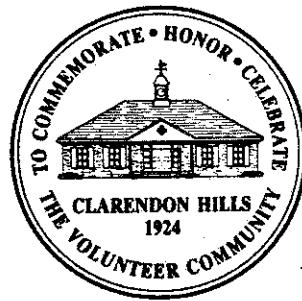


VILLAGE OF CLARENDON HILLS, ILLINOIS



COMPREHENSIVE PLAN

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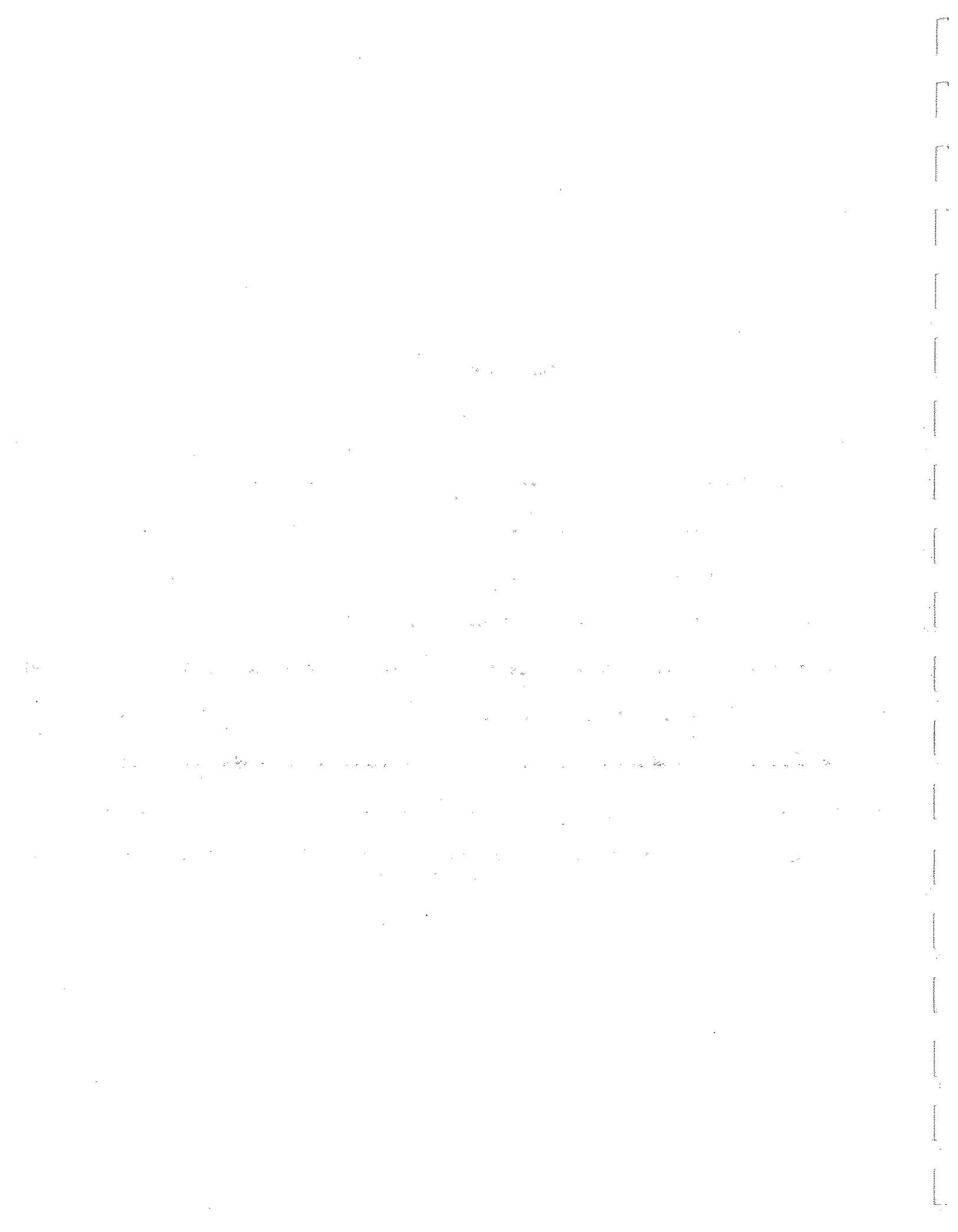
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April 29, 1991

COMPREHENSIVE PLAN

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I. Introduction

Purpose of the Comprehensive Plan

The Emphasis of the Plan

This Comprehensive Plan for the Village of Clarendon Hills has been adopted by the Board of Trustees of the Village to act as a guide for present and future Village governments in making decisions required for the day to day and long term operation of the Village. The Plan sets forth goals, objectives, and recommendations related to many of the major long and short term problems and issues perceived as important by present government. The Plan is meant most of all to provide a road map for the Village government in the maintenance of the Village's quality of life. By "quality of life" is meant the special mixture of land uses and structures, people, and history which gives the community its unique character. For example, the Village relies on citizen volunteers to assist in the delivery of many municipal services including service on its Board of Trustees. The Village is a "green" community, with large yards and tall trees. It is primarily comprised of single-family homes rather than industrial, commercial, or entertainment land uses. Its Central Business District is located near the commuter train station. Quiet and respect for the privacy of others are valued. The emphasis of the Plan is on enhancing and maintaining this quality of life, through the continuation or implementation of objectives related to the use of land, housing, transportation, municipal services, and infrastructure.

The Village has witnessed, over the last several years, the implementation of a number of programs which have improved the appearance, safety, and liveability of the Village. In addition, the Village has maintained, through conscientious budgeting and management, a fiscal soundness and achieved a municipal bond rating of 1A. By continuing to make improvements in a fiscally responsible manner, the Village can maintain the high quality of life which its residents expect and value.



Figure 1. - Clarendon Hills Village Hall

How the Plan Works

The Plan is based on the goals and objectives of the Village, which establish a vision of the Village over the next ten years. They are general statements of how that vision will be turned into a reality.

Goals and objectives are of no use if established in a vacuum; they must be meshed with the current, real conditions and resources of the community. The Plan analyzes the current and continuing issues which face the community, as identified in previous planning sessions and documents, as a framework for the goals and objectives.

The Timeframe of the Plan

Many of the issues that currently face the Village, such as infrastructure improvements, housing availability and redevelopment land use, and programming for open space, are best approached within a timeframe of at least ten years. Accordingly, the Plan attempts to look ahead for such a period. The long-range and capital-intensive nature of these issues is an acknowledged backdrop to the analysis and recommendations contained within the Plan. The Plan cannot, and should not, determine the specific outcome of every decision that faces the Village in the next ten years; rather, it will provide broad guidelines for policy decisions in these crucial areas.

The Plan is a Guideline

The Plan should be viewed as a general, flexible document. It is based on current population mix and attitudes. As a mature residential community, Clarendon Hills is not faced with intense growth and development pressures. Most residents expect to remain in the community for at least another ten years. However, change is possible in Clarendon Hills, as in any community; there is no way to predict future conditions with 100% accuracy. For example, there might be a large out-migration of residents or a "baby boom." If Village demographics change, or if events beyond the control of the Village occur, the recommended courses of action set forth in the Plan will require rethinking and appropriate revision. However, it should be recognized that the Plan is based on goals and objectives that will have applicability and provide long-term guidance even if specific recommendations become outdated by external events. The Plan is meant to provide a general basis for sub-area plans (detailed plans for specific land areas of the community) and operational or management plans for individual Village departments.

The Organization of the Plan

The Plan is organized into several parts. It begins with an introduction and a general statement of Goals and Objectives. The Goals and Objectives are then discussed in detail, exploring planning from a long-range perspective. The goals and objectives are not set forth in any specific ranking. Therefore, no conclusion as to priority should be drawn from the order in which they are presented. The Appendices contain an analysis of existing conditions in the community, a summary of past planning efforts and a tally of the Citizens Survey results.

Past planning efforts in Clarendon Hills

Over the past several years, the Village has undertaken several planning studies, none of which have been fully implemented.

Clarendon Hills is currently in a position to build upon past successes by making changes in a gradual, fiscally sound manner. At the same time, the Village must take action on unresolved issues. The Goals and Objectives summarize the direction that the Village will take to address unresolved problems identified during the preparation of the Plan and past planning studies. Along with the analysis of existing conditions and issues, the Goals and Objectives set priorities among the many identified problems contained in past planning studies and reject recommendations of past plans that have not proven to be viable.

Appendix C contains a review of each of the prior planning efforts, and Appendix B contains a summary of continuing planning issues.

The Clarendon Hills Opinion Survey

The Clarendon Hills Opinion Survey, gathered from a representative sample of citizens, provides relevant information about basic issues in the community. The Opinion Survey dealt with other issues: perceptions of the community, resident mobility, traffic, improvements to the community (such as installation of curbs, gutters, and streetlights), and long-range planning. Because a detailed survey oriented towards the Central Business District had been taken in the past, the Citizens Opinion Survey explored opinions related to the CBD only briefly. Appendix F contains a summary of the results of the Survey and existing conditions on the Village.

Goals and Objectives

The following Goals and Objectives are the heart of the Plan. The Goals and Objectives provide the basis for decisions about problems and issues facing the Village and the direction which it will take. They were developed over a period of several months by the Board of Trustees taking into account, among other factors, citizen opinion as indicated by the results of the Citizens Opinion Survey. The Goals and Objectives are meant to be useful not only to the current Board and staff of the Village, but also to future Boards.

II. GOALS

What are the Goals and Objectives of the Village? ¹

Goals describe, in general terms, desired end states or ideals for achievement. They are broad and long-term in nature.

Objectives describe means of achieving the Goals. They are more specific and concrete than Goals and, in several cases, are quantified or stated in terms of a realistic time frame. Objectives are developed to achieve a particular goal.

General Goal/Vision Statement

Maintain the desirability of the Village as a residential community with a quiet, small-town character; a community that is desirable as a destination for newcomers and a permanent place of residence for a diverse range of citizens. The tranquility of Clarendon Hills should be maintained. A viable Central Business District is consistent with this Goal.

Land use

Goal - New Development/Redevelopment

Ensure that:

New development/redevelopment is compatible with existing uses on adjacent land. If higher density or nonresidential zoning is approved, the new land use must be adequately buffered from existing uses.

Property values are supported by the judicious application of land use regulations, design and construction controls, and development approvals.

Goal - Open Space

Work cooperatively with appropriate organizations to provide the desired levels of open space and recreational and community activities in the Village. Recognize the need for open space even at the expense of new development.

Goal - Annexation of Unincorporated Areas

Complete annexation of all unincorporated areas south of 55th Street, consistent with existing boundary line agreements.

1. The Village has utilized a three-step planning process to set goals, objectives, and policies. Objectives derived from this process are general in nature. They represent a more precise statement of a particular aspect of a Goal. The specific actions required to achieve a specific Goal are beyond the scope of this Plan. The time frames and specific actions may be expressed in the policies. The exact means of fulfilling the Goals and Objectives should be developed through Operating Policies which do require the same formalities for adoption as the Comprehensive Plan, and thus, are more flexible and may be more easily adjusted to accommodate changed conditions.

Residential

Goal - Maintain Residential Nature

Adopt policies and take actions to ensure that all new development and redevelopment will protect the primarily residential nature of the Village.²

Encourage compatibility among buildings in residential areas.

Goal - Housing

Encourage construction and maintenance of housing for residents of all ages.

Central Business District

General Goal

Implement policies in, and commit resources to the Central Business District (CBD) that are directed towards development of the CBD as a compact, vital center of the community, with civic, recreational, and cultural opportunities as well as availability of goods and services.

Goal - Appearance

Seek ways to preserve and enhance the unique appearance and character of the Central Business District.

Goal - CBD Infrastructure Maintenance and Enhancement

Design and implement policies which support the recognized need for capital expenditure to maintain and enhance the streets, sidewalks, parkways, lighting and other elements of the CBD infrastructure.

Goal - Highway Business and Office Research Districts

Although the Village places great importance on the economic and aesthetic vitality of the Central Business District as the core of the community, recognition is also given to the importance of the Village's Ogden Avenue and 55th Street commercial zones. Businesses in these areas range from small to large retail operations, financial institutions and office centers. These establishments represent an important fraction of the Village's non-residential tax base. Sales tax revenues and the higher values of commercial properties generated from these areas do their part in relieving some burdens from residential taxpayers. The Village places a high priority on the occupancy and successful operation of commercial ventures in these zones.

²This Goal must not be interpreted to mandate that single family residential uses be maintained for all of properties in the Village in the face of change which renders such a classification unreasonable. It means, rather, that in making its zoning decisions, the Village will endeavor to maintain the least intensive reasonable use for all properties in the Village, consistent with the law and good planning practice.

General Goal

To maintain and enhance the viability and desirability of the Village's Highway Business and Office Research Districts through effective use of land use, building, site plan, traffic management and economic development tools.

Municipal Services

General Goal

Continued delivery of essential public services and maintenance of infrastructure. Provide facilities and resources needed to deliver all required/desired public services in a safe, timely and cost-effective manner.

Goal - Police Protection

Provide the level of Police Protection required to maintain the current low crime/highly secure atmosphere of the Village.

Goal - Fire Protection

Maintain and improve the level and quality of Fire Protection and Emergency Service for the safety and protection of Village citizens and their property.

Goal - Infrastructure Maintenance/Water Facilities

Provide the level of Public Works/Water Department capabilities that ensure timely, effective, and cost-efficient delivery of services and adequate maintenance of Village infrastructure (water system, roads, parkways, storm drainage, public buildings, signs and lighting).

Develop a systematic infrastructure repair, preventive maintenance and extension program.

Goal - Administration

Provide the necessary staffing, systems support and facilities to protect the assets of the Village and to carry out the ongoing business activities of the community in a modern, efficient, cost effective, and responsive manner.

Goal - Revenue Generation

Utilize the various revenue sources available to the Village for the funding of its approved programs and projects in a manner which best matches the funding to the characteristics of the related project while minimizing the costs of any financing and maintaining the Village's current bond rating of "A".

Develop and put in place revenue-generating mechanisms that assure adequate funding to carry out the Goals and Objectives without placing an unreasonable tax burden on the citizens.

Goal - Engineering/Building Commission/Community Development

Work with residents, contractors, utilities and departments of the Village on matters involving design and construction of public and private improvements,

zoning and engineering to insure compliance with state and federal law and existing codes, provide protection of Village infrastructure and monitoring and recovering of the full cost associated with these Village services utilizing the principle of user fees as much as possible.

Goal - Solid Waste Disposal

Provide a legal, responsible, and cost effective means of waste disposal.

Reduce solid waste quantities of all types through the adoption and implementation of a recycling program which involves every household in the Village and which provides economic and other incentives to encourage maximum voluntary citizen participation.

Goal - Municipal Facilities

Ensure that critical Village functions have adequate facilities to provide the required public services in a safe, timely and cost-effective manner.

Goal - Municipal Cooperation

Encourage the cooperation between the Clarendon Hills Park District, Library District, the school districts which serve the Village and neighboring municipalities with the goal of sharing scarce resources and avoiding duplication of capital facilities and expenditures.

Develop an appreciation for the sharing of a common revenue source.

Traffic Circulation

Goal - Traffic

Provide for the management of traffic to and within the community using modern and cost-effective measures, recognizing the need to balance efficient traffic flow with the residential characteristics of the community.

Citizen Participation

Goal

Strive to increase citizen involvement in Village matters.

III. Goals and Objectives

Land Use

The Existing Land Use Map identifies the locations and relative sizes of established land uses. The lack of vacant property underscores the fact that the community is almost fully developed, possessing a character which is a reflection of past comprehensive plans. Given the scarcity of vacant land, most new development, rehabilitation or expansion will have to occur on previously developed sites. Such redevelopment may be brought about by

conditions which render uses obsolete or impractical in their current location.³ Figure 1B identifies those areas appearing most susceptible to such pressure.

The community has attained an established character which is valued by its residents. However, the Village is not static. It is recognized that change will continue to occur. The Goals and Objectives have been established to deal with that change in a consistent manner, protecting residential neighborhoods and assuring that any redevelopment and/or annexation will be consistent with community needs and reflective of community character.

A range of land use policies are provided here to meet the different needs of the Village and the contingencies of the future. Although these policies are considered to be comprehensive in scope, they are not intended to represent a complete and final statement. Future events and community attitudes may foster the development of additional statements or the revision of those contained here. Indeed, the utility of this policy plan approach is that, with proper attention and amendment, this Plan can continue to evolve, thereby providing long term guidance in a manner responsive to the changing needs and values of the community.

Assessment of the reasonableness of future land use changes within the Village should be based upon a number of factors, including the following:

1. Is the requested change compatible with the existing development pattern and the zoning of nearby properties (both within and without the Village)?
2. Has there been a change in the circumstances upon which the original zoning designation was based?
3. Have major land uses or conditions changed since the zoning was established?
4. Does the current zoning or the proposed zoning better conform to the current Comprehensive Plan?
5. Does the proposed use satisfy a public need?
6. Is the subject property physically suitable for the zoned purpose and/or the proposed use and purpose?

³Currently, some of the older, smaller housing stock in the Village are being replaced with newer, larger and more expensive homes. This phenomenon creates a dilemma for the Village. On the one hand, the Village Board desires to maintain a Village which contains a reasonable number of homes of the type which are being replaced to provide "starter" residences for young families and homes for retired citizens. On the other hand, because of the residential character, the principal source of funds for operation of the Village is and will continue to be the real estate tax. Larger, more expensive homes increase the assessed valuation of the Village, giving more resources for required and desired operations. Present and future Village Boards must strive to adopt policies which maintain an adequate balance between these opposing considerations.

7. Are there sites for the proposed use in existing districts permitting such use?
8. Does the present development of the area comply with existing ordinances?
9. Does the existing zoning impose an unreasonable hardship on the property owner?⁴
10. Can a reasonable economic benefit be realized from uses in accordance with the existing zoning?⁵
11. Will property values in the vicinity be adversely affected?
12. Will the proposed change deter the use of adjacent properties under the existing zoning?
13. Can the proposed change contribute to the redevelopment of a deteriorated area?
14. Will the proposed change conflict with existing or planned public improvements?
15. Will the proposed change adversely effect traffic patterns or congestion?
16. Will the proposed change adversely impact population density such that the demand on the following public facilities is materially and adversely affected?
 - schools
 - sewers
 - streets
 - recreational areas and facilities
 - police
 - fire
 - public works/water
 - other
17. Will the proposed change have an adverse environmental impact on the vicinity?

⁴The term "hardship" is a technical one. In land use matters it is very narrowly applied. The term includes only that hardship to a landowner which arises as a result of the strict application of the terms of the zoning ordinance to the specific property of the landowner which results in an uniquely unfair result. "Hardships" which result generally from the application of the zoning ordinance or from the act of the landowner do not qualify. Variances must not be granted simply for the financial advantage or convenience of the landowner.

⁵This does not mean that the Village is obligated to allow rezoning of a property on the basis that the rezoned property is more valuable. Such rezoning is mandated only if the property cannot be used reasonably under the current zoning.

18. Will the proposed change adversely affect the health, safety and welfare of the neighborhood and the Village in general?

General Policies for Land Use Regulation

In a developed community such as the Village, the primary land use issues often relate to whether present uses of land should be allowed to change. The key control is the zoning ordinance which delineates the uses that can be conducted on each parcel of land within the Village and regulates their intensity. Although development of the details of this and other ordinances controlling land use should await the adoption of this Plan, there are broad policy concerns which should act as articulated guidelines. These include:

1. Ensure that land use regulations are unambiguous and enforceable.
2. Maintain or strengthen existing land use regulations to assure the preservation of neighborhoods and neighborhood integrity.
3. Develop and implement land use controls to regulate and limit non-residential uses in residential neighborhoods.
4. Assure that zoning regulations applicable to commercial areas, multi-family residential areas and large previously undeveloped single family areas allow flexibility in design while maintaining property values and the character of neighboring land uses and prohibiting undesirable levels of development intensity.
5. Protect the integrity of zoning districts.
6. Balance the potentially positive effects of all proposed changes in land use against the potentially negative impacts on nearby areas and either limit or prohibit land use changes which are likely to create an impact which is substantially inconsistent with the character of the area.

Goal - New Development/Redevelopment

Objective: Rezone the present industrial parcels on both sides of the Burlington Northern Railroad right of way west of the Police Station to uses which are more compatible with surrounding uses.

Objective: Existing schools and churches, in the event of closure should be retained for institutional or recreational use of a nature compatible with the surrounding residential uses.

Objective: Plan for the eventual redevelopment of the few remaining large tracts of open land

Goal - Open Space

Work cooperatively with appropriate organizations to provide the desired levels of open space and recreational and community activities in the Village. Recognize the need for open space even at the expense of new development.

Objective: Designate a neighborhood park in the planned annexation area south of the Village.

Objective: Maintain portions of the Hinsdale Golf Club property as open space if the property ever becomes subject to development.

Objective: Maintain portions of the Lions Club property as recreational open space if the property ever becomes subject to development.

Goal - Incorporation of Unincorporated Areas

Encourage annexation of all unincorporated areas south of 55th Street, consistent with existing boundary line agreements (the "Planning Area").

Small scale land use decisions will continue to be made on a regular basis. Petitions for zoning variation, special uses and rezonings are received regularly. Given that a series of land use decisions may have a cumulative impact on an area over time, those decisions should be made within an overall planning context and with consistency. Proposed land uses and zoning classifications are shown on the land use map that follows (Figure 1A). In addition, the Village will establish a new residential zoning district (R-1A) along Western Avenue between 56th and 59th Streets. This approach is recommended to maintain some of the positive attributes of the existing larger lots in the area.

Objective: Encourage residential development at R1 densities in the Planning Area and accommodate multi-family, office research and other uses as outlined in the following Land Use Map.

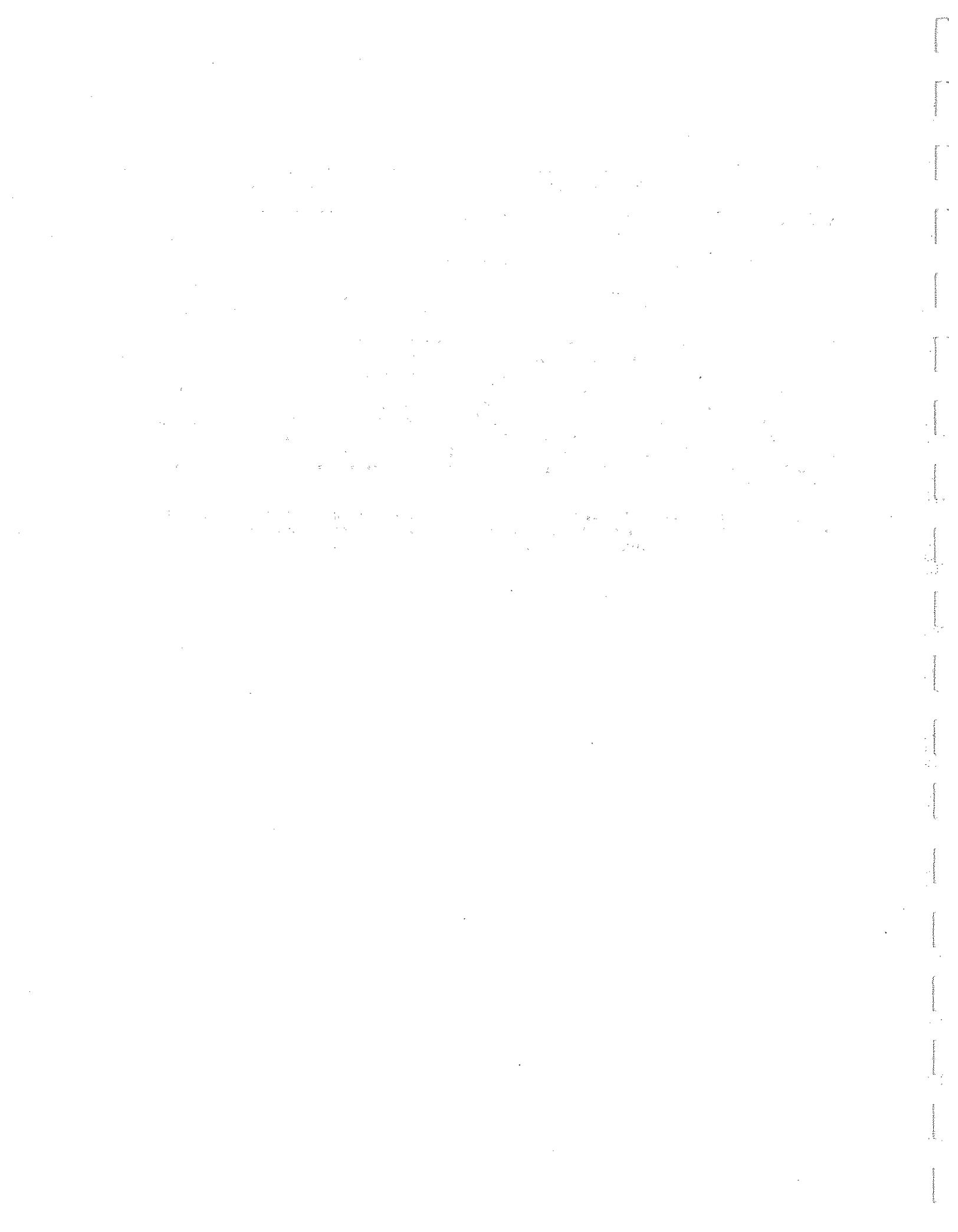
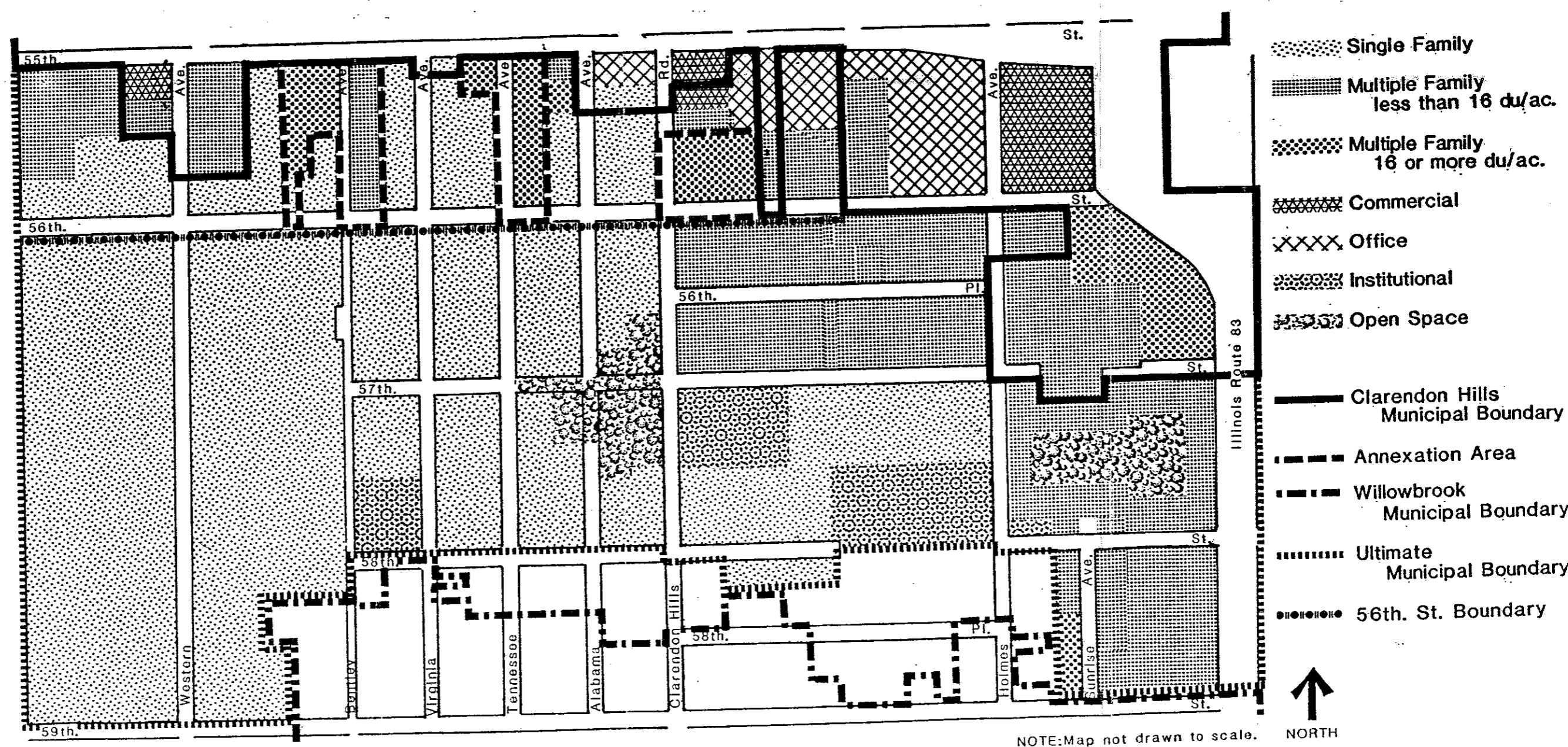


FIGURE 1A

55th Street Unincorporated Study Area

Alternative 3

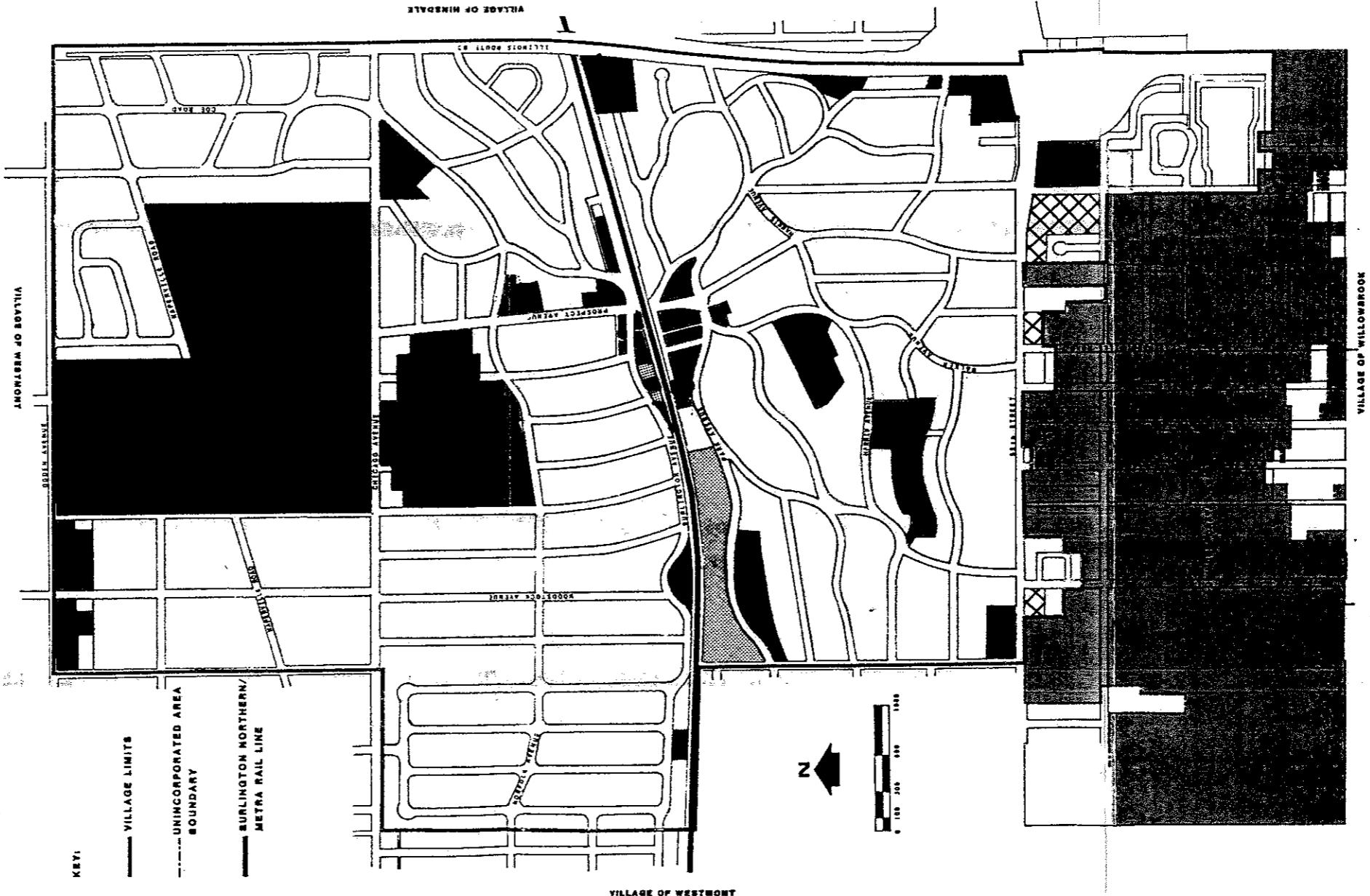


GARDEN CITY, ILL.

LAND USE MAP

KEY:

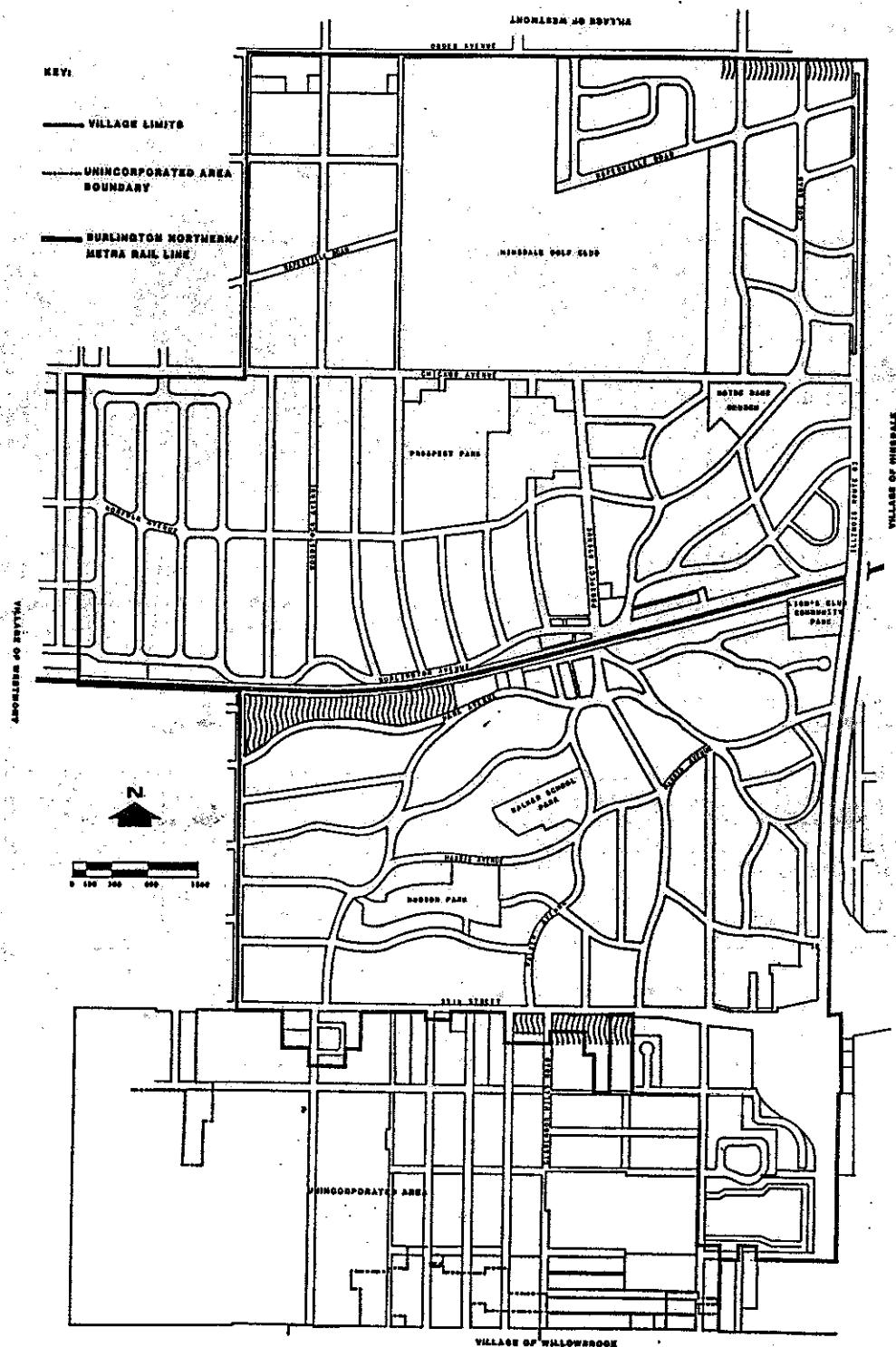
- Residential
- Business and Commercial
- Open Space
- Institutional
- Industrial
- Office/Research
- Unincorporated Area
- Roads



CLARENCE ^{VILLAGE} OF HILLS, ILL.

LAND USE UNDER PRESSURE

 = parcels or areas that may be subject to land use re-evaluation in the future



Discussion:

The majority of the land in Clarendon Hills has been developed over the years for single family homes. The Village is almost a fully built out community, with only a handful of existing developable sites. There are several large lots which could be subdivided into smaller parcels. A relatively compact central business district, combined with municipal and public facilities, form a central core.



Figure 2. - Large Lot in Northwestern Clarendon Hills

In addition, there are several large parks in the Village: Hosek Park, Walker School Park, the Lions Club Community Park, and Prospect Park. The Hinsdale Golf Club is a large open area in the northern part of the Village. The Park Avenue Basin, located between Burlington Avenue and the railroad tracks, also serves as open space. The Land Use Map on the previous page depicts current land use in Clarendon Hills.

The citizens of Clarendon Hills place the highest value on retaining the tranquil and residential nature of the Village. Past decisions in regard to development and annexation have been consistent with this goal. The benefit of industrial and commercial development is that it normally generates far greater tax revenues per unit of land used than low density residential development, thus shifting the tax burden away from the individual home owner. The price of preserving the residential nature of the community is that much of the increasing, future costs for the maintenance of services and infrastructure will have to be financed through rising property tax assessments on individual home owners. In other words, there is a trade-off between an industrial/commercial tax base and a primarily residential Village. Furthermore, because there remains very little undeveloped land in and around the Village, it no longer has the option to chose between types of development with the result that the property owner will have to continue to bear the brunt of the increasing cost of government.

The Plan advocates continuation of policies for future development, annexation, and zoning that support the primarily residential character of the Village. In this context, the major land use issues facing the Village, and alternative choices with respect to those issues are as follows:

Issue:

Replacement of the industrial uses that occupy the parcels of land between the Burlington Northern Railroad and Park Avenue with alternative, more compatible land uses.

Preferred Action:

- Rezone and encourage development of the area for multifamily residential or other, more desirable uses.

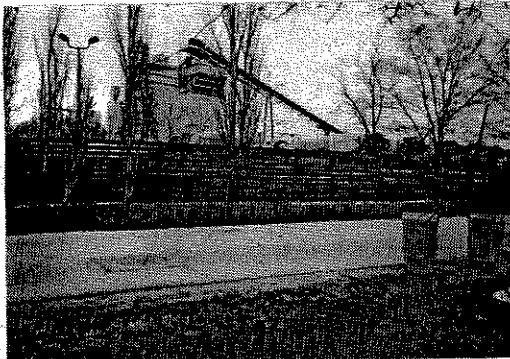


Figure 3. - Screening of Industrial Areas

The sites (indicated as industrial uses on the Land Use Map), are currently occupied by several industrial uses: two factories, a concrete batch processing facility, a molded concrete manufacturer, two warehouses, and a trucking facility. Screening of the sites varies from adequate to non-existent. The northern side of the property is inadequately screened from adjacent residential properties, especially in the winter months, when the vegetation in the swale along the railroad tracks is not in leaf.

One or more residential planned unit developments or institutional uses are preferred for future uses of the Park Avenue corridor. Use of the site for housing or institutional uses rather than industry are consistent with the primarily residential character of the neighborhood, and would eliminate a use which is a nuisance to adjacent homeowners.

General business, office or multi-family uses are suggested as preferred future uses of the West Burlington Avenue corridor.

Issue:

Reuse of the industrial properties between Burlington Northern Railroad and Burlington Avenue, west of Prospect Avenue.

⁶One survey respondent pointed out that the plant adjacent to there is noisy, and throws dust on her house. Her viewpoint is generally shared by nearby homeowners as expressed periodically to Village officials.

FIGURE 4

INDUSTRIAL AREAS

0 100 300 600 1000

N



Preferred Action:

- Reuse the existing structures for commercial uses.

The parcels of land north of the rail tracks and west of the Police Station are not currently being used for their "highest and best" use. Because this location is important to the Gateway concept discussed later in the report, it should be upgraded to a more desirable and accessible use. At the same time, the Public Works Department needs space which can more safely and efficiently accommodate its equipment, and in which to expand, as discussed in the section of this plan relating to Delivery of Municipal Services.

The existing structures, which are currently occupied by industrial uses, should be reused for commercial uses, as should the Village's existing Public Works facility.

Additional consideration should be given to enhanced landscaping of the swale along the tracks, thereby creating a small linear park for the corridor.

Issue:

Retention of the residential character and current zoning classification of the parcels along the south side of Ogden Avenue from the easterly boundary of Stonegate Subdivision to Route 83.

Preferred Action:

- Maintain the existing residential use and current zoning classification. Rezoning for PUD office/research or multi-family uses to be considered only upon a substantial showing that the current residential zoning is no longer reasonable.

It is the Village's desire and intention to retain these parcels as residential property for single family homes for the foreseeable future. It must be emphasized that if redevelopment was to take place, it would occur only upon the request of the property owners, and then only upon a strong showing that the existing residential zoning was no longer feasible and reasonable. No action will be taken by the Village to initiate any



Figure 5. - Properties West of Police Station

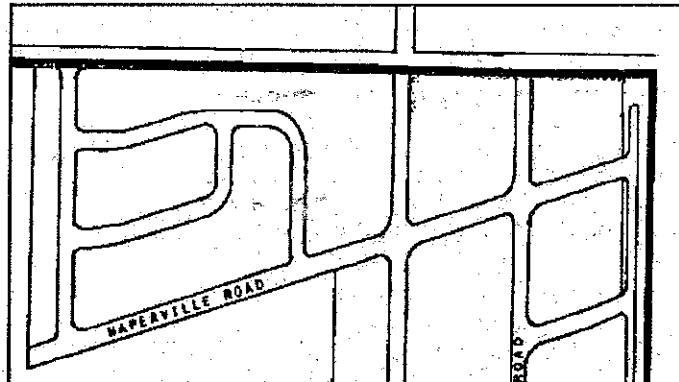


Figure 6. - Residential Parcels along the East Ogden Corridor

change in the existing use and zoning of these parcels. This issue has been included in the Plan because the possibility exists that, over a time span of ten years or more, single family residential zoning of the parcels may no longer be feasible and reasonable due to substantial increases in traffic levels on Ogden Avenue or other environmental changes not currently envisioned which would have a severely negative impact on the area as residential parcels. Only under these circumstances, should redevelopment be considered. If the parcels must be redeveloped, office/research uses rather than commercial uses are the preferred alternative.

Ogden Avenue traffic will continue to be periodically monitored. Traffic along Ogden Avenue has not reached a level that makes these parcels undesirable for residences--although the Village recognizes that traffic levels may increase in the future. If traffic levels become so high that residential use is no longer feasible and reasonable at this location, the Village may have to examine options for redevelopment of these parcels for office/research or uses of similar moderate intensity.

There has been discussion in recent years of two redevelopment options for these parcels. One option is a development for commercial uses, similar with the commercial development located immediately across the street from this area on the north side of Ogden Avenue. The other option is for an office/research complex.

While both options would be beneficial to the tax base of the Village, the commercial use option would be very detrimental to and not compatible with the residential zoning of nearby properties. Furthermore, property values in the vicinity would be adversely affected by redevelopment for commercial use. The office/research option would have less of an impact on the surrounding residences and is expected to generate less traffic than a commercial use and is, therefore, the preferred non-residential option if redevelopment is required.

Issue:

Development of land parcels to the south of 55th Street and west of the Barclay Court and the Town and Country Development.

Preferred Action:

- Rezoning and development for combined office/research and residential uses.

There has been some discussion about future development of parcels of land lying directly to the west of the Barclay Court Planned Unit Development. The parcels, some of which are currently unincorporated, lend themselves to be assembled over a period of time from several smaller, residentially zoned parcels, many of which extend far to the south into the unincorporated area. They are currently zoned and used for extremely low-density residential use. In other words, most of the parcels remain open space. Adjacent parcels are being used for an office building, single-family homes, and, further west, for the Country House Restaurant and Tavern.

The parcels extend south to the depth of several lots and can be divided into two types: parcels that are fronted by 56th Street and extend to the depth of

one lot (marked "A" on the map), and the remaining parcels to the south (marked "B" on the map).

For the parcels that are fronted by 55th Street ("A"), single-family development is not recommended, due to the proximity of the site to the office and commercial uses directly to the east, and to the volume of traffic along 55th street. The remaining possible uses can be ranked in the order of their desirability, as follows: 1) office/research; 2) multi-family residential 3) business-commercial. If business-commercial development is approved, it should be carried out in a carefully planned manner so that curb cuts, traffic ingress and egress, and commercial signage are minimized, while landscaping and buffering are maximized.

Single or multi-family residential development is recommended for the remaining parcels to the south ("B"), consistent with the density and character of neighboring single and two family homes.

Issue:

Use of the Prospect and Walker Schools in the event of possible closure of either or both schools.

Preferred Action:

- Use of the school(s) for community institutions in need of space or for open space use compatible with surrounding residential use.

The most cost-effective alternatives are to convert the schools for institutional or residential re-use. Either or both of the schools would be closed only if there were no short-term possibility that they would reopen.

Issue:

Location, maintenance and expansion of institutional organizations. Churches, private schools and religious and philanthropic organizations are valuable assets to the Village of Clarendon Hills. They play an important role in the lives of residents, contribute to the stability and character of the community, and are linked to the history of the Village.

Preferred Action:

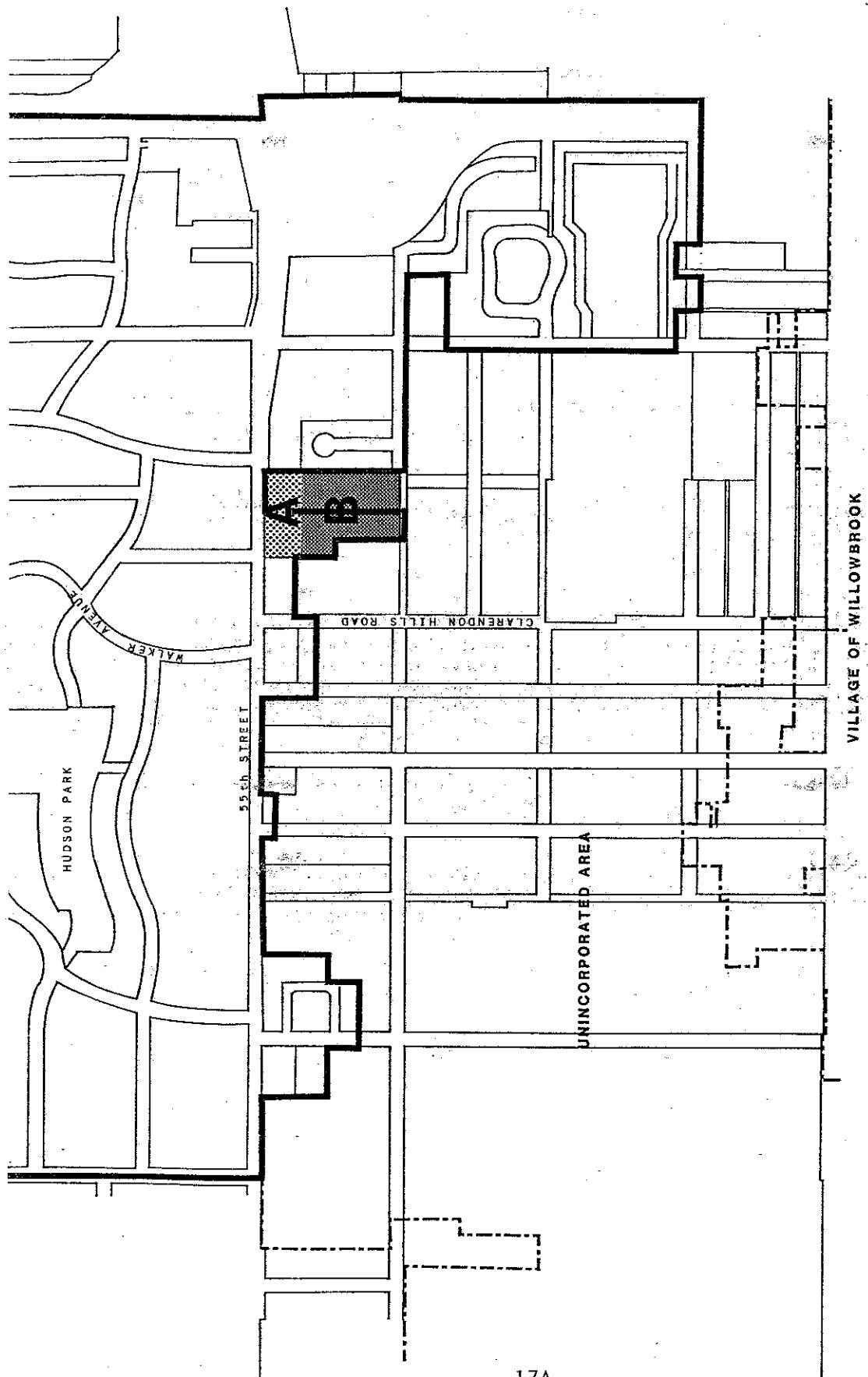
The expansion of existing institutions and the establishment of new ones in the Village shall be done in a manner which will cause the least possible disruption to adjacent residential areas.

Institutions shall be encouraged to seek single locations which are adequate for their needs rather than scattering various facilities throughout residential neighborhoods.

Institutions shall provide necessary improvements, such as parking and pedestrian access, in order to minimize the cost of such facilities to the community as a whole. Recognizing that some institutions do not operate on a daily basis, cooperation between institutions, businesses, schools and parks is encouraged in the provision of such facilities as parking and meeting places.

FIGURE 7

PROPERTY WEST OF
TOWN AND COUNTRY



Institutions are generally encouraged to remain in existing locations. If an institution must relocate, it shall be encouraged to help the community find a compatible user for the facilities it is leaving.

Establishment of an institutional zoning classification to protect and enhance institutional uses in the Village.

Issue:

Amount and distribution of open/recreational space in the Village.

Preferred Action:

- Maintain current amounts of open/recreational space in the Village. Increase the amount of open/recreational space through incorporation of, and preservation of open areas, if possible in the Planning Area.

The Village goal for open space is to provide, along with recreational and community activities, the desired levels of open space. This discussion deals with ways of carrying out that goal. In doing so, it establishes that approximately the current amount of open space is desired.

If the Hinsdale Golf Club were to be developed, the amount of open space in the Village would be reduced dramatically. The results of the Citizens Survey indicates that a radical change of this kind, however slowly implemented, is not supported by the residents of Clarendon Hills, who wish to preserve rather than change the character of the Village. Therefore, it should be the principal aim of the Village to maintain an appropriate portion of the Hinsdale Golf Club property as open space. If, in the long-term future this objective is no longer supported, the Golf Club should be developed for possible low-intensity residential use at zoning compatible with surrounding residential areas, retention of some public space, and creation of direct access from Ogden Avenue to Chicago Avenue.

The Lions Club property should also be maintained as open space. If this objective cannot be accomplished by agreement with the Lions Club, the Park District should be encouraged to acquire the property. While these recommendations cannot be stated as a Village objectives because they involve agreements with a different governmental entity, they are consistent with the Village's overall open space goal.

The following Open Space objectives should be considered:

Trees, shrubs, bushes, flower and other plant and natural materials shall be utilized extensively in landscape design to beautify and enhance the quality of the environment and create the impression of additional open space.

Surface water resources and natural ground water recharge areas shall be protected from pollution and encroachment of urban development.

Lands unsuited for urban development due to unstable soil and geological conditions, flood and drainage hazards, significant mineral deposits, or water recharge areas shall be maintained as open space.

A sufficient quantity and variety of open space shall be preserved to meet ecological, aesthetic and recreational needs at the local levels. These areas shall be located where the benefits of maintaining air quality, conserving topographic, soil, geological, water, vegetation, aesthetic and cultural resources can be realized in combination.

Open space and recreational uses should be combined with storm water retention or detention if the size of the parcel and its topography are adequate to provide recreational opportunities.

As stated in the following sections, a neighborhood park should be designated in the Planning Area.

Issue:

Annexation of the Planning Area.

Preferred Action:

- Encourage annexation of the Planning Area.

Prior planning studies have recommended annexation of this area. In addition, a financial study completed for the Land Use Committee of the Village Board several years ago concluded that annexation of the area would benefit the Village. Because of intergovernmental agreements with DuPage County, and the Clarendon Heights Fire Protection District, the Village already provides substantial services to this area. The Village Board has executed a boundary agreement with the Village of Willowbrook, as a step towards eventual annexation of the Planning Area.

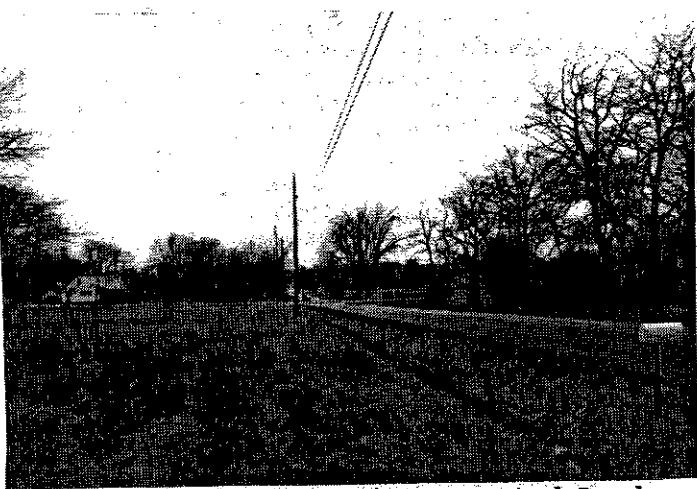


Figure 8. - Unincorporated Land

The two major issues with respect to annexation are: providing municipal services and land use in the newly incorporated area. Because the annexed area would be part of Clarendon Hills, to some extent existing operational overhead expenses could be spread over the population in the annexed area. To the extent that this might be possible there would be no increase in the Village budget for

⁷The report is not marked with its date of completion.

such services. Municipal services such as snow plowing, water, sewer and police may require a reevaluation of staffing levels and consideration of increased use of independent contractors

Issue:

Rezoning in the Planning Area.

Preferred Action:

- Maintain and enhance existing residential use, but establish allowable densities at existing R-1 standards.

The Planning Area is currently used largely for low-density, single-family residential development; there are also some vacant parcels. R1 zoning would permit low density residential development without locking up the land as undevelopable nor encouraging higher density development that is out of character with the Village.

A study of available open space in the Planning Area, including an assessment of its natural characteristics and capacity to support park use is recommended. Based on the results of the study, the Village acting in cooperation with the Clarendon Hills Park District, should carry out its objective to designate a neighborhood park in the newly annexed area. Provision of such a park would balance the distribution of open space throughout the Village, and help establish a neighborhood feeling in the annexed area. The vacant lots on either side of 57th Street, between Tennessee and Clarendon Hills road, might be suitable for park use. These lots were designated as future open space on the "Alternative 3" Land Use Map of the Long-Range Planning Committee report. Lower density zoning should be considered along Western Avenue to maintain the character of existing uses.

The Central Business District

Goal - General

Implement policies in, and commit resources to the Central Business District that are directed towards development of the CBD as a compact, vital center of the community, with civic, recreational, and cultural opportunities as well as availability of goods and services.

Objective: Effect the optimal mix of land uses in the CBD, as well as full occupancy of office and retail spaces.

Objective: Encourage better utilization and design of private property adjacent to alleys in the Central Business District.

Objective: Maintain only retail uses along both sides of Prospect Avenue and the East side of Walker Avenue. Provide incentives for location of service and office uses at the periphery of the Central Business District.

Objective: Foster cooperation with the Chamber of Commerce in the following areas:

Objective: Encourage owners to keep properties in an acceptable state of upkeep and appearance.

- a. Establishment of a permanent Business District Improvements design committee composed of representatives of government, merchants, business property owners, and residents.
- b. Continued provision of the most cost-effective security lighting in the CBD.
- c. Encourage and support the establishment of a permanent office for the Chamber of Commerce.

Goal - Appearance

Preserve and enhance the unique appearance and character of the Central Business District.

Objective: Encourage continued use of the Colonial motif throughout the CBD as a distinguishable theme for Clarendon Hills.

Objective: Encourage further beautification and landscaping of the CBD. Work with merchants and property owners, the Chamber of Commerce, the Park District and the Garden Club on parkway enhancement and optimum development of the Village triangle.

Objective: Encourage an appropriate mix of retail business to provide vital services especially in regard to senior citizens who may lack mobility/transportation.

Objective: Protect the current cornice line and scale of the CBD which gives it a pedestrian scale and uncluttered profile.

Objective: Ensure that Village buildings and facilities which contribute to the perception of the CBD as the core of the community set an appropriate example in terms of architectural style, appearance, maintenance, landscaping, and housekeeping.

Objective: Encourage burying of the public utility lines in the CBD, as a significant beautifying measure.

The Central Business District is the heart of the Village of Clarendon Hills. It is a focus for community life and contributes to the tax base of the Village. It is viewed as a special asset towards which residents feel a sense of pride.

The appearance and character of the Central Business District is valued by current residents, and is the result of many visual factors that co-exist with the kind of density and vitality that is desirable for a central retail core. The colonial motif is an existing character asset that should be protected and built upon in the future. New construction or modification of existing structures should be consistent with the colonial theme.

Goal -- CBD Infrastructure

Objective:

Public improvements and facilities in the CBD represent an historical investment in the commercial core of the community and should be maintained to elevated standards to avoid the negative aspects of recurring and costly rehabilitation and disruption due to difficult field conditions and density of development.



Figure 9. - The Central Business District

Objective: Below and above grade public improvements should be designed to operate for a lengthened service life and should be coordinated in their installation to minimize restoration costs and disruption to businesses, patrons, pedestrians and vehicular traffic.

Objective: Effective and efficient maintenance and use of public parking and street systems in the CBD to promote access and minimize congestion.

Objective: Attractive design and recognition of the aesthetic impact and aspects of public improvements in the CBD including sidewalks, parkways, streets, signage, lighting, landscape and furniture areas.

Goal - Condition and Use of Residential Properties

Objective: Encourage owners of substandard or deteriorating housing to improve such housing through maintenance and rehabilitation to implement health and safety codes, or require demolition of structures which are structurally unsound or a potential safety hazard.

Objective: Emphasize conservation and rehabilitation of structures of architectural, historical, or structural merit, special emphasis shall be placed on conservation and rehabilitation.

Objective: Minimize negative impacts of overbuilding in residential areas.

Objective: Ensure that Planned Unit Developments are compatible in design and layout to the residential nature of adjacent residential neighborhoods.

At first glance, Clarendon Hills appears to be consistently a community of single-family, two- and two-and-a-half-story homes. However, a closer look reveals that within this general housing type, there are a variety of sizes and styles of homes. In addition, there are a relatively small number of multifamily units.

The Village was built up by construction of individual homes located in scattered subdivisions. For planning purposes, the Village can be divided into eight neighborhoods, as shown on the map on the next page.

A sampler of homes from each of these "neighborhoods" is illustrated on the following pages. The sampler shows the diversity of single-family homes in the Village.

Issue:

Density of future residential development throughout the Village.

Preferred Solution:

- Maintain floor area ratios (FARs) to insure densities that are compatible with existing residences.

In many neighborhoods of the Village, demolition of existing structures and rebuilding of larger, more expensive homes has occurred. This has been a concern because the new home occupies a larger percentage of the lot and air space above the lot than the previous home. There are a number of issues involved: citizens are concerned about compatibility of the new home with the adjacent homes, possible changes in property values, and, to a modest degree, the noise and other disturbances caused by construction. While the Village does not want to discourage reinvestment, it would like to establish a desired level of managed growth. New construction evidences interest in the community on the part of developers and contractors, signals growth and vitality in the Village, and provides new residential choices. It may also result in increased property values for adjacent lots, and, depending on the type of construction that takes place, it may provide alternative housing to that which already exists. This, in turn,

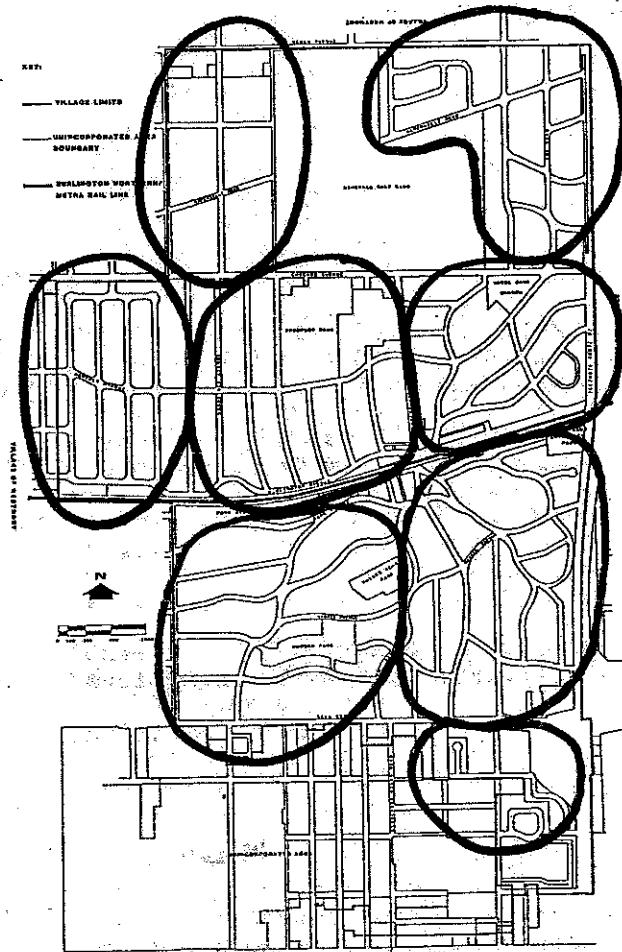
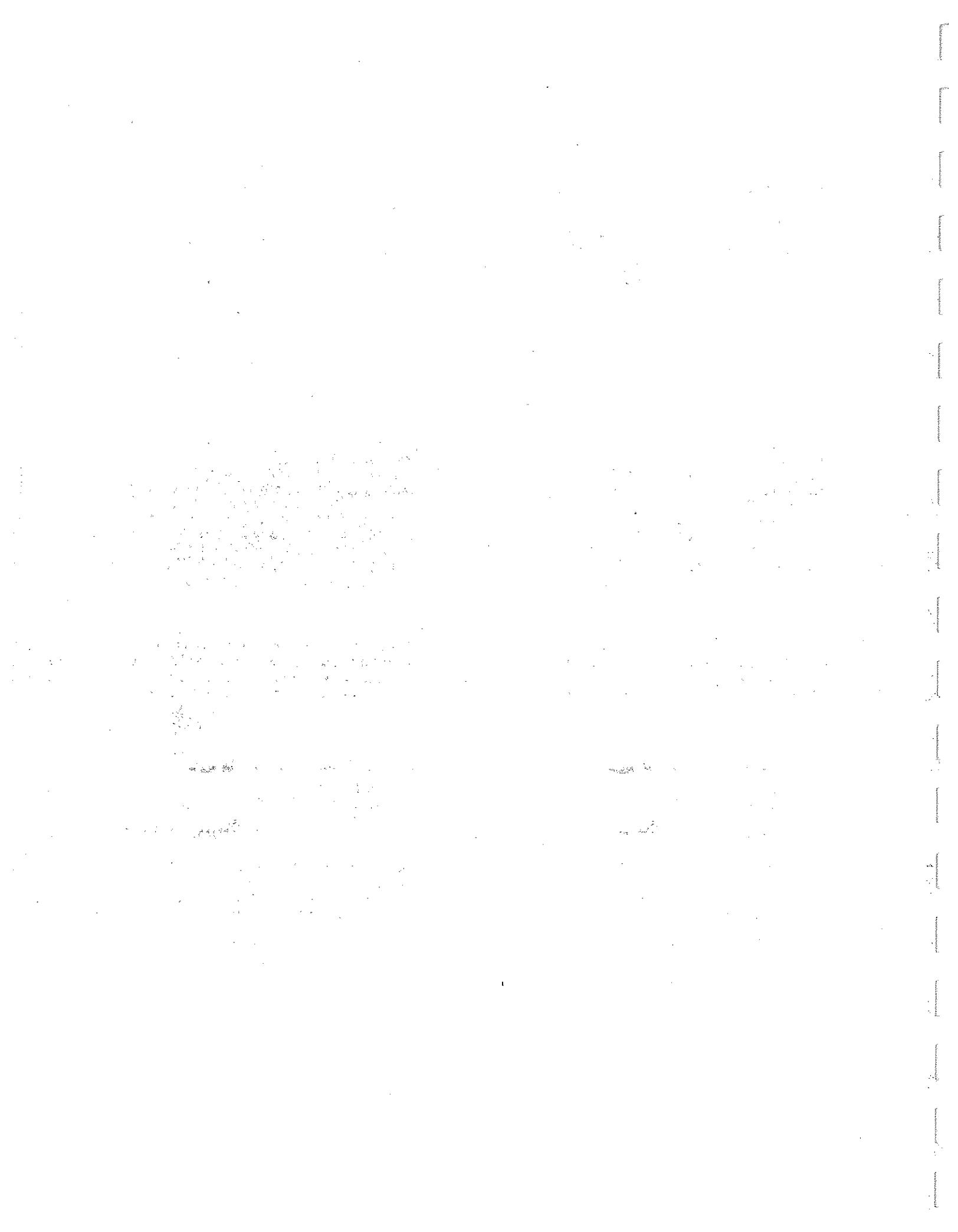
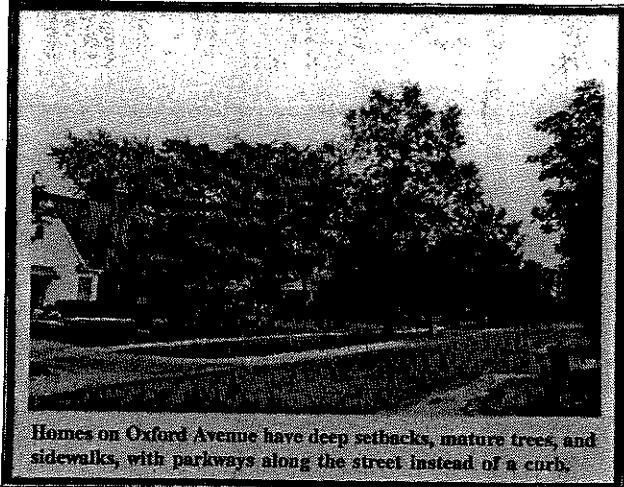


Figure 10. - Residential Neighborhoods

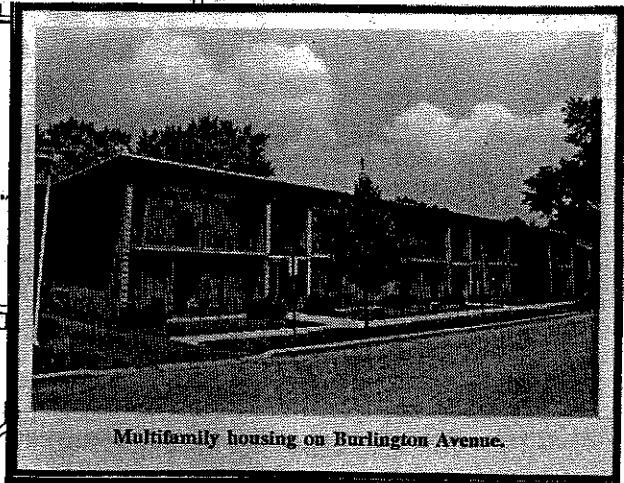
may encourage a full range of families to live in the community -- from "starter" families to "empty-nesters," consistent with the goal to "provide housing options so that a mix of family ages can be accommodated." Thus, new construction should not be discouraged. Its negative impacts should, however, be mitigated by ensuring that the bulk and siting of new buildings reasonably fits in with the existing, surrounding neighborhood.



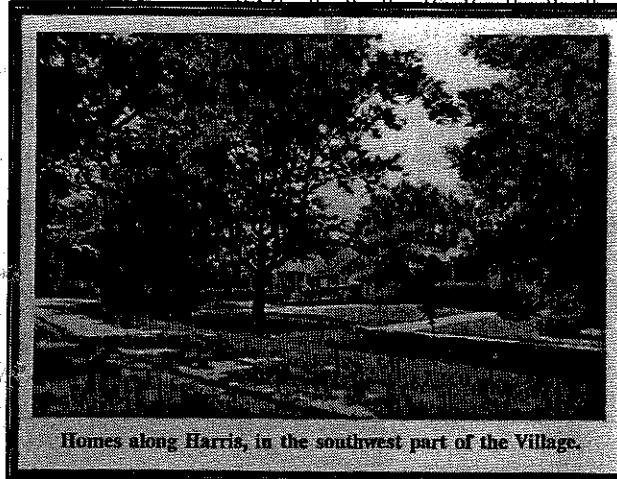
VILLAGE OF
CLARENDON HILLS, ILL.



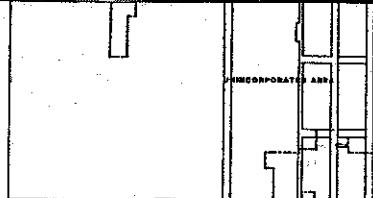
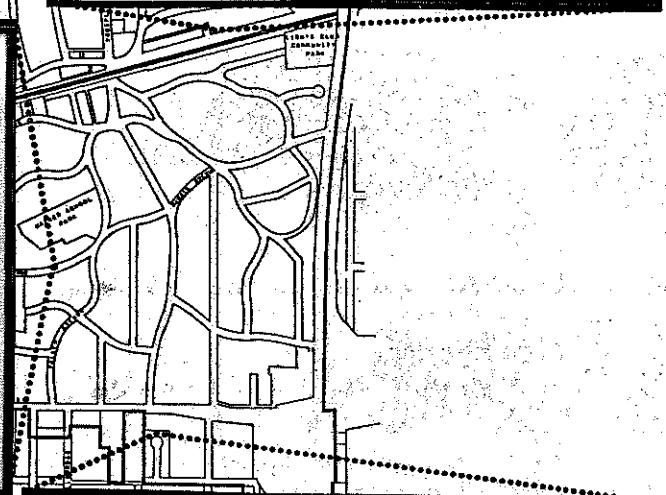
Homes on Oxford Avenue have deep setbacks, mature trees, and sidewalks, with parkways along the street instead of a curb.



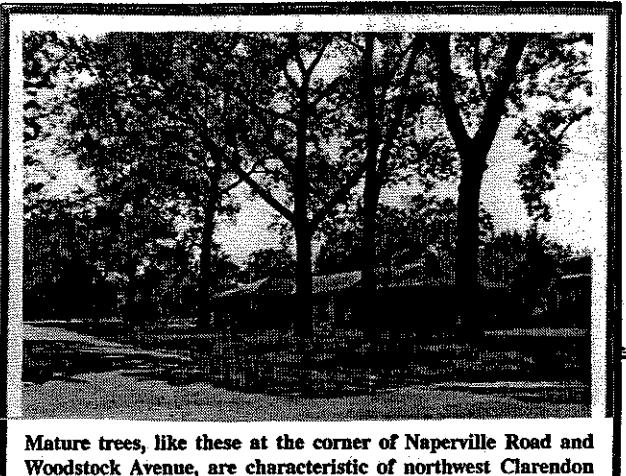
Multifamily housing on Burlington Avenue.



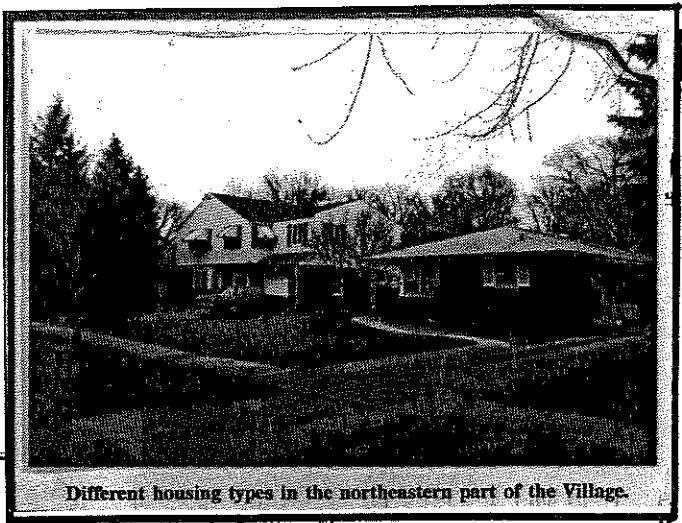
Homes along Harris, in the southwest part of the Village.



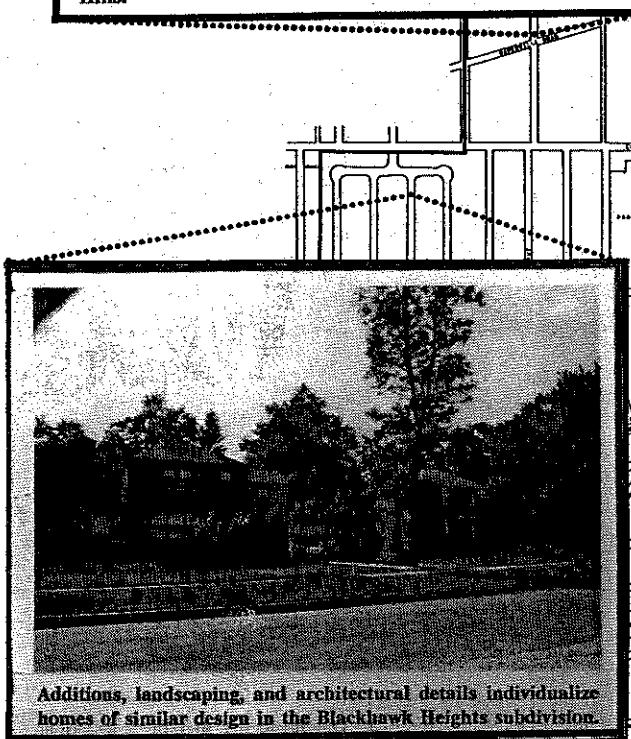
The Coventry Planned Unit Development provides an alternative to a single-family unit, while retaining individual entrances and design features which imitate single-family units.



Mature trees, like these at the corner of Naperville Road and Woodstock Avenue, are characteristic of northwest Clarendon Hills.



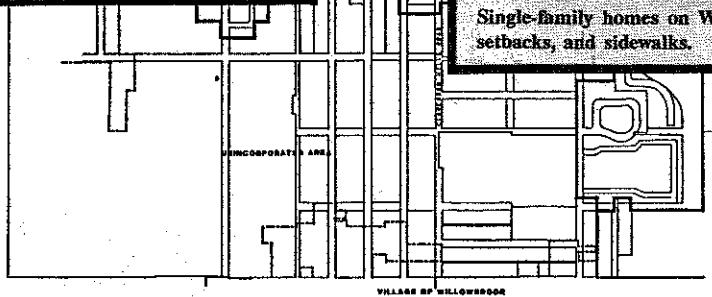
Different housing types in the northeastern part of the Village.



Additions, landscaping, and architectural details individualize homes of similar design in the Blackhawk Heights subdivision.



Single-family homes on Waverly Avenue have large lots, deep setbacks, and sidewalks.



Development density controls are most effectively established through the effective use of a zoning ordinance which incorporates standards for floor area ratios, setbacks, lot sizes, yard area requirements. The Village has revised the zoning ordinance to ensure that new construction does not pose continuing problems.

The Village and the planning area have multifamily housing at sixteen locations, as shown on the Multifamily Housing Map. There are currently three planned unit developments in the Village: Barclay Courts, north of 56th Street and one block west of the Jewel grocery, Coventry, at Western and 55th Streets, and Woodcreek I and II, at Holmes, south of 56th Street. Planned unit developments are considered to be viable housing options for families and individuals who do not wish to buy single-family homes. In addition, control over the design and size of the development can be exercised by Village staff, to ensure that it is compatible with the character of neighboring uses.



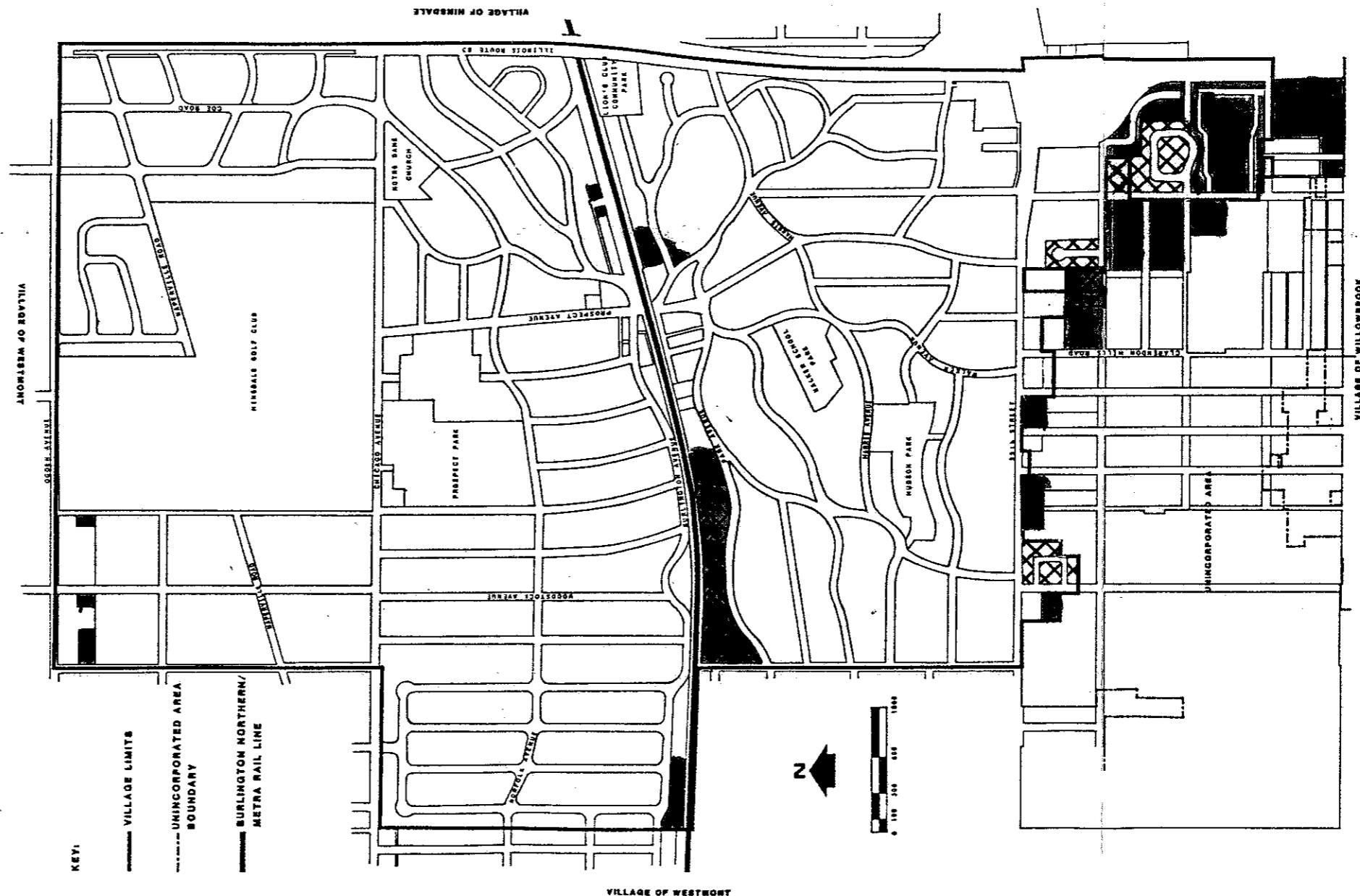
Figure 12 - New Single-Family Residential Construction

GARDEN VILLAGE OF HILLSIDE.

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■ Existing Multifamily Housing X Existing Planned Unit Developments ■ Proposed Planned Unit Development Site



Stemon, Larsen & Purdy

Issue:

Provision of future multi-family housing.

Preferred Action:

- Plan for multi-family housing of a desired type at designated parcels.

Park Avenue Corridor

As discussed in the Land Use section, replacement of industrial uses with a planned, multifamily housing development at the site bounded by the Burlington Northern rail tracks next to Burlington on the north, Park Avenue on the south, and Richmond on the west is a desired strategy for the Village. Not only would it broaden the housing alternatives available to Clarendon Hills residents, it would eliminate undesirable land uses from the site. Designation of this site is a proactive measure on the part of the Village, since there exists a market for multi-family housing at that location. At the same time, it directs planned unit development construction to a specific site where there is already a greater density than in the Planning Area. Thus, the Village is striking a balance between the goal of providing a range of housing types and the wisdom of preventing rapid or disruptive change in the existing single-family character of the community.

An additional consideration is to ensure that planned unit developments, as multi-family rather than single-family housing, blend in with the design character of the Village. Review of their design can be done by Village staff, the Village Board, or, as suggested later in the Plan, by an Appearance Review Commission.

One of the residential goals is to "Encourage maintenance and upgrading of the existing housing stock." This can be accomplished through code enforcement, the provision of information about rehabilitation and repair, and assisting residents to complete applications for federal and state housing rehabilitation and assistance programs.

Planning Area

Similarly, the development or redevelopment of certain parcels in the Planning Area is also recommended. (Refer to the Proposed Land Use Map.) The locations designated in the Planning Area present themselves as suitable, if not desireable, sites for quality multi-family developments that will also enhance the housing types available to Village residents.

Goal - Municipal Services

Continued delivery of essential public services and maintenance of infrastructure.

Goal - Police Protection

Provide the level of Police Protection required to maintain the current low crime/highly secure atmosphere of the Village.

Objective: Establish regular replacement schedule for capital equipment to maintain its working condition and take advantage of any proven new technologies.

At the heart of any desirable community is the requirement that its citizens feel safe and secure in their homes, their businesses, and on the streets and sidewalks at any hour day or night. This is a characteristic that Clarendon Hills enjoys due in large part to a dedicated, well-trained and well-equipped police force. While no town can ever be completely free from crime, most crimes can be discouraged and prevented by an active and obvious police presence. Since safety and security are primary values of the citizens of Clarendon Hills, the maintenance of a strong and capable police force, able to meet the changing needs for law enforcement in the Village, is one of the highest priorities of its government. While affordability is an issue, it is more a question of "how" the needed service is paid for rather than a question of "if" the service is provided.

Although the Village has not grown appreciably in recent years, the areas surrounding it have been experiencing explosive growth and the Western suburbs in general have been taking on increasingly urban characteristics. This growth has led to greater demands on the police department as Village experiences increased traffic, transient trade, and crime -- all related to the increasing population density of DuPage County.

Goal - Fire Protection:

Maintain the current level and quality of fire protection and emergency medical service for the safety and protection of Village citizens and their property.

Objective: Maintain, as long as possible, the provision of emergency and fire suppression services through paid-on-call firefighters. While the paid-on-call staff may require limited augmentation for certain days or time periods, the training and professionalism of paid-on-call staff has, and should continue to provide, quality fire services to the Village.

Objective: Provide adequate staffing, consistent with defined needs of the community, for fire prevention through code inspection and compliance with all regulatory safety inspection and reporting requirements.

Objective: Establish regular replacement schedule for capital equipment to maintain its working condition and take advantage of any proven new technologies.

Objective: Enhance the Fire Department's safety process to ensure the protection of the health and safety of its personnel. Further, provide the resources, training and equipment necessary to assure that no officer has to unduly endanger him/herself in carrying out their duties.

Objective: Improve the PISO Fire Rating to a "4" (from the current "5" rating) over the next ten years.

The difficulty of maintaining an entirely "paid on-call" fire department has increased with more dual-career families and a greater proportion of people having employment outside of the community. This places a greater burden on

local merchants for daytime calls who are asked to leave their businesses and/or employees pulled from service in other Village departments, thereby disguising the real cost of a totally paid-on-call system. Added to this are the increased regulatory requirements for special safety officers, regular training programs, safety code and equipment inspections plus record keeping to provide proof of compliance and protect the Village in the event of third party liability claims. In response, the Village should take carefully measured steps to augment the paid on call staff with contract or mutual aid firefighters.

Administration

Goal

Provide the necessary staffing, systems support and facilities to protect the assets of the Village and carry out the ongoing business and policy activities of the community in a cost effective and responsive manner.

Objective: Through the use of clear job responsibilities and regular training and development of individual skills, increase productivity and teamwork within the administrative Department.

Objective: Clarify and restructure the current sharing of personnel/staff with the Park District.

Objective: Reassess staffing requirements, and critical skills required to perform the necessary job responsibilities on a regular basis. Further, provide clerical support, necessary equipment and training to ensure that staff are able to carry out their responsibilities in an efficient manner.

Although the physical size of the Village has not increased dramatically, the complexity of carrying out normal business activities in today's environment, coupled with increases in both the level and number of services required by law and by its citizens, has significantly increased demands on existing staff. For example, staff must monitor compliance with, and keep current Village ordinances in light of local, state and federal policy changes; develop programs to meet new regulatory requirements for areas such as solid waste, storm water, Lake Michigan water, environmental programs, and safety; and comply with employee benefits and safety regulations. All programs involve development, maintenance and documentation for compliance, and require significant staff time and resource commitments.

In order to meet these demands in a cost effective manner, the Village staff must be trained in current techniques of municipal management supported by the proper equipment to take advantage of existing system technology. The scarce, and most expensive, resource is the human resource which must be trained and supported to be utilized efficiently.

Goal - Infrastructure Maintenance/Water Facilities

Provide the level of Public Works/Water Department capabilities that ensure timely, effective, and cost-efficient delivery of services and adequate maintenance of the Village infrastructure (water system, roads, parkways, storm drainage, public buildings, signs and lighting).

Objective: Develop and implement plans for accelerated maintenance and rehabilitation to prevent premature deterioration, correction of all unsafe conditions, necessary improvements and planned replacement where necessary; for all Village roads, parkways, ditches, curbs, sidewalks, water systems and storm water management facilities.

Objective: Develop a preventive maintenance program and a planned capital replacement policy for all equipment. Ensure that there is backup for all equipment whose failure would result in unacceptable service outages.

Objective: Ensure a dependable/safe water supply by maintaining the Water System in good working order and in compliance with all EPA and IDPH requirements.

Objective: Assure a smooth transition to Lake Michigan water in 1992. Plan for the extension of the water system to the portions of the Planning Area that request annexation in the future.

Objective: Develop and implement an improved storm water management and detention plan which is consistent with the law and with good planning and engineering practice.

The Public Works Department has the responsibility for maintenance of Village roads, parkways, parkway ditches, curbs, sidewalks, signage, storm water control and detention systems, trees, public buildings (including the train station) and lighting of public areas.

The public works objectives stated in this Plan consider the full range of public works improvements that should be implemented over the next ten years, and form a basis for implementation through the capital budget. It is advisable that an explicit policy laying out a multi-year plan for public works improvements be adopted and implemented through the capital budget. This is especially true if the Village designates a particular program as a top capital funds priority, and concentrates expenditure of funds on this program for a designated period of time. Furthermore, there should be a concentrated effort to simultaneously program public works improvements handled by individual Village departments, in order to save costs and shorten construction periods.

Most major projects are contracted out but routine repair, upkeep and emergency servicing is done by this Department. In reality, it is only staffed to do priority maintenance and most of its time is consumed dealing with emergency situations such as breakdowns. Preventive maintenance is made difficult because of the lack of manpower and equipment to get it done. The Department continues to evaluate operations and develop strategies to put more emphasis on preventive activities. Recently the Department began to contract routine but time-consuming work such as road crack sealing to allow it more time for previously neglected infrastructure maintenance.

Potable Water

One of the primary responsibilities of the Water Department is to maintain the Village water system and keep it in compliance with all EPA and IDPH regulations. The Department operates three wells, associated pumping stations, and a treatment facility. The system consists of 26 miles of water main, 65%

of which is over 60 years old; two water towers, one underground reservoir, 250 main valves, fire hydrants and service lines all of which require periodic inspection and repair. The system has been maintained in good condition but will need increased attention and replacement programming in the future. It serves approximately 2,800 homes and businesses which consume 275,000,000 gallons of water annually.

The Village will be linked up to the system managed by DuPage Water Commission which provides Lake Michigan water to municipalities in the County. In anticipation of future demand, the Village became, in 1986, a charter member of the DuPage Water Commission. It is expected that the system will meet the Village's water demand well into the next century. When the Planning Area is annexed, extensions of Village service will need to be put into place to accommodate new users. A looped system and a new storage facility are being considered to provide a reliable and balanced water supply.

Water Facilities

It is expected that portions of the existing system cannot continue to function at optimal levels for ten to fifteen more years. However, some of the existing facilities will be dismantled as a new lake water system is put in place. Thus, a schedule for improvements to non-valve segments of the existing system that will remain in place during and after installation of the lake water system should be initiated.

Roads, Streets and Parkways

Objective: Develop a multi-year comprehensive improvement program for rehabilitation or improvement of the roadways and their related drainage systems.

Objective: Develop a general maintenance program for use in planning and budgeting future maintenance activities on rehabilitated streets.

Objective: Develop a program for coordinating the rehabilitation or replacement of storm sewers and water mains with the improvement of street pavements.

Objective: Develop a program for interfacing with non-Village utility service providers for coordinating construction/repair activities within the Village.

Road conditions in the Village, as of June 1988, ranged from excellent for recently refinished streets, to poor, for streets suffering from deferred maintenance. Staff evaluation conducted in 1988 indicated that the majority of Village roads had a defect rating of between 21 and 50 defects, on a scale of 0-75, with 75 being the worst. A re-evaluation in 1990 by Donohue and Associates confirmed these findings and revealed continuing and accelerated deterioration on several street segments. (Please refer to the road conditions map and ratings chart that are included as part of this report). Because property values in the Village are dependent in significant part on the condition of the infrastructure of the Village. The Village Board has identified improvement of road conditions and installation of an adequate parkway drainage system as a top priority for capital spending.

Historically, the Village limited the scope of its major annual road program to that which could be funded via the state motor fuel tax allotment ("MFT") revenues, which were less than \$125,000 per year. Staff recommended each year, in conjunction with Village engineers, the sites and nature of improvements and repairs. The scope of the annual road program continues to be largely dictated by the estimated MFT allotment.

In 1987, the Grant/Churchill road project provided a basis for estimating the cost required to bring, within a seven year period, all the roads of the Village to a condition which would allow placing the entire system on a scheduled maintenance/repair basis. The rough estimate for repairing deteriorated segments came to between \$3 and 4 million. Recognizing that more funds would be required for this type of annual road program, staff recommended that the Board base the 1988-1989 road program on extra funds to be generated by a utility tax increase up to the five per cent maximum, thereby generating an extra \$266,000 per year. The Board declined to proceed with this type of funding for roads; instead, it approved a one per cent utility tax increase for planning and a minor acceleration in the sidewalk reconstruction program and tree trimming.⁸ In addition, it was estimated that there would be insufficient funds, even with a five per cent utility tax, to fund a standard maintenance repair program. Thus, the prospect of debt financing a road program on a large scale must be considered.

In this context, issues in connection with a roadway rehabilitation program are:

- Confirmation of the defect ratings of roads needing improvements, to be phased over the next five to ten years.
- Initial estimates of rehabilitation costs, maintenance costs, and service costs.
- Adjacent land uses and traffic volumes.
- Impact of improvements on parkway trees and landscaping.
- Stormwater drainage impact and control.
- Selection of appropriate ultimate roadway and parking design for a comprehensive rehabilitation program.
- Coordination of street improvements with other public facility improvements.

Preferred Action:

- Designate a road repair/drainage improvement program as a top capital funds priority. Concentrate expenditure of funds on this program through long-term debt financing.
- Coordinate expenditure of funds for road repair with other capital improvements programs, such as sidewalk repair and extension, installation of lighting, overall beautification of gateways, and traffic circulation improvements.

⁸These funds were instead used for paramedic services. Spending for sidewalk repair and tree trimming over the past two years has been made possible by increases in the general fund tax levy.

The Board has authorized funding for an engineering study which is meant to provide information about optimal road construction, materials, and design, and a basis for proceeding with capital funding options. It is working to develop and approve a comprehensive road program.

Sidewalks

Objective:

Develop a program for accelerating construction of missing sidewalk links and for rehabilitation of existing public sidewalks throughout the Village.



Figure 13. - Drainage Problems on Roads

Objective: Encourage resident participation in the sidewalk program.

Installation and extension of sidewalks would improve safety conditions for pedestrians. They are particularly needed in some areas of the Village, where there are few sidewalks, and in the northeastern part of the Village, where improvements to Route 83 will increase automobile traffic. The Village has offered a 50-50 sidewalk replacement program for a number of years. It appears that resident interest in this program has waned. The Village has reformulated cost-sharing provisions to generate new interest in this program.

Parkways and Drainage

Objective: Develop a program to maintain desirable parkway trees and to upgrade the stock of parkway trees within the Village.

The maintenance of parkways was favored by a majority of the survey respondents as contributing to the small town character of the community. Although parkways serve an aesthetic purpose of continuing the effect of setbacks from the street, their primary function is to provide drainage. They are a concern when the ditches in parkways are filled with impermeable materials which inhibit drainage or when they are used for automobile parking. However, the drainage problem is also due to improper road grading and/or broken road surfaces, which allows rainwater to collect in holes on the road (as pictured here).

The Parkway Study Committee report of 1987 contains a sound analysis of parkway conditions and corrective measures, and is summarized in Appendix C. In addition, the parkway improvement issue was extensively addressed in a memo of June 25, 1987 by then-Village President Lawrence J. Reinsch. These documents are actual subplans which contain recommendations related specifically to parkways. The Plan further recommends coordination of parkway repairs recommended in these subplans with the annual road program, in the interest of saving costs and reducing the amount and duration of construction.



Figure 14. - Drainage Problems Caused by Uncleared Ditch

Street Lighting

Street lighting in residential areas is either provided by homeowners, or, in rare circumstances, was provided as part of the original subdivision. Minimal street lighting in residential areas is furnished by street lamps on selected street corners and mid-block locations. Although residential street lighting may be desired in some neighborhoods, the Citizens Opinion survey indicated that there is not clear support for this type of program.

The Village installed new street lights in the center of the Central Business District in 1973. Proposals for expanded and improved street lighting throughout the Central Business District have been recently considered. There is some interest in a comprehensive and ongoing improvement effort for the Central Business District, of which street lighting might be one component. It appears, however, that at this time there is not uniform opinion that the Village continue consideration of the allocation of significant capital resources for street lighting to the Central Business District.

CLARENDON HILLS PAVEMENT RATINGS

| | STREET | FROM | TO | 1988 DEFECTS | 1990 DEFECTS |
|----|--------------|--------------|------------|--------------|--------------|
| 1 | 56TH ST | FOREST HILLS | HOLMES | 1 | 6 |
| 2 | 56TH ST | HOLMES | VIL LIMIT | 0 | 5 |
| 3 | 57TH ST | HOLMES | WILLOW CRK | 0 | 5 |
| 4 | ALABAMA | 55TH STREET | VIL LIMIT | 15 | 20 |
| 5 | ALGONQUIN | BLACKHAWK | INDIAN | 27 | 32 |
| 6 | ALGONQUIN | HIAWATHA | BLACKHAWK | 21 | 26 |
| 7 | ALLEY | RAILROAD | PARK | 0 | 56 |
| 8 | ANN | BYRD | HAMILL | 45 | 54 |
| 9 | ANN | EASTERN | BYRD | 46 | 55 |
| 10 | ANN | EASTERN | SHERIDAN | 38 | 47 |
| 11 | ANN | HAMILL | HARRIS | 39 | 48 |
| 12 | ANN | PROSPECT | EASTERN | 0 | 5 |
| 13 | ARTHUR | CHICAGO | NORFOLK | 30 | 35 |
| 14 | ARTHUR | NORFOLK | BURLINGTON | 33 | 38 |
| 15 | BLACKHAWK | CHICAGO | ALGONQUIN | 36 | 45 |
| 16 | BLODGETT | NORFOLK | BURLINGTON | 21 | 26 |
| 17 | BONNIE | EASTERN | SHORT | 49 | 61 |
| 18 | BURLINGTON | ARTHUR | INDIAN | 32 | 36 |
| 19 | BURLINGTON | BLODGETT | GILBERT | 24 | 29 |
| 20 | BURLINGTON | GILBERT | OXFORD | 33 | 38 |
| 21 | BURLINGTON | HIAWATHA | VIL LIMIT | 25 | 30 |
| 22 | BURLINGTON | INDIAN | MOHAWK | 24 | 29 |
| 23 | BURLINGTON | IROQUOIS | HIAWATHA | 30 | 35 |
| 24 | BURLINGTON | MCINTOSH | BLODGETT | 26 | 31 |
| 25 | BURLINGTON | MOHAWK | IROQUOIS | 24 | 29 |
| 26 | BURLINGTON | OXFORD | TUTTLE | 44 | 53 |
| 27 | BURLINGTON | PROSPECT | MCINTOSH | 24 | 29 |
| 28 | BURLINGTON | ROSE | PROSPECT | 35 | 40 |
| 29 | BURLINGTON | ROUTE 83 | ROSE | 16 | 21 |
| 30 | BURLINGTON | TUTTLE | WOODSTOCK | 28 | 33 |
| 31 | BURLINGTON | WOODSTOCK | ARTHUR | 39 | 48 |
| 32 | BYRD | ANN | LIONS PK | 39 | 48 |
| 33 | CHESTNUT | FAIRVIEW | ROSE | 36 | 45 |
| 34 | CHESTNUT | ROSE | WAVERLY | 39 | 42 |
| 35 | CHESTNUT | ROUTE 83 | FAIRVIEW | 51 | 55 |
| 36 | CHESTNUT | WAVERLY | GOLF | 35 | 44 |
| 37 | CHURCHILL | 55TH ST | HUDSON | 0 | 5 |
| 38 | CLARE' HILLS | 55TH ST | VIL LIMIT | 31 | 36 |
| 39 | COE | HICKORY | WALNUT | 33 | 38 |
| 40 | COE | MAPLE | CHICAGO | 27 | 32 |
| 41 | COE | NAPERVILLE | HICKORY | 29 | 34 |
| 42 | COE | OGDEN | NAPERVILLE | 29 | 34 |
| 43 | COE | WALNUT | MAPLE | 36 | 45 |
| 44 | COLFAX | WESTERN | RICHMOND | 66 | 79 |
| 45 | COLUMBINE | LARKSPUR | NAPERVILLE | 42 | 59 |
| 46 | COLUMBINE | STONEGATE | LARKSPUR | 31 | 42 |

CLARENDON HILLS PAVEMENT RATINGS

| | STREET | FROM | TO | 1988 DEFECTS | 1990 DEFECTS |
|----|----------|------------|------------|--------------|--------------|
| 47 | EASTERN | ANN | PARK | 10 | 15 |
| 48 | EASTERN | HARRIS | ANN | 55 | 63 |
| 49 | EASTERN | PARK | HARRIS | 53 | 63 |
| 50 | FAIRVIEW | CHESTNUT | CHESTNUT | 53 | 62 |
| 51 | FRONTAGE | HOLMES | CHURCH LOT | 30 | 35 |
| 52 | GILBERT | CHICAGO | PROS. PK | 23 | 28 |
| 53 | GILBERT | NORFOLK | BURLINGTON | 52 | 67 |
| 54 | GOLF | CHESTNUT | BURLINGTON | 15 | 20 |
| 55 | GOLF | CHICAGO | JULIET | 31 | 36 |
| 56 | GOLF | JANE | NORFOLK | 23 | 28 |
| 57 | GOLF | JULIET | JANE | 27 | 32 |
| 58 | GOLF | NORFOLK | CHESTNUT | 31 | 35 |
| 59 | GRANT | HARRIS | HUDSON | 0 | 5 |
| 60 | HAMILL | ANN | CUL DE SAC | 41 | 57 |
| 61 | HARRIS | ANN | HOLMES | 32 | 37 |
| 62 | HARRIS | GRANT | WALKER | 22 | 27 |
| 63 | HARRIS | HOLMES | PROSPECT | 28 | 33 |
| 64 | HARRIS | PROSPECT | GRANT | 25 | 30 |
| 65 | HARRIS | ROUTE 83 | ANN | 25 | 30 |
| 66 | HARRIS | WALKER | WESTERN | 3 | 5 |
| 67 | HIAWATHA | ALGONQUIN | NORFOLK | 25 | 30 |
| 68 | HIAWATHA | IRVING | BURLINGTON | 31 | 36 |
| 69 | HIAWATHA | NORFOLK | IRVING | 29 | 34 |
| 70 | HICKORY | COE | N. JACKSON | 45 | 42 |
| 71 | HOLMES | 55TH ST | 56TH ST | 0 | 5 |
| 72 | HOLMES | 56TH ST | 58TH ST | 5 | 10 |
| 73 | HOLMES | HARRIS | SHERIDAN | 22 | 24 |
| 74 | HOLMES | SHERIDAN | 55TH ST | 27 | 32 |
| 75 | HOLMES | VIL LIMIT | 56TH PL | 37 | 48 |
| 76 | HUDSON | CHURCHILL | WALKER | 0 | 5 |
| 77 | HUDSON | GRANT | CHURCHILL | 0 | 5 |
| 78 | HUDSON | PROSPECT | GRANT | 0 | 5 |
| 79 | HUDSON | WALKER | HUDSON PK | 63 | 72 |
| 80 | HUDSON | WESTERN | RICHMOND | 74 | 82 |
| 81 | INDIAN | ALGONQUIN | NORFOLK | 26 | 31 |
| 82 | INDIAN | NORFOLK | BURLINGTON | 24 | 30 |
| 83 | IROQUOIS | ALGONQUIN | NORFOLK | 50 | 67 |
| 84 | IROQUOIS | NORFOLK | BURLINGTON | 3 | 5 |
| 85 | IRVING | HIAWATHA | VIL LIMIT | 33 | 38 |
| 86 | JANE | PROSPECT | GOLF | 57 | 65 |
| 87 | JULIET | PROSPECT | GOLF | 0 | 5 |
| 88 | LARKSPUR | COLUMBINE | STONEGATE | 34 | 55 |
| 89 | MAPLE | COE | N. JACKSON | 39 | 53 |
| 90 | MCINTOSH | CHICAGO | PROS. SCH | 35 | 44 |
| 91 | MCINTOSH | NORFOLK | PROS. PK. | 10 | 15 |
| 92 | MCINTOSH | NORFOLK | BURLINGTON | 63 | 70 |
| 93 | MIDDAUGH | NAPERVILLE | WALNUT | 28 | 33 |
| 94 | MIDDAUGH | OGDEN | NAPERVILLE | 33 | 38 |

CLARENDON HILLS PAVEMENT RATINGS

| | STREET | FROM | TO | 1988 DEFECTS | 1990 DEFECTS |
|-----|-------------|------------|------------|--------------|--------------|
| 95 | MIDDAUGH | WALNUT | CHICAGO | 33 | 38 |
| 96 | MOHAWK | ALGONQUIN | NORFOLK | 30 | 35 |
| 97 | MOHAWK | NORFOLK | BURLINGTON | 30 | 35 |
| 98 | NAPERVILLE | COE | MIDDAUGH | 44 | 54 |
| 99 | NAPERVILLE | COLUMBINE | STONEGATE | 36 | 50 |
| 100 | NAPERVILLE | MIDDAUGH | COLUMBINE | 1 | 6 |
| 101 | NAPERVILLE | OXFORD | WOODSTOCK | 59 | 67 |
| 102 | NAPERVILLE | RT 83 | COE | 45 | 54 |
| 103 | NAPERVILLE | WOODSTOCK | RICHMOND | 66 | 71 |
| 104 | NORFOLK | ARTHUR | INDIAN | 48 | 53 |
| 105 | NORFOLK | BLODGETT | GILBERT | 31 | 36 |
| 106 | NORFOLK | CHICAGO | ROSE | 32 | 37 |
| 107 | NORFOLK | GILBERT | OXFORD | 32 | 37 |
| 108 | NORFOLK | GOLF | PROSPECT | 28 | 33 |
| 109 | NORFOLK | HIAWATHA | VIL LIMIT | 32 | 37 |
| 110 | NORFOLK | INDIAN | MOHAWK | 30 | 35 |
| 111 | NORFOLK | IROQUOIS | HIAWATHA | 30 | 35 |
| 112 | NORFOLK | MCINTOSH | BLODGETT | 40 | 49 |
| 113 | NORFOLK | MOHAWK | IROQUOIS | 40 | 49 |
| 114 | NORFOLK | OXFORD | TUTTLE | 44 | 49 |
| 115 | NORFOLK | PROSPECT | MCINTOSH | 45 | 46 |
| 116 | NORFOLK | ROSE | GOLF | 29 | 34 |
| 117 | NORFOLK | TUTTLE | WOODSTOCK | 36 | 39 |
| 118 | NORFOLK | WOODSTOCK | ARTHUR | 31 | 36 |
| 119 | N. JACKSON | HICKORY | MAPLE | 10 | 15 |
| 120 | N. JACKSON | MAPLE | CUL DE SAC | 10 | 15 |
| 121 | N. JACKSON | RT 83 RAMP | HICKORY | 0 | 5 |
| 122 | N. PROSPECT | CHICAGO | JULIET | 27 | 32 |
| 123 | N. PROSPECT | JANE | NORFOLK | 34 | 39 |
| 124 | N. PROSPECT | JULIET | JANE | 33 | 38 |
| 125 | N. PROSPECT | NORFOLK | BURLINGTON | 51 | 59 |
| 126 | N. RICHMOND | NAPERVILLE | CHICAGO | 57 | 66 |
| 127 | N. RICHMOND | OGDEN | TRAUBE | 59 | 66 |
| 128 | N. RICHMOND | TRAUBE | NAPERVILLE | 59 | 61 |
| 129 | OXFORD | CHICAGO | NORFOLK | 41 | 50 |
| 130 | OXFORD | NAPERVILLE | CHICAGO | 0 | 5 |
| 131 | OXFORD | NORFOLK | BURLINGTON | 55 | 67 |
| 132 | OXFORD | OGDEN | TRAUBE | 54 | 64 |
| 133 | OXFORD | TRAUBE | NAPERVILLE | 0 | 5 |

CLARENDON HILLS PAVEMENT RATINGS

| | STREET | FROM | TO | 1988 DEFECTS | 1990 DEFECTS |
|-----|-------------|------------|------------|--------------|--------------|
| 134 | PARK | EASTERN | PROSPECT | 0 | 5 |
| 135 | PARK | PROSPECT | WALKER | 0 | 5 |
| 136 | PARK | WALKER | WESTERN | 27 | 32 |
| 137 | PARK | WESTERN | RICHMOND | 46 | 55 |
| 138 | POWELL | EASTERN | SHERIDAN | 57 | 66 |
| 139 | RAILROAD | PROSPECT | WALKER | 26 | 31 |
| 140 | RAILROAD | WALKER | FIRE HSE | 30 | 35 |
| 141 | RIDGE | WALKER | WESTERN | 71 | 79 |
| 142 | RIDGE | WESTERN | RICHMOND | 65 | 70 |
| 143 | ROSE | CHESTNUT | BURLINGTON | 30 | 35 |
| 144 | ROSE | NORFOLK | WAVERLY | 27 | 32 |
| 145 | ROSE | WAVERLY | CHESTNUT | 23 | 28 |
| 146 | RUBY | WALKER | WESTERN | 60 | 68 |
| 147 | RUBY | WESTERN | RICHMOND | 57 | 71 |
| 148 | SHERIDAN | ANN | POWELL | 18 | 23 |
| 149 | SHERIDAN | HOLMES | PROSPECT | 18 | 23 |
| 150 | SHERIDAN | POWELL | HOLMES | 11 | 16 |
| 151 | SHERIDAN | ROUTE 83 | ANN | 10 | 15 |
| 152 | SHORT | BONNIE | EASTERN | 40 | 53 |
| 153 | SHORT | FLAGG CK | BONNIE | 50 | 66 |
| 154 | STONEGATE | COLUMBINE | LARKSPUR | 29 | 35 |
| 155 | STONEGATE | LARKSPUR | NAPERVILLE | 23 | 30 |
| 156 | STONEGATE | OGDEN | COLUMBINE | 30 | 35 |
| 157 | S. PROSPECT | BURLINGTON | RAILROAD | 0 | 5 |
| 158 | S. PROSPECT | HARRIS | SHERIDAN | 30 | 35 |
| 159 | S. PROSPECT | HUDSON | 55TH ST | 27 | 32 |
| 160 | S. PROSPECT | PARK | HARRIS | 35 | 44 |
| 161 | S. PROSPECT | RAILROAD | PARK | 0 | 5 |
| 162 | S. PROSPECT | SHERIDAN | HUDSON | 24 | 29 |
| 163 | S. RICHMOND | COLFAX | RIDGE | 20 | 25 |
| 164 | S. RICHMOND | HUDSON | RUBY | 36 | 55 |
| 165 | S. RICHMOND | PARK | COLFAX | 25 | 30 |
| 166 | S. RICHMOND | QUINCY | PARK | 43 | 52 |
| 167 | S. RICHMOND | RIDGE | HUDSON | 29 | 34 |
| 168 | S. RICHMOND | RUBY | 55TH ST | 29 | 34 |
| 169 | TERRACE | FRONTAGE | CUL DE SAC | 49 | 55 |
| 170 | TRAUBE | OXFORD | WOODSTOCK | 64 | 71 |
| 171 | TRAUBE | WOODSTOCK | RICHMOND | 64 | 70 |
| 172 | TUTTLE | CHICAGO | NORFOLK | 43 | 52 |
| 173 | TUTTLE | NORFOLK | BURLINGTON | 52 | 63 |
| 174 | VIRGINIA | 55TH ST | VIL LIMIT | 0 | 5 |
| 175 | WALKER | HARRIS | HARRIS | 34 | 39 |
| 176 | WALKER | HARRIS | HUDSON | 35 | 44 |
| 177 | WALKER | HUDSON | RUBY | 32 | 37 |
| 178 | WALKER | PARK | RIDGE | 22 | 27 |
| 179 | WALKER | PARK | RAILROAD | 0 | 5 |
| 180 | WALKER | RIDGE | HARRIS | 35 | 44 |
| 181 | WALKER | RUBY | 55TH ST | 30 | 35 |

CLARENDON HILLS PAVEMENT RATINGS

| | STREET | FROM | TO | 1988 DEFECTS | 1990 DEFECTS |
|-----|-----------|------------|------------|--------------|--------------|
| 182 | WALNUT | COE | MIDDAUGH | 62 | 73 |
| 183 | WAVERLY | ROSE | CHESTNUT | 25 | 30 |
| 184 | WAVERLY | ROUTE 83 | ROSE | 30 | 35 |
| 185 | WESTERN | 55TH ST | VIL LIMIT | 31 | 35 |
| 186 | WESTERN | COLFAX | RIDGE | 38 | 47 |
| 187 | WESTERN | HARRIS | HUDSON | 25 | 30 |
| 188 | WESTERN | HUDSON | RUBY | 38 | 42 |
| 189 | WESTERN | PARK | COLFAX | 35 | 44 |
| 190 | WESTERN | RIDGE | HARRIS | 25 | 30 |
| 191 | WESTERN | RUBY | 55TH ST | 36 | 45 |
| 192 | WOODSTOCK | CHICAGO | NORFOLK | 40 | 49 |
| 193 | WOODSTOCK | NAPERVILLE | CHICAGO | 32 | 37 |
| 194 | WOODSTOCK | NORFOLK | BURLINGTON | 42 | 46 |
| 195 | WOODSTOCK | OGDEN | TRAUBE | 45 | 56 |
| 196 | WOODSTOCK | TRAUBE | NAPERVILLE | 29 | 34 |



**VILLAGE OF
CLARENDON HILLS, ILL.**



SCALE: 1" = 1200'

VILLAGE LIBRARY

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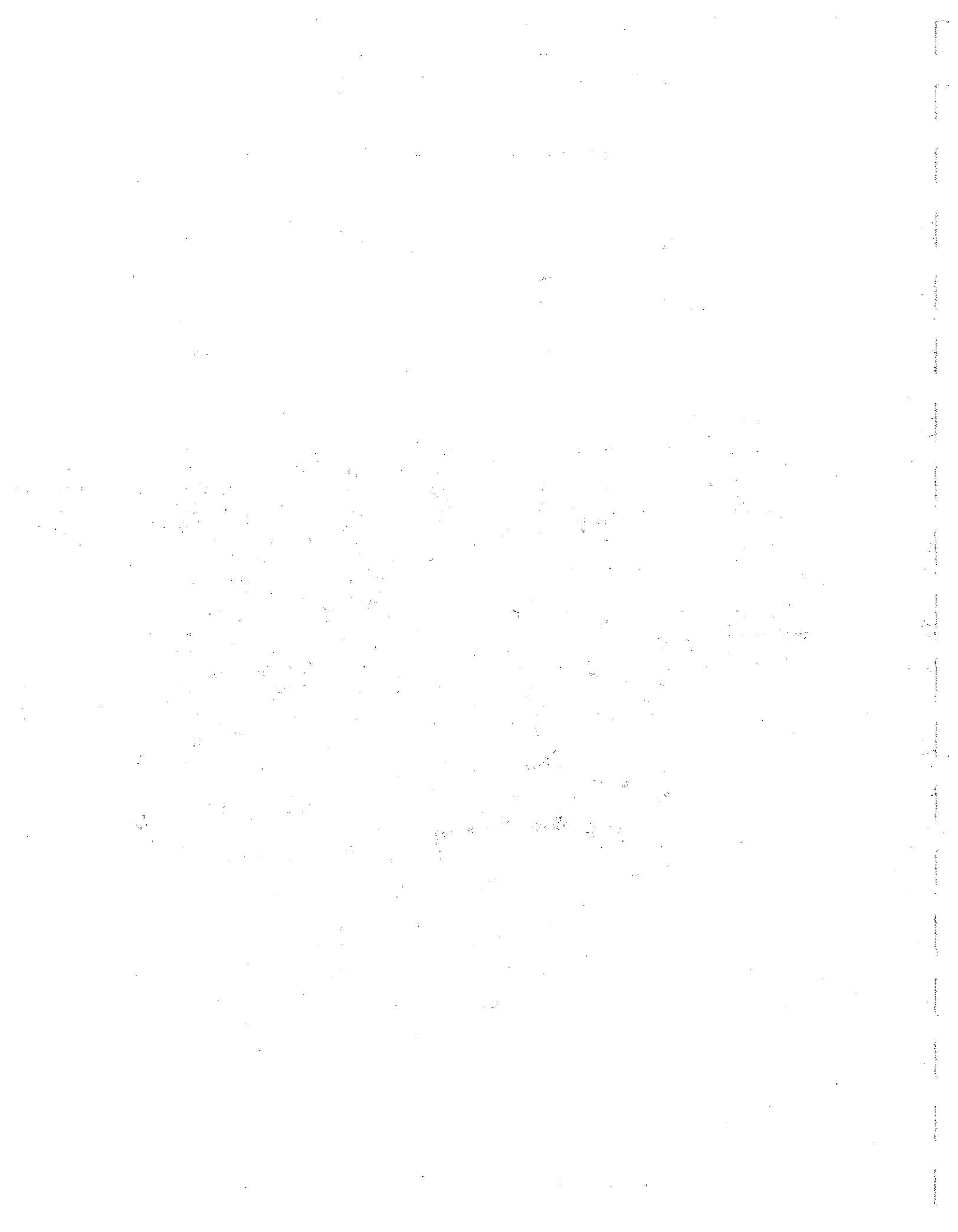
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LEGEND

- RATING 50-79
(NEEDS MAJOR REPAIR)
- RATING 35-49
(NEEDS FUTURE REHABILITATION)
- RATING 0-34
(GOOD CONDITION)

EXHIBIT 1

EXHIBIT 1
1988 PAVEMENT CONDITION RATING



**VILLAGE OF
CLARENDON HILLS, ILL.**



SCALE: 1" = 1200'

VILLAGE LIMITS

EXAMPLE 10.10: CLASSIFICATION

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LEGEND

- RATING 50-79
(NEEDS MAJOR
REPAIR)
- RATING 35-49
(NEEDS FUTURE
REHABILITATION)
- RATING 0-34
(GOOD CONDITION)

EXHIBIT 2 VALUATION OF TOLLROADS
1990 PAVEMENT CONDITION RATING

Engineering/Building Commission/Community Development

Goal

Provide plan review, inspection and oversight services to residents, contractors, utilities and other Departments in the Village in all matters involving construction, zoning and engineering in a manner which insures compliance with existing codes and standards, protection of Village systems and investments, and provides for monitoring and recovery of cost associated with these Village services.

Objective: Ensure that third party contractors understand and certify that they will comply with existing building codes prior to initiating any construction activity, provide inspection prior to completion and assure proper restoration before a work site is abandoned.

Objective: Ensure that third party contractors doing work for the Village comply fully with applicable law and ordinances and the terms of their contracts so that the Village realizes full value from public works projects.

Objective: Adjust and restructure, from time to time, permit fees to recover current costs of providing services and restructure bond provisions to insure protection of municipal property.

Objective: Develop and maintain current records of all utility service locations within the Village to insure their protection during subsequent construction.

Objective: Coordinate with the Water Department in developing the program necessary for the connection of the Village to Lake Michigan water and ongoing delivery of such water.

The position of Village Engineer was recently created and filled in response to increased construction activity within the Village combined with increased need by the Village itself as a result of needed projects such as the contemplated road program, water system maintenance and extension, stormwater management, private development and intergovernmental regulations.

Waste Disposal

Goal

Provide citizens with an environmentally responsible and cost effective means of waste disposal in compliance with governmental regulations and mandates.

Objective: Through municipal contracts with responsible private scavenger firms provide citizens with a convenient, cost-effective means of disposal and recycling that will assure compliance with all current and future state regulations especially in regard to solid waste disposal.

Objective: Fund waste disposal through users' fees designed to encourage solid waste reduction, landscape waste retention and recycling whenever possible.

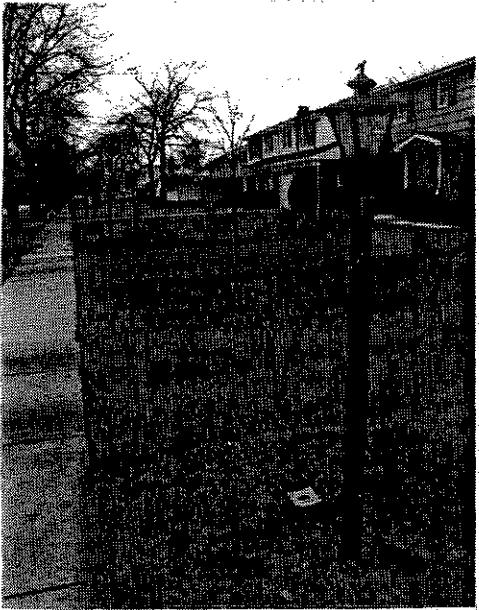


Figure 15. - Private Street Lighting

Revenue Generation

Goal

Balanced utilization of the various revenue sources available to the Village for the funding of its approved projects in a manner which best matches the funding to the characteristics of the related project while minimizing the costs of any financing and maintaining the Village's current bond rating of "A".

Objective: Maintain user fees at a level which is consistent with the cost of providing the service and is regularly adjusted for inflation. Examples include, but are not limited to, motor vehicles, parking, fines, penalties, ambulance rates, and water service rates.

Objective: Maintain a general fund liquidity reserve of 25-30% of fiscal year revenues.

Objective: Utilize debt capacity and/or lease-purchase financing to fund projects of a capital or longer-term nature.

Objective: Regularly monitor receipts to ensure that the Village is receiving its appropriate share of revenues from other governmental bodies and utilities such as sales tax, income tax, photo finishing tax and utility tax.

Objective: Where appropriate, utilize special service areas, grants, TIFs or other revenue sources which directly relate to the project being financed.

Increased demands for projects at all levels of government, including schools and other separate taxing bodies, have increased the sensitivity of Clarendon Hills residents to what is considered to be a high total level of taxation. Not only does this necessitate greater cost justification for projects being financed, but the need to use funding sources judiciously. Further, high property tax levels have warranted raising a greater portion of Village revenues from users of services, where possible. As a non-home rule community, the Village has limited discretionary taxing powers and must use its debt capacity and other revenue sources prudently.

Objective: Encourage citizens to actively participate in solid waste reduction, landscape waste retention and recycling by creating awareness and providing information and assistance in regard to these programs, and, where possible, economic incentives to do so.

Objective: Set an example for citizens by having the Village Departments engage in waste reduction, landscape waste retention, recycling, and the use of post-consumer recycled products whenever feasible.

Objective: Adopt and enforce appropriate ordinances and regulations to protect recyclables from unauthorized private scavenging and dumping, and to facilitate legal and responsible means of waste disposal.

The Village has a dual responsibility in regard to solid waste. First, to provide its citizens with a legal, responsible and cost-effective means to dispose of solid waste. Second, to promote the reduction of solid waste, the retention of landscape waste on private property when feasible, and the recycling of non-landscape solid waste in anticipation of future legislation.

Current solid landfill sites in the state are beginning to fill up. In addition, there is a scarcity of new sites with most communities and counties unwilling to allow this use of land within their boundaries. The state legislature has recently began to enact legislation to deal with this problem. The new laws make it illegal to mix landscape waste with other waste destined for disposal at a landfill and require that all such waste be put in biodegradable containers. Further, no state approved landfill can accept landscape waste unless it provides and maintains separate landscape waste composting facilities and compost all such waste for final use as a soil conditioner. If a municipality cannot arrange for pick up and disposal at a state approved compost site or the creation of a community compost site within its own boundaries, it must require its citizens to retain all landscape waste within the confines of their own property. Future legislation on the recycling of non-landscape solid waste is foreseeable.

Because of the high cost, a community compost site for Clarendon Hills is not feasible. Some residents have both the desire and sufficient property to create private compost piles -- others do not. Citizens may also use other means such as private composting, use of a mulching lawn mower, etc. to deal with this waste.

Municipal Facilities

Goal

Ensure that critical Village functions have the facilities needed to provide the required public service in a safe, timely and cost-effective manner.

Objective: Develop a multi-year capital plan for Village buildings and facilities that is designed to accomplish the following:

1. Provide a safe, healthy working environment for all village employees including adequate lighting, HVAC equipment and systems that conform to state and federal standards as set by OSHA.

2. Provide adequate space and comfort for Village employees to carry out their duties in a timely, efficient, and cost-effective manner.
3. Consider future needs of each Village Department over the next 5-10 years when making renovation or expansion decisions in order to avoid costly and constant remodeling and adjustments.
4. Combine operations, wherever possible, to conserve land and advance opportunities for shared facilities resources.
5. Locate and manage police and fire protection facilities and services.
6. Direct improvements to community facilities shall be directed so as to conserve and improve the quality of the environment, provide incentives for improvement of developed areas and minimize disruption of established neighborhoods.

Objective: Develop and implement plans for a major remodeling of the Village Hall to provide adequate space and improved working conditions for the staff, meeting space for the Village Board and Commissions and the public and to add permanent office space to be used and paid for by the Park Board.

Objective: Locate and purchase a new site for the Public Works/Water Department facility that will provide the yard/storage space and the building required to accommodate both the current and future needs of this Department and the Village.

Village Hall

The Village has already outgrown the current Village Hall, built in 1965 and designed to house three to four permanent Village staff members. As the Village has grown, and as the task of providing adequate administration has grown more complex, the staff has grown accordingly. Today, the following functional staff work out of the facility: Village Manager, Finance Director, Engineer, Intern, Clerk, and four clerical staff. In addition, office space is provided also on a part-time basis for the Clarendon Hills Park District Director and secretary.

The current layout of the office is inefficient for both the employees and for citizens who visit the facility seeking public services. Much free space is used for computer systems, which are a requirement in any modern office. The clerical workers lack adequate working space, and both the privacy required to protect them from constant distraction, and the privacy to protect the confidential nature of some of their work. There is inadequate space for systematic and orderly storage of Village files and records. The area designed to greet and deal with citizens for routine business is not inviting and gives a poor impression of the desire and ability of the Village to serve the public.

The public meeting spaces of the facility are being severely encroached upon because of the space needs of the staff. Temporary office facilities for both the Village Engineer and the Village Intern have been placed in the meeting room for want of anywhere else to go. This is leading to a general

deterioration of both the appearance and the "citizen-friendly" atmosphere that the Village encourages and wants to maintain for the meeting room. Security of documents and office equipment has resulted in the temporary suspension of use of the meeting room to outside groups.

The Village Board included funds in the 1988 budget to develop a plan for a major remodeling of Village Hall. The plan involved upgrading the full basement in the building for full use, instead of only the current use for storage. In addition, a permanent office for the Park District would be installed. The Park District would, in turn, help to fund the renovation. This planning effort should be continued and brought to fruition.

Public Works

The property of the current Public Works facility on Burlington Avenue encompasses 12,280 square feet. The original building was built in 1954, with additions in 1962 and 1983 which brought its total floor space up to 3,450 square feet. The yard area includes two salt bins, fuel pump and the 250,000 gallon water tower.

The facility is no longer adequate for the current needs and operations of the Public Works Department, much less for expanded services expected after annexation of the Planning Area. The Public Works facility has the following shortcomings:

1. **Pedestrian Safety** -- Burlington Avenue is a major route for commuter, business, and residential pedestrian traffic and is recommended for gateway designation. The current Public Works facility is long and narrow, and confined by the Burlington tracks in back and the Burlington Avenue sidewalk at the front. Its two driveways are blind, and its six garage doors open directly onto the sidewalk. Vehicle/pedestrian conflicts are creating undesirable risks at the location. Village equipment is constantly forced to cross this major pedestrian route and pull directly into oncoming traffic on Burlington Avenue when maneuvering around the site.
2. **Building Safety and Functionality** -- Because the building serves as both an inside storage area for Village equipment and the Public Works workshop, there is not a well-designed, dedicated area for shop activities. Employees must climb over and squeeze around equipment to perform their tasks. Power tools must sometimes be operated under marginal conditions in regard to space and maneuverability. Due to the limited storage space in the building, vehicles and equipment that should be stored inside are left outside where their useful life is considerably shortened by the elements. The necessity of storing road salt at this location adds to the problems of corrosion and deterioration of both the equipment, structures and water facilities.
3. **Yard Safety and Functionality** -- Inadequate yard space creates the need to stack materials on top of one another making it extremely inefficient and sometimes hazardous to retrieve them. There is not sufficient space to load or unload materials and equipment in an efficient way, causing the constant relocation of materials to make room for deliveries. Delivery trucks operating in these cramped quarters periodically run into the west end of the building or the water tower supports. Due to the lack of

storage space, the department is unable to take advantage of volume purchasing and stockpiling on certain materials.

4. Waste Storage and Disposal -- Currently only 400 square feet (20 x 20 space) of waste storage space is available at the facility. The overflow has to be stored at "Blue Lake," creating an eyesore for adjoining residential properties at what is supposed to be an eye-pleasing water retention area with complimentary landscaping. In the future, the Village may face the need to provide space for temporary storage of garden and forestry waste that it generates and/or recycling programs, consistent with its goal to implement a recycling program. The current facility has no such space available.

The Director of Public Works estimates the following space needs to correct existing deficiencies and in consideration of the expanded services called for by annexation of the Planning Area:

| | <u>Building</u> | <u>Yard/Outside Storage</u> |
|---------------------|-----------------|-----------------------------|
| Presently Available | 3,450 | 8,830 |
| Currently Needed | 6,600 | 12,800 |
| Future Needs | 8,400 | 15,000 |

Fire Stations

The North Fire Station is used to park a pumper and other equipment so that they are available for an emergency north of the Burlington tracks should access from the south be blocked by train traffic. The South Fire Station is the main location for the Fire Department. It houses most of the Village's emergency equipment, facilities for full-time contract employees, including the Chief and the back-up communications/command center, plus training/meeting facilities for the Department's paid-on-call firefighters.

Ever-increasing State requirements for certification of paid on-call fire fighters continue to demand a great deal from our paid-on-call staff in terms of training and exercises. The many hours of training and practice required may impact the willingness and ability of residents to fill this vital role. Translated to future needs, the Village should evaluate modernizing portions of the South Fire Station to provide functional quarters for firefighters.

In addition, office space and a shared classroom/training facility for both the Fire and Police Departments should be explored. These improvements should be evaluated with an eye toward facility consolidation where feasible.

Police Station

The current Police Station was originally designed for a force which consisted of five to six officers and two to three staff. The present force consists of twelve officers and seven staff. An addition to the building was just completed to house a modernized 24-hour communications center and some increased office and storage space. The Chief of Police has acknowledged that there are shortcomings for in-house training space and space in which to store evidence and recovered property. Security of the building should be reviewed on a regular basis to protect officers, dispatchers, staff and those in custody from injury or harm.

Municipal Cooperation

Goal - Encourage the cooperation between the Clarendon Hills Park District, Library District, the school districts which serve the Village and neighboring municipalities with the goal of sharing scarce resources and avoiding duplication of capital facilities and expenditures.

Objective: Establish formal and informal relationships with neighboring municipalities and those having overlapping jurisdictions.

Many different taxing bodies provide services to the residents of the Village. In the past there has been very little coordination between these bodies in capital planning and the providing of services. The result has been a duplication of effort and expenditure, all at the cost of the taxpayer. With resources scarce and growing scarcer, it is time for these taxing bodies to begin formally and informally to coordinate their efforts to avoid, to the extent practicable, such duplication. The MABAS system by which local fire departments assist each other and share equipment may be a good starting model.

Objective: Develop an appreciation on the part of other taxing bodies for the shared/common source of revenue (property taxes) that is becoming an ever-increasing burden on our citizens.

Traffic Circulation

The term "traffic circulation" encompasses both vehicular and pedestrian traffic. However, at this time, pedestrian circulation concerns revolve around repair or extension of sidewalks, which were already discussed in a previous section and limited crosswalk improvements at major signalized intersections. Thus, considerations of alternatives for future improvements will focus on automobile circulation.

Traffic movement in and around the Village has been a long-standing topic of debate in Clarendon Hills, primarily because traffic is perceived to be too heavy on several residential streets.

A classification system for Village roads was developed by the Long-Range Planning Committee (Dorn Report 1987). The Village is serviced by three major arterials which form some of the borders of the Village (on the east, Illinois Highway 83; on the north, Ogden Avenue; and on the south, 55th Street). Over the years, many access points to these highways have been terminated and three more will be lost to the current project to widen Route 83 and make it limited access for Clarendon Hills.

These changing conditions, together with the community's historic concern with traffic, indicate that a systematic review of vehicular movements and access is warranted.

Recommended Action:

Develop a functional classification and traffic circulation plan with the help of a traffic engineering consultant.

In addition to Route 83, Ogden Avenue, and 55th Street, the heaviest vehicular traffic in the Village occurs on the following roads:

East-West:

1. Chicago Avenue
2. Burlington Avenue
3. Park Avenue
4. Norfolk Avenue
5. Harris Avenue

North - South:

1. Clarendon Hills Road
2. Prospect
3. Holmes
4. Walker
5. Coe Road

By way of example, the Citizens Survey revealed that traffic on Harris Avenue and South Prospect Avenue is considered to be heavy by residents who live along those roads. On South Prospect Avenue, noise is generated by traffic leaving and entering the Central Business District because there is a hill directly south of the CBD; drivers accelerate their cars when approaching the hill.



Figure 16. - Curvilinear Streets, Southwest Clarendon Hills

Traffic can be slowed or re-routed with the use of traditional techniques: additional traffic signals, speed limits, and re-routing through directional changes and selective street closures or openings. Strategically placed traffic signals can also be an effective means of controlling traffic. For example, the traffic light at 55th Street and Holmes needs re-synchronization.

It is recommended that an extension of Byrd Court be studied. There has been no east or west link-up with Hinsdale south of the Burlington Northern railroad, since 1967, when the Route 83/55th Street overpass was constructed. There are two means of east-west access north of the railroad (Burlington Avenue and Chicago Avenue).

It is also recommended that the Village work with IDOT and the Burlington Northern Railroad to investigate the possibility of installing another railroad crossing in the Village. This might be accomplished by extending Golf Avenue straight south to connect with Eastern Avenue or by reconstructing the prior crossing at Richmond Avenue.

The Long-Range Planning Committee recommended that Middaugh Avenue be redesignated as a minor collector, and that turn restrictions from Ogden Avenue be removed. The intent of this recommendation is to provide improved access

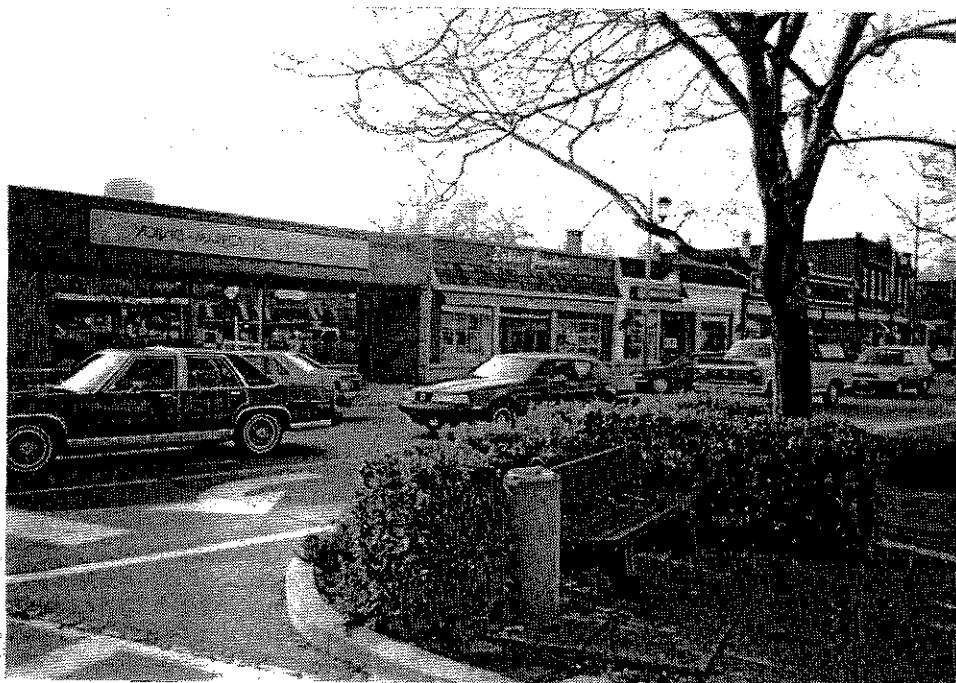


Figure 17. - Traffic on South Prospect

from the north, i.e., Ogden Avenue, while maintaining limited access from Pasquinelli Drive. This improvement will become increasingly important during the next few years, since closure of the access points discussed earlier has forced traffic to streets in the northeastern part of the Village, many of which have no sidewalks, causing increased potential danger to pedestrians.

Already, the Hinsdale Golf Course serves as a major barrier to the Village, and the Village is unreachable by a direct exit from Route 83. Other recommendations cited in the Long Range Planning Committee report of 1987 included the following:

"ROUTE 83

Traffic should be monitored, when current Route 83 improvements are finished on the streets in the residential area between Ogden Avenue and Chicago Avenue, particularly on Code Road, Middaugh Avenue and Oxford Avenue; appropriate action should be taken to restrict through traffic if needed.

If a grade separation is ever constructed at the intersection of Chicago Avenue, with no interconnection provided, as has been proposed, then Middaugh Avenue should be redesigned as a minor collector, with turn restrictions eliminated, to improve access to the Village from Ogden Avenue.

55TH STREET

The County should be requested to realign the Holmes Avenue and 55th Street intersection, with left turn lanes for 55th Street and better north-south street alignment.

The County should be requested to install a traffic signal at the intersection of 55th Street with Clarendon Hills Road, as warranted

by the County's August, 1986 traffic counts; a cost-sharing arrangement with Willowbrook, Darien, Downers Grove Township and the County should be sought.

After installation of a signal at Clarendon Hills Road, the intersection should be monitored. If it is determined that there is an increased amount of traffic to Walker, remedial measures should be taken. These measures would likely be turn restrictions at Walker and 55th."

The above citations from the 1987 Long Range Committee report will be carefully considered and evaluated by the Village Board in light of the needs to manage traffic flows through and around the Village.

Gateways

Gateways are conceived to be those streets which have historically led to the one of the Village's most valuable assets -- its central core. The center of the Village has been established by the commuter train station and the cluster of institutional, office, and retail uses surrounding it. The identity of the Village, and the unique character of the Village as a destination has been established by these land uses. Gateways define and strengthen the central core. In addition, gateway entrancepoints signal to visitors that they have entered the Village, thereby reducing confusion and helping people to find their way. Two types of gateway treatments are proposed:

1. Gateway Entrancepoint Improvements
2. Gateway Streetscaping Improvements

Gateway Entrancepoint Improvements

Gateway entrancepoints already exist at several locations. Through a cooperative program between the Chamber of Commerce and the Village, twelve signs, designed to fit the mood of the Village, have been installed. They range in size from the a large sign on Woodstock and Chicago Avenue which announces Clarendon Hills as "a nice place to live" to more modest signs such as that on Prospect and Chicago Avenue bearing the name of the village. These signs were installed at the locations listed below and shown on the accompanying map as existing signs, represented by the arrow within a circle:

- Chicago Avenue and Blackhawk
- Richmond and Ogden
- Prospect and Chicago
- 55th and Richmond
- 55th and Western
- 55th and Terrace
- 55th and Holmes
- Woodstock and Chicago Avenue
- Park and Richmond
- Route 83 and Hickory
- Route 83 and Chicago
- Harris and Eastern

This plan proposes three measures to improve the existing entrancepoint component of the gateway system:

First, establishment of additional entrancepoints at the locations indicated on the accompanying map by the arrow.

Second, establishment of locations for future entrancepoints into the Village after annexation of the Planning Area. These are indicated on the accompanying map by open circles. Looking ahead to the future, the Planning Area will be considered part of the Village after annexation. Therefore, entrancepoints at the south of the Village should be designated at the southern border of the Planning Area following annexation. It is suggested that the signs currently located at three sites along 55th Street be moved to the newly designated locations, if agreed upon by all governmental bodies involved.

Third, development of a landscaping theme that would be consistent for all of the signs and would help them stand out from their surrounding. Colorful flowers at the base of each sign is an option. The nature of the landscaping theme could be developed by volunteer groups.

Gateway Streetscaping Improvements

Gateway streetscaping could enhance the perception of Clarendon Hills as a high-quality community, and would become a highly visible component of the gateway system. Gateways would announce the existence of the Village core and declare it a unique community asset that is worthy of notice.

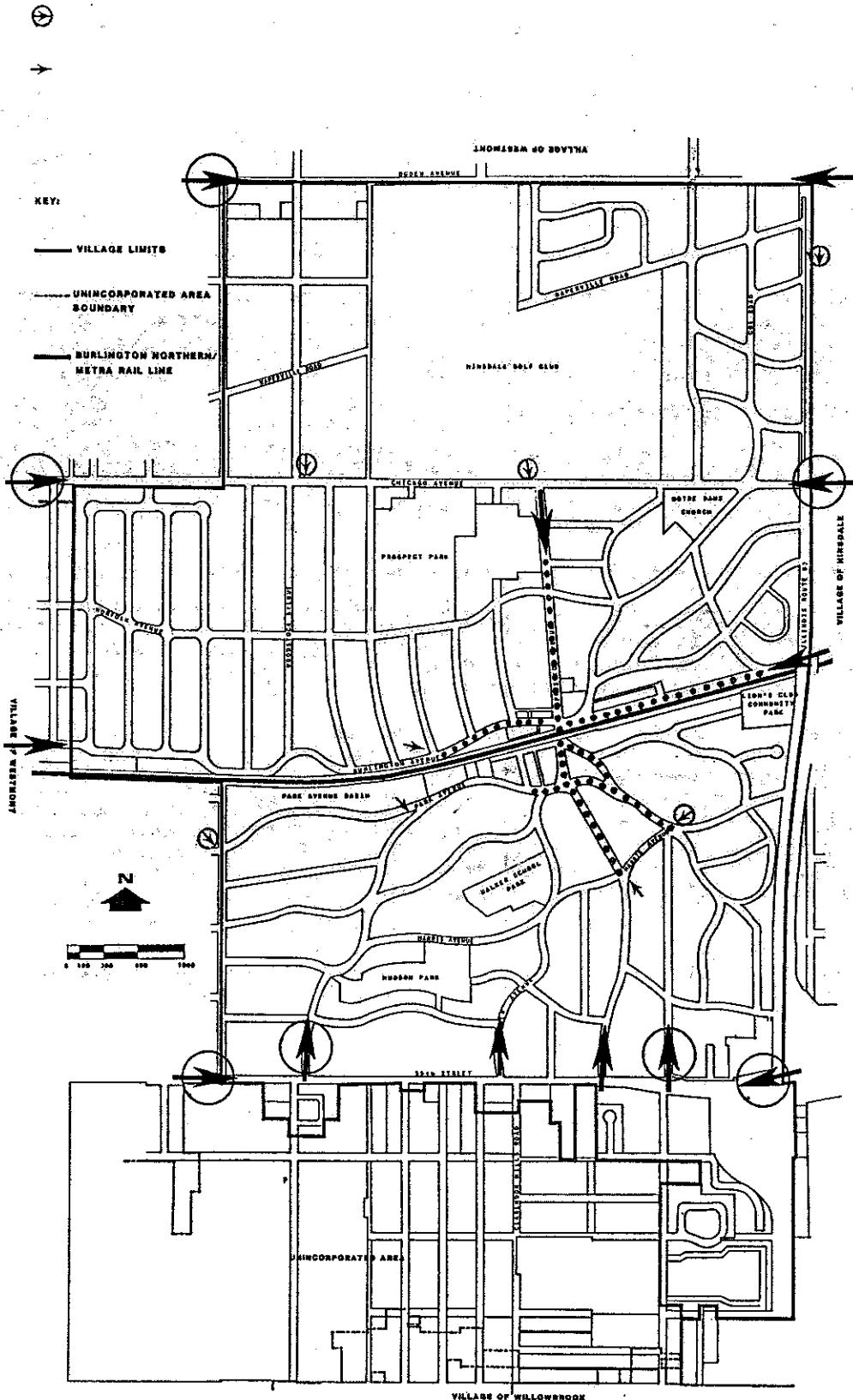
The following street segments are recommended for gateway streetscaping:

Prospect Avenue between Chicago and Harris
Burlington Avenue between Gilbert and Route 83
South Prospect between Harris and Burlington
Park Avenue from Western to Eastern Avenue

A simple gateway treatment, consisting of signage, landscaping, or decorative street lights might be considered. The streets surrounding the CBD triangle (Eastern, Prospect, and Park) would have street lighting but no additional improvements. For Prospect Avenue between Norfolk Avenue and Burlington, the segments closest to Village Hall, an extensive gateway treatment is suggested: decorative sidewalk paving, tree planters, and park benches, in addition to the street lights. On the accompanying gateways map, lighting and more extensive gateway treatment is indicated by the dotted line.

CLARENDON ^{VILLAGE} OF HILLS, ILL.

GATEWAYS MAP



Resident Participation

Goal

Increase resident involvement in Village matters.

Objective: Ensure continuation of the present high level of citizen communication through Trustee Topics, Second Saturday, public cooperation with the press, and efficient use of public broadcast time.

Objective: Ensure that resident attendance at Village meetings is a positive experience, through such measures as:

- a. Introduce officials and staffpersons and explain procedures to first-time attendees.
- b. Establish uniform starting times and a duration of not more than one and one-half hours.
- c. Acknowledge individual contributions and participation by local civic leaders.

Objective: Reinforce the "Volunteer Community" motto of the Village by continually seeking new and more effective methods of encouraging broad citizen participation.

Objective: Foster a partnership approach and teamwork attitude with the Clarendon Hills business community.

Objective: Continue to foster easy access to Village officials by citizens and civic organizations through continuation of vehicles such as CIA Committee assignments and "Second Saturday."

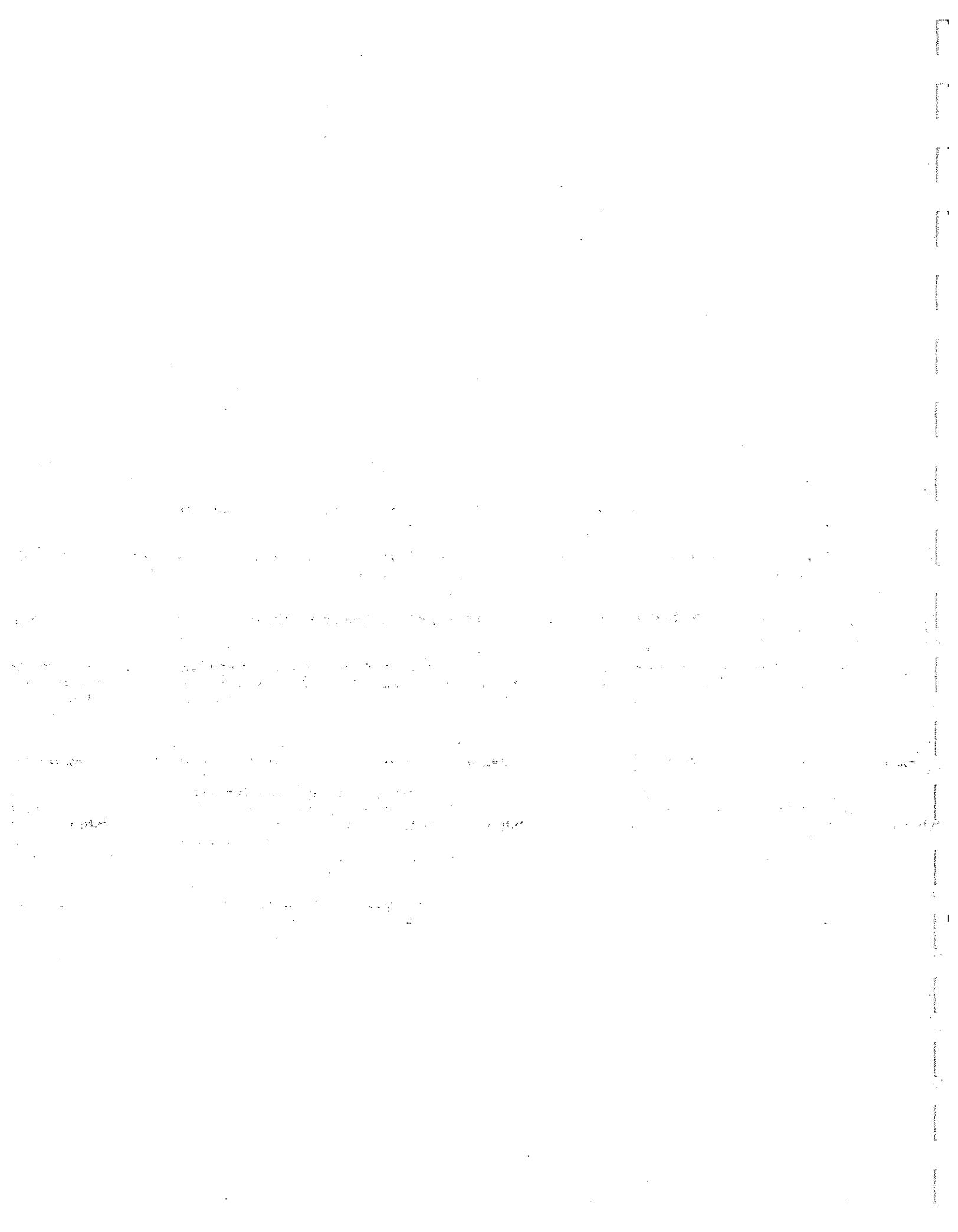
Planning for the Future

The Goals presented at the beginning of this Plan addressed, in some fashion, unresolved issues in the Village of Clarendon Hills. In addition, the analysis of existing conditions brought out issues and alternative ways of planning for them. Most of the discussion has isolated the issues by categories (infrastructure, traffic control, etc.) so that they could be examined in detail. However, if the Village is to move towards its desired future, all the elements of community life will need to be planned for in a coordinated fashion, and coalesced into an integrated whole. The future of the Village can be expressed, in a unified fashion, as a scenario. The Village will continue to be a primarily residential, commuter community, with a middle-to upper-income population, and an increase in population by the number of people living in the Planning Area. It will contain a central business district at its core and recreational open spaces distributed among its neighborhoods.

By making decisions that are guided by broad general goals, the participants in the destiny of Clarendon Hills -- citizens, businesspersons, and civic officials -- can move the Village towards its unique future scenario. The high quality of life in Clarendon Hills has been formed by original building for middle- and upper-income residents, and continuing care and upkeep of private

homes. The centralized downtown is invaluable for establishment of a focused sense of place. Citizens have come to cherish the peacefulness and beauty of their Village. Through the implementation of large and small decisions, Clarendon Hills will become its desired future, in a manner that emphasizes the Village's beauty, convenience, services, and quality of life.

APPENDIX A - The Development of Clarendon Hills



The Development of Clarendon Hills

The Village of Clarendon Hills is located in DuPage County, approximately eighteen miles from downtown Chicago (next page). It is accessible by automobile via several routes: 55th Street, Clarendon Hills Road, Chicago Avenue, Route 83, and Ogden Avenue, or by the METRA BN commuter rail line. Due to its proximity to Chicago, and its primarily residential character, it is accurately termed a suburb of Chicago.

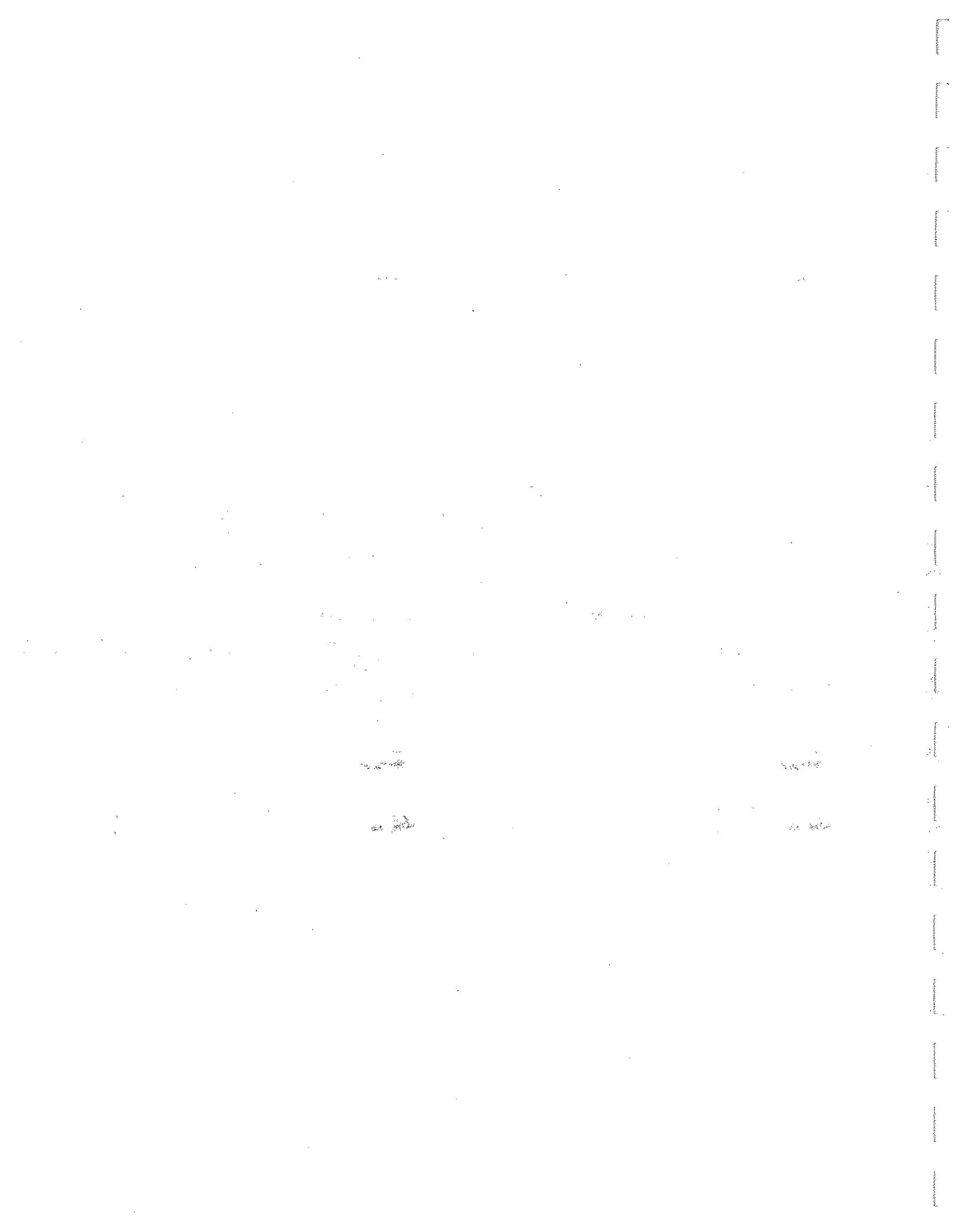
The Village was incorporated in 1924. Prior to that time, it was mainly perceived to be a subsidiary of neighboring Hinsdale. While the two villages are similar in socio-economic composition and residential character, Clarendon Hills has its own central business district, and is self-sufficient in terms of many municipal services. In addition, the presence of the commuter train station has firmly established Clarendon Hills as a separate and distinct entity.

The boundaries of the Village are, roughly, Ogden Avenue to the north, Illinois Route 83 to the east, Richmond Avenue and Hiawatha Drive to the west, and 58th Street to the south. A "handshake agreement", which was formalized in 1989, between the Village of Clarendon Hills and the Village of Willowbrook to the south established the current boundary line between it and the unincorporated area south of Clarendon Hills. Annexation in the unincorporated area has taken place at a moderate but steady pace during recent years. It is anticipated that Village policy, supported by the availability of Lake Michigan water through expansion of the Village water utility, will promote further annexations in the years to come.

Like many Chicago suburbs, the Village has developed in three phases: 1) a slow start up, during which the municipality was established, 2) a period of rapid growth during which most of the land was developed and the basic pattern of the community was set, and 3) a period of stability and slow growth characteristic of a mature residential community. Clarendon Hills entered the third phase at the end of the 1970s. The Village began to experience slowed land development, and, along with it, slowed population growth. In fact, between 1980 and 1986, the population of the Village actually declined. Because most of the Village has been built out, land use issues within the existing Village boundaries tend to focus on redevelopment of individual parcels or subdivision of the few remaining open parcels. The street system and the predominantly single-family character of housing have been set.

Changes in the population of a typical mature community result from aging of the existing population and from in- and out-migration, rather than dramatic increases in the total population characteristic of the 1950s, '60s and '70s. These changes will interact with the cost and availability of housing for households and individuals with different types of lifestyles to shape the nature of the Village's population.

Appendix B - Continuing Planning Issues



Continuing Planning Issues

At the beginning of the comprehensive planning process, several major planning issues were identified in discussions with the Board President and the current and past Village Manager:

1) Annexation of the Clarendon Hills/Willowbrook Planning Area.

The Village Board and staff have favored annexation of the Planning Area for the past few years. If all or portions of the unincorporated area to the south of Clarendon Hills were to be annexed to the Village, the pace and character of land development and population growth of the Village would change. Clarendon Hills would face the challenges of directing "second phase" growth in the annexed portion of the Village. Although this Plan contains some basic recommendations for guiding land development in the annexed area, further plans dealing specifically with the consequences of annexation should be developed.

2) Improvement of the Village Infrastructure.

Programming for an outstanding vehicular and pedestrian system, including improvements to roads, sidewalks, and parkways, has been discussed in recent years. At the same time, maintenance of the existing system, especially those components that have aged as the Village has matured, has become an increasingly important policy issue. As the Village has developed, the requirements of its municipal departments for expanded facilities have become apparent. Potential annexation of the unincorporated area presents additional requirements related to provision of infrastructure.

3) Traffic Management

Clarendon Hills is surrounded by built-up communities whose residents, like those of the Village, are accustomed to using automobiles as a primary means of traveling from community to community. Residents of Clarendon Hills attribute much of the traffic in the Village to "cut-through" trips, which generate what they perceive to be excessive traffic on several streets. Balanced traffic flows and ingress/egress points to the Village street system is critical.

4) Strengthening of the Village Core

One of Clarendon Hills' greatest assets is a central "core," which has grown around the commuter train station and is made up of municipal offices, institutional uses, and the Central Business District. It provides a focus for the community and helps establish its sense of identity as a distinct and unique place. However, much could be done to strengthen and further define the Village Core. Some recent proposals include establishment of a "gateway" system throughout the Core, with streetscaping and street lighting; increased marketing and leasing efforts in the Central Business District, and architectural standards for municipal offices and other buildings.

5) Type and Character of Housing

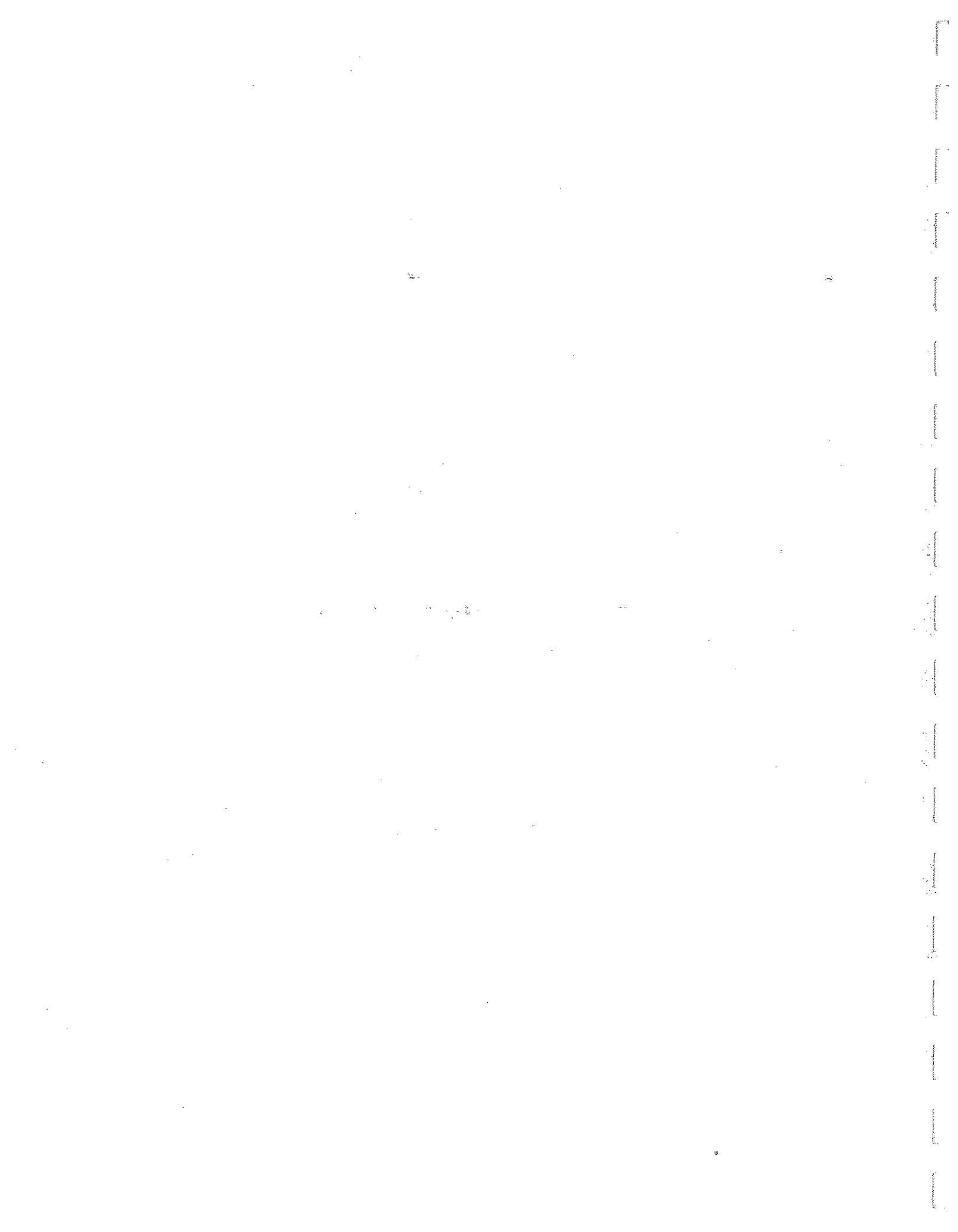
As the population of Clarendon Hills changes, housing for residents at a variety of life stages -- and corresponding household sizes and income levels -- needs to be made available. At the same time, there is concern over the quality and

appearance of existing and future residential, planned unit developments. In addition, redevelopment of lots in single-family residential areas at greater floor area ratios has become a concern.

As the Plan progressed, it became clear that a number of site-specific or program-specific issues surround each of these general planning issues. The analysis and recommendations contained in the Plan are meant to address the issues and provide a basis for future planning. parcels or subdivision of the few remaining open parcels. The street system and the predominantly single-family character of housing have been set.

Changes in the population of a typical mature community result from aging of the existing population and from in- and out-migration, rather than dramatic increases in the total population characteristic of the 1950s, '60s, and '70s. These changes will interact with the cost and availability of housing for households and individuals with different types of lifestyles to shape the nature of the Village's population.

Appendix C – A Review of Past Plans



Clarendon Hills Business District -- A Step Back Into the Past (1988)

This plan revolved around built improvements to a portion of the Central Business District. It included 5,000 square feet of new retail space, two gazebos to provide sites for entertainment events, design improvements to surrounding buildings, construction of parking areas and walkways, re-routed traffic, improvements to waste receptacles, and addition of logos to street light poles.

The area that was to be improved is bordered by Prospect Avenue and Walker Avenue on the west, Eastern Avenue on the east, and Park Avenue on the south.

The plan called for cooperation between interested parties for the completion of several improvements. Downtown merchants would collectively remodel building facades and rooftops, and make other design improvements. The merchants and the Village, in a joint venture, would pay for and maintain parking areas and walkways.

The cost of the courtyard improvements was estimated (in present dollars) to be between \$273,873.00 and \$275,373.00. These costs are itemized below.

Courtyard Improvements

| | High Estimate | Low Estimate |
|----------------------------------|----------------------|----------------------|
| Retail Building | \$ 231,000.00 | \$ 231,000.00 |
| Paved Parking Areas and Walkways | 42,373.00 | 42,373.00 |
| Facade Remodeling | <u>2,000.00</u> | <u>500.00</u> |
| TOTAL | \$ 273,873.00 | \$ 275,373.00 |

The total cost for the historic triangle and crosswalks was estimated at \$50,000.00, as itemized below:

Historic Triangle and Crosswalks

| | |
|--------------|---------------------|
| Large Gazebo | \$ 11,000.00 |
| Small Gazebo | 5,000.00 |
| Landscaping | 20,000.00 |
| Park Benches | 1,500.00 |
| Curbs | <u>12,500.00</u> |
| TOTAL | \$ 50,000.00 |

Final Report of the Long Range Plan Committee (July, 1987)

Between February, 1985 and June, 1987, a ten-member committee of Clarendon Hills volunteers, together with DuPage County staff, formulated a master plan for Clarendon Hills which covered topics ranging from open space to new development. The master plan was similar to a comprehensive plan, since it dealt with many aspects of the community and provided definite recommendations for future actions. Specifically, it contained policies for design, new development, streetscaping, residential standards, financing of new development (including residential), standards for commercial development, community facilities and services, and utilities.

The Report also contained:

- a general description of recent development proposals for various parts of the downtown,
- site plans for proposed new development,
- illustrations of streetscaping guidelines,
- a land use map, and
- a street classification map.

The Report suggested alternative strategies to deal with possible future events. Anticipated changes were:

- the possibility that Prospect and Walker Schools might close.
- development of the property that is currently the Hinsdale Golf Club.
- road construction between Ogden and Chicago Avenues, and at the Chicago Avenue intersection.

In addition, the Report suggested several proactive measures to guide development in Clarendon Hills. The Report recommended that:

- A. The property bordered by Park Avenue on the south, Burlington Avenue on the north, and Richmond Avenue on the west, should be rezoned for multi-family housing. The site is currently occupied by two cement factories, a batch processing facility, a molded concrete manufacturer, a warehouse, and a trucking facility. These land uses are considered to be incompatible with single-family and multi-family residential development to the north, south, and east.
- B. The Report stated that the Village should "favor and undertake an active role in the improvement of the Central Business District." However, it did not decisively recommend that the proposed improvements take place.
- C. The Report described a proposal to redevelop a parking lot adjacent to the Burlington Northern Station into two retail buildings and a commuter parking deck.

⁹It appears that loss of property tax revenues, if the factory were to be replaced with multi-family housing, is not determinative to the outcome of such a measure.

- D. The Report recommended that a parcel of land located at the southwestern corner of Park and Walker Avenues be rezoned as part of the Central Business District.
- E. The Report "encouraged" annexation of unincorporated areas south of 55th Street between Route 83 and Richmond Avenue. Zoning of the area would remain similar to what currently exists.

Concerning traffic, the Report recommended monitoring or restriction of traffic in the residential area between Ogden Avenue and Chicago Avenue, redesignation of Middaugh Avenue as a minor collector with turn restrictions eliminated (contingent upon completion of proposed improvements to Chicago Avenue), and changes in signalization and road geometrics on 55th Street. Extension of Byrd Court through Lions Park to Hinsdale was not recommended.

Finally, the Report recommended that a committee in charge of CBD management and retail development be established.

Central Business District Parking Study (December, 1970)



Figure 18. - Parking and Retail Adjacent to the Commuter Tracks

1. The south side commuter lot.
2. The southeast corner of Railroad Avenue and Walker.
3. The north side commuter parking layout (Wight Stage 2 design), plus 450 feet extension eastward.

This study was commissioned for the purpose of reviewing the parking capacity of the Village, and making recommendations for improvements where appropriate. The consultant who authored the study, Paul C. Box and Associates, recommended that parking improvements be made to five priority areas:

4. The revision of parking, Prospect between Railroad and Park.
5. The northwest corner of Prospect and Burlington.

To date, improvements have been made to the north side commuter parking lot, which has been extended eastward to the Village limits. Some improvements have been made to the south side commuter lot.

Report of the Business District Redevelopment Committee (November, 1974)

At the time when this report was formulated, there was a possibility that the Clarendon Hills commuter train station would be redeveloped. The Committee which put together the report stressed that improvements to the Central Business District should be coordinated with the train station redevelopment effort. However, plans to redevelop the commuter station were not implemented, and no significant action was taken on the recommendations for the Central Business District.

These recommendations entailed a plan for the CBD, which would be coordinated with a comprehensive plan for the Village. The Committee also recommended that sign standards in the Village be upgraded, that parking congestion be alleviated, and that retail, commercial, and industrial uses not be located at the corner of Prospect and Burlington Avenues.

55th Street Planning Area Study (July, 1976)

This report, which was undertaken in the spring of 1976, presented two annexation alternatives and three land use plans for the 55th Street Planning Area.

Annexation Alternative "A" proposed that the Village annex an area between Illinois Route 83, 55th Street, 56th Street, and Richmond Avenue. This alternative would "preserve the residential character of 55th Street and buffer the existing Village from potential planning problems to the south." In order to prevent commercial uses from overtaking 55th Street, the consultant suggested that strict zoning and planning criteria could be exercised by Clarendon Hills.

Alternative "B" involved annexation of the study area by the Village of Clarendon Hills. This would make it less likely that piecemeal annexation and undesirable zoning of the area would occur. An area-wide approach to street improvements, public utilities, and zoning could then take place.

Proposed improvements to the study area revolved around making it into a cohesive neighborhood unit. To that end, the consultant recommended strategies for housing improvements, landscaping and buffering of commercial uses, streetscaping, street naming, and vehicular circulation improvements.

The recommended land use plan reinforced the overall objectives of maintaining the residential character of the study area, buffering residences from the impact of commercial uses, and fostering a cohesive neighborhood. The consultant also recommended that the existing non-conforming commercial establishments along 55th street be permitted to stay.

Central Business District Study (August, 1976)

To establish background for this study of the Central Business District, the consultant (again, Planning Horizons Incorporated) reviewed the history and development of commercial land uses in Illinois. According to the consultant, the Clarendon Hills business district was "weakened by competition from outlying shopping centers," had "fallen behind current retail trends in aesthetics and tenant mixture," and lacked a pedestrian, or "human" orientation. Therefore, the consultant recommended a series of changes to the CBD, a sampling of which is listed below. The listing is not all-inclusive; the reader must refer to the original report to capture all of the recommendations.

- Improvements to vehicular circulation, including designation of collector streets, installation of traffic signals at the collector streets' intersection with 55th street, establishment of a cul-de-sac on Prospect Avenue at Park Avenue, and "channelization of traffic through and in the CBD."
- Changes in the parking configuration in the CBD to a mixture of angular and parallel, possible implementation of parking design alternatives such as "decking of the existing larger lots" or a parking mall, delineation of parking types, installation of parking meters, and screening of parking with trees.
- Provision of bus service between the commuter rail station and the Oakwood, Golfview Hills, and 55th Street planning areas.
- Development of strengthened, continuous retail frontages in the CBD.
- Implementation of a retail market strategy for the CBD, which would include a shift towards boutiques, maintenance of the mixture of personal service uses and retail commercial uses, and incentives for office uses to locate at the periphery of the CBD.
- Integration of residential land uses with the CBD, through improvements in the appearance of multifamily buildings close to the CBD, encouragement of residential use of space above shops, adaptive reuse of commercial or industrial structures for housing, and possible screening and buffering of new residences that are built close to the CBD.
- Development of a policy for industrial structures, including relocation of industries, aesthetic improvements, and separation of industrial uses from the CBD.
- Improvement of the appearance of downtown governmental facilities.
- Continuance of the materials and architectural style of existing buildings.
- Rezoning in the CBD to separate office/retail and service commercial uses.
- Potential revision or review of parking requirements to ensure that they do not prohibit redevelopment.
- Incorporation of an amphitheater, widened sidewalks, textured paving, and other improvements that encourage pedestrian use of the CBD.

- Provision of a means for bicycling in the CBD.
- Development of a "visually ordered streetscape" in the CBD.
- Improvement of parkways through the following methods: uniform maintenance by the Village, tee islands, to be used for "breaking up" parking expanses," curbs and gutters to separate commercial areas from rural, single-family areas.
- Landscaping to improve the CBD, including the Burlington-Northern Railroad right-of-way.
- Attention to the sign system in the CBD.
- Street furniture such as telephone booths, flag displays, awnings, canopies, and sculpture.
- Lighting in the CBD for the pedestrian and to accent features of visual interest.

The Central Business Study, together with "A Step Back Into the Past," provide ample recommendations about the Central Business District for consideration by the Village Board and staff.

Report to the Clarendon Hills Plan Commission by the Ad Hoc Committee on Planning for the South of 55th Street Study Area (April, 1980)

As recommended by Planning Horizons in the 55th Street Study Area Report, this study takes a further look at the infrastructure requirements of the area, as well as some important zoning and land use issues. The study also explores possibilities for provision of municipal services, and estimates municipal costs and revenues resulting from annexation of the study area. The Report concludes that "annexation of the study area would be of mutual benefit to the residents and to the Village." It should be noted that some of the cost/revenue calculations are erroneous.

Parkway Study Committee Report (February, 1987)

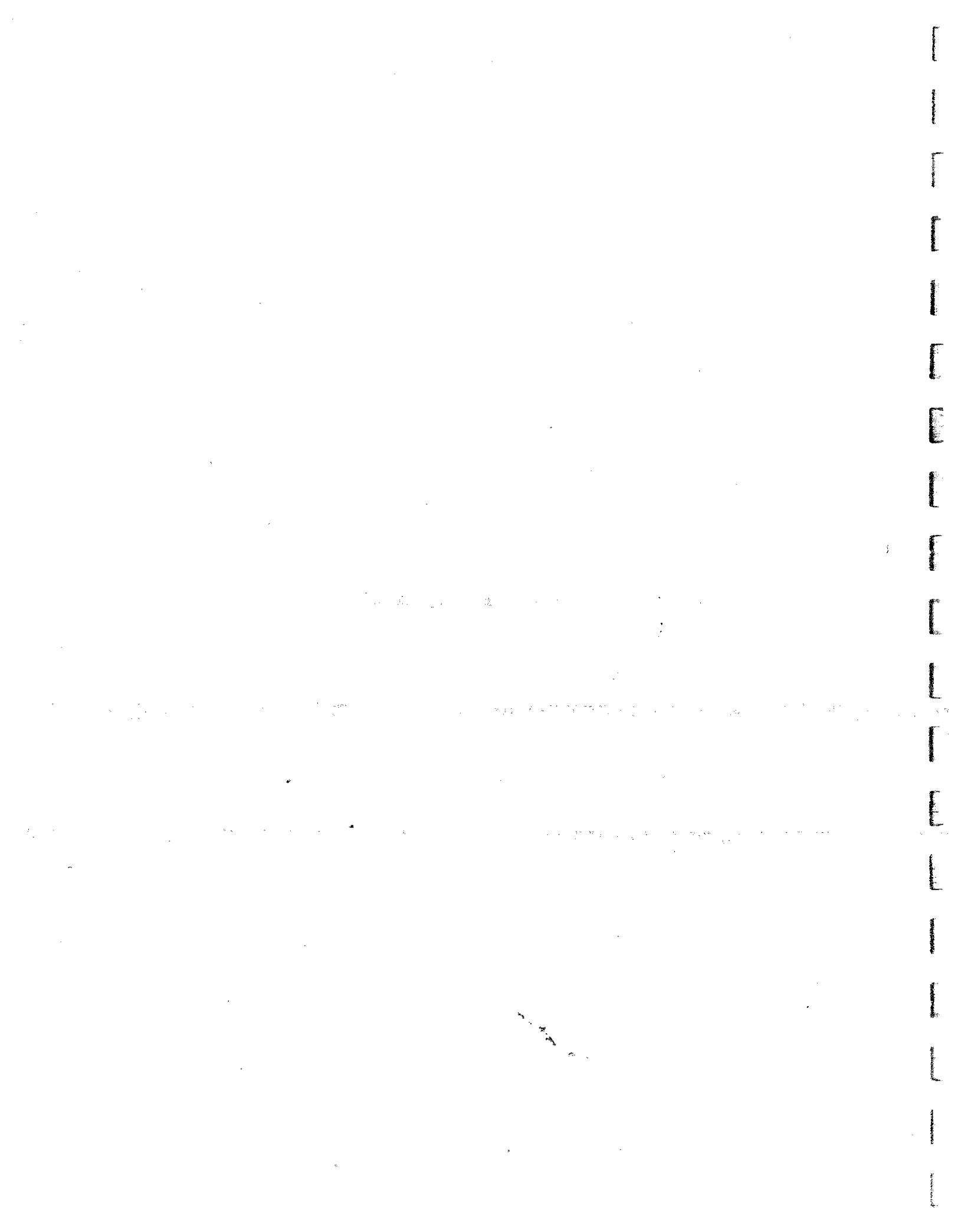
This study covered the current condition and future maintenance of trees, sidewalks, and streets. There were a number of issues that concerned the committee. The report is written in a concise format, and, rather than repeat the report in its entirety, several issues which are important to planning for the future have been selected for discussion in this document.

The Committee addressed itself to several aspects of parkways: 1) drainage, 2) trees, 3) sidewalks. After inspecting representative Village parkways, the Village concluded that conditions range from good to poor with respect to drainage, trees, and sidewalks. Throughout the report, the Committee made several arguments for parkway improvements: that they are important for the maintenance of property values, that deferred maintenance will raise the cost of repairs, and that safety hazards and potential liability are an issue* (with respect to sidewalks). The Committee also analyzed the causes of tree problems, and advised that methods to correct these problems include enacting regulations, removing detrimental trees (those that are dangerous, diseased, or unsightly), and establishment of a voluntary tree commission or committee.

Concerning sidewalks, the committee followed a similar procedure of identifying problems, but instead of reviewing methods of correcting the problems, went further by making seven recommendations: 1) adoption and enforcement of a restoration deposit ordinance, 2) modification of the requirements of Chapter 8 regarding backfilling, 3) modification of Chapter 8 to add more detailed construction specifications. 4) (by implication) adoption and implementation of an ordinance, like that of Glen Ellyn's, that would cover assignment of responsibility for installing sidewalks, 5) adoption and implementation of a program to repair rather than replace sidewalks, 6) adoption and implementation of a program to replace deteriorated sidewalks, 7) increased public information efforts.

Concerning streets and drainage, the Committee identified four problems: difficulty in identifying and understanding public versus private ownership of Village public ways, use of street public ways for damaging uses or uses not originally intended, lack of private driveway construction specifications, and, consequently, of control over private driveway construction, and obstruction of drainage through drainage ditches. In order to solve these problems, the Committee recommended that 1) Village public ways be clearly confirmed as public property of the Village, 2) revision of Chapter 8 that deals with alteration, damage, or defacement to public ways, etc., and enforcement of the revised Ordinance, 3) implementation of a permitting requirement for construction of sidewalks and driveways, 4) adoption of construction specifications for private driveways, and 5) revision and adoption of Chapters 8 and 12, that deal with obstructing the flow of water through drainage ditches.

Appendix D - Commuting



Commuting

Clarendon Hills is primarily a residential community. In 1980, most of its labor force worked outside of their "area of residence" (a term used by the U.S. Census to mean, in this case, the Village boundaries).

TABLE 1

| | |
|--|------|
| % of persons who work outside their area of residence | 89.2 |
| % in carpools | 15.1 |
| % using public transit | 17.9 |

The majority of commuting residents use automobile transportation to travel to their place of work. Compared to the percentage of residents who are commuting, the number who use public transit is relatively small.

In addition to Clarendon Hills residents, the commuter train system is used by residents of at least four surrounding communities. A study performed by the Metropolitan Transit Authority (METRA) in November, 1986, identified a "commutershed" within which there is a 95% probability that commuters use the Clarendon Hills station, that falls roughly within the boundaries of the Village. The commutershed is delineated by a dark line on the map, at the end of Appendix D. By tracing the origins of license plates of parked cars



Figure 19. - The Train Station

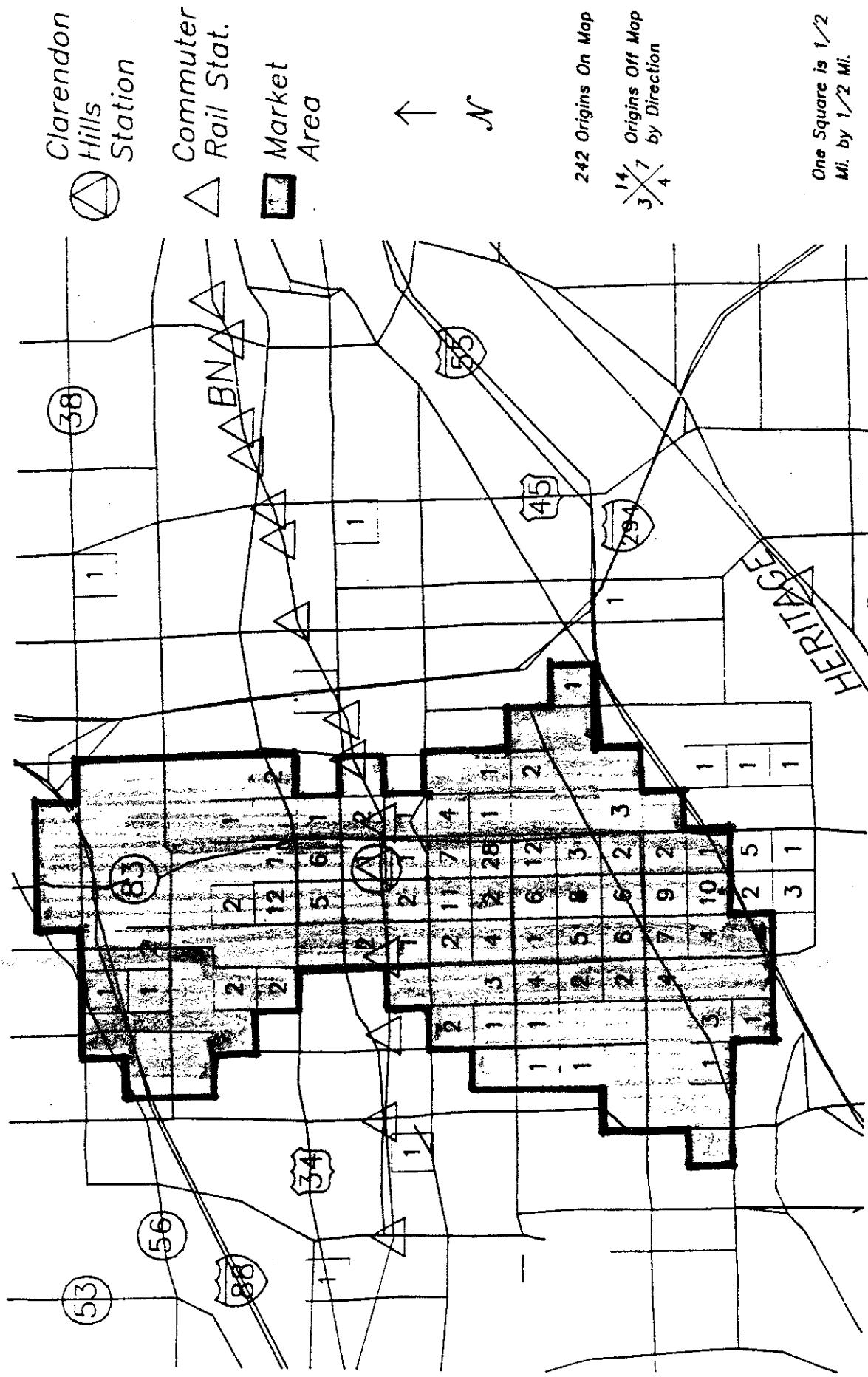
in parking lots near the train station,¹⁰ METRA estimated that approximately 27% of the commuters who used commuter parking in Clarendon Hills resided in the Village. The remaining commuters were from Darien (23%), Willowbrook (20%), Westmont (17%), and Hinsdale (12%). Another study, performed on Thursday, September 10, 1970 by Paul C. Box and Associates, showed that 19% of commuter parkers were residents of Clarendon Hills.

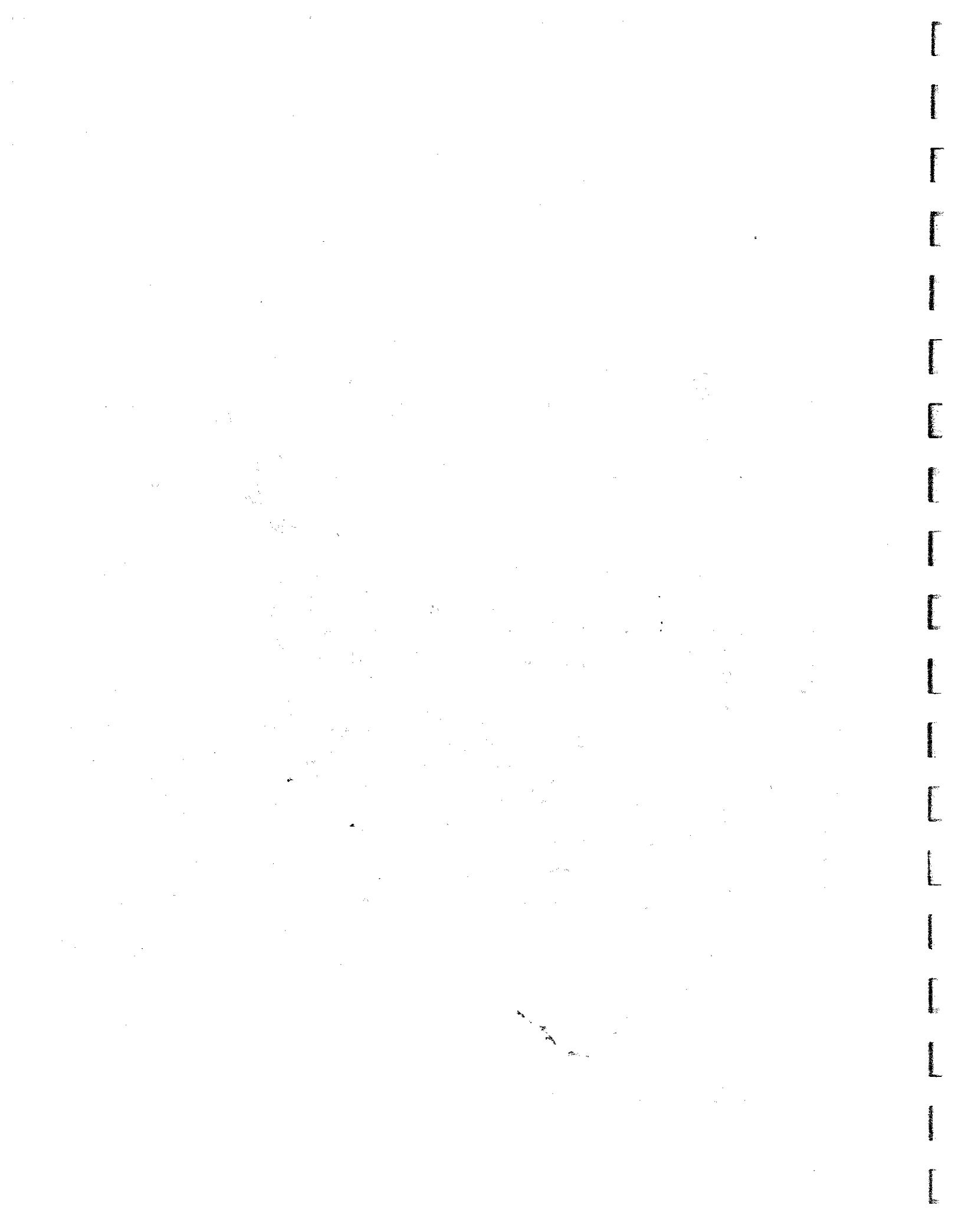
There are a number of problems associated with the commuter train station. It engenders traffic at rush hours in the Central Business District, it requires maintenance on the part of the Village, and there is a perceived shortage of commuter parking for residents. The latter issue is currently under consideration by the Village Board and Staff. Use of parking stickers has been proposed as a means of monitoring commuter parking availability.

However, the commuter train station is also an asset to the community. Not only does it serve Clarendon Hills residents, it helps to make the Village a more vital place. Its existence could play an increasingly important role in the revitalization of the CBD.

¹⁰The study was completed between 10:00 a.m. and 1:00 p.m. on one day in November, 1986.

BN Line Clarendon Hills Station

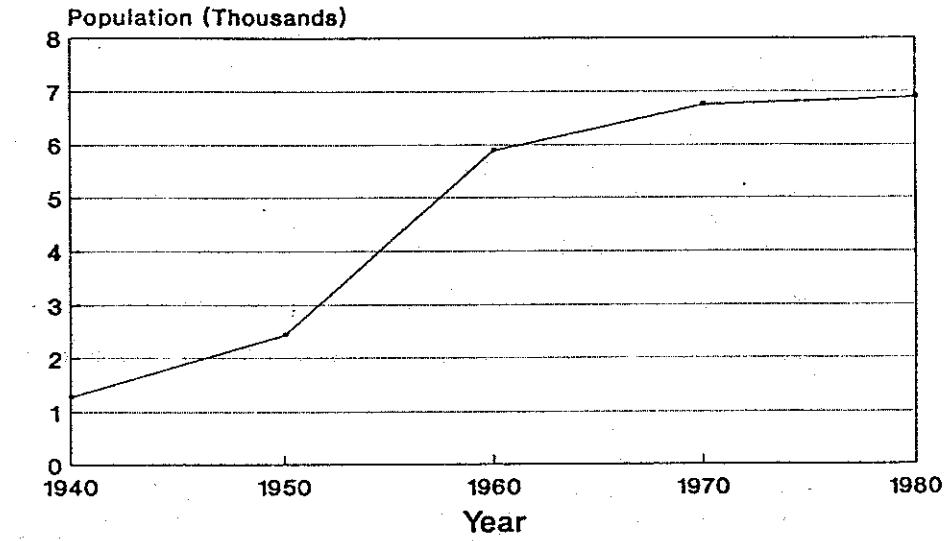




Appendix E - The Population of Clarendon Hills

The Population of Clarendon Hills

Population patterns in Clarendon Hills have echoed the major population trends of the country during the last four decades, as illustrated in Figures 20 and 21. In 1940, the Village had a population of 1,281 persons. During the postwar years between 1940 and 1950, it nearly doubled to 2,437. Most of the increase can be attributed to the baby boom of the mid- to late '40s. Between 1950 and 1960, the Village experienced a rapid, 58% rate of population growth which brought the total number of inhabitants to 5,885 persons. This decade witnessed widespread settlement of the suburbs to the west of Chicago, including Clarendon Hills, as well as a continued emphasis on family formation and childbearing. The rate of growth leveled off to 12% between 1960 and 1970. During this decade, adults in Chicago and Clarendon Hills, as in the nation, were marrying later and postponing parenthood. By 1980, the rate of population growth rate had slowed to 2%. The current population is 6,994 persons (Jan. 1, 1991 U.S. Census).¹¹ This represents a 2 1/2% increase from the 1980 Census count of 6,870.



Based on U.S. Census data

Figure 20. - Total Population, 1940 - 1980

¹¹DuPage County's population, on the other hand, increased by 210% between 1970 and 1980.

FIGURE 21
POPULATION OF CLARENDON HILLS, 1940 - 1980*

| <u>Age Group</u> | <u>1940</u> (M/F) | <u>1950</u> (M/F) | <u>1960</u> (M/F) | <u>1970</u> (M/F) | <u>1980</u> (M/F) |
|-----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| less than 5 years | 46/ 65 | 169/165 | 299/364 | 244/253 | 215/185 |
| 5 - 14 years | 114/127 | 206/217 | 701/700 | 720/739 | 512/487 |
| 15 - 24 years | 83/ 69 | 95/103 | 230/141 | 458/465 | 455/493 |
| 25 - 34 years | 95/130 | 194/229 | 289/366 | 314/408 | 483/539 |
| 35 - 44 years | 142/125 | 234/235 | 474/579 | 441/464 | 483/497 |
| 45 - 54 years | 84/ 82 | 165/150 | 433/388 | 537/549 | 398/465 |
| 55 - 64 years | 35/ 31 | 78/ 93 | 218/212 | 351/348 | 466/466 |
| 65 years and older | 19/ 34 | 49/ 55 | 106/185 | 189/270 | 286/460 |
| <u>TOTAL</u> | 618/663 | 1,190/1,247 | 2,850/3,035 | 3,254/3,496 | 3,298/3,592 |
| <u>TOTAL</u> <u>POPULATION</u> | 1,281 | 2,437 | 5,885 | 6,750 | 6,890 |

*Based on U.S. Census data

Clarendon Hills is an ethnically homogeneous community; in other words, the race and income of its residents is consistently white and middle-income. The 1980 Census showed that there are no black residents in the community, and only 1.2%, or about sixty, Hispanic residents. The citizens of Clarendon Hills are primarily of German ancestry, with strong English, Irish, and Polish strains. They also have, to a lesser degree, a mixture of Italian, Russian, Greek, Norwegian, Dutch, Hungarian, and French heritages.

Average household size has decreased only slightly over the last ten years, from 3.36 persons in 1970 to 2.75 persons in 1980 (In other words, for all intents and purposes it remained at about three persons per household). Two possible explanations for the minor decrease is that family sizes have decreased, and that the Village has experienced a small increase over the last ten years in numbers of senior citizens, who tend to have smaller households than families.

Clarendon Hills' age distribution is remarkably well balanced, with only one group showing up as significantly smaller than any other: residents less than five years old. With the exception of males aged 65 and older, all groups (5-14 years, 15-24 years, 25-34 years, 35-44 years, 45-54 years, 55-64 years, and 65 years or older) have about equal numbers of persons. (Figure 21)

There is an average of 477 males and 477 females in each age group, but only 288 males of the 65 and older group. The median age of Village residents is 35.6 years.

The age distribution of the Village, and trends in household size, suggest four major policy directions:

1. Due to the apparent stability in the number of children younger than five years old and societal pressures for two-income families, day care services

for Clarendon Hills residents will continue to be in demand in the foreseeable future. This prediction could be contradicted by a decline in infants or by a "baby boom" among existing residents or by people who move to the Village.¹²

2. There is a slowly rising percentage of senior citizens in the community. The current senior population is 746 persons, compared to 459 a decade ago. The number of residents that are expected to age into senior citizens over the next ten years is larger than the current senior citizens sector. These trends, taken together, imply an increased demand for senior citizens housing and services. The Village should consider encouraging the provision of senior citizens housing so that current residents have the option to remain in the Village if they desire such housing.
3. The strong demand during the early 1970s for school facilities for children in the lower and middle grades (aged five to fourteen years old) has tapered off, and may stabilize or decline during the next five years. As of 1980, there were 400 children less than five years old in the Village, the lowest number since 1950. Furthermore, within this group, only a portion of the 400 require schooling at a given grade level in a given year.
4. Basic stability in the average size of households indicates that the Village continues to house families. To a large degree, household size is determined by the availability of housing rather than the reverse. If apartments suitable for one or two persons were built in the Village, average household size would be expected to decrease over time. Thus, the Village must encourage the construction of apartments in order to attract smaller householders to the Village (or keep "empty nesters" in the Village).

To provide some perspective on the population characteristics of Clarendon Hills residents, a statistical comparison between the population of Clarendon Hills and that of DuPage County was made using 1980 data. In general, Clarendon Hills' population is slightly older, slightly less educated, and more affluent than that of DuPage County. For example, while 29% of DuPage County's population had completed college in 1980, 26% of the residents of Clarendon Hills had achieved the same educational level. The median age of DuPage County residents is 29 years; for Clarendon Hills, it is 37 years. The median household income of Clarendon Hills residents is about \$3,000 more than that of DuPage County (\$30,440 compared to \$27,509).

Projected Population

The research branch of the DuPage County Office of Planning and Development has projected that the population of Clarendon Hills will reach 8,600 persons by

¹²There is a perception that Census data does not accurately portray the number of children that live in the Village. However, there is no way to easily count the number of children, since the usual source of data, school enrollment, is not in a form that can be used. Clarendon Hills children are sent to several schools, and none of them list the Village of residence for children in various grades. Until 1990 Census data is made available, the only reliable source -- the 1980 Census -- is highly outdated.

2010. The main assumption underlying the projected increase is that the area south of 55th street will be annexed to the Village, thereby increasing the population by the number of people expected to be living in the annexed area. In fact, this is a reasonable assumption, since the population of the Village cannot be expected to increase as a result of large numbers of new arrivals (since the Village is largely built up). The Northeastern Regional Planning Commission (NIPC) also projected that the population of the Village would reach 8,600 people by 2010.¹³ The Citizens Survey indicated a stable population in the incorporated Village, since most respondents expected to remain in the Village for ten or more years.

(Table 2, below, provides a demographic profile of the Village.)

TABLE 2
POPULATION CHARACTERISTICS*

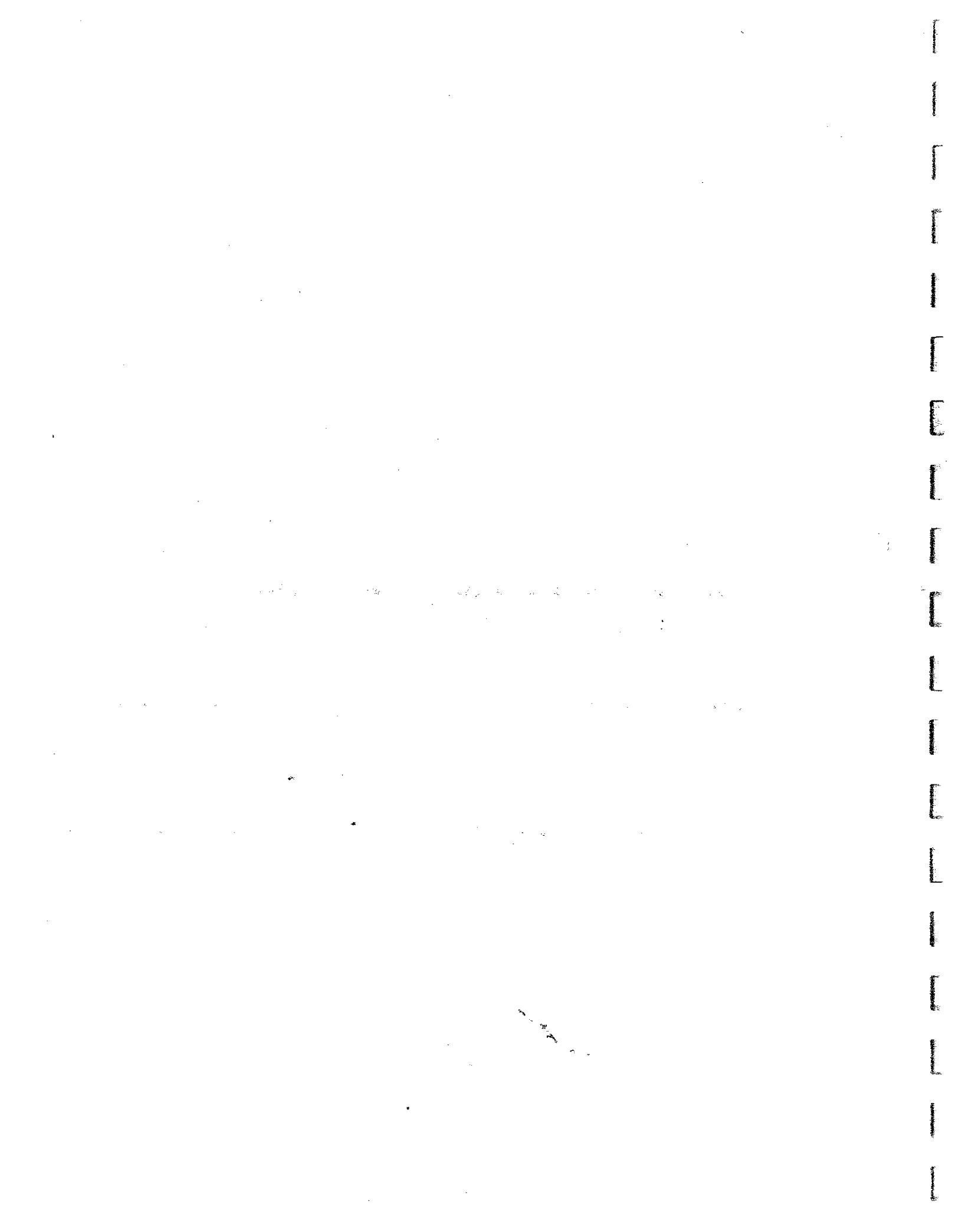
| | <u>1970</u> | <u>1980</u> | <u>1990</u> |
|--------------------------------|--|---------------|---------------|
| Total Population - | 6,750 | 6,857 | 6,994 |
| Number of Households - | 2,007 | 2,489 | 2,810 |
| No. of Persons Per Household - | 3.36 | 2.70 | 2.49 |
| Median Age (Years) - | 31.6 - male 34.7 32.3 - female 36.7 | Not available | Not available |
| Median Household Income - | \$17,635 | \$30,440 | \$53,527** |
| % of Persons in Labor Force | | | |
| Male, 16 yrs. & older - | 84.5 | 88.7 | Not available |
| Female, 16 yrs. & older - | 51.2 | 51.4 | Not available |

* NIPC Statistics ** 1991 Sun Times Estimate

(A July 1, 1986 Census Bureau estimate of the population counted 6,400 persons in Clarendon Hills. This represented a net decline of 470 persons, or about seven percent, however this Census Bureau projection proved to be false in the 1990 Census.)

¹³The NIPC projection was made with the use of a "cohort component" model, which divides the total population for a region including Clarendon Hills into cohorts, or age groups. The projection is adjusted for expected increases and decreases from births, deaths, and in- or out-migration. The regional projection is then allocated to smaller areas such as the Village of Clarendon Hills.

Appendix F - Clarendon Hills Citizens Opinion Survey



The Clarendon Hills Opinion Survey

The Clarendon Hills Opinion Survey indicated that the residents of Clarendon Hills are satisfied with their community and desire few major changes, with the exception of streetscaping in the CBD. The survey also indicates that Clarendon Hills is appreciated for its predominantly residential character, and is not an employment center. Despite the common perception that traffic is a major problem in the Village, the survey indicated that a majority of residents do not believe that there is too much traffic. Of those who think that traffic is a problem, 41% think that traffic is a problem on only some roads.

The multiple-choice questions indicated a "no change" attitude on the part of the respondents. Nevertheless, the open-ended questions brought out a variety of thoughts about changes to the Village, touching upon the retail composition and appearance of the CBD, public works improvements, municipal services, community programs, Village appearance, Village amenities, and a variety of other concerns. There was no single issue around which the comments centered, except that a majority of respondents do not favor houses that are larger in proportion to their lot size than what currently exists in most of Clarendon Hills.

Existing Conditions

The current population of Clarendon Hills is 6,994 persons (Jan, 1991, U.S. Census count). This represents a 2 1/2% increase from the 1980 Census count of 6,857. The 1990 Census is in the process of final tally of demographic data. Early indications point toward a stable or slightly shifting population.

Through the implementation of the Clarendon Hills Opinion Survey, information was gathered from a representative sample of citizens about basic issues in the community. The Opinion Survey dealt with perceptions of the community, resident mobility, traffic, improvements to the community (such as installation of curbs, gutters, and streetlights), and long-range planning for Clarendon Hills. Because a detailed survey oriented towards the central business district had been taken in the past, the Citizens Opinion Survey explored opinions related to the CBD only briefly.

Methodology

Phone numbers of Clarendon Hills residents were selected at random from Police Department files for use in the survey. The surveys were taken on an anonymous basis, and the names of the respondents were not recorded. The survey was conducted over a four-day period at various times of the day and evening. Half of the surveys were taken by citizen volunteers from the Womens' Club; the other half were taken by the consultant. Out of a total of 225 calls, phone contact was made with 142 people. Sixty-one of these people agreed to participate in the survey. This represents 1% of the population of the Village.

A hypothesis test to determine whether the sample responses represent the entire population was not run. However, it is clear that the sample respondents are demographically similar to the population of the Village, as shown in the Table 3. (The survey respondents were slightly older and earned slightly higher incomes than the average Clarendon Hills resident. However, the differences are

not significant enough to disqualify the survey sample as non-representative of the community as a whole, in terms of median income, median age, and predominant educational level.)

TABLE 3

| | Survey Sample | Population As a Whole |
|---|---------------|-----------------------|
| Median Age | 49.5 years | 35.6 years |
| Median Income | \$37,500* | \$30,440** |
| Most Commonly Completed Educational Level | College | College |

*Median Individual Income of Respondents

**Median Household Income

Most of the questions were phrased as "close-ended," or multiple-choice. However, an opportunity for voluntary statements was provided with questions 28, 29, and 30, which asked for citizens' viewpoints on improvements to Clarendon Hills. In addition, several questions asked respondents to provide information which varied from respondent to respondent. For example, question 10 asked respondents to name the communities to which they travel.

Survey Results

The survey instrument, and a summary of the percentage response rate for each question, can be found in the following pages. Below, the choices which represented the greatest number of responses are listed. These responses can be interpreted as the most indicative viewpoint of Clarendon Hills residents, although in cases in which the frequency of several answers was similar, all of the "most frequent" responses should be considered. Again, please refer to the summary of all the responses.

1. How long have you lived in Clarendon Hills?
- more than twenty years (41%)
2. Which of the following statements best describes why you moved to Clarendon Hills?
- the quality of life (47.5%)
3. Where did you live just prior to Clarendon Hills?
- Chicago (47.6%)
4. How long do you expect to stay in Clarendon Hills?
- ten or more years (62.3%)
5. Do you work in Clarendon Hills?
- No (85.2%)

(If "yes"):

6. What is your occupation?
- (No majority response of significance)

7. Does your spouse work in Clarendon Hills?
- No (73.8%)

(If "yes"):

8. What is your spouse's occupation?
- (No majority response)

9. During an average week, how often do you travel to other communities?
- three to ten times (47.5%)

10. To which community or communities do you travel?
- Hinsdale, Downers Grove, Oakbrook (top three answers)

11. Which of the following choices best describes the reason or reasons that you make these trips?
- shopping (47.5%)

12. Of the following choices, which describes your method of getting to work?
- by car (45.9%)

13. In your opinion, are there adequate parking spaces for residents to park their cars at the commuter train station?
- No (37.7%)

14. Is there adequate parking in the Central Business District?
- Yes (47.5%)

15. In your opinion, is there too much traffic in Clarendon Hills?
- No (55.7%)

(If "yes"):

16. Is there too much traffic on all roads, or some roads?
- some roads (41%)

17. Is there too much traffic all day, or part of the day?
- part of the day (39.3%)

18. What part of the day?
- 4 to 7 p.m. (41%); 6 to 10 a.m. (32.8%)

19. Would curbs and gutters improve your neighborhood?
- No

20. Why not?
- I prefer the existing rural character of the village.

(If "yes" (21.3%)):

21. Which of the following methods of financing curbs and gutters would you support?
- shared financing through a combination of methods

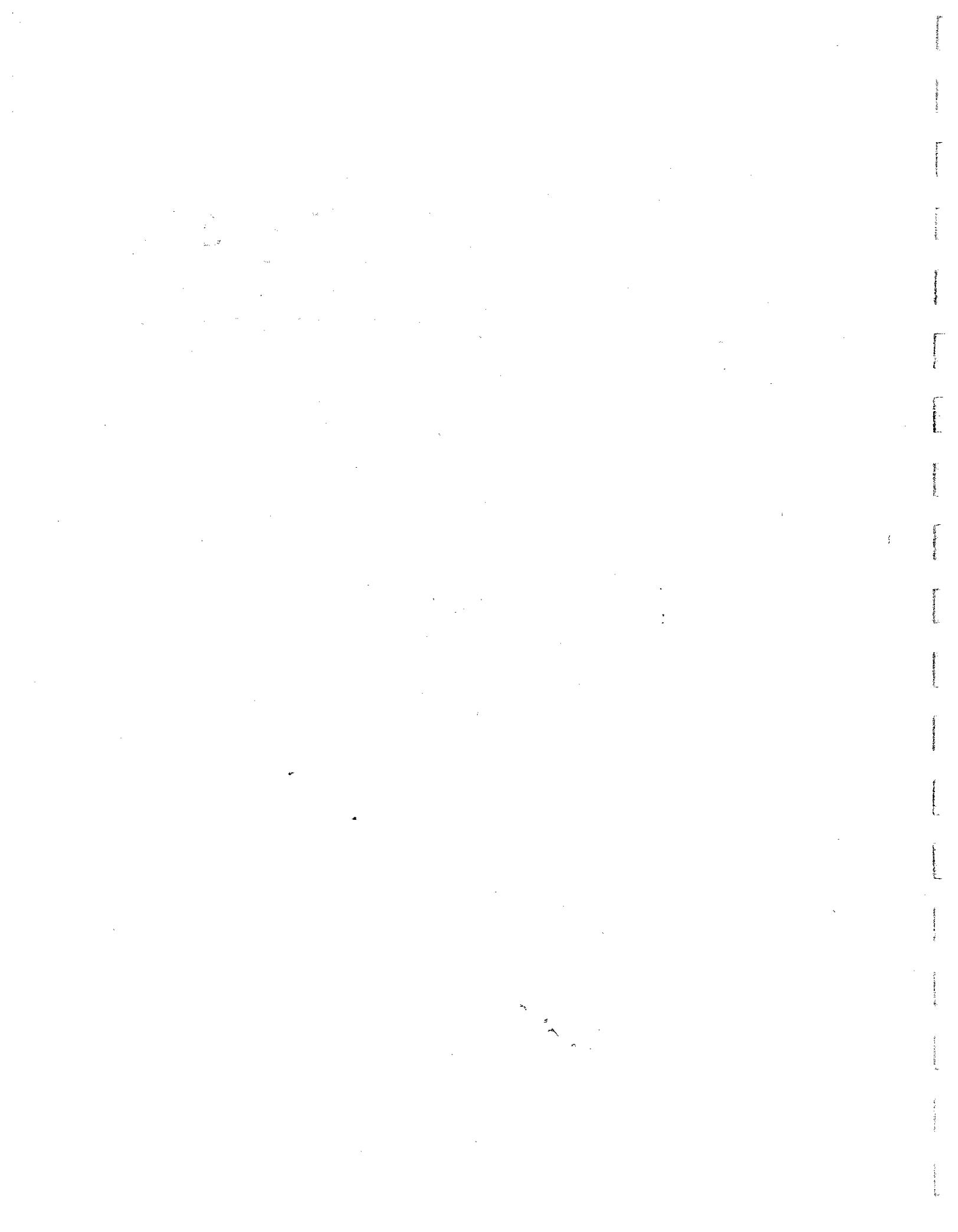
22. In your opinion, is street and pedestrian lighting in the Central Business District adequate or inadequate?
- adequate

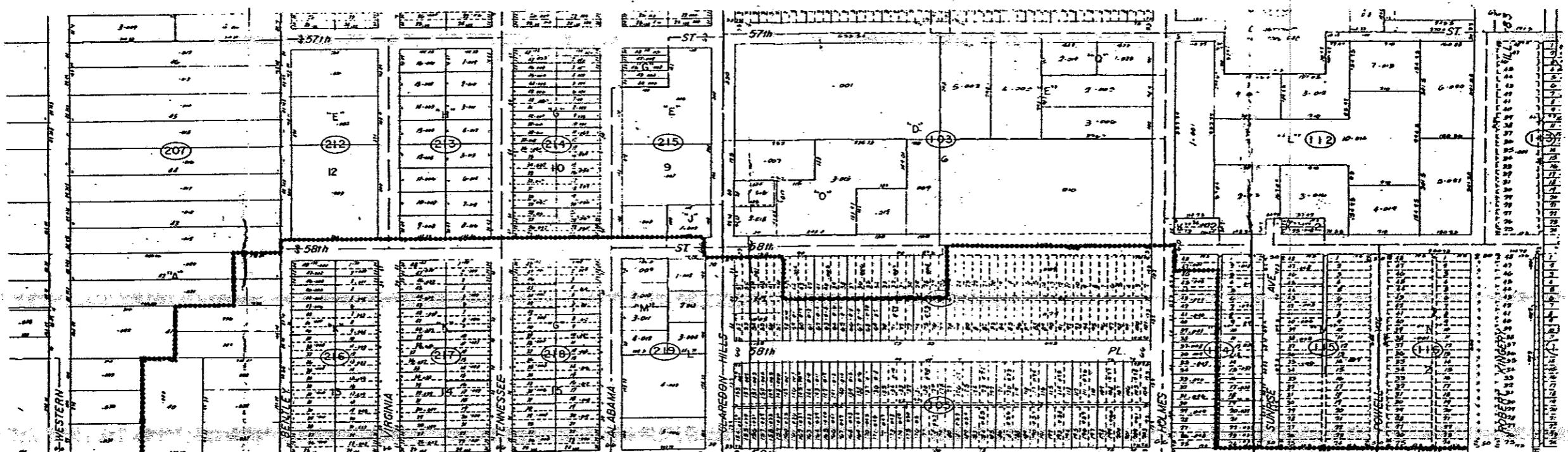
23. Is street lighting in your neighborhood adequate or in need of improvement?
 - adequate
24. Would you support creation and maintenance of more public recreational space by the Park District?
 - No
25. Would you support improvement of the Village's municipal facilities?
 - No
26. Would you support streetscaping such as street lights, street furniture, landscaping, and new signs in the Central Business District?
 - Yes
27. Overall, do you think that Clarendon Hills is improving, declining, or staying the same?
 - Staying the same
28. If it were up to you, what would you do to improve Clarendon Hills?
 - (No majority response)
29. Is there anything that used to exist in Clarendon Hills, but no longer exists, that you would like returned?
 - No
30. If there were a vacant lot next door to where you live, what would be your concerns about what would get built on that lot?
 - The relationship of the building size to the lot size.
31. Are the stores and services in the Central Business District of Clarendon Hills convenient, inconvenient, or a mixture?
 - convenient
32. What is convenient about the stores or services you have in mind?
 - its location
33. What is inconvenient about the stores or services you are thinking of?
 - (No majority response)

Overall, the survey seemed to indicate that the residents of Clarendon Hills are satisfied with their community and desire few major changes, with the exception of streetscaping in the CBD. The survey results also reflect the fact that Clarendon Hills is appreciated for its predominantly residential character, and is not an employment center. Despite the common perception that traffic is a major problem in the Village, the survey indicated that a majority of residents do not believe that there is too much traffic. Of those who think that traffic is a problem, 41% think that traffic is a problem on only some roads (primarily Prospect and Holmes).

The multiple-choice questions indicated a "no change" attitude on the part of the respondents. Nevertheless, the open-ended questions brought out a variety of thoughts about changes to the Village. Some of these comments were strongly worded. For example, when asked, "Is there anything that used to exist in Clarendon Hills, but no longer exists, that you would like

returned?", one respondent stated, "What exists that I would like to see removed and never returned again: skeet shooting next to the golf club." In general, however, the suggestions were much milder. Comments touched upon the retail composition and appearance of the Central Business District, public works improvements, municipal services, community programs, Village appearance, Village amenities, and a variety of other concerns. There was no single issue around which the comments centered, except the issue of FARs for new construction that was brought out by question #30, "If there were a vacant lot next door to where you live, what would be your concerns about what would get built on that lot?" As indicated earlier, a majority of respondents do not favor houses that are larger in proportion to the lot size than what currently exists in most of Clarendon Hills.





JURISDICTIONAL BOUNDARY LINE

JURISDICTIONAL BOUNDARY LINE