

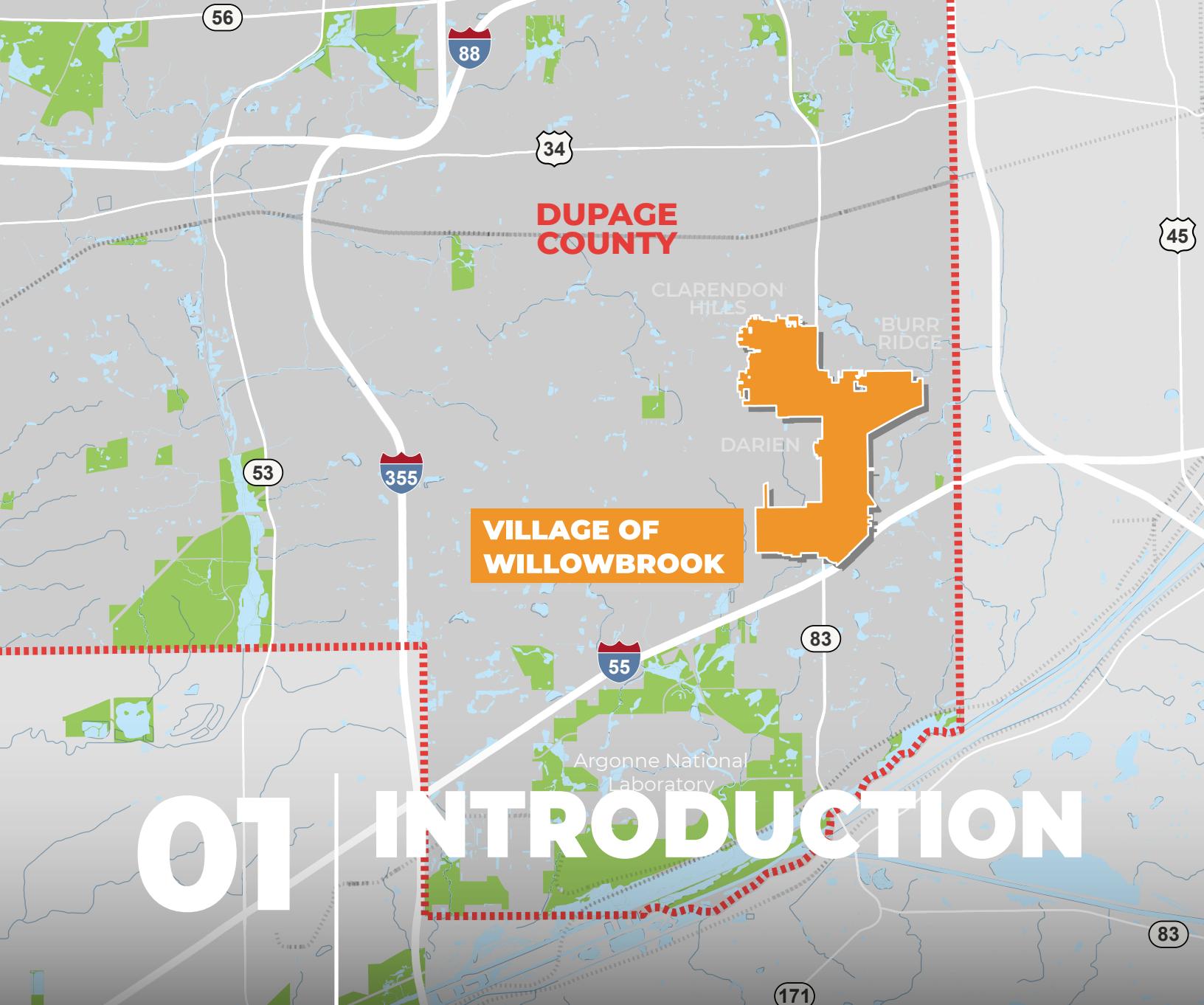


VILLAGE OF WILLOWBROOK COMPREHENSIVE PLAN

Adopted
4/14/2025

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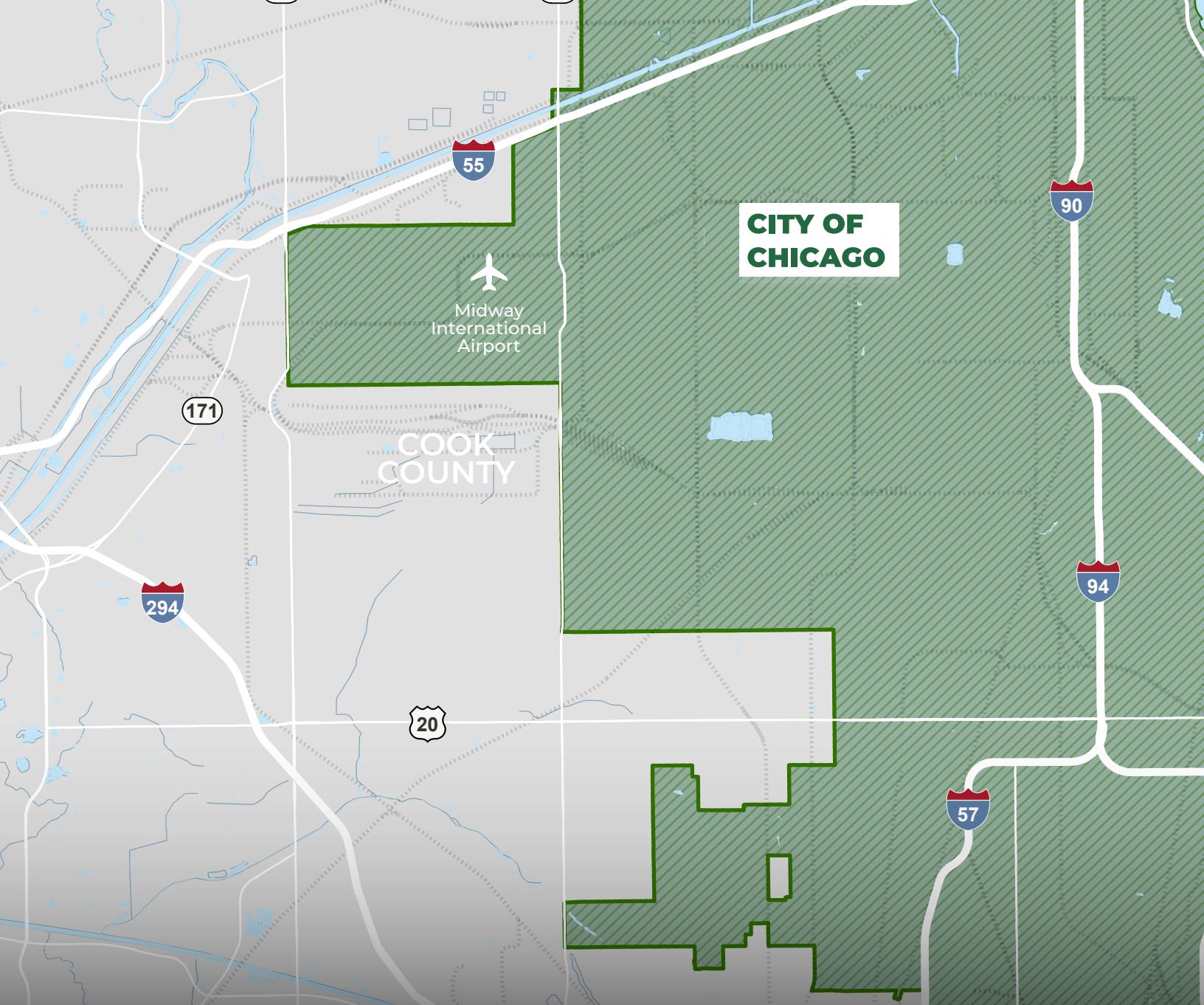
01 INTRODUCTION

In this Chapter

Regional Context

Demographic Snapshot

The Willowbrook Comprehensive Plan is designed to guide the community's growth and development for the next decade and beyond. It aims to enhance the Village's identity, strengthen housing and neighborhoods, foster community character, enhance commercial areas, and elevate overall quality of life. The Plan is the result of a collaborative planning process, incorporating input from elected and appointed officials, residents, and the business community.



REGIONAL CONTEXT

The Village of Willowbrook, located in DuPage County, is situated among the neighboring communities of Burr Ridge, La Grange, Hinsdale, and Darien. The Village is located at the intersection of Route 83 and I-55, and offers convenient access to the regional business hub of Oak Brook, the Tri-State I-294, and the I-88 corridor, all just five miles north along Route 83. Additionally, Midway International Airport is a quick 15-mile drive east via I-55, and Argonne National Laboratory is only minutes away.

COMMUNITY OUTREACH

Informed by a planning process dedicated to engaging the community, the Comprehensive Plan addresses the issues and opportunities most important to Willowbrook residents and stakeholders. Public engagement included both in-person and online outreach events.

Key Themes

Outreach feedback themes identified in this section were consistent through workshops, the online questionnaire, focus groups, and interviews. Although a wide range of community-identified issues, opportunities, concerns, and priority projects were used to create the foundation of the Plan, these common themes were immediately recognizable and most important to Willowbrook residents.

Reinvesting in Commercial Areas. Outreach participants stated there are opportunities to improve the function and aesthetics of the Village's main commercial corridor, Kingery Highway (IL-83), as redevelopment occurs.

Transitions Between Residential and Commercial Areas

Commercial Areas. There are multiple neighborhood areas in Willowbrook located directly adjacent to active commercial uses. This leads to noise concerns among residents.

Greater Diversity of Retail/Services. There are many large commercial big box stores along Kingery Highway, and they are important in contributing tax revenues to the Village.

Maintain Existing Community Facilities. As time progresses, it is important that the Village's "Level of Service (LOS)" for existing parks and recreational facilities are either maintained or improved.

Address Remaining Sidewalk Gaps. Improving sidewalks, especially around parks and schools, helps reinforce a safe and pedestrian-centric environment.

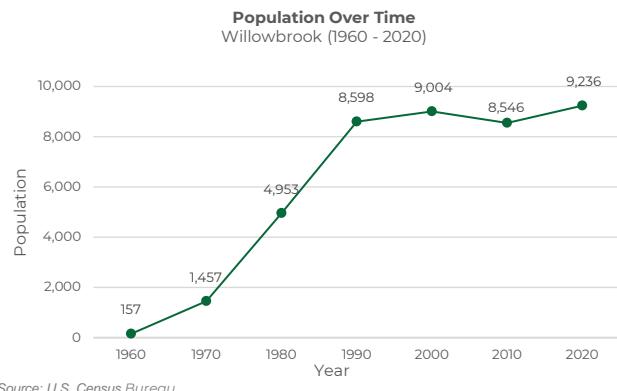
Residential Proximity to Parks. A mapping analysis of the park service areas shows that a majority of Willowbrook residents are in reasonable proximity to small or large parks. This should be considered a strong asset over the course of the comprehensive planning process and ways to build upon this asset, such as investments into new infrastructure within the parks, could be explored.

COMMUNITY PROFILE

Where does Willowbrook stand today? As the Village plans for the next 20 years and beyond, it's essential to have a clear understanding of the current community conditions. This section offers an overview of key aspects such as demographics, and market trends. Together, this understanding of the Village's needs and opportunities, along with community input, created the foundation for Willowbrook's future vision.

Population

In the last three decades, Willowbrook's population alternated between growth and decline, while DuPage County and Illinois maintained steady population growth. Willowbrook's population was 8,598 in 1990, rose to 9,004 in 2000, dropped to 8,546 in 2010, and increased to 9,236 by 2020, marking an 8.1% growth in the last decade.

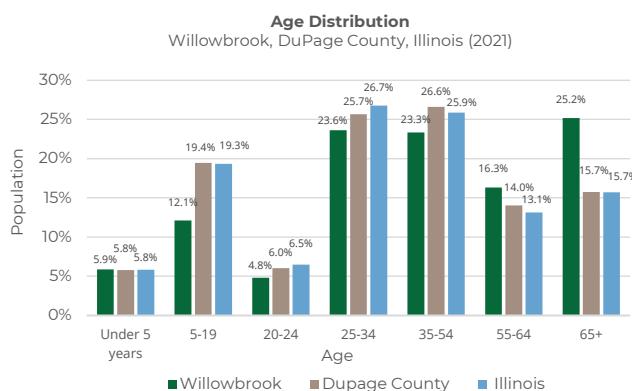


Existing Conditions Memo

The Existing Conditions Memo provided an overview of key data points before the development of the Comprehensive Plan. This section represents a summary of those findings.

Age

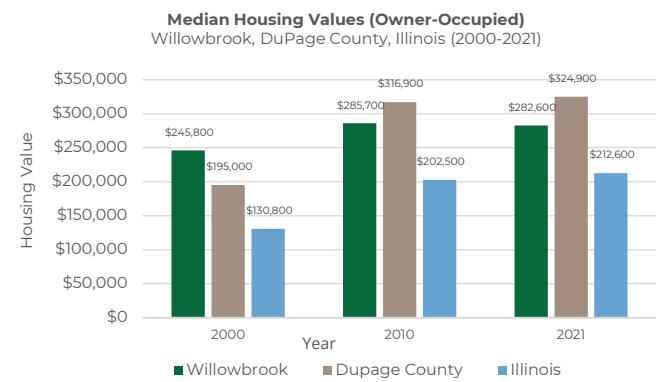
Over the past three decades, Willowbrook experienced a continuous increase in its median age, reaching 48.8 years, which was notably higher than the median ages of both the county and the state. Notably, the Village saw a 44.6 percent surge in the under-5 population, alongside consistent growth in the 65 and above population demographic.



Source: 2021 ACS 5-Year Estimates

Median Housing Value

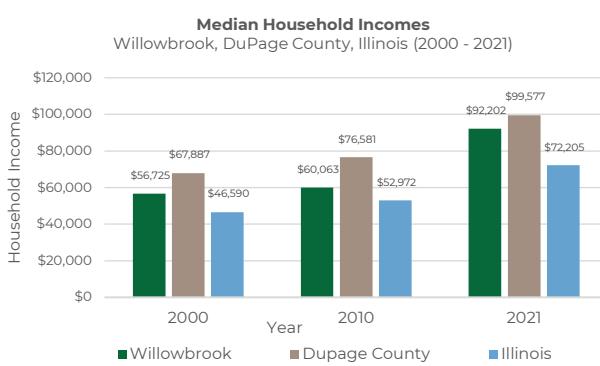
Willowbrook's median housing values remained relatively stable from 2010 to 2021, with a slight decrease from the 2010 peak, settling at \$282,600 and marking a 15 percent increase from \$245,800 in 2000. This value is \$42,300 lower than DuPage County (\$324,900) but \$70,000 higher than Illinois (\$212,600).



Source: 2000, 2010, and 2021 ACS 5-Year Estimates

Median Household Income

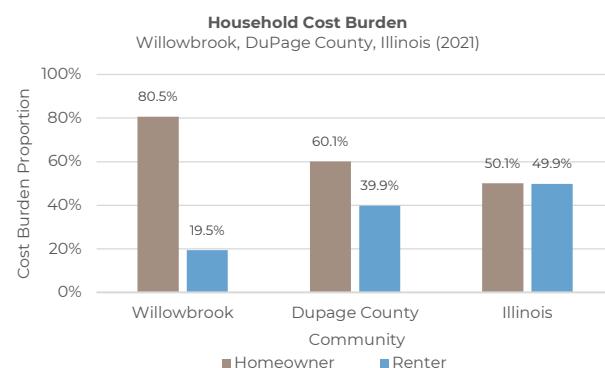
The median household income in Willowbrook saw a significant increase of 62 percent between 2000 and 2021, reaching \$92,202 in 2021. This figure notably exceeds the state median of \$72,205, though it remains slightly below DuPage County's median of \$99,577. The highest income growth occurred in households earning over \$150,000, which increased from 131 in 2010 to 569 by 2021. Additionally, the number of households in the \$100,000 to \$149,999 income bracket doubled during this period. Conversely, households earning between \$25,000 to \$49,999 decreased by about 460.



Source: 2000, 2010, and 2021 ACS 5-Year Estimates

Housing Cost Burdened

Willowbrook housing costs are significantly higher than in the county and state. Of the 4,103 housing units, 987 are cost-burdened, meaning they spend more than 30 percent of household income on housing. Over 80 percent of these cost-burdened units are owner-occupied, a rate higher than both county and state levels. Additionally, about 19.5 percent of rented units in the village are also considered cost-burdened.



Source: 2021 ACS 5-Year Estimates



02 VISION AND GOALS

In this Chapter

[Vision Statement](#)

[Goals](#)

Driven by community and stakeholder input, this chapter details the Comprehensive Plan's vision and goals. The Vision Statement is an aspirational narrative that paints a picture of what the Village can achieve following the adoption of the Comprehensive Plan. The narrative depicts the community's collective desires and serves as the foundation for the Plan's goals, recommendations, and actions. The Goals describe desired results towards which planning efforts should be directed.

VISION STATEMENT

The Village of Willowbrook will continue to prosper as a desirable community that preserves its character and charm while fostering new growth opportunities. The Village will support a balanced mix of uses where residents can live comfortably near employment areas, easily access job opportunities, and enjoy a variety of local shops, restaurants, and recreational amenities that cater to all ages. Residents will reach these community destinations safely and easily via a complete sidewalk network, improved roadways, and robust bike network. Neighborhoods, both new and existing, will continue to support a diverse range of housing options and receive an equal share of public investment.

Willowbrook's economy will flourish, showcasing an entrepreneurial spirit that welcomes innovation, creativity, and collaboration. The Willowbrook Town Center will continue to expand while maintaining its economic character, serving as the hub of civic activity, community events, and local culture. Residents will have access to a variety of local, regional, and national shops and restaurants, while flexible office spaces and employment centers will generate jobs and strengthen the Town's tax base. Future development will be high quality and support a vibrant mix of uses creating a unique character that will set Willowbrook apart from other communities within the area.

GOALS

Goals are broad and long-range desired outcomes. A community's policies and planning efforts should aim to achieve these goals. They are ambitions within planning topics that require implementable actions to be realized. The goals below are listed in no particular order.

Land Use and Development

Support a balanced mix of uses that continue to create sought after residential neighborhoods, well-paying employment opportunities, and an abundance of recreation options.

Transportation and Mobility

Establish a highly connected network for all modes of transportation to ensure residents can safely and conveniently travel between their neighborhoods, shopping areas, and other community destinations with or without a car.

Community Facilities

Continue to provide exceptional community services while promoting intergovernmental relationships to ensure Willowbrook maintains its high level of service and quality of life.

Parks, Open Space, and the Natural Environment

Enhance connections to parks, expand and maintain the Village's open spaces and tree canopy, and balance the preservation of the urban tree canopy with personal property rights, as development occurs.



03 LAND USE PLAN

In this Chapter

Future Land Use

Residential Framework

Economic Development Framework

The Land Use Plan identifies desired future land uses for all areas of the Village. The Land Use Plan also seeks to enhance and expand the community's established commercial and employment areas while preserving the character and quality of Willowbrook's neighborhoods. This includes a vision for the Town Center as a pedestrian-friendly and well-connected commercial district that is home to a growing number of regional and unique small businesses. Expansion of the employment base and diversification and strengthening of the tax base are also desired outcomes.

The Land Use Plan is a general guide for growth and development in Willowbrook, serving as a foundation for future decision-making. The Land Use Plan is flexible and should accommodate creative approaches to land use and development that are consistent with the policies and guidelines included in the Comprehensive Plan.

FUTURE LAND USE

Single-Family Detached

Single-family detached consists of single-family homes occupying individual lots. Single-family detached homes should remain the predominant residential land use within the Village.

Single-Family Attached

Single-family attached includes structures where dwelling units share an exterior wall with at least one adjacent unit, and each dwelling unit has a dedicated entrance. This land use includes townhomes and duplexes. The Village should look to add additional single-family attached residential where appropriate to add to the diversity of its housing stock.

Multifamily

The multifamily land use typically contains multiple dwelling units stacked vertically with shared entrances. This land use type includes apartment buildings, condominiums, and senior living facilities. New multifamily residential development should include amenities such as common open space and private recreation facilities. High-density residential land uses should be located throughout key areas in the Village to provide increases in overall housing density, diversify housing options, and promote affordable and attainable housing.

Mixed-Use

Mixed-use areas primarily consist of commercial uses on the ground floor with residential and/or office uses located on the upper floors. The primary objective is to provide an appropriate mix of uses by locating active uses such as retail and restaurants on the ground floor to create a more interesting and engaging pedestrian experience, while accommodating residential and service-oriented uses on the upper floors. These areas should be characterized by uses and development patterns that provide a vibrant, safe, attractive, and “walkable” pedestrian environment.

Commercial

The commercial land use includes commercial establishments that sell a product or service. Small office uses, such as local banks, real estate offices, legal firms, tax offices, and other professional services are a subset of commercial uses within this category. Local commercial areas should support a blend of businesses that tie into the fabric of established neighborhoods and complement them.



Industrial

The industrial land use category includes areas and facilities used for, but not limited to, low-intensity manufacturing, processing, storage, commercial service, and distribution of goods and materials. Users in this category range from large distribution companies to smaller production businesses in office parks. The largest concentration of industrial uses is located in the central and southeastern areas of the Village, north of Joliet Road between Kingery Highway and Madison Street. These businesses specialize in uses like home goods distribution, logistics, and associated functions.



Public/Semi-Public

Public/semi-public uses include local government uses, community service providers, schools, nonprofit organizations, and religious institutions. Examples include Willowbrook Village Hall, the Police Department, the Post Office, and schools such as Gower West School and the Little Sunshine's Playhouse and Preschool on Kingery Highway. These uses are anticipated to remain over the 20-year planning horizon.



Parks and Open Space

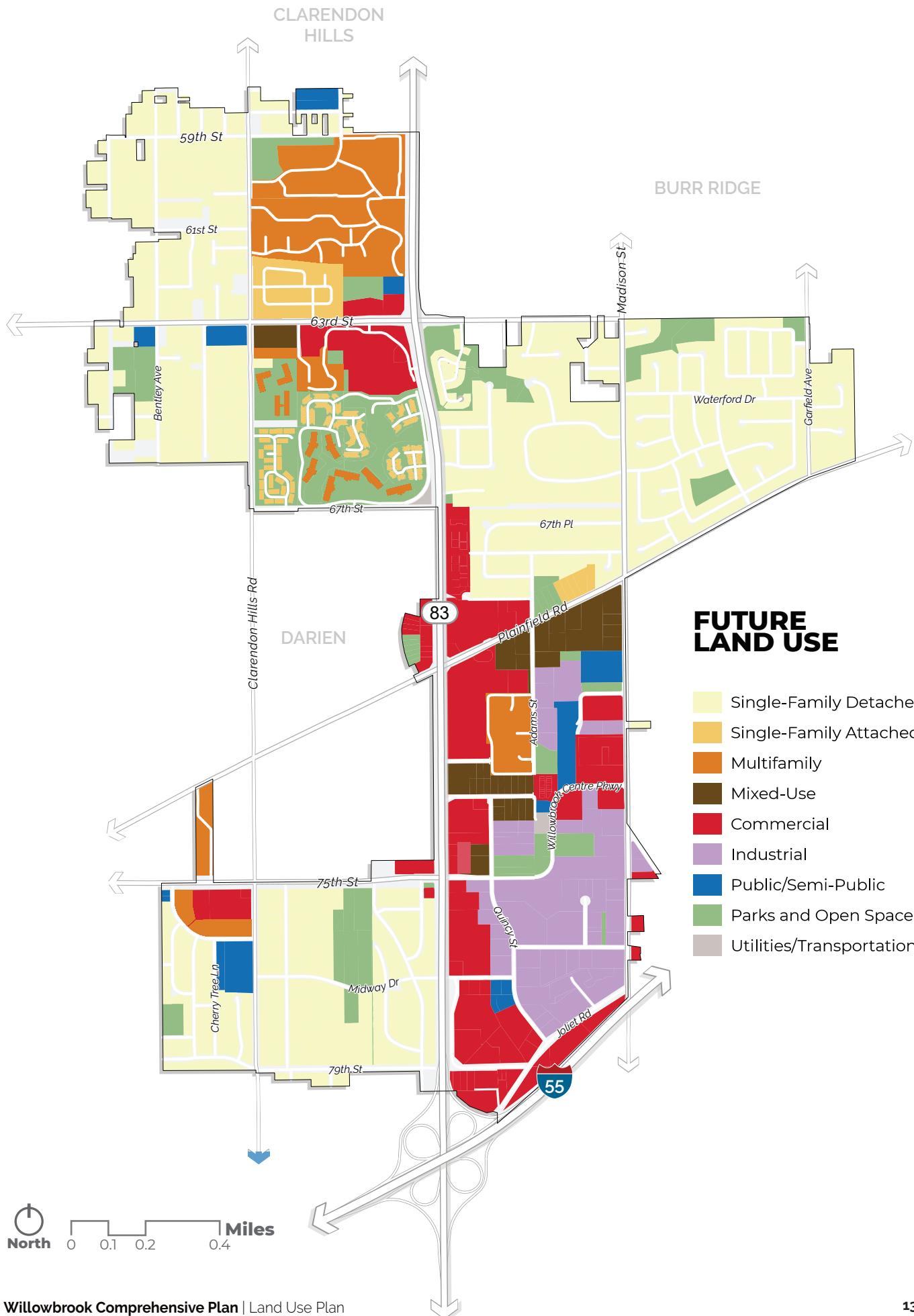
Parks and open space includes public parks managed by the Village, as well as privately-owned recreational facilities and open space within the Village. These include Willowbrook Community Park, Creekside Park, Prairie Trail Park, and a variety of other small- and medium-sized parks throughout the Village's residential areas. The numerous small pocket parks and retention ponds throughout the Village's residential neighborhoods fall into this category. As land is available, the Village should work to strategically increase public open spaces, particularly in neighborhoods where bike and pedestrian access to such spaces can be improved.



Utilities/Transportation

The utilities/transportation land use designation includes utility infrastructure, such as electrical substations, power lines' rights-of-way, and water treatment facilities.







RESIDENTIAL NEIGHBORHOOD RECOMMENDATIONS

The Residential Neighborhood Recommendations provide a more detailed guide for the development of future housing and the enhancement of existing residential neighborhoods. The recommendations complement the Land Use Plan to ensure that residential growth complements Willowbrook's existing character while providing diverse housing options.

Support Diverse Housing

As detailed in the Community Context section of this Plan, Willowbrook faces the challenge of an aging population, with about 25 percent of residents being 65 years or older, compared to roughly 16 percent in DuPage County. To maintain multi-generational diversity and community vibrancy, fostering a diverse housing stock that offers options for residents at every stage of life is essential. Ensuring that housing is accessible to people of all ages and income levels will help accommodate the aging population while also attracting new residents. By diversifying the housing stock, Willowbrook can create a dynamic and inclusive housing market that meets the needs of its current residents and appeals to future generations.

Context Sensitive Infill Development

The potential for teardown construction and infill development is present in areas with smaller, more attainable homes on relatively large lots. Infill development should complement the massing and scale of the surrounding neighborhood and utilize similar setbacks such that single-family attached and multifamily development relates strongly to adjacent single-family homes. As Willowbrook has seen an impact from residential teardowns, the Village should proactively address this issue to prevent incompatible development. By supporting context-sensitive infill development, Willowbrook would preserve its unique identity while accommodating growth in a way that respects the scale and style of existing neighborhoods.

Transition Between Uses

Supporting appropriate transitions between low density and higher density land uses in Willowbrook is crucial for maintaining the Village's cohesive and welcoming character. As the community continues to evolve, thoughtful planning is needed to ensure that new developments harmonize with existing neighborhoods. Proper transitions between low density residential, mixed-use, commercial, and industrial areas can help minimize potential conflicts, such as noise, traffic, and visual impact, while enhancing the overall aesthetic appeal of the community. Based on the Land Use Plan, the Village should look to reassess the application and requirements of transitions and buffer zones within the Unified Development Ordinance. This would help create smooth, visually pleasing transitions that protect the integrity of established neighborhoods.

Preserve Neighborhood Character

To ensure that new housing development meets the standards of Willowbrook's existing character, the Village should continue to enforce and expand upon the General Townhouse, Multifamily, Mixed-Use, and Nonresidential Design Standards within the Village's Unified Development Ordinance. By enforcing and updating these standards, the Village can more clearly communicate to developers, business owners, and potential investors, the look and feel of desirable development. Additionally, the design of new townhomes and multifamily housing should utilize similar, high-quality building materials and traditional architectural styles as featured in the surrounding and nearby single-family neighborhoods.



ECONOMIC DEVELOPMENT RECOMMENDATIONS

The Economic Development Recommendations complement the Land Use Plan to provide guidance that are applicable to commercial and retail areas in the Village. Chapter 4: Subarea Plans provides the detailed recommendations needed to guide this change.

Establish a Mixed-Use Zoning District

To facilitate the extension of the Town Center, as detailed in the Subareas chapter of this Plan, and to accommodate the variety of land uses proposed, Willowbrook should revisit its existing zoning standards to ensure that future development is both feasible and desirable. Currently, all commercial areas in the Village are zoned in the B-District, meaning there are no districts that allow for the mix of uses and built form envisioned in the Subarea plan. To create a more streamlined process, the Village should revisit the existing zoning standards and establishing a clear mixed-use district. In the development of the new district, the Village should consider establishing a high development site area requirement to encourage lot consolidation and master planning rather than piecemeal development. Standards, like height transition standards, should also be established to help ensure the new, taller buildings envisioned in the subarea plans are compatible with existing neighborhoods.

Support Small Businesses

Supporting small businesses in Willowbrook can help to foster a vibrant local economy and make the Town Center Extension (discussed in the Subarea Plans) more of a regional destination.. Small businesses not only provide valuable goods and services but also create jobs and strengthen community ties. To help support small businesses, the Village should consider further coordinating with the Willowbrook-Burr Ridge Chamber of Commerce and other regional partners to identify and attract desirable businesses to the Willowbrook.

Encourage Redevelopment and Reuse

Many commercial and office buildings in Willowbrook are nearing the end of their useful life. Several factors contribute to this, including outdated building and site design that limit potential to accommodate modern employment and consumer trends. This makes reinvestment cost prohibitive. Properties such as these can impact the viability and vibrancy of commercial and employment areas in the Village. Planning for redevelopment and reuse will ensure that the commercial areas continue to thrive and serve the community.

Proactive Economic Development

In recent years, Willowbrook has taken a proactive approach to economic development. Village staff and consultant partners have been actively engaged with the local business community and are seeking opportunities to bring new, desirable uses to Willowbrook. To further enhance its economic development efforts, the Village should consider acquiring lots in strategic locations, such as in the Town Center Extension (further discussed in the Subareas chapter of this Plan), and working with private sector developers to achieve the vision of this Plan.

Height Transition Standards

Height transition standards help to minimize the negative impact that tall buildings can have on single family neighborhoods, such as concerns about privacy and shadow.

Height transition standards can include providing a step down in building height along the shared property line, utilizing dormers and sloping roofs to disguise upper floors, or providing a larger or more vegetated buffer than would otherwise be required.



04 | SUBAREA PLANS

In this Chapter

[Town Center Plan](#)

[Interchange Plan](#)

[Town Center Southern Extension](#)

The Comprehensive Plan identifies two distinct subareas within the community that warrant more detailed planning. These areas include the Interchange Subarea and the Town Center Subarea. These two subareas were identified because they are the areas of the Village most likely to evolve over the next 20 years. The following section provides detailed recommendations intended to inform investment and redevelopment in the Interchange and Town Center subareas.

WILLOWBROOK SUBAREAS

Town Center Subarea

The Town Center Subarea, located along Plainfield Road and Kingery Highway (Route 83), is Willowbrook's primary commercial center. Most development in the area is located on large lots with ample parking and includes retail shops, fast food and fast casual restaurants, and personal and professional services. The Town Center is divided by two high-traffic roadways that make it difficult for people to navigate the area safely without a vehicle.

Interchange Subarea

The Interchange Subarea, defined by its boundaries along Kingery Highway (Route 83) and South Madison Street, consists of a mix of nonresidential land uses. In the southern corner, particularly along Frontage Road and 79th Street, the area is characterized by manufacturing sites, hotels, and institutional uses. The rest of the subarea is mostly comprised of industrial uses, with a few commercial uses located along Kingery Highway (Route 83). The subarea serves as a gateway for visitors and residents exiting I-55 and entering Willowbrook, making it a crucial area for improvement to create a more welcoming first impression of the Village.

HOW ARE THE SUBAREA PLANS ORGANIZED?

Guiding Principles

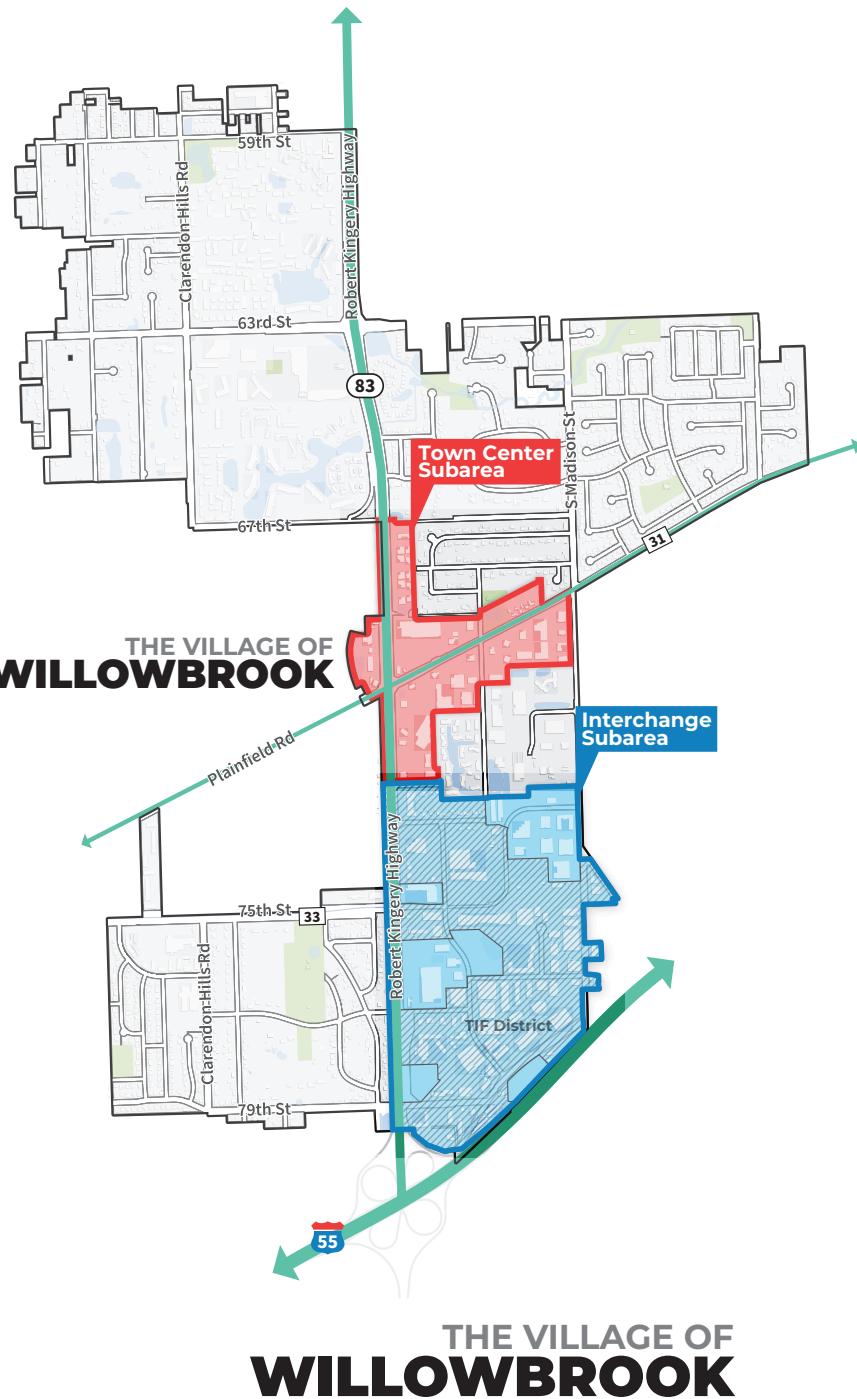
Guiding principles reflect the ideas of the community, informing recommendations and driving what the Willowbrook subareas can become over time. The overarching purpose for the Subarea Plans is to guide future planning decisions and to ensure development and improvements move in the right direction.

Subarea Design Toolkit

The Subarea Design Toolkit provides a set of key improvements and recommendations that can be applied in the subareas. Aligning with community input, the toolkit aims to improve the commercial vitality, preserve character, and enhance the appeal of the subareas.

Spark Sites

Spark sites are areas within the Village that have high redevelopment potential. The identified sites and their redevelopment would have a dramatic effect on the look and feel of the subarea.



THE VILLAGE OF
WILLOWBROOK

SUBAREA DESIGN TOOLKIT

Character Example Images



Façade Improvement

Façade improvements refer to enhancements and renovations to the exterior appearance of a building. It is recommended that the Village encourage and incentivize these improvements along high-traffic routes to create a more appealing and cohesive community aesthetic. This would help strengthen businesses, helping keep dollars in the local economy.

Sidewalk Extension

The extension of sidewalks enhances community safety and accessibility, reduces accidents, and encourages physical activity. Currently, there are several gaps in the sidewalk network within the Village. To improve connectivity, it is recommended that the Village prioritize filling these gaps and ensuring ADA compliance. This would help foster a more pedestrian-friendly environment and begin to shift the emphasis from cars to other modes of transportation.

Buffering

Buffering is utilized in areas of transition between residential dwellings and adjacent commercial or industrial developments. This can include landscaping, fencing, distance, or sound barriers to mitigate noise, visual disturbances, and other impacts. To enhance the area's appeal and reduce impact on neighbors, the Village should work with property owners to incorporate buffering features near residential neighborhoods. These measures will improve the overall visual appearance and promote a more peaceful and harmonious community setting.



Roadway Connection

New roadway connections are crucial for improving accessibility within the both subareas. By establishing new connections, visitors and residents will enjoy easier access to various sites, creating a more integrated transportation network. To enhance connectivity, it is recommended that the Village work with IDOT and property owners to identify appropriate extensions within the Village.

Pedestrian Crossing Improvement

Pedestrian crossing improvements involve enhancing the safety and accessibility of locations where pedestrians cross streets. Improvements can include marked crosswalks, pedestrian signals, and refuge islands where people can stand safely. The Village should work with IDOT to prioritize the identified pedestrian improvements in the subarea, particularly along Kingery Highway, to improve users' safety. This will ensure a more seamless transition from a more auto-oriented area to a pedestrian focused center.

Landscaping Improvements

A well-maintained landscape enhances a commercial property's appeal and welcoming atmosphere, drawing in potential customers and having a positive visual impact on surrounding areas. To improve the appearance of the Interchange Subarea, the Village should work with property owners to incorporate landscaping improvements to enhance the area's visual appeal. As the area redevelops, the Village should continue to enforce its zoning landscape standards.



Gateway Signage

Gateway signage serves as a welcoming entrance marker to a community, district, or significant location. It typically features the name of the area, along with thematic elements that reflect its identity and character. The purpose of gateway signage is to create a sense of arrival and distinction, setting the tone for the area and enhancing its visual appeal. To improve enhance the overall user experience, it is recommended that the Village integrates and enhances gateway signage throughout the subareas, particularly along entryways to the Village.

Intersection Improvement

Intersection improvements aim to enhance the safety and efficiency of intersections for all users, including pedestrians, cyclists, and drivers. These enhancements may include upgrading traffic signals, improving signage, creating dedicated turn lanes, and increasing visibility. It is recommended that the Village work with IDOT and other relevant entities to prioritize the safety and functionality of existing intersections and implement necessary improvements. This would improve safety while allowing pedestrians to feel more comfortable while walking.

Spark Sites

To capitalize on redevelopment occurring within the subareas, the Village should strategically expand by redeveloping adjacent vacant and outdated spaces. These areas present prime opportunities to enhance and complement existing development, ultimately stimulating the local economy and enriching the community's vibrant atmosphere. There is more information available in the opportunity sites section on the following pages.



Streetscape Improvement

Streetscape improvements enhance the aesthetic appeal of public streets and surrounding areas through various improvements such as street trees, decorative lighting, benches, art installations, and upgraded sidewalks. Within the subareas, the Village is encouraged to work with IDOT to integrate landscaping along the highly traversed routes. Additionally, enhancing roadway connections to the Town Center with streetscape elements would further elevate the area's visual appeal and charm for residents and visitors alike.

Parking Reduction

Currently, development within the subarea is overparked, meaning that there are more parking spaces than visitors at any given time. It is recommended that the Village promote the utilization of existing parking spaces more effectively and explore outlet development opportunities. This would provide opportunity for additional sales tax generating uses for the Village.

Preserve Natural Space

Preserving natural spaces involves protecting and maintaining areas of natural beauty and ecological significance as development occurs. Within this subarea, it is recommended that the Village prioritizes the preservation of the existing wetland adjacent to the commercial development along Kingery Highway. Other opportunities to preserve and enhance the natural environment should be considered as redevelopment occurs.

TOWN CENTER

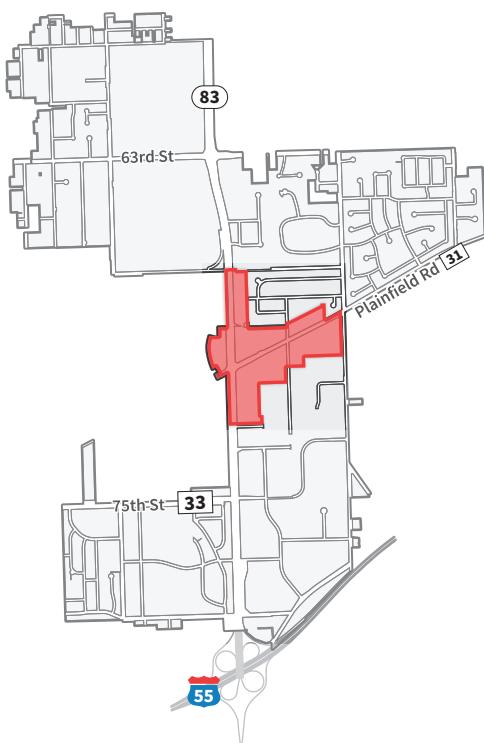
Subarea 01

THE VISION

The Town Center Subarea is already a destination and asset in the community. It is home to many different types of commercial uses, offering residents a variety of shopping and dining options. The Village should continue to develop the subarea as a place to not just drive through but as a destination; a place where residents can walk, bike, and drive comfortably. As this area redevelops, it will be important to introduce urban design improvements that make it more pedestrian-friendly and visually distinctive.

SUBAREA OVERVIEW

The Town Center Subarea is at the heart of the Village and is characterized by a range of existing land uses: limited residential, open space, specialty retail, fast food and fast casual restaurants, places of worship, banks, auto parts stores, and offices. Given the auto-oriented nature of the area, many of these sites are overparked and lack pedestrian infrastructure such as sidewalks and crosswalks.

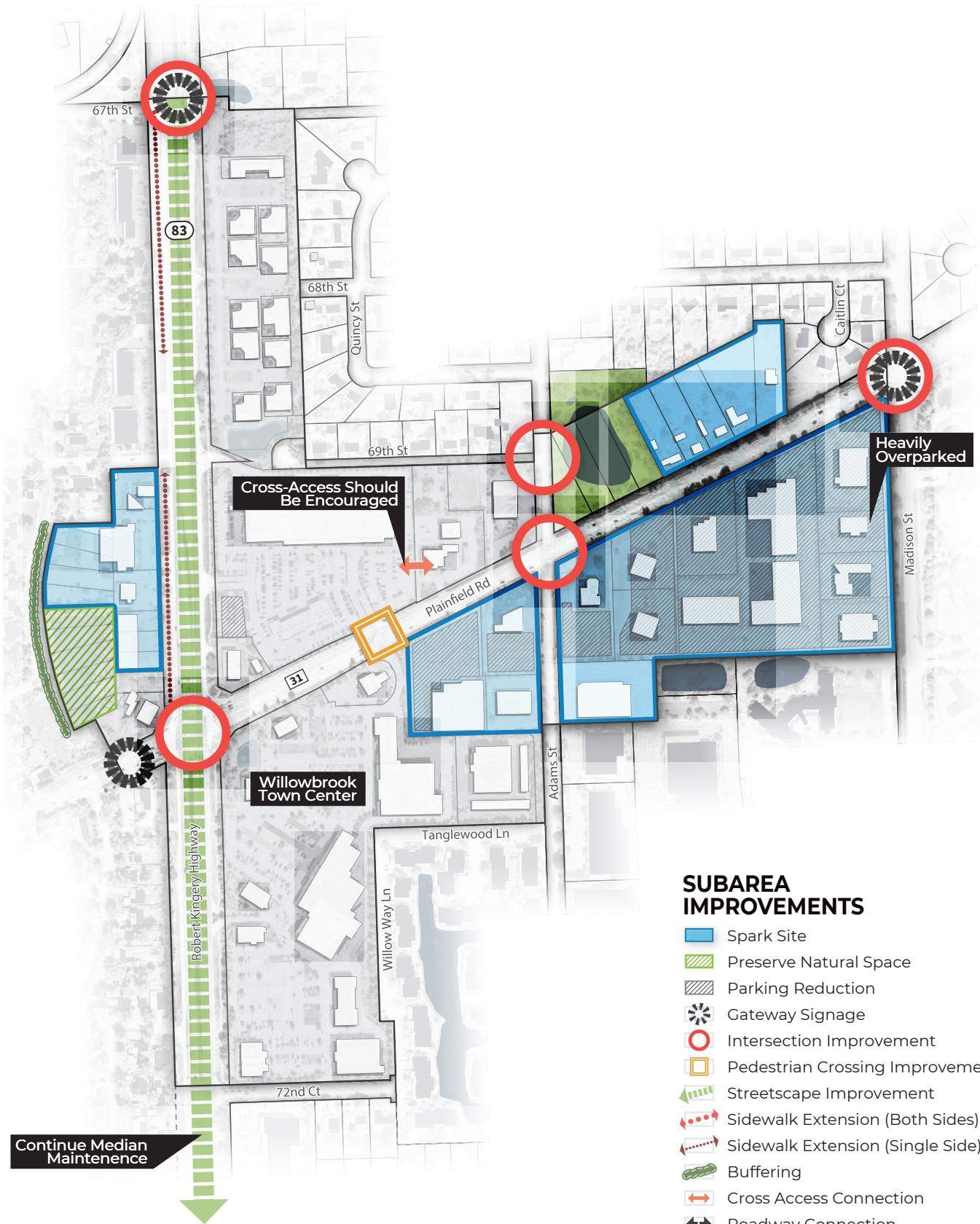


GUIDING PRINCIPLES

Create a Cohesive Town Center. The subarea currently features a variety of businesses and lots that do not effectively connect and integrate with one another. To enhance and better connect the Town Center subarea means to transform it into the community's vibrant core, characterized by a walkable mix of commercial activities. This would include integrating "third places" – communal public spaces and local businesses where people can socialize, relax, and enjoy activities.

Revitalize Underutilized Sites. The underutilized properties along Plainfield Road and Kingery Highway present a prime opportunity for redevelopment. By reinvesting in these areas, the Village can attract new businesses and enhance the overall appeal of the subarea.

Reduce Parking. The subarea currently has an excess of surface parking spaces, which disrupts connectivity. By constructing cross-access between adjoining parking lots and encouraging outlot development, the Village can create a more harmonious and integrated environment and better leverage land for sales tax-generating uses. This approach will make the area more pedestrian-friendly and visually appealing, fostering a more dynamic and interconnected community.



SPARK SITES

This section includes recommendations to guide future redevelopment, to ensure that it has a positive effect on the look and feel of the subarea and is aligned with the Village's vision.

Three distinct spark sites have been identified in the Town Center Subarea. Ultimately, the redevelopment of these sites should occur in a manner that results in a distinct design but is complementary to the character of existing development.

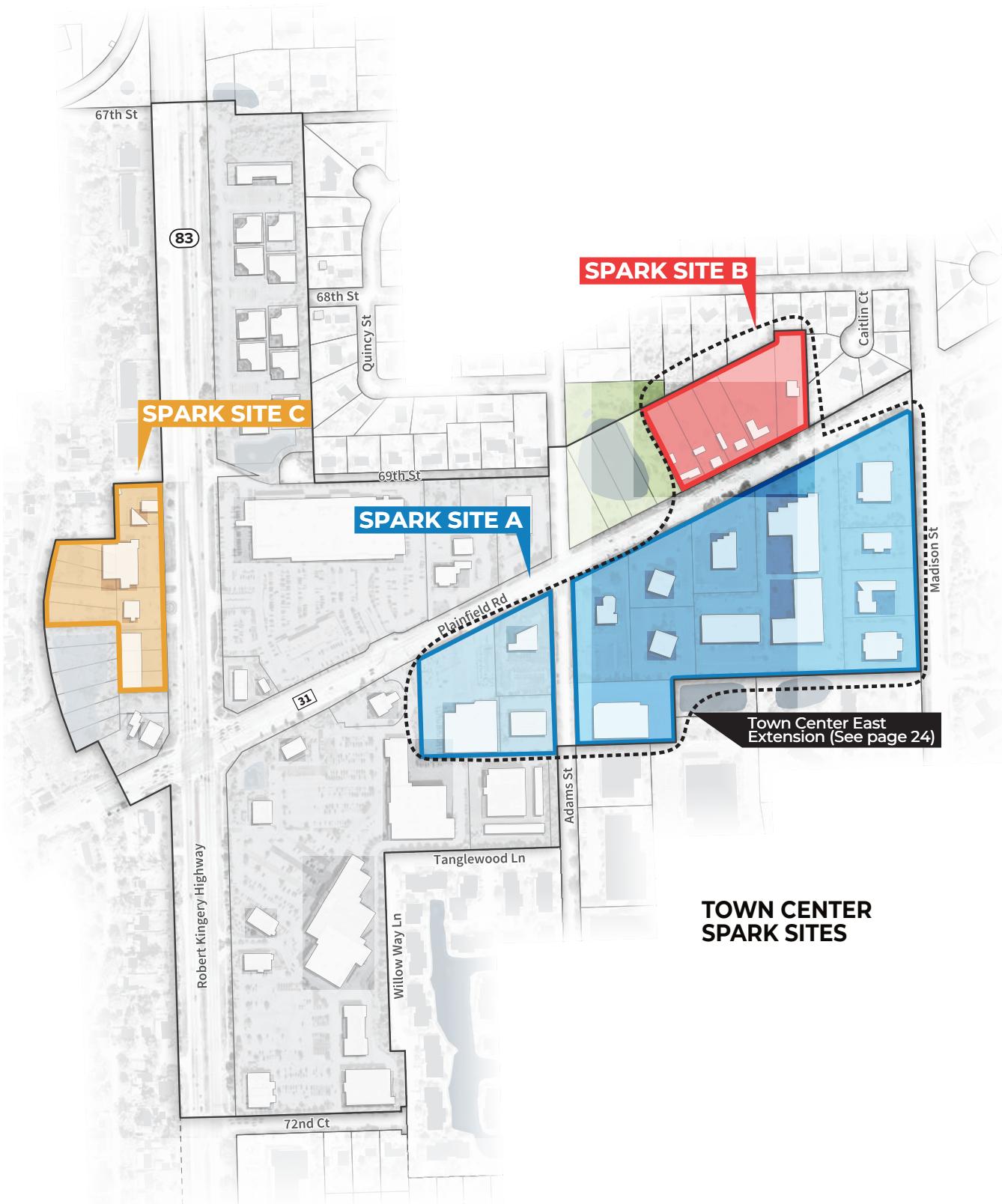
Spark Site A: The first spark site is currently comprised of underutilized office buildings with large parking lots to the east of the existing Town Center along Plainfield Road. Redevelopment of this site should aim to create a cohesive and appealing environment, transforming the area into a vibrant mixed-use destination. These properties should be compatible with the existing Town Center to the south and create "third places". Third places are informal areas where residents and visitors can meet and gather outside of home (first place) or work (second place). These amenities offer an opportunity for social interaction and can anchor civic life in Willowbrook. The model on the following pages will identify small plazas and mini parks, which will serve as focal points for future pedestrian activity.

Spark Site B: Spark site B includes the 5 single family homes that front Plainfield Road. Since Plainfield Road is a high traffic roadway it is difficult and unsafe for the residents of the single family homes to access their property from their individual driveways. Should redevelopment occur, the Village should encourage the consolidation of the lots and the development of townhomes, duplexes, or small lot single-family homes that would be accessed via a shared drive. There is also opportunity to further connect future development to Willowbrook Pond and further leverage this public space as a neighborhood amenity.

Spark Site C: Spark site C includes the commercial properties to the west of Kingery Highway. Access to and visibility of the existing development is limited which has contributed to its underperformance and retail vacancies. Should redevelopment occur, the Village should encourage the consolidation of lots and access points and for buildings to be pushed closer to the highway to improve visibility. Since this site is separated from the rest of the Town Center Subarea by Kingery Highway, the Village should be flexible on whether future redevelopment is more auto-oriented, such as including drive throughs, vehicle service stations, etc., or more pedestrian oriented as is envisioned for the Town Center extension.



Character Example Images



TOWN CENTER SPARK SITES

TOWN CENTER EAST EXTENSION

Spark site A, is envisioned to become the future East Extension of the Willowbrook Town Center.

The entrance of the existing Willowbrook Town Center could be redesigned to create a more prominent and celebrated entryway. A roundabout at the entrance could serve as a link between the two sites and help manage traffic flow. Additionally, plaza and green space could be developed between the current Willowbrook Town Center and East Extension to create an active pedestrian realm and provide spill-out spaces for nearby businesses.

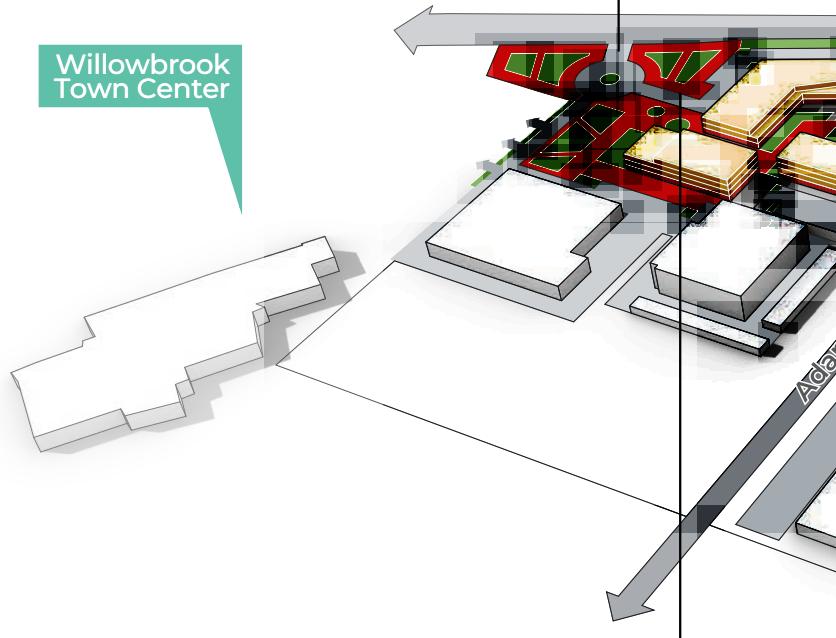
The buildings along South Madison Street are well suited for mixed-use developments, with ground floor commercial spaces and office or residential above. The buildings orientations will create public gathering spaces and be well connected through paths to the rest of area to the west.

The design and placement of all buildings in the development should be situated in a manner that creates cohesive and connected third spaces, which prioritize pedestrian mobility. These spaces should include functional and inviting pathways which seamlessly link the East Extension to the existing Town Center. Buildings should be positioned closer to the property line to support these internal pedestrian routes. The existing rows of parking along Plainfield should be retained to encourage foot traffic within the development rather than along Plainfield Road.

Spark site B is visualized as developed with townhomes that create a transition between the Town Center East Extension and the single-family homes along 68th Street to the north. Parking could be located on the edge of the site to create private outdoor spaces that are screened from Plainfield Road. These outdoor spaces should connect to Willowbrook Pond and the Kiwanis Pavilion to the west. The townhomes could be built with high-quality materials to ensure they age well and positively contribute to the character of Willowbrook.

Town Center Entrance

The entrance to the Willowbrook Town Center can be enhanced to create a more prominent entryway along Plainfield Road and seamlessly connect with the East Extension



Mixed-Use | Residential Commercial

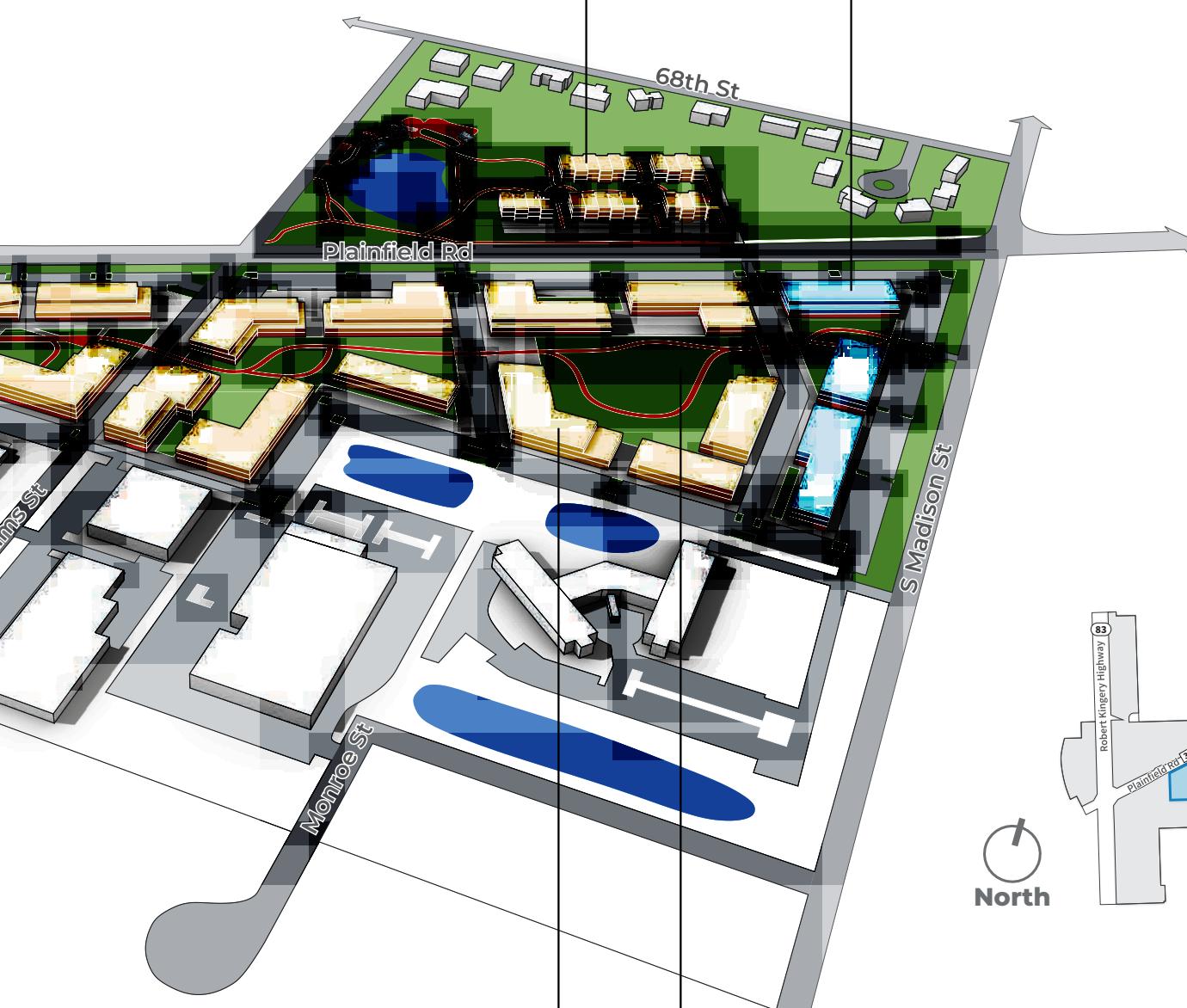
Sites along Plainfield Road and Adams Street are ideal for mixed-use developments with residential units above commercial spaces. The residential units will ensure there are enough people in the vicinity of the development to support the commercial spaces and make the Town Center a vibrant community destination.

Townhomes

Townhomes developed along the north side of Plainfield Road would help buffer the single family neighborhood to the north from the Town Center East Extension, consolidate site access points to improve traffic and safety, enhance housing options and create protected outdoor gathering opportunities with connection to Willowbrook Pond and Kiwanis Pavilion.

Mixed-Use | Office Commercial

The sites alongside South Madison Street are ideal for mixed-use developments with commercial spaces below and offices above. These structures would serve as a buffer for the nearby residential mixed-use spaces to the west and commercial/industrial development in Burr Ridge to the east. The orientation of the architecture will shape public gathering spaces and allow for pathway connections to the west.



Residential

In the south, it is recommended that the building use be fully residential as these areas are protected from well-traveled streets. The structures should reflect the mixed-use architecture while incorporating more private ground-floor design elements and articulation.

Third Places

All buildings in the Town Center East Extension should be sited to create cohesive communal spaces with pedestrian-friendly paths that link the entire development and seamlessly connect to the existing town center.

INTERCHANGE

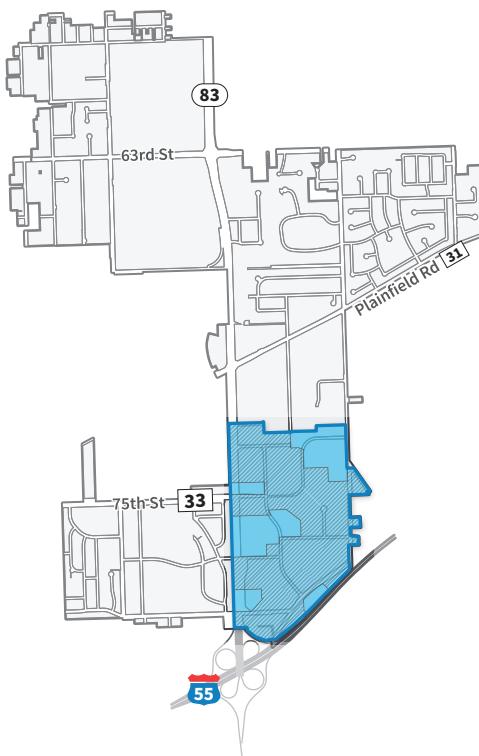
Subarea 02

THE VISION

The Interchange Subarea Plan aims to increase the appeal of one of Willowbrook's key gateways off I-55. As the area serves as an introduction to the Village for those coming from the south, it will be vital to blend the industrial nature of the area with a more welcoming and vibrant commercial experience. This will be accomplished by redeveloping areas to the north of the subarea to make room for the Town Center Mixed-Use Extension. The extension will match the commercial character of the current Town Center Subarea to the north and will focus on providing pedestrians with a walkable retail experience. The southern portions of the subarea will look to become more connected, walkable, welcoming through experiential retail and elevated dining.

SUBAREA OVERVIEW

The Interchange Subarea is on the southern end of the Village and is characterized by its many industrial and commercial uses. Additionally, a few single-family residences can be found on the northern end of the subarea. Given the industrial nature of the area, many of the streets are curvilinear and disconnected, leaving pedestrians with limited infrastructure to move easily throughout the subarea.



GUIDING PRINCIPLES

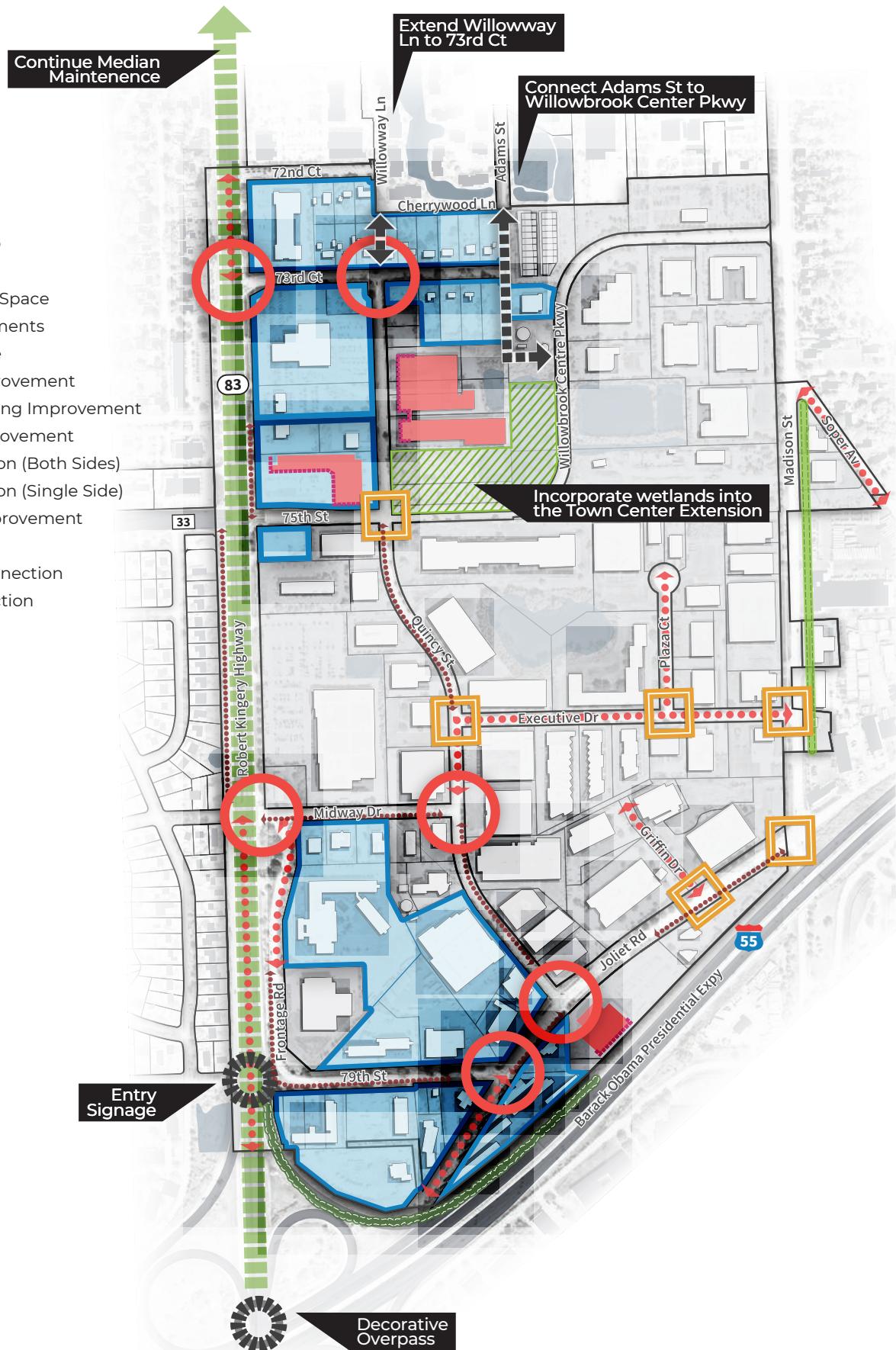
Create a Village Destination. Currently, there are few places to shop and eat within the Interchange Subarea as the area is largely industrial. To create a more robust commercial core and transform the area into a destination, the Village should extend the Town Center directly to the north. The Town Center extension should focus on improving people's experience by prioritizing pedestrian-friendly infrastructure, encouraging a mix of retail and recreational spaces, and enforcing high-quality architectural standards.

Enhance the Corridor. The Kingery Highway corridor features underutilized hotels and sprawling storage facilities. These structures are outdated, have a negative visual impact on the corridor, and do not fit the community's desired character for the corridor. The Village should promote the redevelopment of this area with a mix of uses that are more vibrant and active and that foster a welcoming environment at the gateway to Willowbrook. Additionally, the Village should better leverage the Interchange for uses that benefit from visibility, like car dealerships, over those that do not, such as storage spaces.

Preserve the Industrial Character. The subarea serves as a vital industrial center to the Village. While there are a variety of businesses along the Kingery Highway, including a car dealership, a neighborhood commercial center, and chain restaurants, it will be important to preserve the high functioning industrial and manufacturing sites along Executive Drive, Plaza Court, and portions of Quincy Street.

SUBAREA IMPROVEMENTS

- Spark Site
- Preserve Natural Space
- Facade Improvements
- Gateway Signage
- Intersection Improvement
- Pedestrian Crossing Improvement
- Streetscape Improvement
- ↔ Sidewalk Extension (Both Sides)
- ↔ Sidewalk Extension (Single Side)
- Landscaping Improvement
- Buffering
- ↔ Cross Access Connection
- ↔ Roadway Connection



SPARK SITES

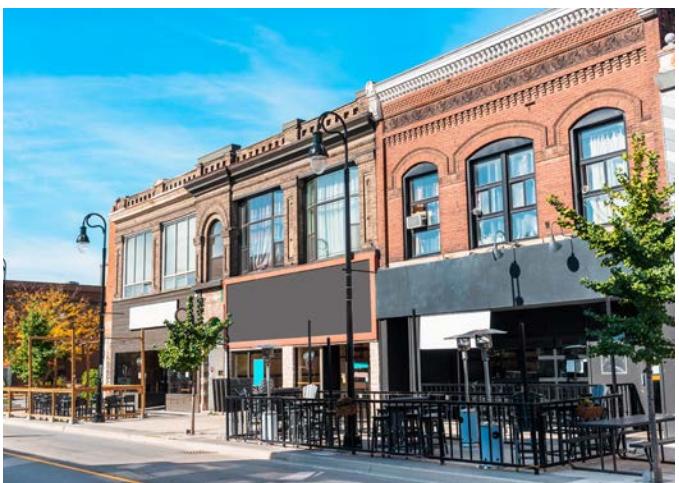
This section includes recommendations to guide future redevelopment, to ensure that it has a positive effect on the look and feel of the subarea and is aligned with the Village's vision.

Three distinct spark sites have been identified in the Interchange Subarea. Ultimately, redevelopment should create a cohesive urban environment with a consistent and complementary character to the commercial uses extending from the Town Center on the north and industrial uses further south.

Spark Site A: Spark site A, located at the north end of the interchange subarea, could be redeveloped as the Town Center South Extension, to further build out and enhance the existing Town Center and proposed Town Center East Extension. The Town Center South Extension is envisioned as a welcoming mixed-use development that includes new roadway connections, streetscape enhancements, and improved sidewalk connectivity. Extending the current Town Center will enhance the subarea's appeal, benefiting the local economy and creating a cohesive commercial core for the community.

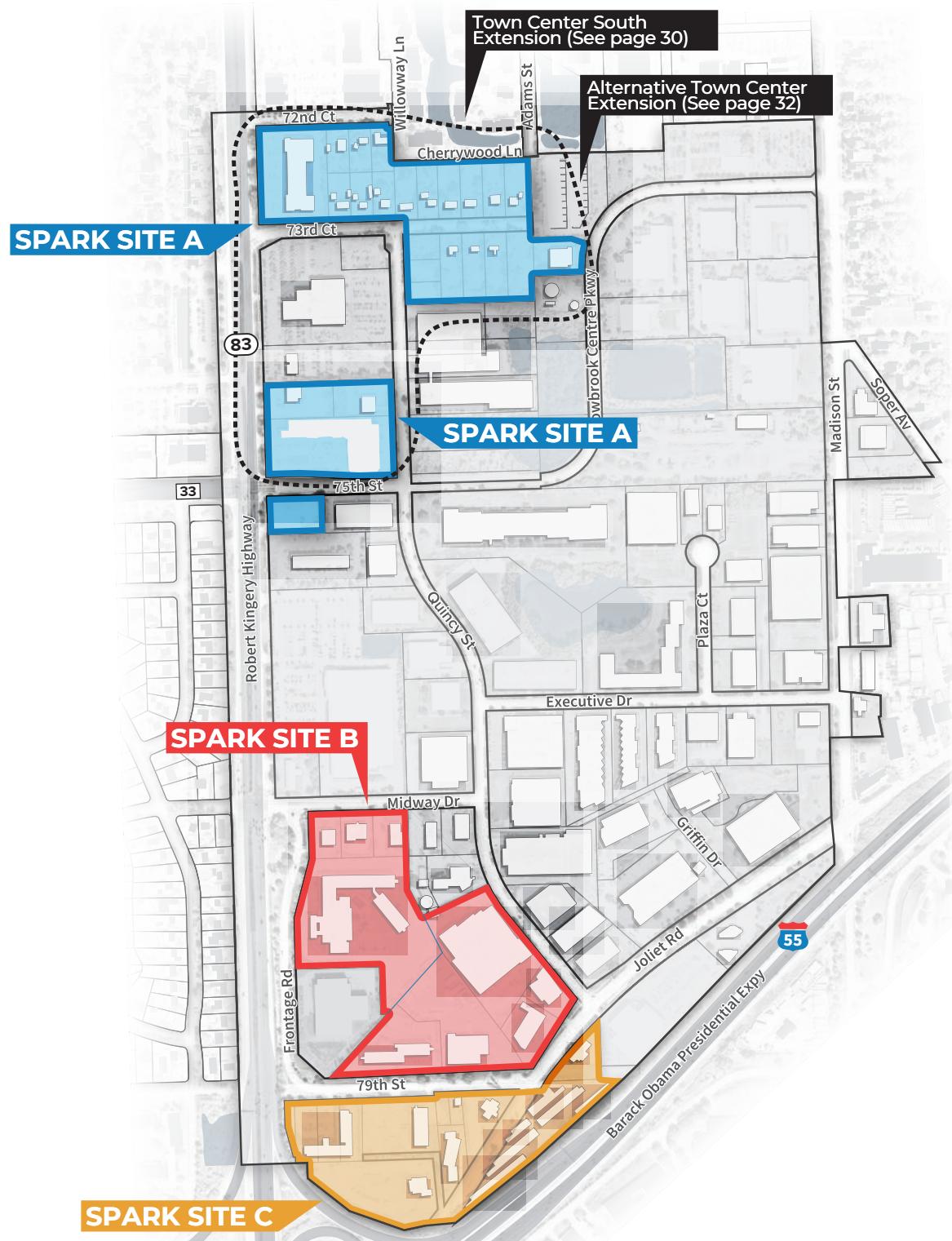
Spark Site Area B: Spark site B should highlight recreational uses such as indoor pickleball, golf, and family activities particularly along Kingery Highway. There should be attention paid to the industrial located just south of Midway Drive, along Quincy Street. This includes beautifying the current commercial and preserving the industrial character of the area. The character cultivated in the Town Center South Extension should not be lost within this area but should be accommodating of the current industrial and public uses located here.

Spark Site Area C: Spark site C should focus on repositioning the hotel and storage uses along the Kingery Highway corridor to encourage uses that better leverage visibility and access from the interchange and promote a more welcoming environment. This should include introducing additional commercial uses.



Character Example Images

INTERCHANGE SPARK SITES



TOWN CENTER SOUTH EXTENSION

The Willowbrook Town Center is the symbolic heart of the community, offering an exciting mix of retail, restaurant, culture, and entertainment. The Town Center South Extension proposes expanding the Willowbrook Town Center southward to provide a more comprehensive “downtown” experience.

The Town Center South Extension includes blocks south of 72nd Court with secondary commercial uses, designated parking areas, and higher density residential development. This area serves as an extension, in both use and scale, between the more intensive Town Center development and surrounding blocks.

The public realm includes vibrant sidewalks and attractive civic spaces. Generally, pedestrians are the focus of the area, with commercial spaces including retail, restaurant, and direct customer services promoting further social and economic activity.

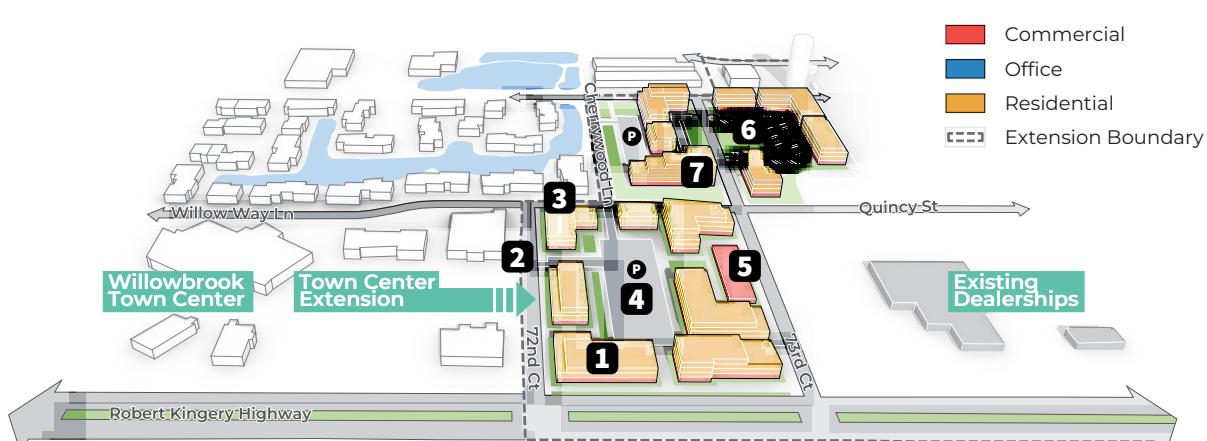


Character Example Images

EXTENSION VIGNETTE

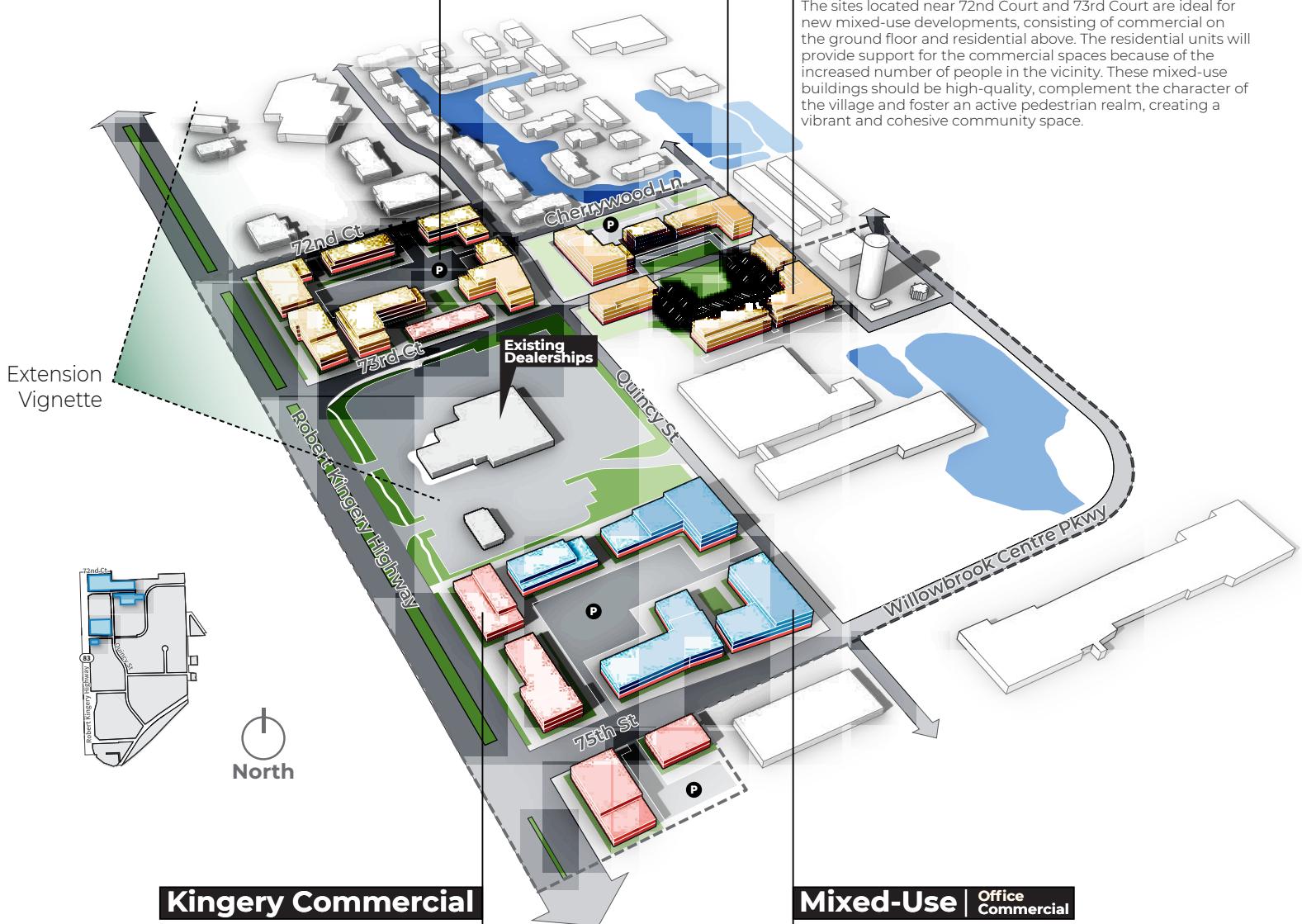
A Closer look at 72nd and 73rd Court

- 1 There should be larger mixed-use buildings placed along Kingery Highway and establish a street-wall which begins at Portillo's & Bernelli's.
- 2 The new parking drive aisles should be aligned to support the extension for additional vehicles and pedestrians along 72nd.
- 3 There should be small-scale mixed-use buildings placed adjacent to existing residential providing space for work and supplementary commercial.
- 4 The rear surface parking should reduce negative visual impact and create a consistent street wall.
- 5 There should be additional commercial opportunities that will partner and create an appropriate transition to the car dealerships.
- 6 The residential buildings should form a central court that should be used as a community gathering by those living on and around 73rd Court.
- 7 The mixed-use buildings should be designed to step down to meet the height of adjacent residential uses.



Rear Surface Parking

By locating parking to the center of the block and off of key corridors like Kingery Highway, the area can accommodate additional development intensity without having to compromise visual appeal.



Additional Connections

Given the increased activity within the area, additional roadway connections like extending Quincy Street through to Willow Way Lane, and Willowbrook Centre Parkway to Adams Street, will be important. These extensions will improve connectivity and enhance overall traffic flow, ensuring smoother and more efficient transportation.

Mixed-Use | Residential Commercial

The sites located near 72nd Court and 73rd Court are ideal for new mixed-use developments, consisting of commercial on the ground floor and residential above. The residential units will provide support for the commercial spaces because of the increased number of people in the vicinity. These mixed-use buildings should be high-quality, complement the character of the village and foster an active pedestrian realm, creating a vibrant and cohesive community space.

Mixed-Use | Office Commercial

The sites located near 75th Street and Quincy Street are ideal for new mixed-use developments, featuring office spaces above ground floor commercial establishments. Commercial uses should consist of sit-down restaurants and similar desirable uses. The mixed-use frontage should showcase attractive building designs and include key features such as transparent ground-floor façades, high quality building materials and design, and prominent building entrances to enhance the pedestrian experience.

ALTERNATIVE TOWN CENTER SOUTH EXTENSION

In this alternative scenario, the existing dealership chooses to relocate further south into the Subarea to have better visibility from the highway. This move would help connect the two ends of the Town Center South Extension. The character and aspirations for the area stay the same but the availability of space increases in this scenario. This is presented as an alternative because it is only desirable if supported by property owners.

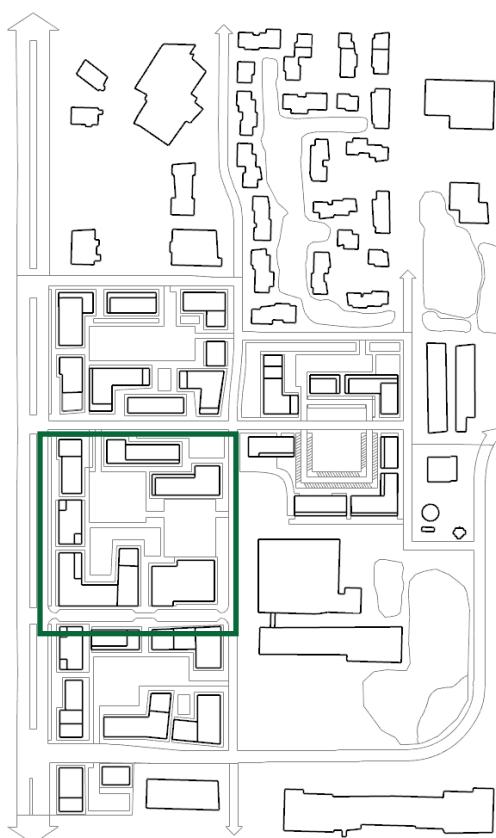
Property owners would have to be consulted and additional development in the southern portion would have to be suitable for the dealership to want to relocate.

While unlikely, if it were to occur the additional space created would allow for commercial along Kingery Highway and supplemental mixed-use between 73rd and 74th Court. Rear surface parking would allow for the buildings to front Kingery Highway, creating a visually appealing street wall.

WILLOWBROOK TOWN CENTER SOUTH EXTENSION

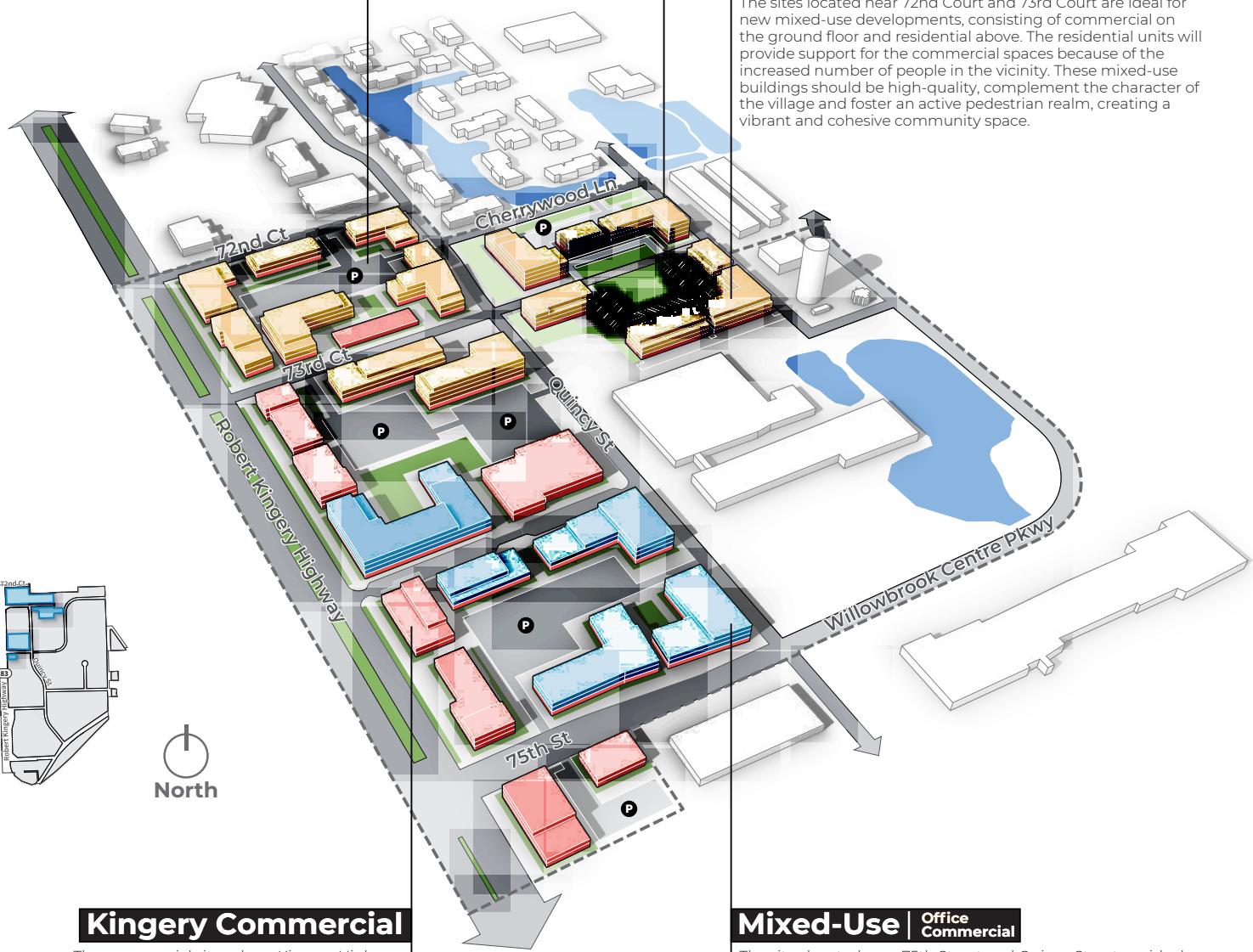


ALTERNATIVE TOWN CENTER SOUTH EXTENSION



Rear Surface Parking

By locating parking to the center of the block and off of key corridors like Kingery Highway, the area can accommodate additional development intensity without having to compromise visual appeal.



Kingery Commercial

The commercial sites along Kingery Highway should be reconfigured to enhance their appeal and functionality. Buildings should be located near the front property line to screen parking in the rear and improve the appearance of Kingery Highway. Additional landscape, high quality building and sign materials, and prominent building entrances should be encouraged.

Additional Connections

Given the increased activity within the area, additional roadway connections like extending Quincy Street through to Willow Way Lane, and Willowbrook Centre Parkway to Adams Street, will be important. These extensions will improve connectivity and enhance overall traffic flow, ensuring smoother and more efficient transportation.

Mixed-Use | Residential Commercial

The sites located near 72nd Court and 73rd Court are ideal for new mixed-use developments, consisting of commercial on the ground floor and residential above. The residential units will provide support for the commercial spaces because of the increased number of people in the vicinity. These mixed-use buildings should be high-quality, complement the character of the village and foster an active pedestrian realm, creating a vibrant and cohesive community space.

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05

TRANSPORTATION AND MOBILITY

In this Chapter

Roadway Improvements

*Sidewalks and
Multi-Use Paths*

Bikeways and Trail

A balanced, efficient, and well-connected transportation system is an essential aspect of every community and determines the ease and comfort with which residents can access homes, businesses, jobs, schools, recreation, and essential services. The transportation system in Willowbrook consists of a network of roadways, regional public transit services, pedestrian facilities, and an expanding bicycle network.

Moving forward, the Village will emphasize an inclusive vision of transportation that meets the needs of all users regardless of age, ability, background, or preferred mode of travel, including motorists, transit riders, pedestrians, wheelchair users, bicyclists, and others. Willowbrook also has many partners, such as IDOT and the DuPage County Division of Transportation, that together work to promote the continued maintenance and expansion of the Village's transportation system.



ROADWAYS

Willowbrook is traversed by a network of roadways that accommodate traffic circulation throughout the Village, maintain efficient connections between local neighborhoods and commercial corridors, and provide direct access to the regional expressway system.

Although many important roadways are not under Willowbrook's jurisdiction (Plainfield Road, Madison Street, Kingery Highway, and 63rd Street), the Village should continually review all roadways and identify projects to ensure the continued maintenance, efficiency, and safety of the roadway network. In addition, the Village should find strategies to ensure that private roadways are maintained, efficient, and safe. All roadways in Willowbrook are classified according to the IDOT functional classification of roadways and includes the following designations:

Interstate

Interstates are high-speed roadways that provide high levels of mobility but no direct land access. They connect activity centers, employment hubs, and other important destinations to one another, and prioritize regional efficiency and speed. Interstate 55 runs along the south side of Willowbrook.

Principal Arterial

Major arterials accommodate large volumes of traffic and provide few provisions for adjacent land access, including limited traffic controls, and travel is intended to be at higher speeds. In Willowbrook, US Highway 83 is classified with this designation.

Minor Arterial

Minor arterials accommodate quickly moving, higher volumes of traffic. Adjacent land use access is common. They are typically continuous through the community and connect to other communities and major arterials. Vehicles are expected to travel at moderate speeds and for longer distances. A minor arterial in Willowbrook is Plainfield Road.

Major Collectors

Major collectors accommodate an even distribution of mobility and access. They may be continuous through the community and their function is to connect arterials to local roadways, and travel occurs at lower speeds and shorter distances than arterials. Some major collectors in Willowbrook include Madison and 74th Street.

Minor Collectors

Minor collectors accommodate an even distribution of mobility and access. Their function is to provide service to any remaining population that is not served by a higher classified route, and they are designed with an emphasis on property access rather than mobility. Some minor collectors in Willowbrook include 67th Street and Garfield Avenue.

Local/Residential

Local/residential streets are designed to connect residential neighborhoods to larger collectors and arterials. They are designed with a focus on safety, providing a space for residents to park their vehicles and for children to play.



ROADWAY IMPROVEMENTS

The Subarea Plan identifies a few roadway improvements that could potentially apply to other areas within the Village, these improvements include:

Intersection Improvements

Intersection improvements aim to enhance the safety and efficiency of intersections for all users, including pedestrians, cyclists, and drivers. These enhancements may include upgrading traffic signals, improving signage, creating dedicated turn lanes, and increasing visibility.

Pedestrian Crossing Improvement

Pedestrian crossing improvements involve enhancing the safety and accessibility of locations where pedestrians cross the street. Improvements can include marked crosswalks, pedestrian signals, and refuge islands where people can stand safely. These changes help keep all road users safe by giving pedestrians clear and safe places to cross, thereby reducing conflict with vehicles and making walking around the city easier.

Streetscape Improvements

Streetscape improvements enhance the aesthetic appeal of public streets and surrounding areas through various features such as street trees, decorative lighting, benches, art installations, and upgraded sidewalks. The goal is to create a more pleasant and inviting environment that encourages pedestrian activity and improves overall quality of life.

Landscaping Improvements

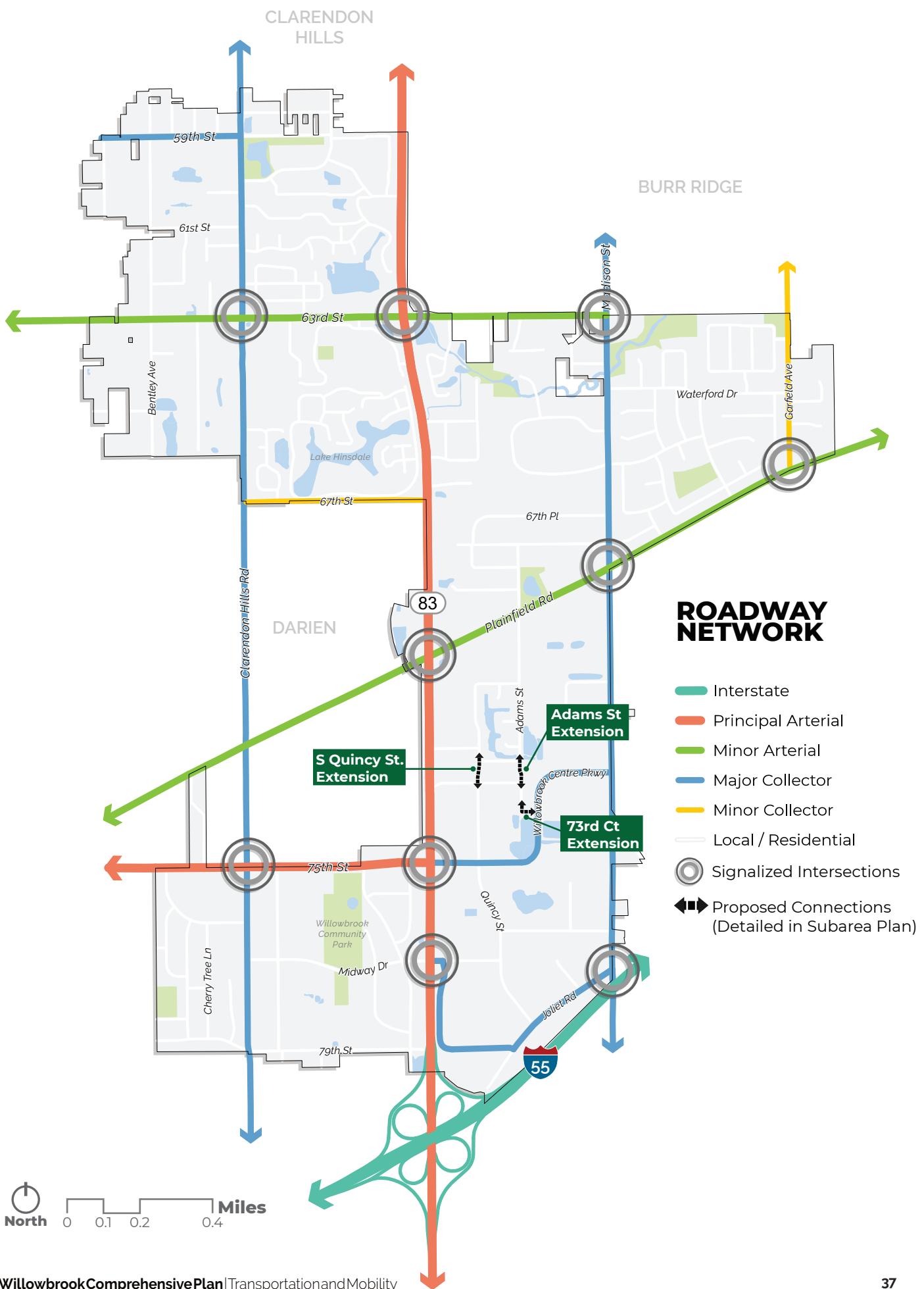
A well-maintained landscape enhances a commercial property's appeal and welcoming atmosphere, drawing in potential customers and having a positive visual impact on surrounding areas.

Roadway Connections

New roadway connections play a vital role in enhancing accessibility for users within the Interchange Subarea. By establishing new connections, visitors and residents gain easier access to various sites, thereby fostering a more interconnected transportation network.

Street Connectivity

Many of Willowbrook's residential areas feature a curvilinear roadway system with cul-de-sacs common to suburban development patterns. This configuration reduces connections between neighborhoods and major roadways and increases dependency on automobiles. While this can achieve some privacy for residential properties, it contributes to congestion by increasing distances and travel times between destinations and creates bottlenecks during peak travel times. The goal of new development should be to create a road pattern that more closely resembles a grid while allowing for curvature in the road. This would increase the number of intersections, improve ease of navigation, reduce walking distances, and decrease vehicular travel times, including the response times of emergency services.





SIDEWALKS AND MULTI-USE PATHS

Pedestrian infrastructure in the Village is limited. In the past, as neighborhoods were developed or annexed into Willowbrook, sidewalks and other pedestrian amenities were not always required. Whether a sidewalk was included in a new development was primarily left to the developer's discretion. Pedestrian infrastructure in Willowbrook's nonresidential areas has expanded over the years as new development has occurred. However, several gaps still exist, which pose challenges for pedestrians navigating the Village.

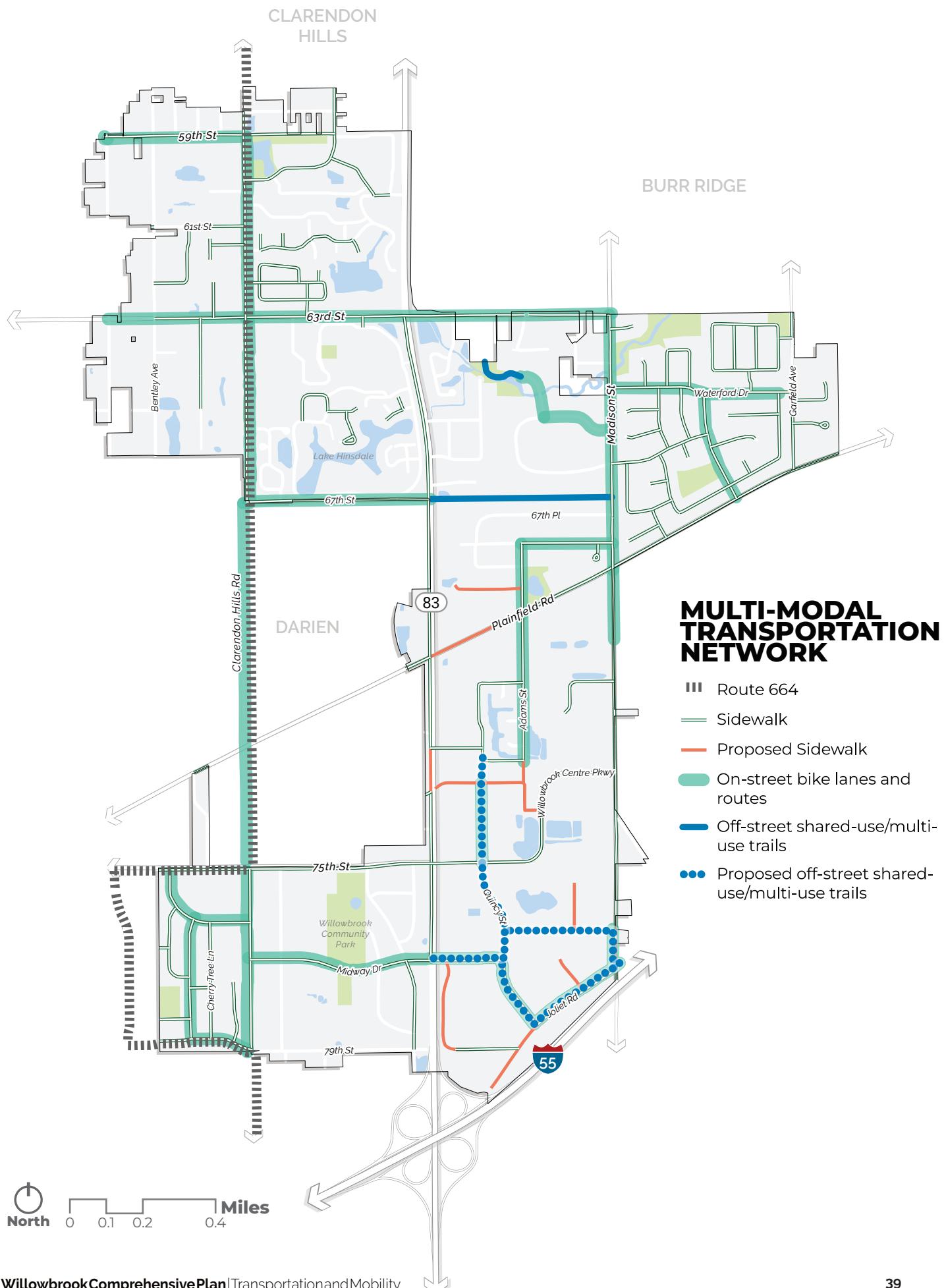
Sidewalks and multi-use paths comprise the main pedestrian and bicycle infrastructure, providing necessary non-vehicular connectivity that also supports community interaction and active lifestyles. They connect neighborhoods and provide safe routes to shopping areas, schools, and other key destinations. While the sidewalk and multi-use path network has grown over recent years within Willowbrook, many gaps still exist and there is an opportunity to connect smaller clusters of existing networks. In coordination with transportation entities, the Village should continue to expand its sidewalk and multi-use path network to provide a comprehensive and accessible system. The Village should look to establish a program to allow residents to request sidewalk extensions and additional connections to help prioritize where it allocates CIP funding for sidewalk construction.

BIKEWAYS

Like sidewalks and multi-use paths, bikeways and trails contribute significantly to the feasibility of using alternative mobility options within Willowbrook. They provide outdoor recreational opportunities and connect residents and visitors to local and regional natural amenities. Madison Street from 64th Street to 67th Place is the only right-of-way in the community with a painted bike lane. Otherwise, Village infrastructure is largely not accommodating of cyclists, with many high-traffic streets lacking dedicated lanes or clear markings for bicycles. In coordination with transportation entities, the Village should continue to expand its bikeway and trail network across the community to connect pedestrians to key locations such as parks, regional trails, and destinations. The Village should also look to connect residents to regional bike trails located near Willowbrook, enabling opportunities to market the expanded network as a tourism asset.

Public Transit

Throughout the public engagement process, the need for public transit was expressed. Public transit is important for providing more sustainable transportation options and for helping increase connectivity throughout the Village and to nearby communities. Currently, the Route 664 Pace Bus follows Clarendon Hills Road on the eastern edge of the Village. This route connects residents to the Clarendon Hills station of the Metra BNSF Railway to the north. Moving forward, the Village should consider studying how to enhance connections to this bus route and nearby Metra stations so that the new mixed-use development in the Town Center Extension can be more transit oriented and accessible.





06 COMMUNITY FACILITIES

In this Chapter

Intergovernmental Cooperation

Village Facilities

Community Services

Green Infrastructure

Community facilities play a large role in the quality of a place and the livability of a community. Investments in community facilities and infrastructure should go beyond pure function, with the goal to improve sense of place and community identity. These are predominantly provided by the Village but are supplemented by public or semi-public partner organizations and other service providers within the community. The quality of community facilities is a key strength of the Village. As Willowbrook continues to grow and its demographics change, the Village should continue to modernize and reinvest in local government facilities and services to match the evolving needs of the community and ensure a high quality of life for local residents.



MAINTAIN AND PROMOTE INTERGOVERNMENTAL COOPERATION

Partner organizations are an important part of the community, contributing to the Village's welfare. The Village may not be equipped to tackle every issue it faces, but partner organizations can fill in the gaps, providing reliable services. Community services in Willowbrook are delivered by several agencies and governmental bodies including the Village Parks and Recreation Department, Tri-State Fire Protection District, Willowbrook Police Department, multiple school districts, non-profits, and civic organizations. The Village should promote intergovernmental cooperation and coordination to ensure that Willowbrook residents receive the highest quality services possible and to develop and maintain public facilities for community-wide use. This means maintaining regular communication with the school districts to identify opportunities for partnership, support, and collaboration. It could also look like strengthen relationships with community service providers (Willowbrook Police Department, Tri-State Fire Protection District, medical facilities, and others) by supporting their operations and partnering to provide services or acquire resources.

ASSESS VILLAGE FACILITIES AND SERVICES

The continued maintenance of Village facilities ensures that high quality services are consistently delivered to residents. The Village should continually review its facilities and services and proactively budget to address needed renovations, replacements, and improvements. The Village should improve reliability, efficiency, and funding of the Village's municipal infrastructure assets and ensure that municipal infrastructure has the capacity to accommodate new growth without reducing service.

INTEGRATE GREEN INFRASTRUCTURE AND LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is the integration of green infrastructure and conservation of on-site natural features to mitigate stormwater runoff and protect water quality. Green Infrastructure (GI) is defined as a range of measures such as plant or soil systems, permeable surfaces, or landscaping to store or infiltrate stormwater and reduce flows to sewer systems or surface waters. GI is an attractive and sustainable alternative to traditional concrete (or "gray") infrastructure that replaces paved and hard surfaces with vegetated or permeable areas. Single purpose "gray infrastructure" (conventional piped drainage) works to move stormwater away from the built environment while GI reduces and treats stormwater at its source. GI has numerous environmental benefits in addition to stormwater management, including reducing urban heat islands, improving air quality, and promoting economic vitality through attractive urban settings. GI treatments can be incorporated into site design - permeable surfaces, xeriscaping, grassed swales, rain gardens, bioretention strips – and building design - green roofs, sustainable building materials, planter boxes. Native and locally adapted vegetation should be encouraged to support LID, pollinators, and wildlife habitats. Investing in green infrastructure practices as the Village redevelops will ensure its stormwater infrastructure network is optimal and modern. Additionally, incorporating sustainable practices in future development will help alleviate stormwater management issues that Willowbrook has experienced in the past.

Case Study: City of Madison Roger Bannerman Rain Garden Initiative

Based in Madison, Wisconsin, the Roger Bannerman Rain Garden Initiative provides grant funding and technical assistance to private property owners to construct a rain garden in the terrace of their property associated with a street project. A rain garden is a garden of native shrubs, perennials, and flowers planted in a shallow depression, sometimes built on a natural slope. Rain gardens are designed to capture and infiltrate water into the ground. A rain garden is a great option for stormwater management as it temporarily holds and soaks in rainwater runoff that flows from roofs, driveways, patios, or lawns, minimizing the risk of potential local flooding.

COMMUNITY CENTER SERVICES

Over the past three decades, Willowbrook experienced a continuous increase in its median age, with 25 percent of the population 65 years of age or older. It is critical that the Village supports this growing population with the amenities and services they need. Below are a few programs, that would be offered by external organizations, but could be hosted at the Village's Community Center due to its size and functionality.

Nutrition Counseling

In many cities, local agencies offer nutrition counseling services to assist seniors and caregivers in making healthy meal choices. They also offer advice and recommendations for dealing with the nutritional aspects of various illnesses.

Caregiver Respite

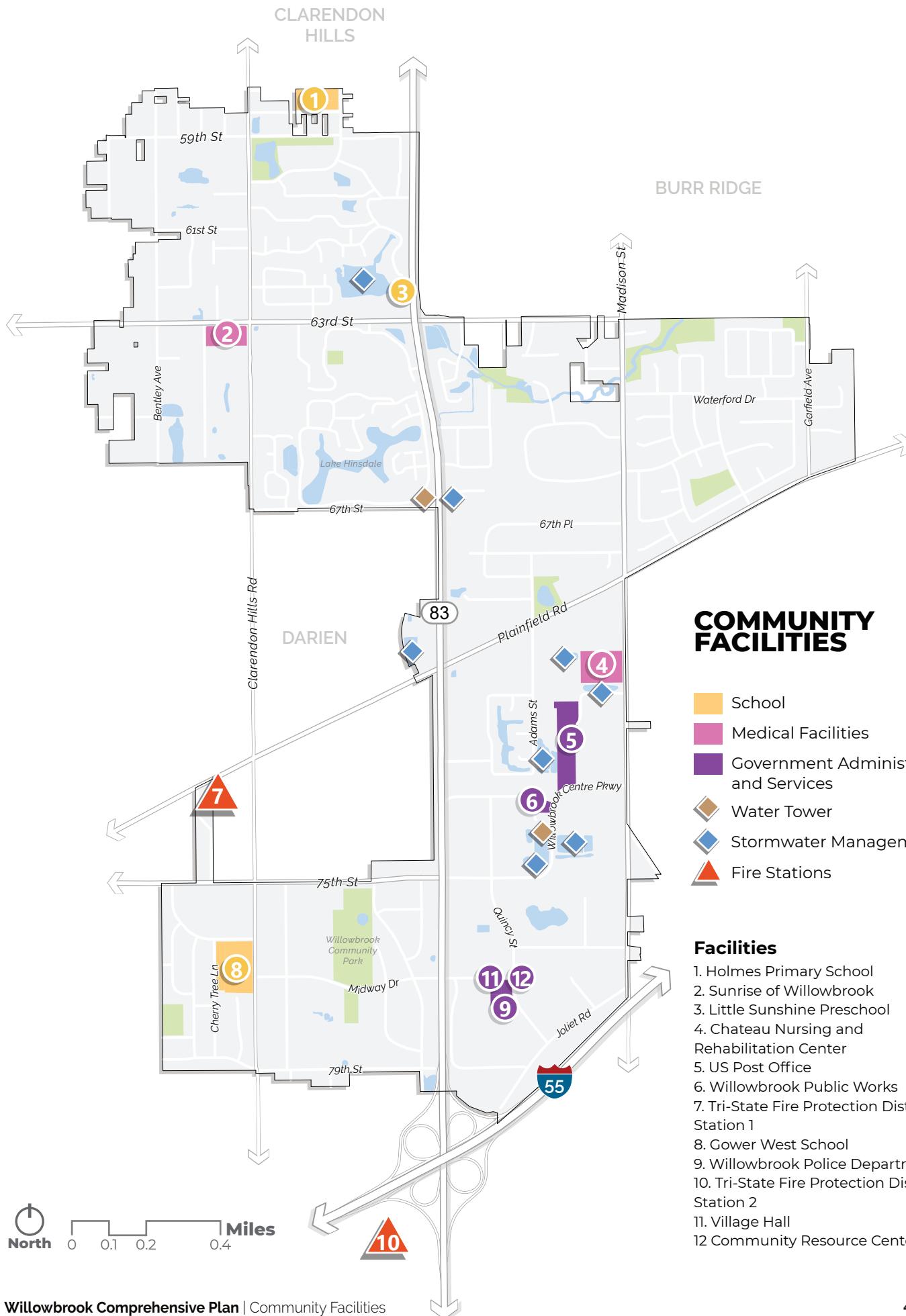
Most states, including Illinois, have some type of caregiver respite program which provides family caregivers with temporary relief from their caregiving responsibilities. Through the respite program, caregivers can arrange to have a substitute caregiver provide temporary in-home care to their family member. Alternatively, the care recipient could temporarily visit an alternative residential care setting, such as a nearby adult care home or community center.

Caregiver Counseling

Caregiver counseling services offered through the state and local agencies provide caregivers with information on how to access government program and services for the elderly. Additionally, it assists the elderly and their caregivers with applying for benefits and offer guidance to caregivers to make informed decisions about their elder care options.

Senior Companion and Friendly Visitor Programs

These programs provide seniors with a chance for social interaction with a volunteer, usually another senior citizen, who comes to visit the senior and engage in conversation. Volunteers may also take seniors out for recreational activities or help with some light chores around the home. These volunteers can play an important role to help prevent social isolation and can also watch for signs that the senior is developing a new or worsening health condition that requires medical care.



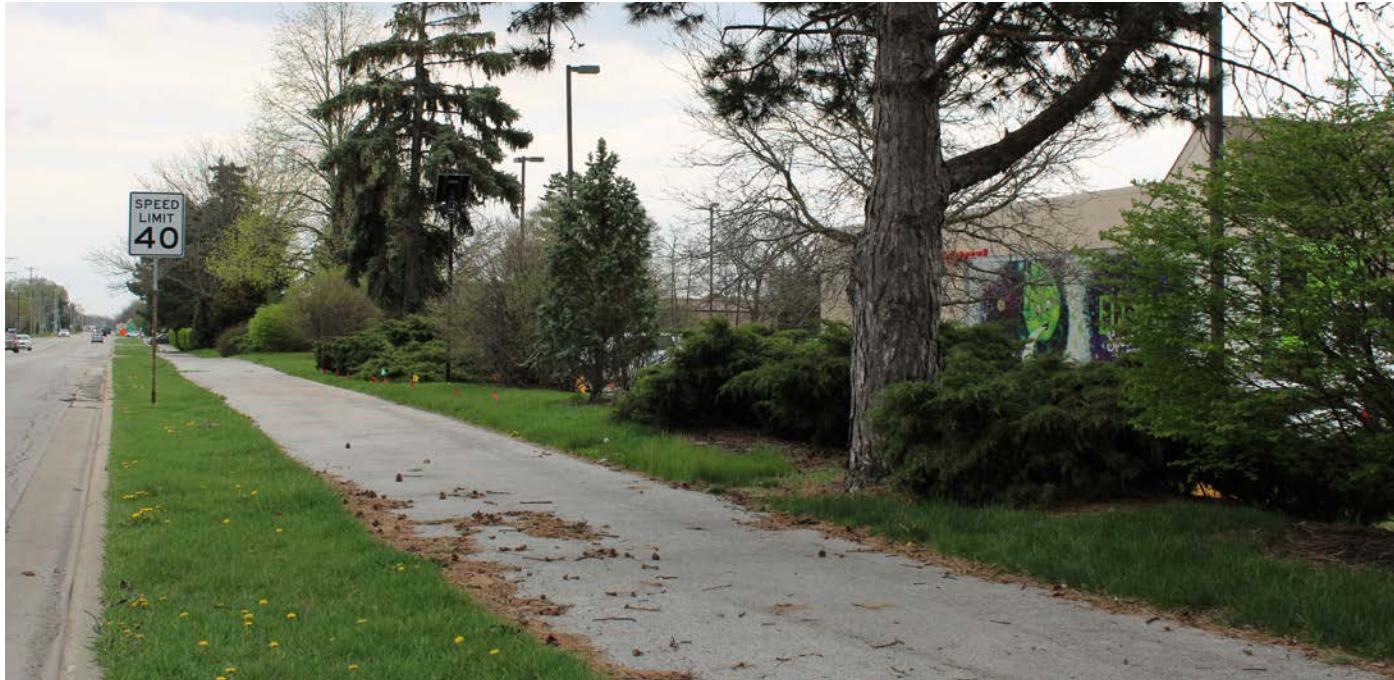


07 PARKS AND OPEN SPACE

In this Chapter

Implement the Parks and Recreation Master Plan

Willowbrook has a variety of parks that enrich the lives of residents and welcome visitors. The Village is responsible for maintaining most green spaces in the community. The Parks and Recreation Department of the Village currently manages and oversees more than 54 acres of parkland distributed across 10 locations within the Village. The most expansive among these is Tony and Florence Borse Memorial Community Park, which includes amenities such as sports fields, pickleball and basketball courts, a playground, and picnic pavilions.



IMPLEMENT THE PARKS AND RECREATION MASTER PLAN

In February 2023, the Village of Willowbrook Board of Trustees adopted a Master Plan for the Parks and Recreation Department. The Master Plan is a document that not only states the current condition of Village parks, but also identifies ways to improve parks and execute those improvements. The document provides a clear and comprehensive directive on specific project priorities, funding, and the timeline to completion. Additionally, the plan reflects the public's desire for parks and recreation facilities. It is a "living document" that can be amended to reflect changing conditions and public expectations. Recreational trends and programming evolve over time, and the Village must remain organized but flexible to ensure successful implementation and to meet public needs. Given the recency and abundance of information in the Master Plan, the Village should continue to implement the recommendations and strategies proposed in the document. The Village should also continually update the plan as additional studies are conducted, public opinion evolves, and as park facilities age.

The following section is from the Parks and Recreation Master Plan and identifies the park projects and renovations that are needed or have been completed throughout the Village. The items listed below are summaries of the current park conditions and the potential for development. Priority will be placed on the projects at a later date when public input and opinion is gathered. For a more thorough analysis, visit section 4: Park Site Analysis, of the Parks and Recreation Master Plan.

Ridgemoor Park

Opened in 1976, the property is 5.4 acres. Ridgemoor Park was renovated in 2022. A new playground with pour in place rubber surface was installed, along with a new shelter, ADA picnic tables, concrete walking path, and cornhole set.

Willow Pond

Opened in 1985, the property is 4.17 acres. Willow Pond was renovated in 2018. The park received a new restroom facility, splash pad, playground with pour in place rubber surface, shoreline restoration and native planting, informational/educational signs, concrete walking path, and new pavilions.

Borse Memorial

Opened in 1986, the property is 17.17 acres. Borse Memorial Park is the only community park in the Village. In its current condition there is a significant need to redevelop and improve the amenities and attractions. Many of the features have met their expected lifespan and the need to recreate a plan for replacement will cost significant capital. This park has the potential to be the location for larger community events and gatherings, while also offering diverse recreational opportunities and amenities that aren't available at all neighborhood parks. Borse is currently undergoing a three phase redevelopment project and renovations will be completed in late 2025

Creekside Park

Opened in 1981, the property is 10.18 acres. The playground equipment, sand play area surface, basketball court surface, and surrounding area at Creekside Park need attention and investment. Many of the amenities at this park have met their useful lifespan and need replacement. This park is a detention/retention area for the surrounding neighborhood so infrastructure and stormwater must be taken into consideration with redevelopment. Nonetheless, this park offers a nature trail and amenities that other parks in the community don't provide. Creekside Park is currently under construction and will be reopened in Spring 2025. From this project new disc golf holes, embankment slides, shelter, playground with poured in place rubber surfacing, ADA accessible pathways, new Sportcourt basketball court surface, batting cages, pathway lights, and stairs were added to the park.

Farmingdale Terrace Park

Opened in 1976, the property is 3.02 acres. The playground equipment has met its useful lifespan. The basketball court needs to be resurfaced. The gravel pathway could be improved and upgraded. There is a lack of shade cover at the park currently. There is potential for a small parking lot and additional amenities given the size of the property. Farmingdale was renovated and reopened in October 2024. New amenities include batting cages, basketball court, gardening beds, walking path, off street parking, shelter, pathway lights, playground with poured in place surface and landscaping.

Prairie Trail

Opened in 1988, the property is 7.30 acres. This park lacks a Willowbrook specific identity and feels as if it is a part of the nearby apartment complex. There is a playground that is in good condition but the park lacks other amenities and activation. Improvements such as shoreline restoration and native plantings with informational/educational signs, should be prioritized to help mitigate shoreline erosion and provide additional park amenities.

Waterford

Opened in 1985, the property is 4.28 acres. The playground was replaced in 2013 with a pour in place surface and small shelter with picnic area. In addition, there is a sand volleyball court, tennis courts, and ball field here. Overall, it's well utilized and functional for the needs of the neighborhood. The park is a detention basin for the surrounding neighborhood so this must be taken into consideration with new development.

Lake Hinsdale

Opened in 1976, the property is 1 acre. Over the last several years several amenities have been updated at this park, including the playground, table, and shelter, walking path, fence, and park benches. Although Lake Hinsdale is a public park, its difficult for the general public to access as there is no public parking and people who do not live in Lake Hinsdale Tower must request a visitor pass from a resident to park in the lot.

Midway Park

Midway Park was opened in May 2024 and now boasts a wiffleball field with a scoreboard, outdoor exercise fitness court, inline roller rink/ice rink, shelter with restrooms, 43 parking space permeable paver parking lot, solar pathway lights, and pollinator garden. The new amenities to this previously open 2.14 acre parcel were developed from the Capital Improvement Plan Open House meetings where staff asked residents for features and feedback on what they wanted this park to bring to the community.

Rogers Glen Park

Opened in 1987, the property is 1.38 acres. This property is a detention basin for the neighborhood. There are no amenities or features within it.





08 | IMPLEMENTATION

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The Willowbrook Comprehensive Plan is a foundation for future decision-making related to land use, development, and community improvement. The plan is intended to direct action within Willowbrook that supports the community's established vision and core community principles. Implementation will be important to this effort, ensuring that the goals and recommendations of the Comprehensive Plan foster positive momentum within the community.

Comprehensive Plan implementation will require the cooperation of a diverse range of organizations and stakeholders, including Village staff, elected and appointed officials, public agencies, the local business community, property owners, developers, and residents. Together, these groups will assist the Village in realizing its vision for the future.

NEXT STEPS

The following actions and strategies establish the “next steps” to be taken after the adoption of the Willowbrook Comprehensive Plan. These steps will provide for the effective application of the Plan and continued community planning and investment. The actions and strategies will ensure the Plan remains reflective of community needs and aspirations. They include:

- Reference the Comprehensive Plan on a regular basis to guide Village policies and decision-making.
- Update and incorporate the Capital Improvement Plan (CIP) with Plan recommendations for CIP infrastructure improvements.
- Promote cooperation and participation among various agencies, organizations, community groups, and individuals.
- Regularly review and update the Plan to reflect current conditions and shifts in community priorities.
- Establish meaningful partnerships with internal and external organizations and agencies.
- Explore possible funding sources and implementation techniques.

Reference the Plan Regularly

The Comprehensive Plan should be referenced regularly as the official policy guide for planning decisions made by Village staff, boards, and commissions. It should be used as a primary resource to assist with policy formation, prospective projects, legislative and quasi-judicial development proposals, and planning initiatives, ensuring that future decisions are in line with the Village’s set goals for land use and development. Further, service providers, developers, and partner organizations should be encouraged to use the Plan when considering new development, facilities, infrastructure updates, and programming within their parameters. The Plan should be used to:

- Evaluate and shape policies and regulations.
- Work with partner agencies and service providers.
- Review and evaluate development proposals.
- Prioritize public expenditures.
- Encourage private sector investment.
- Coordinate new facilities, infrastructure, and programming.

Local and Regional Cooperation

To ensure the success of the Comprehensive Plan’s implementation, there must be strong leadership from the Village and coordination with other public agencies, neighboring communities, community groups and organizations, the local business community, the private sector, and other key stakeholders. As many of the recommendations included within the Plan pertain to issues extending past Village and ETJ limits, such as water quality or roadway connectivity, regional cooperation will be key in addressing them.

Regular Updates

The Willowbrook Comprehensive Plan is not a static document, and it is intended to evolve with shifts in trends, issues, and opportunities. If community attitudes change or new challenges arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should systematically review the Plan annually and evaluate updating every five to seven years.

Ideally, the review and preparation of the Plan’s annual action agenda should coincide with the preparation of the Village’s budget and CIP. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and goals.

POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that the Village can pursue to support the implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the Village should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. These programs are organized by funding category, which include:

- General Economic Development
- Transportation and Infrastructure
- Parks, Trails, and Open Spaces
- Energy Efficiency and Resiliency

General Economic Development

Tax Increment Financing

One of the primary purposes of Tax Increment Finance (TIF) funding is to incentivize and attract desired development within key commercial areas. TIF utilizes future increases in property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the TIF fund captures incremental growth in property tax over the base year that the TIF was established and reinvests those funds within the district. Local officials may then issue bonds or undertake other financial obligations based on the growth in new revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although the State Legislature can authorize up to a 35-year extension.

TIF dollars can be used for elements like infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. Land assemblage is a strategy employed in land acquisition where two or more adjacent parcels are acquired and consolidated into single parcel.

Willowbrook currently has one TIF district located along Quincy Street, Executive Drive, and Madison Street. Each funding request should be carefully evaluated to ensure that it is in keeping with the vision for the Village.

Business Assistance Program

A business assistance grant program can be utilized to attract targeted retail businesses and assist existing businesses located within a particular area. Business assistance funds are typically offered in the form of a matching grant that pays for a defined percentage of eligible expenditures. The expenditures are typically limited to build-out costs, signage, moving expenses, and physical improvements to the property necessary to accommodate a new business or the expansion of an existing business. The size of the grant available can also be tied to the potential impact the proposed project could have on the area. For example, the grant could vary based on the anticipated sales tax to be generated by the project.

Special Service Area

Special Service Areas (SSAs) can be used to fund improvements and programs within a designated boundary. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup, district marketing, and special events. An SSA could help facilitate improvements within specified areas identified as areas in need of improvement within the Comprehensive Plan.

Business Development Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional one percent retailer's occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas or emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD designation is best suited for funding small scale improvements and property maintenance programs.

Tax Abatement

Property tax abatements are typically used as an incentive to attract business and revitalize the local economy, and can be applied to address a wide range of community issues. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value. In some circumstances, municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool like tax abatement. The Village can use PILOT to reduce the property tax burden of a business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity location on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Incubators

Business incubators provide low-cost space and specialized support to small and startup companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to facilitate the growth and expansion of startup businesses within an area.

On-Site and Façade Improvement Programs

An On-Site Improvement Program assists property owners with upgrading their existing parking lots and installing onsite landscaping. The program would apply to improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

A Façade Improvement Program encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, contribute significantly to first impressions of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate.

Enterprise Zones

The Illinois Enterprise Zone Program is designed to stimulate economic growth and revitalization through state and local tax incentives, regulatory relief, and improved governmental services. The Zone became effective January 1, 2015, and is focused on industrial and commercial development. It has become a catalyst to economic vitality through occupancy of vacant facilities, growth of existing industries, employment of residents, and overall economic growth.

Transportation and Infrastructure

Transit Oriented Development (TOD) Funding Guide

The Regional Transportation Authority (RTA), in conjunction with the Regional Transit-Oriented Development Working Group, created the TOD Funding Guide to assist communities with the development of TOD. The document is intended to be used primarily by community and economic development practitioners throughout northern Illinois.

The guide includes a comprehensive directory of funding sources that serve TOD initiatives, including programs for municipalities, government agencies, non-profit organizations, and others that work to promote TOD. The Village should reference this guide regularly to understand application deadlines and eligibility requirements.

The Illinois Motor Fuel Tax (MFT) Fund

The Village receives revenue from the Illinois Motor Fuel Tax (MFT) Fund that can be applied to road projects. Per the Illinois Department of Transportation (IDOT), these funds are derived from a tax on the privilege of operating motor vehicles upon public highways and of operating recreational watercraft upon Illinois waters, based on the consumption of motor fuel. Each month a warrant is issued to each municipal treasurer in the amount of the municipality's share of MFT Fund collected for the preceding month. Monthly distributions are posted on IDOT's website.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP is administered by the Federal Highway Administration (FHWA). To qualify for HSIP funds, a State must develop, implement, and update a state highway safety program (SHSP), produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP regularly. Eligible local projects include pedestrian hybrid beacons and roadway improvements that provide separation between pedestrians and motor vehicles, such as medians and pedestrian crossing islands.

Illinois Transportation Enhancement Program (ITEP)

With federal reimbursement, IDOT administers Illinois Transportation Enhancement Program (ITEP) funds. ITEP funds have historically been available for up to 50 percent of the costs of right-of-way and easement acquisition, and up to 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. ITEP eligible projects include:

- Pedestrian/bicycle facility projects that create an alternative transportation option for access to workplaces, businesses, schools, shopping centers, and communities. Pedestrian/bicycle facility projects can be new construction or improvements to existing facilities.
- Landscape/streetscape projects.
- Scenic beautification projects.
- Conversion of abandoned railroad corridors to trails.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management in transportation rights-of-way.
- Archaeological activities relating to impacts from implementation of a transportation project.
- Stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
- Construction of turnouts, overlooks, and viewing areas.

Safe Routes to Schools (SRTS) Program

The Safe Routes to Schools (SRTS) program provides funding for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school. SRTS projects are funded at 100 percent with no local match required, with a funding limit of \$200,000 for infrastructure projects and \$50,000 for non-infrastructure projects. Eligible applications include:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian and bicycle-crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking systems
- Traffic diversion improvements in the vicinity of schools
- Education programs and activities to increase rates of walking and biking to school

Surface Transportation Block Grant Program (STBGP)

Surface Transportation Block Grant Program (STBGP) funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Urban STBGP funds are programmed and awarded to communities by the region's Metropolitan Planning Organization (MPO). Projects require a 20 percent match which is paid by the state and/or locally. Generally, these funds may not be used on local roads or rural minor collector projects. Exceptions include bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects; Safe Routes to School projects; boulevard/roadway projects largely in the right-of-way of divided highways; and inspection/evaluation of bridges, tunnels, and other highway assets.

Surface Transportation Program (STP)

Surface Transportation Program (STP) is a sub-program of the STBGP which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. Bicycle projects must be principally for transportation rather than recreation.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The variety of transportation projects funded through the CMAQ program encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals through transit improvements, bicycle facility projects, or direct emissions reduction projects.

PeopleForBikes Community Grant Program

Colorado-based non-profit PeopleForBikes' Bike Industry Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to bike, especially in support of communities impacted by historic disinvestment. The grant prioritizes infrastructure projects that improve a community's Village Ratings score (PeopleForBikes' index of a community's bikeability) by building connections in a low-stress bikeway network or improving access to recreational amenities. Grants between \$5,000 and \$10,000 support the material costs of infrastructure construction or non-material costs directly related and necessary to getting infrastructure built.

The following entities are eligible for grants from PeopleForBikes' Industry Community Grant Program. All organizations must be based in the United States.

- Non-profit organizations, including organizations relying upon a fiscal sponsor for their nonprofit status.
- Local or state government agencies or federal agencies working locally.
- Small businesses, such as bicycle retailers and community-oriented businesses serving disadvantaged communities.

Parks, Trails, and Open Spaces

Recreational Trails Program

The Recreational Trails Program is a federally-funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21 (Moving Ahead for Progress in the 21st Century Act). A minimum 20 percent match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

Land and Water Conservation Fund (LWCF)

The Illinois Land and Water Conservation Fund (LWCF) program, similar to the Open Space Land Acquisition and Development (OSLAD) program, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match.

Park and Recreational Facilities Construction (PARC) Program

The Park and Recreational Facilities Construction (PARC) program is a state-financed program with grant funds offered to eligible local governments for park and recreation unit construction projects and land acquisition. Funded project amounts range from \$25,000 to \$2.5 million. Illinois Department of Natural Resources (IDNR)

The Illinois Department of Natural Resources (IDNR) administers several grant-in-aid programs to help municipalities and other local agencies provide public outdoor recreational areas and facilities. The programs operate on a cost-reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development, Boat Access Area Development, and the Illinois Trails Grant Program.

Open Space Land Acquisition and Development (OSLAD) Program

The Open Space Land Acquisition and Development (OSLAD) program awards up to 50 percent of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities, such as playgrounds, outdoor nature areas, campgrounds, fishing piers, park roads/paths, and beaches.

Illinois Trails Grant Programs

The Illinois Trails Grant Programs offer five financial assistance grants for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle Program, and the Federal Recreational Trails Program.

These reimbursable grants are administered by IDNR under a 50 percent state, 50 percent local cost share. There is a \$200,000 maximum per project with \$1 million in grant funds available each year. Only off-road paths and trails with a hard paved or aggregate surface are eligible. The grants can fund land acquisition for securing a linear corridor or right-of-way to be used for bicycle path development.

Energy Efficiency and Resiliency

Illinois Clean Energy Foundation

The Illinois Clean Energy Foundation provides financial support for clean energy projects in Illinois. The Foundation was established with a \$225 million endowment from Commonwealth Edison. The Foundation offers grants under two programs: the Energy Program and the Natural Areas Program. The Foundation's relevant active grant programs are listed below.

Energy Program

- **First Responders Resilience Pilot Program** – Municipal police stations, fire stations, and public agencies can apply for grants that help pay for solar electric panels with battery energy storage systems.
- **Photovoltaic Systems for Nature/Welcome Centers** – This is a pilot program to support the installation of photovoltaic systems at qualified non-profit nature centers and welcome centers. Projects are encouraged to both use renewable energy as a system for power and as a medium for teaching about sustainable energy use.
- **Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology Grants** – The Foundation supports Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology projects in categories where incentives are determined on a case-by-case basis.
- **Net Zero Energy Building Grants** – Pre-proposal applications are by invitation only upon approval of a Request for Information (RFI).

Natural Areas Program

- **Land Acquisition** – The Foundation will consider projects that protect valuable natural resources in perpetuity through the purchase of conservation easements. These projects should support the protection of wildlife habitat in natural areas.

Illinois Environmental Protection Agency (IEPA) Grants

The Illinois Environmental Protection Agency (IEPA) provides financial assistance for certain land, air, and water-related projects. These grants offer funding to keep drinking water safe and improve the water quality of Illinois' lakes, streams, and wetlands.

Green Infrastructure Grant Opportunities (GIGO) Program

The Green Infrastructure Grant Opportunities (GIGO) program funds green infrastructure projects and best management practices that prevent, eliminate, or reduce water quality issues by decreasing stormwater runoff. The state-financed program offers \$75,000 to \$2.5 million grants. The program matches 75 percent of costs, with 25 percent to be provided by the applicant.

ACTION MATRIX

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Willowbrook Comprehensive Plan. The matrix provides Village staff with a tool to prioritize implementation activities and projects over the life of the plan. In addition, the matrix allows the Village to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The Action Matrix offers a brief description of each action or project, its priority level, and partners.

#	Actions	Priority Level	Partners
Land Use Plan			
03-01	Consider updating the UDO to ensure adequate and activated open and recreational space is required as a part of new multi-family and mixed-use developments.	Priority 1	Developers, Property Owners
03-02	Consider amending the UDO to incentivize the development of housing that is accessible to people of all ages and income levels.	Priority 1	DuPage Housing Authority, Developers
03-03	Assess the UDO to ensure the diversity of housing envisioned in this Comprehensive Plan is allowed in appropriate districts.	Priority 2	DuPage Housing Authority, Developers
03-04	Reassess the application and requirements of transitions and buffer zones within the Unified Development Ordinance.	Priority 2	
03-05	Continue to enforce and expand upon the General Townhouse, Multifamily, Mixed-Use, and Nonresidential Design Standards within the UDO to ensure housing developments complement surrounding neighborhoods.	Priority 3	
03-06	Reassess the zoning standards to consider establishing a mixed-use district with a high development site area requirement to encourage lot consolidation and master planning.	Priority 3	Willowbrook-Burr Ridge Chamber of Commerce, Developers
03-07	Continue to coordinate with partners to identify and attract desirable businesses to the Willowbrook.	Priority 2	Willowbrook-Burr Ridge Chamber of Commerce
03-08	Consider acquiring lots in strategic locations to ensure desirable redevelopment.	Priority 3	
Subarea Plan			
04-01	Establish design standards for the new Mixed-Use District that ensure new development and redevelopment complement the character of existing development.	Priority 1	Developers, Property Owners
04-02	Establish dimensional standards for the new Mixed-Use District that ensure the creation of a cohesive, vibrant environment.	Priority 2	
04-03	Require the development of third places as a part of new development and major redevelopment in the new Mixed-Use District.	Priority 2	
04-04	Work with partners to consolidate the lots and allow access via shared drives.	Priority 1	Developers, Property Owners, Willowbrook-Burr Ridge Chamber of Commerce
04-05	Require the establishment of a robust and connected pedestrian walkway system as a part of new development and major redevelopment.	Priority 2	
04-06	Update the UDO to establish a mixed-use district.	Priority 1	
04-07	Retain the existing parking rows along Plainfield to encourage foot traffic within the Town Center East Extension rather than along Plainfield Road.	Priority 1	
04-08	Assess the UDO to ensure uses that benefit from interchange visibility are allowed by right.	Priority 2	
04-09	Assess the design standards of the UDO to ensure adequate landscaping and building materials and prominent building entrances are required.	Priority 2	Developers, Property Owners, Willowbrook-Burr Ridge Chamber of Commerce
04-10	Assess the UDO to ensure indoor recreational uses and activities are allowed along Kingery Highway.	Priority 2	

#	Actions	Priority Level	Partners
Transportation and Mobility			
05-01	Review all roadways and identify projects to ensure the roadway network's continued maintenance, efficiency, and safety.	Priority 1	
05-02	Assess private roadways to ensure they are maintained, efficient, and safe.	Priority 1	
05-03	Work with appropriate jurisdictions to improve intersections and enhance the streetscape by updating traffic signals, signage, creating dedicated turn lanes, increasing visibility, and adding marked crosswalks, pedestrian signals, and refuge islands.	Priority 2	IDOT, FHWA, Developers, Property Owners
05-04	Require the establishment of new roadway connections as new development and major redevelopment occurs to improve access to various sites.	Priority 3	Developers, Property Owners
05-05	Engage with the residents to identify additional sidewalk connections and allocate CIP funding for sidewalk construction.	Priority 1	
05-06	In accordance with the Parks and Recreation Department Master Plan, expand the bikeway and trail network across the community to connect pedestrians to parks and regional trails.	Priority 3	IDOT, FHWA
Community Facilities			
06-01	Continue to modernize and reinvest in local government facilities and services by regularly reviewing their condition and proactively budgeting for necessary renovations, replacements, and improvements.	Priority 1	
06-02	Foster intergovernmental cooperation and strengthen relationships with community service providers to ensure residents receive the highest quality services.	Priority 1	Willowbrook Police Department, Tri-State Fire Protection District, medical facilities,
06-03	Update the UDO to integrate Low Impact Development (LID) and Green Infrastructure (GI) practices to mitigate stormwater runoff.	Priority 2	
06-04	Update the UDO to require the use of native and locally adapted vegetation to support LID, pollinators, and wildlife habitats.	Priority 1	
06-05	Collaborate with partners to invest in green infrastructure practices.	Priority 3	Developers, Property Owners
Parks and Open Space			
07-01	Implement the recommendations and strategies proposed in the Parks and Recreation Department Master Plan.	Priority 1	Parks and Recreation Department