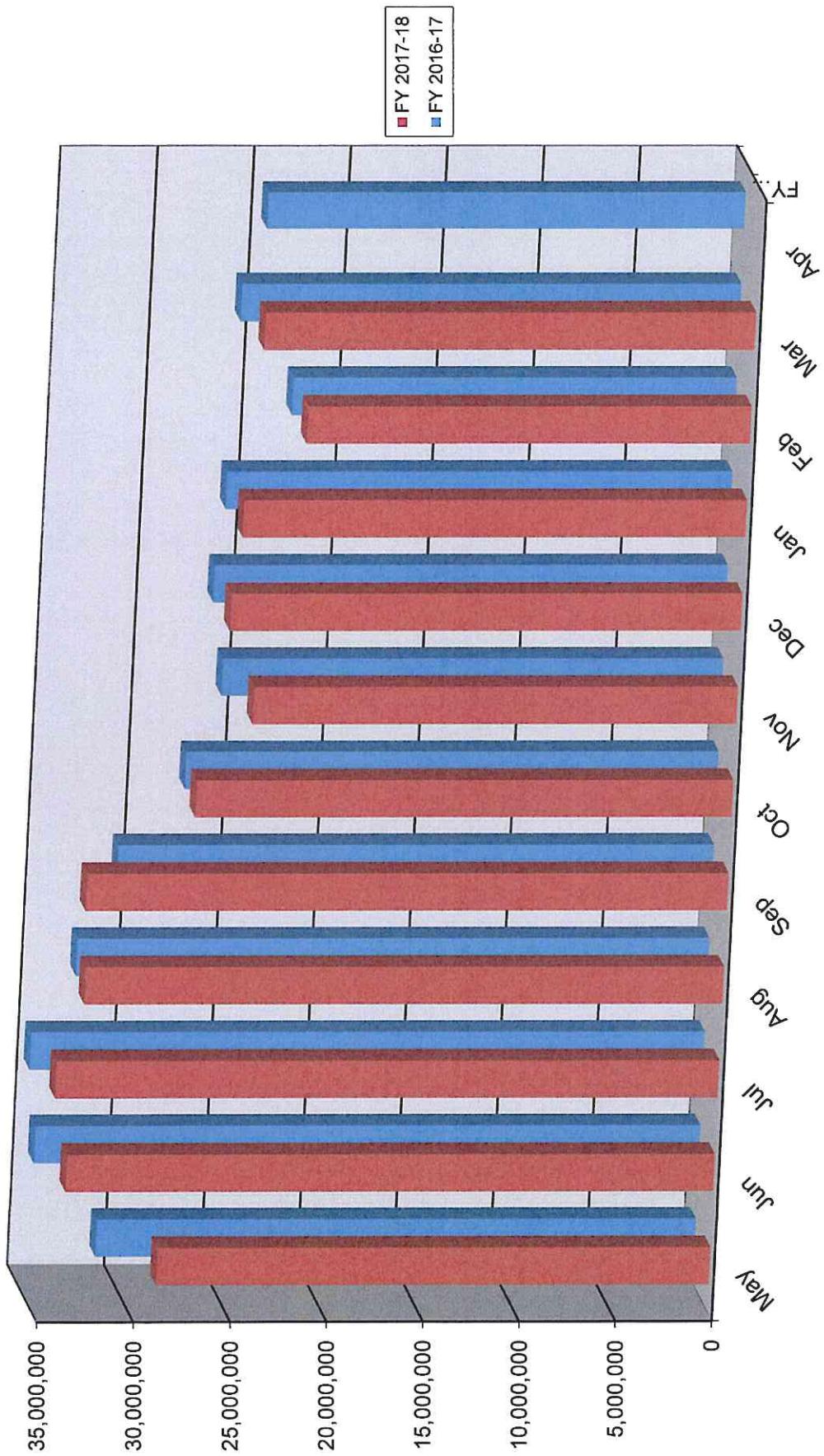
VILLAGE OF WILLOWBROOK - PUMPAGE REPORT
TOTAL GALLONS PUMPED
FY 2002/03 - FY 2017/18

Month	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
May	32,267,000	33,518,000	35,018,000	35,919,000	35,162,000	36,696,000	33,890,000	31,322,000	31,715,000	30,725,000	34,220,000	30,860,000	29,547,000	29,213,000	31,048,000	28,681,000
June	38,911,000	38,691,000	35,447,000	48,511,000	42,471,000	43,700,000	33,817,000	32,087,000	31,799,000	32,620,000	44,635,000	31,512,000	32,193,000	29,447,000	34,451,000	33,573,000
July	52,100,000	39,116,000	41,248,000	52,479,000	43,279,000	44,574,000	41,463,000	36,819,000	38,513,000	41,371,000	49,498,000	39,106,000	33,122,000	32,813,000	34,898,000	34,333,000
August	44,167,000	40,433,000	41,059,000	47,861,000	41,114,000	38,778,000	43,017,000	38,516,000	38,745,000	35,639,000	40,272,000	41,448,000	32,796,000	36,985,000	32,739,000	33,061,000
September	40,838,000	36,275,000	39,658,000	43,906,000	32,998,000	42,013,000	33,418,000	34,331,000	33,992,000	32,273,000	33,657,000	35,737,000	31,869,000	32,623,000	30,853,000	33,220,000
October	33,128,000	31,667,000	33,765,000	35,009,000	31,937,000	34,612,000	30,203,000	28,919,000	33,789,000	29,892,000	30,283,000	29,226,000	28,728,000	30,690,000	27,589,000	27,807,000
November	28,560,000	28,260,000	30,106,000	29,515,000	29,153,000	29,847,000	28,054,000	26,857,000	28,125,000	27,138,000	27,535,000	28,446,000	25,364,000	26,585,000	25,929,000	25,066,000
December	30,503,000	29,133,000	32,786,000	31,086,000	30,102,000	31,435,000	29,568,000	28,931,000	29,257,000	28,643,000	27,863,000	29,847,000	26,710,000	27,194,000	26,581,000	26,480,000
January	30,343,000	29,602,000	31,223,000	29,411,000	30,340,000	32,444,000	29,383,000	28,123,000	28,401,000	28,846,000	28,427,000	31,265,000	28,505,000	27,915,000	26,165,000	26,040,000
February	27,216,000	28,755,000	26,768,000	27,510,000	29,078,000	29,470,000	26,629,000	25,005,000	24,988,000	26,635,000	24,308,000	29,230,000	25,484,000	26,048,000	22,962,000	22,950,000
March	29,488,000	30,315,000	30,025,000	29,905,000	30,362,000	31,094,000	28,408,000	27,945,000	27,909,000	28,911,000	27,862,000	29,917,000	28,779,000	26,552,000	25,855,000	25,388,000
April	29,845,000	29,350,000	29,478,000	30,452,000	29,468,000	30,239,000	27,193,000	27,793,000	27,145,000	34,220,000	27,514,000	28,101,000	25,255,000	26,791,000	24,720,000	
TOTAL	417,366,000	395,115,000	406,581,000	441,564,000	405,464,000	424,902,000	385,043,000	366,648,000	374,378,000	376,913,000	396,074,000	384,695,000	348,352,000	352,856,000	343,790,000	316,599,000

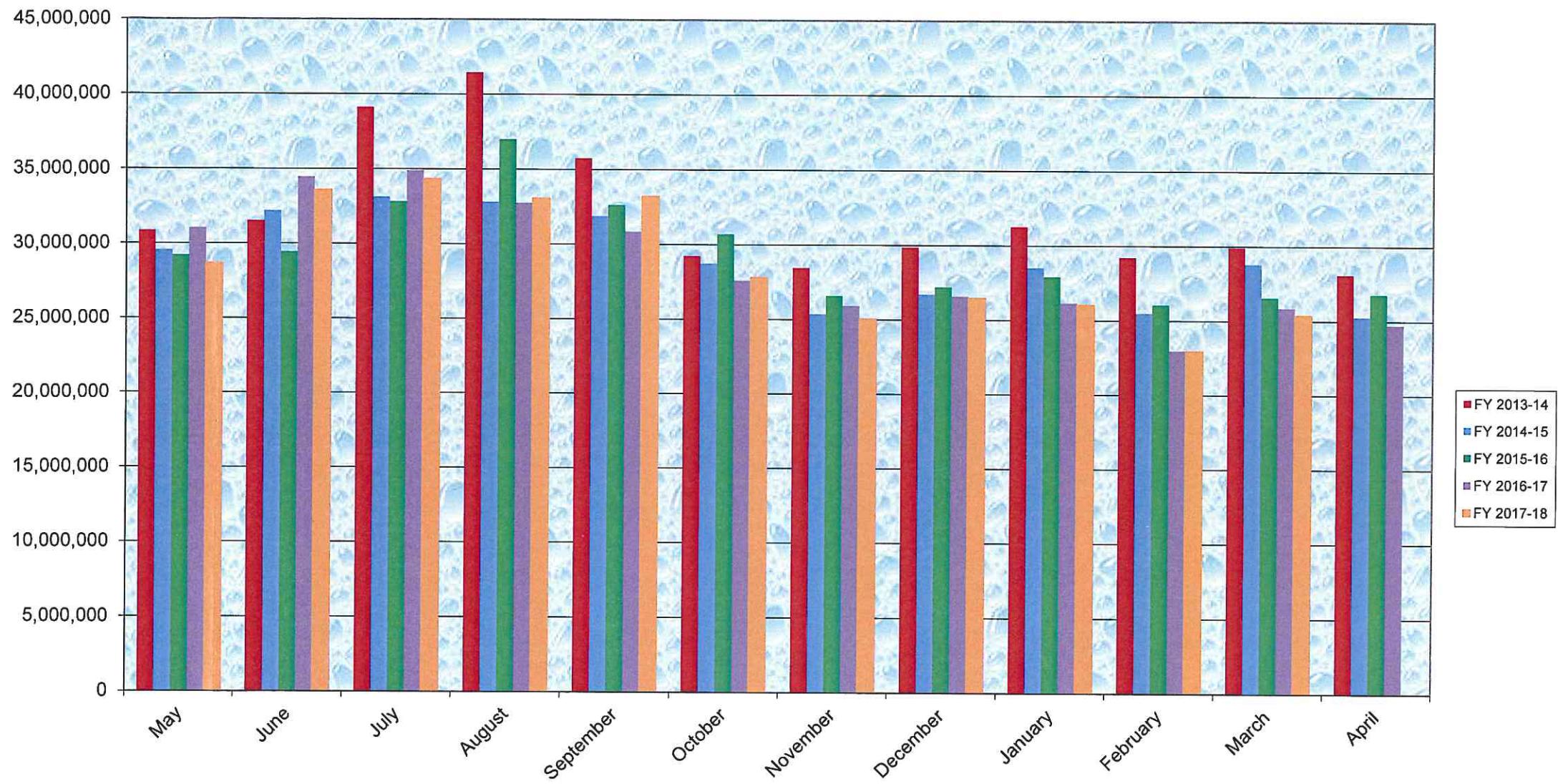
YEAR TO DATE LAST YEAR (gallons): 319,070,000
 YEAR TO DATE THIS YEAR (gallons): 316,599,000
 DIFFERENCE (gallons): -2,471,000
 PERCENTAGE DIFFERENCE (+/-): -0.77%
 FY17/18 PUMPAGE PROJECTION (gallons): 350,000,000
 FY17/18 GALLONS PUMPED TO DATE: 316,599,000
 CURRENT PERCENTAGE PUMPED COMPARED TO 90.46%

All table figures are in millions of gallons sold on a monthly basis per fiscal year.

Monthly Pumpage Chart



Village of Willowbrook Pumpage Report



CITY OF Willowbrook

MONTHLY DATA REPORT

	Tons Collected by Month			Recycling Detail		Email To: ghummel@willowbrook.il.us
	Refuse	Recyclables	Yard Waste	Paper Fiber	Commingled Containers	
January-18	79.76	63.25	0.38	44.03	19.22	
February-18	55.40	37.03		25.78	11.25	
March-18	62.16	47.49		33.06	14.43	
April-18	79.60	45.50	2.26	31.67	13.83	
May-18				0.00	0.00	
June-18				0.00	0.00	
July-18				0.00	0.00	
August-18				0.00	0.00	
September-18				0.00	0.00	
October-18				0.00	0.00	
November-18				0.00	0.00	
December-18				0.00	0.00	
Totals	276.92	193.27	2.64	134.54	58.73	
Monthly Average	69.23	48.32	1.32	11.21	4.89	
Weekly Average	15.98	11.15	0.30	2.59	1.13	

Percentage of Materials Collected

