

PLANNING HORIZONS INCORPORATED

Re: D

July 10, 1976

Mr. Paul D. Sharon  
Village Manager  
Village of Clarendon Hills  
One North Prospect Street  
Clarendon Hills, Illinois 60514

RE: 55th Street Planning Area Study

Dear Mr. Sharon:

Pursuant to our agreement with the Village of Clarendon Hills, we submit this report regarding the 55th Street planning area.

The geographical area encompassed in our study consists of approximately 300 acres including 55th Street on the north, 59th Street on the south, Illinois Route 83 on the east, and Richmond Avenue (extended south) on the west.

Our report focuses on the historical development of the study area, existing land uses and zoning considerations. Also included is an evaluation of existing vehicular circulation system, potential boundary extensions, a character analysis of the study area, and recommendations for proposed vehicular circulation improvements and future land uses.

Two(2) basic annexation alternatives are presented, Alternatives "A" and "B". The implications of each are discussed in detail.

Three(3) different land use plans are presented, Plans A, B, and C. Based upon our studies, it is our professional opinion, from a planning and zoning standpoint, that Plan A is the optimum plan for the Village to follow.

We wish to thank Village officials and staff as well as the Village Engineer, Mr. William Bucha of Edwin Hancock Engineering, for cooperation and input into our study.

Sincerely,

PLANNING HORIZONS INCORPORATED

*Wilton L. Battles*

Wilton L. Battles  
Principal

WLB/nc

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## INTRODUCTION

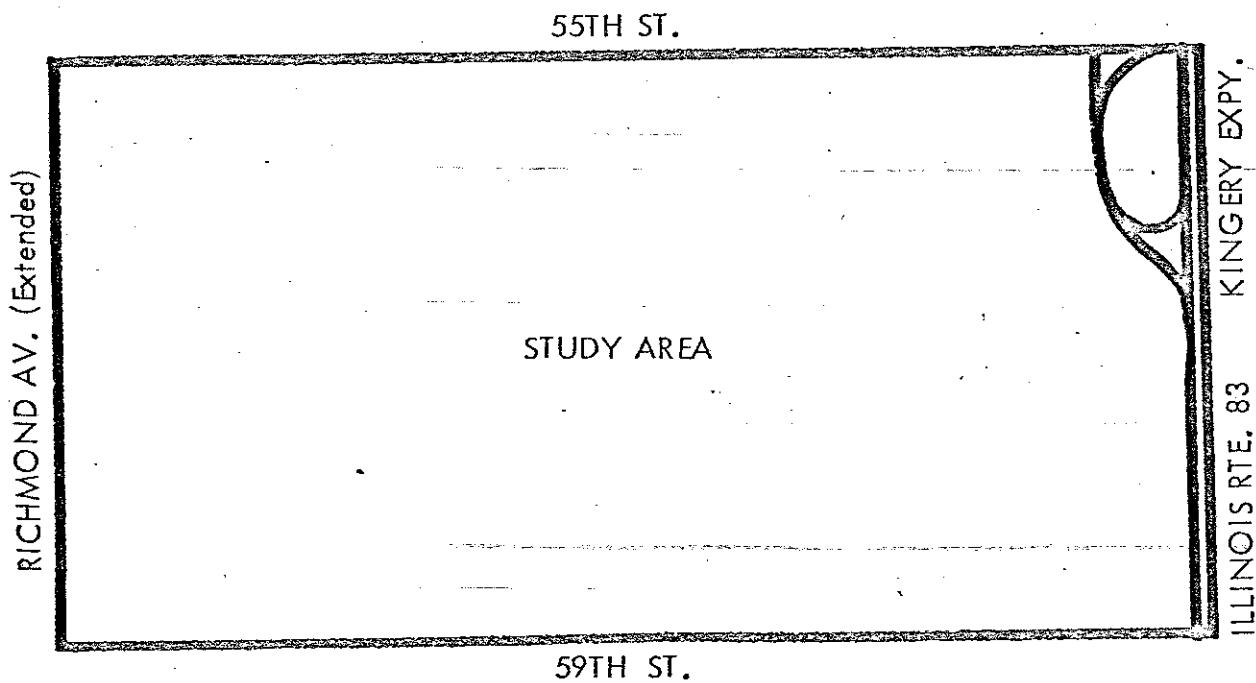
This study was undertaken in the Spring of 1976 at the request of the Village of Clarendon Hills in order to provide the Village Board of Trustees and Zoning Board with the technical data base needed to evaluate proposed annexation and zoning of property within the study area.

The basic approach of this study involved zoning research, analysis of aerial photographs, field inspection, study of photographs of selected land uses within the study area, consultation with officials of the Hinsdale Sanitary District, and consultation with the Village Engineer.

## DESCRIPTION OF STUDY AREA

The area which was included in this study consists of approximately 300 acres located south of 55th Street, north of 59th Street, west of Illinois Route 83, and east of Richmond Avenue (extended south).

The sketch below delineates the location of the study area.



## HISTORICAL DEVELOPMENT OF THE STUDY AREA

### Basic Framework

The basic framework of the planning area was established in 1893 with the subdivision of a large portion of the study area into 25 foot wide lots. The street pattern, typical of the era, consists of a gridiron layout with street naming reflecting the City of Chicago street naming system. For the succeeding 64 years, no zoning laws were applied to the area.

### Initial Planning

The first semblance of planning the area occurred in May of 1957 with the passage of Du Page County's first zoning ordinance at which time the entire planning area was zoned single-family. Three years later the Zoning Board of Appeals received the first zoning petition for a portion of the planning area. Later decisions by the Zoning Board of Appeals and County Board of Supervisors indicate the emergence of land use planning policies for the study area.

The Du Page County Zoning Board of Appeals and County Board have consistently approved the construction of medium density multiple-family units as special uses in the R-3 Single-Family areas (see Exhibit #1) confined to locations adjacent to the 55th Street and Illinois Rte. 83 corridors.

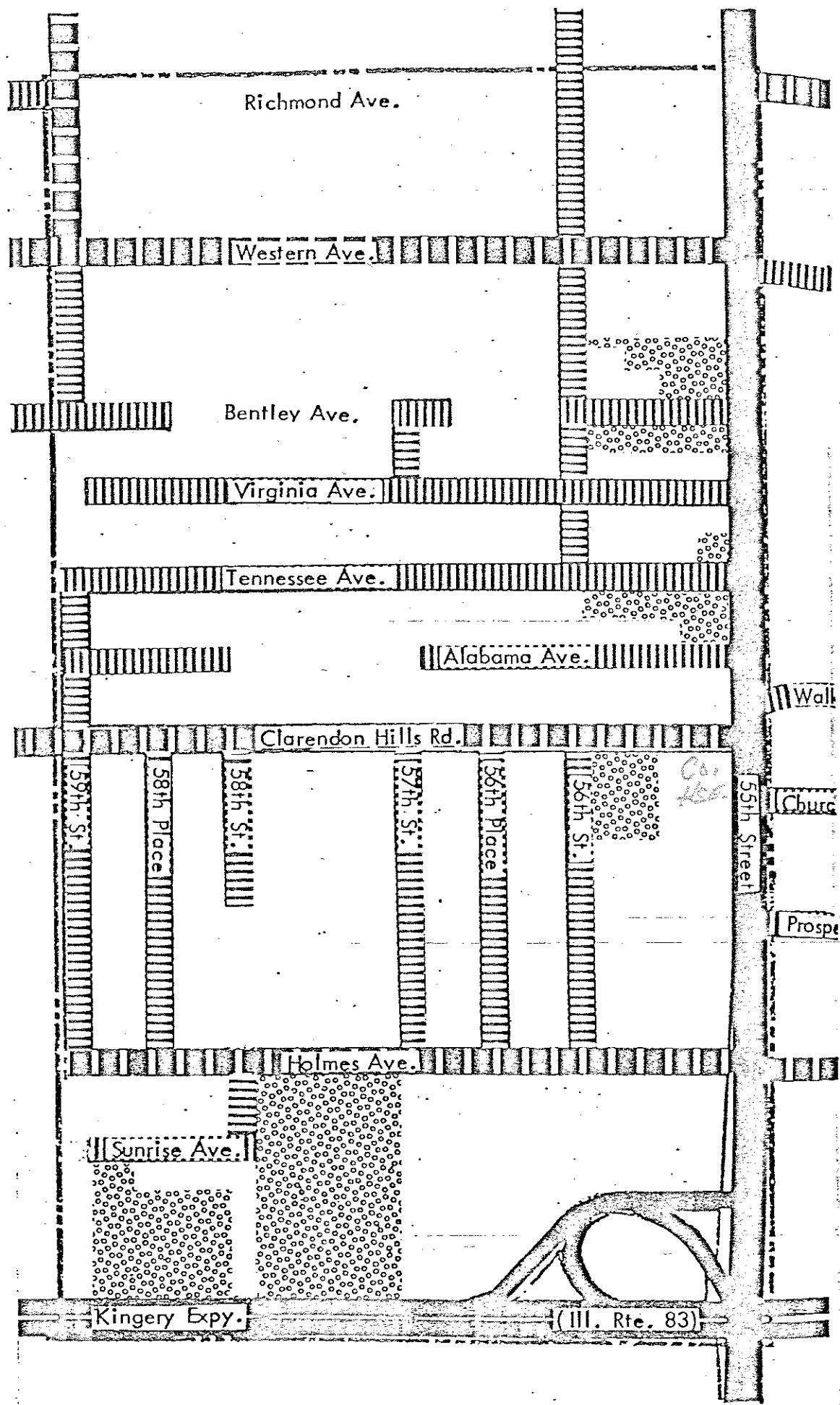
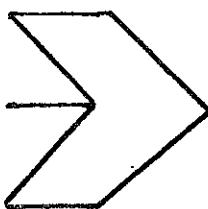
Commercial rezoning petitions have been consistently denied at locations along the 55th Street and Illinois Rte. 83 corridors in a concerted effort to prohibit the placement of commercial uses in a strip-like manner along these arterial roadways. Compact, consolidated commercial rezonings, however, have been approved at the intersection of Holmes Avenue and 55th Street adjacent to the Kingery Expressway (Illinois Rte. 83.).

### Role of the Village of Clarendon Hills

Representatives of the Village of Clarendon Hills have appeared at most of the public hearings to voice the Village's position regarding proposed zoning matters. Multi-family approvals were favored by the Village over potential strip commercialization of the arterial roadways in the area.



Multiple-Family Approved by DuPage County as a Special Use  
in R-3 Single-Family District



## EXISTING LAND USE AND ZONING PATTERNS

### The Existing Land Use Survey

A survey of land use in the planning area (see Exhibit #2) was conducted in April, 1976. Each block in the study area was physically inspected; existing land uses were identified in the field and recorded according to federal land use coding standards. Field observations were later checked through examination of a recent 100' scale aerial photograph of the planning area.

### General Land Use Configurations

By analyzing the results of the land use survey, the predominant land uses in the area were found to be residential. Multiple-family land uses are located along streets directly south of 55th Street as well as in areas adjacent to Illinois Rte. 83. Single-family land uses were found south and west of the multiple-family areas. Commercial uses have developed at the intersection of Holmes Avenue and 55th Street; a limited number of commercial uses are located on 55th Street itself.

East of Bentley Avenue the land uses have been developed in a piecemeal basis. The larger subdivisions, characteristic of the areas north and south of the study area, are not present here. Residential development has occurred in an incremental fashion lot by lot as developers acquired small groups of lots, some platted as early as 1893. This approach has resulted in a patchwork of urbanization (see Exhibit #2) where vacant parcels are intermixed with urban development.

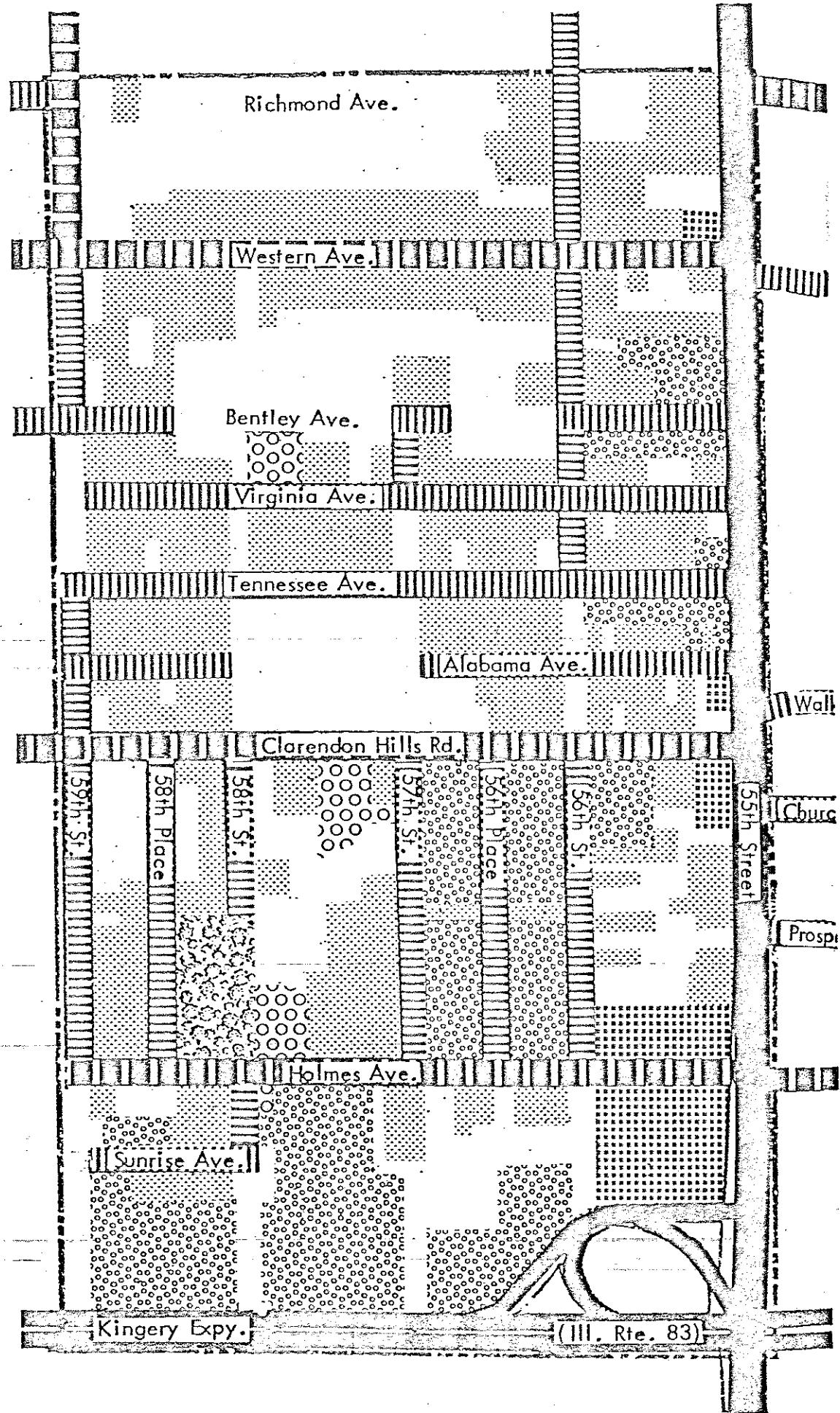
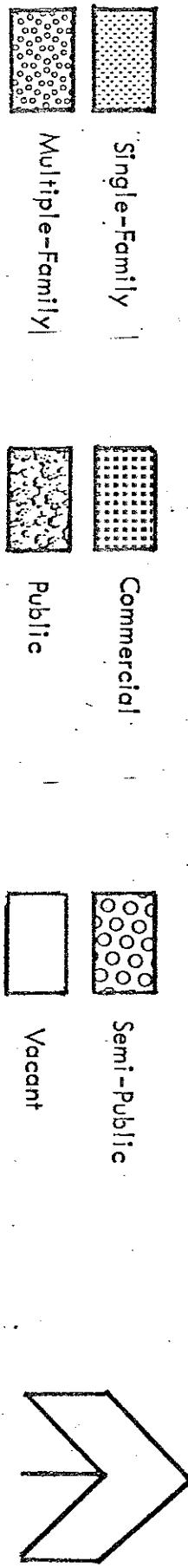
On the other hand, the area west of Bentley Avenue was platted with larger lots at the time known as "farmettes". For instance, lot depths of over 600 feet are present along Western Avenue. The actual urban use, the residential dwelling unit, the front and rear yards used by the occupants, amounts to approximately 200 feet in depth. The rear 400 feet of the lot was, thus, cataloged as vacant; the front 200 feet as urbanized. In many instances, vehicular access to the rear 400 feet of the lot is blocked by the urbanization of the roadway frontage.

### Single-Family Uses

The single-family homes have been located generally away from the arterial roadways and commercial areas. This location ensures the stability of the bulk of the single-family units in the planning area. Exceptions to this are those areas on 55th Street which are characterized by older single-family homes built some years ago. The

## EXISTING LAND USE

April, 1976



adverse impact of high volume arterial and commercially oriented traffic is, therefore, of minimal impact on this land use.

However, several areas of single-family uses, due to their proximity to arterial roadways and high intensity land uses, may be subject to reuse in a more intense land use such as commercial or multiple-family. These potential conversions to more intensive land uses must be accomplished with great care so as to not, in turn, subject otherwise stable single-family areas to reuse or devalue adjacent property.

The single-family area bounded by 55th Street, Holmes Avenue, 56th Street and Clarendon Hills Road and the area bounded by 56th Street, Holmes Avenue, 57th Street and the Forest Hill Apartments are both subject to reuse. Frontage on 55th Street is an inviting potential location for commercial uses.

A number of vacant parcels remain that are suitable for future development into single-family uses. The area between Virginia Avenue and Western Avenue, if serviced by public water, sewer, and streets, could be subdivided into single-family lots. A similar opportunity exists in the area west of Western Avenue. Finally, scattered vacant lots are found throughout the planning area.

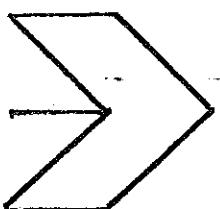
### Multiple-Family Uses

As stated earlier, a number of multiple-family units have been constructed in the planning area. Units adjacent to Illinois Rte. 83 are typical apartment complexes with common open space, recreational amenities, and private off-street parking facilities. Multiple-family units in other locations in the study area have been built with one structure to a lot with each lot having direct access to a public street.

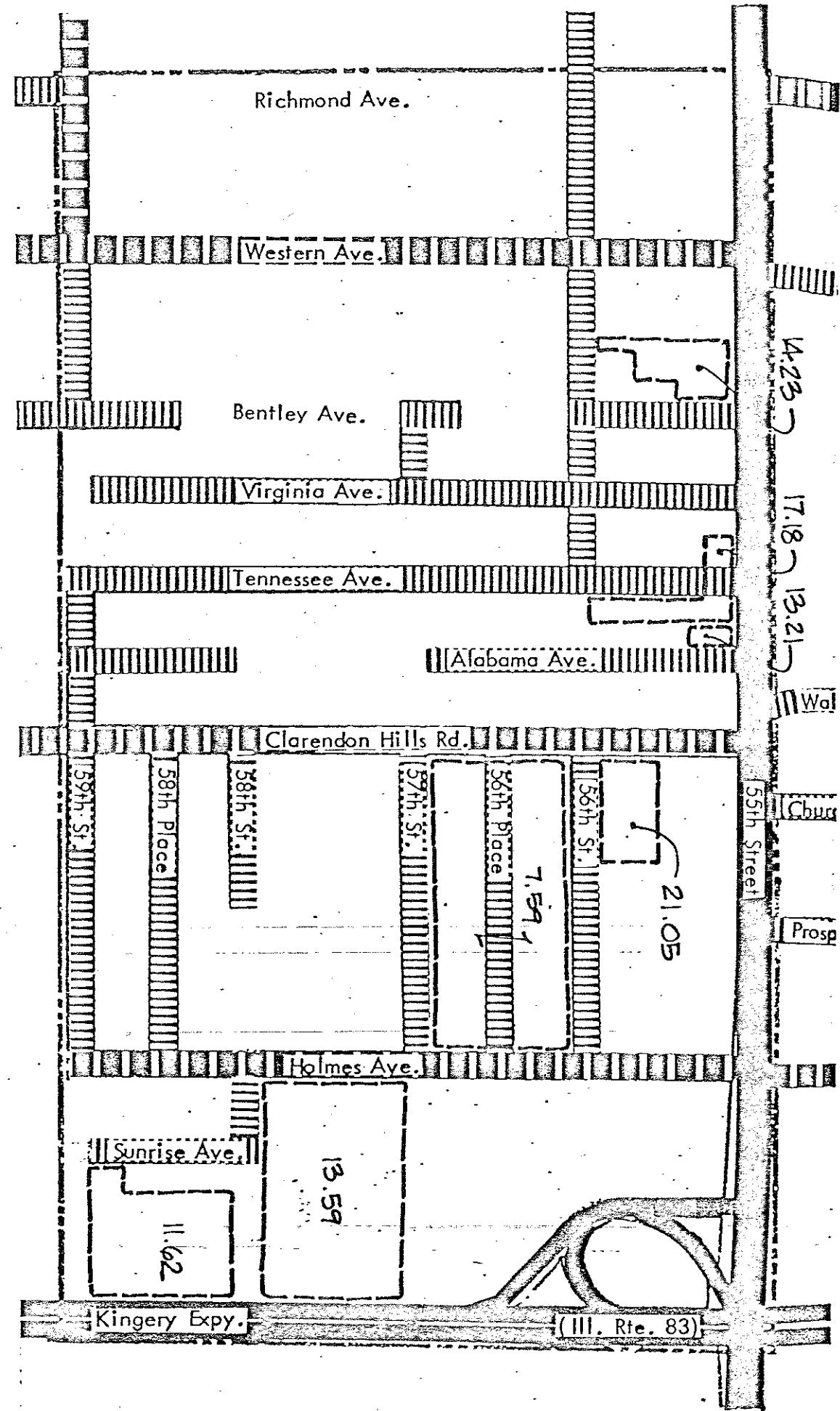
A total of 619 multiple-family dwelling units have been constructed or are under construction in the study area; ranging from duplex structures, three flats, to larger complexes, densities range from approximately 7.6 dwelling units per acre to 21 dwelling units per acre (see Exhibit #3). what to  
do about

Research on zoning cases indicates that multiple-family developments in the area have been approved in lieu of permitting commercial zoning along Illinois Rte. 83 and 55th Street. While the apartment units adjacent to Illinois Rte. 83 provide a logical transitional area between the future freeway and the single-family areas to the west, the multiple-family areas adjacent to 55th Street constitute more of an intrusion into a single-family neighborhood than functioning as a transition of land uses.

# EXHIBIT 3 MULTIPLE FAMILY RESIDENCES



4.01  
Multiple-Family Area  
Net Dwelling Units Per Acre



The 55th Street multiple-family units do not front on 55th Street, but merely side to 55th Street. Multiple units intermittently front Alabama, Tennessee, and Bentley Avenues in an area from 55th to 56th Streets. The north side of 55th Street in the Village of Clarendon Hills is entirely single-family with the units fronting to the south on 55th Street.

Much of the special use approvals in this area for multiple-family were granted as the "lesser of two evils" in a commercial versus multiple-family choice for the area's reuse. The assumption permitting either a commercial or multi-family land use should be re-examined in light of the numerous well-maintained single-family homes existing in the area between 55th and 56th Streets between Clarendon Hills Road and Richmond Avenue (extended).

An area on the west side of Sunrise Avenue south of 58th Street was zoned by a Circuit Court decree to allow detached two-family residences. Directly to the east of this are walk-up apartments. To the north and west are single-family land uses. The character of a good portion of the 5800 block of Sunrise Avenue is single-family in nature. Further intrusion of multiple-family uses into this area should be discouraged.

#### Commercial Uses

The threat of strip commercial uses developing along Illinois Rte. 83 and 55th Street has been confronted many times in this area's historical development. The placement of commercial uses appears to have been the most important planning issue in the study area.

With adoption of the 1957 Du Page County Zoning Ordinance, three commercial uses along 55th Street were classified as non-conforming uses in the single-family zoning district: (1) the tavern, located at the southwest corner of 55th Street and Western Avenue, (2) the real estate office on 55th Street between Clarendon Hills Road and Alabama Avenue, and (3) the delicatessen and tavern (now a restaurant) at the southeast corner of Clarendon Hills Road and 55th Street. These three commercial uses were established when the primary character of the area was still rural. Now, located in an almost completely urbanized area on a four lane arterial highway, they remain non-conforming uses. Several attempts have been made in the last 16 years to zone some of these parcels for commercial use.

On April 19, 1960, the County Board of Supervisors denied a petition of Robert B. Smyth for rezoning frontage on 55th Street between Clarendon Hills Road and Virginia Avenue from R-3 single-family

to B-2 general retail. The Village of Clarendon Hills and the Clarendon Hills Chamber of Commerce filed objections to the petition with the Zoning Board of Appeals. The Du Page Zoning Board of Appeals found that the trend of development in the area was not towards commercial use.

The County Board of Supervisors also denied a petition for rezoning to commercial use to Yale Development Co. The petition proposed a Sinclair Oil Service Station at the southwest corner of Clarendon Hills Road and 55th Street and a convenience center west of the gas station. The Zoning Board of Appeals found that granting the petitioner's request would permit an intrusion of business uses into a residential area as well as establish a precedent of spot zoning. The action of the County was confirmed by the Second District of the Appellate Court on December 4, 1967.

Again confirming the residential character of the 55th Street corridor, the County Board of Supervisors denied another petition for commercial zoning for the southeast corner of Clarendon Hills Road and 55th Street. The petitioner, Arthur Sheridan, proposed a Texaco Service Station and a neighborhood convenience center.

Finally, a petition by Joseph Pecora of Forward Realty Corporation was denied on December 23, 1969 for a Mobil Oil Service Station, Ben Franklin, and National Food Store at the southwest corner of Holmes Avenue and 55th Street. This petition contained more acreage for commercial use than the petition (later approved) by the Mid-America Federal Savings & Loan. The homeowners of the area stated they were in favor of the rezoning, hoping, at the time, the commercial tax base could be used in persuading Willowbrook to annex their area in 1970.

The Village of Clarendon Hills has annexed and zoned commercially two parcels at the intersection of Holmes Avenue and 55th Street. The Jewel-Osco Center is located at the southeast corner; the Mid-America development at the southwest corner. These two uses have been properly located at an intersection oriented to Rte. 83 and more local traffic.

The three non-conforming commercial uses on 55th Street mentioned earlier should not be allowed to expand their boundaries. Expansion of these operations could later give greater weight in favor of additional commercial zoning and uses on 55th Street. The Village should continue to be diligent in protecting the residential character of the corridor by continuing to classify these commercial uses as non-conforming uses in a residential district.

The land uses adjacent to Illinois Rte. 83 have been developed entirely

as multiple-family residential. There appears to be little threat that strip commercial uses similar to those on Rte. 83 in Willowbrook will occur in the 55th Street study area.

#### Public and Semi-Public Uses

Within the study area, there has been minimal development of public uses such as parks and schools as well as few semi-public uses such as churches and private schools.

No public parks exist within the planning area. Limited recreational facilities are located on the Holmes School site which totals 3.7 acres. The study area is clearly deficient in terms of park acreage and the size of the school site. Based on the widely accepted national standard of 10 acres of park land per 1,000 persons, the area, ~~with an estimated current population of 2,680 persons~~, should have approximately 27 acres of park land. Additionally, minimum acreage for elementary school sites should be 10-12 acres in order to provide adequate open space for recreation uses.

The planning area contains two churches: (1) The Christian Church of Clarendon Hills located on Holmes Avenue at 58th Street, and (2) The First Baptist Church of Clarendon Hills located at the corner of 57th Street and Clarendon Hills Road.

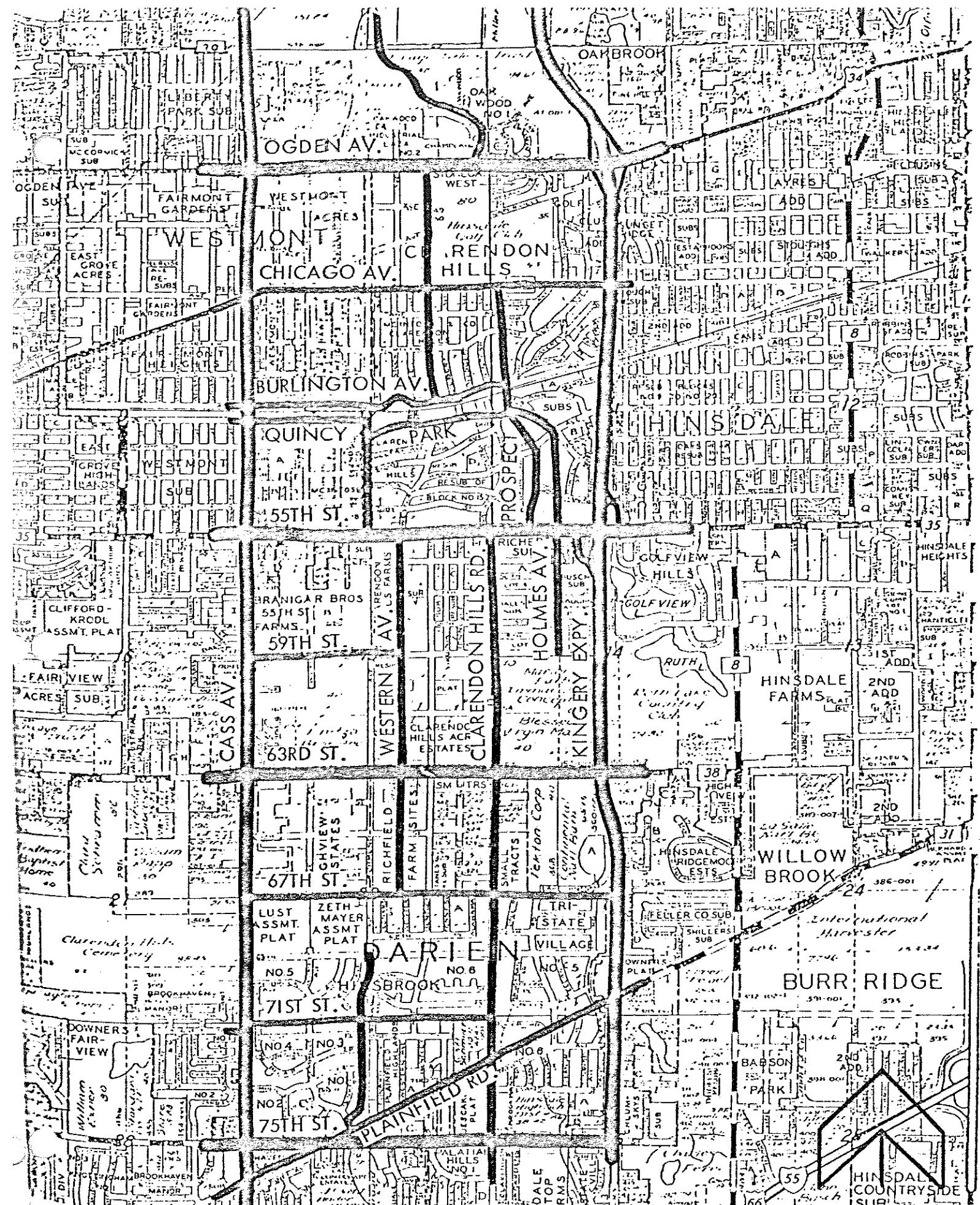
A private Montessori Pre-School is located on Virginia Avenue at 58th Street.

#### EXISTING VEHICULAR CIRCULATION

Vehicular circulation in the study area is inefficient.

The gridiron street pattern, when superimposed over the existing topography and drainage patterns, made the installation of some roadways infeasible. The result has been the development of a fragmented street system (see Exhibits #4 and 5). It is impossible to travel from areas east of Clarendon Hills Road to areas west of Clarendon Hills Road between 55th Street and 59th Street.

This lack of continuity in the road design results in the separation of the planning area into two areas. Creating a neighborhood identity in the planning area may be difficult with this physical separation.

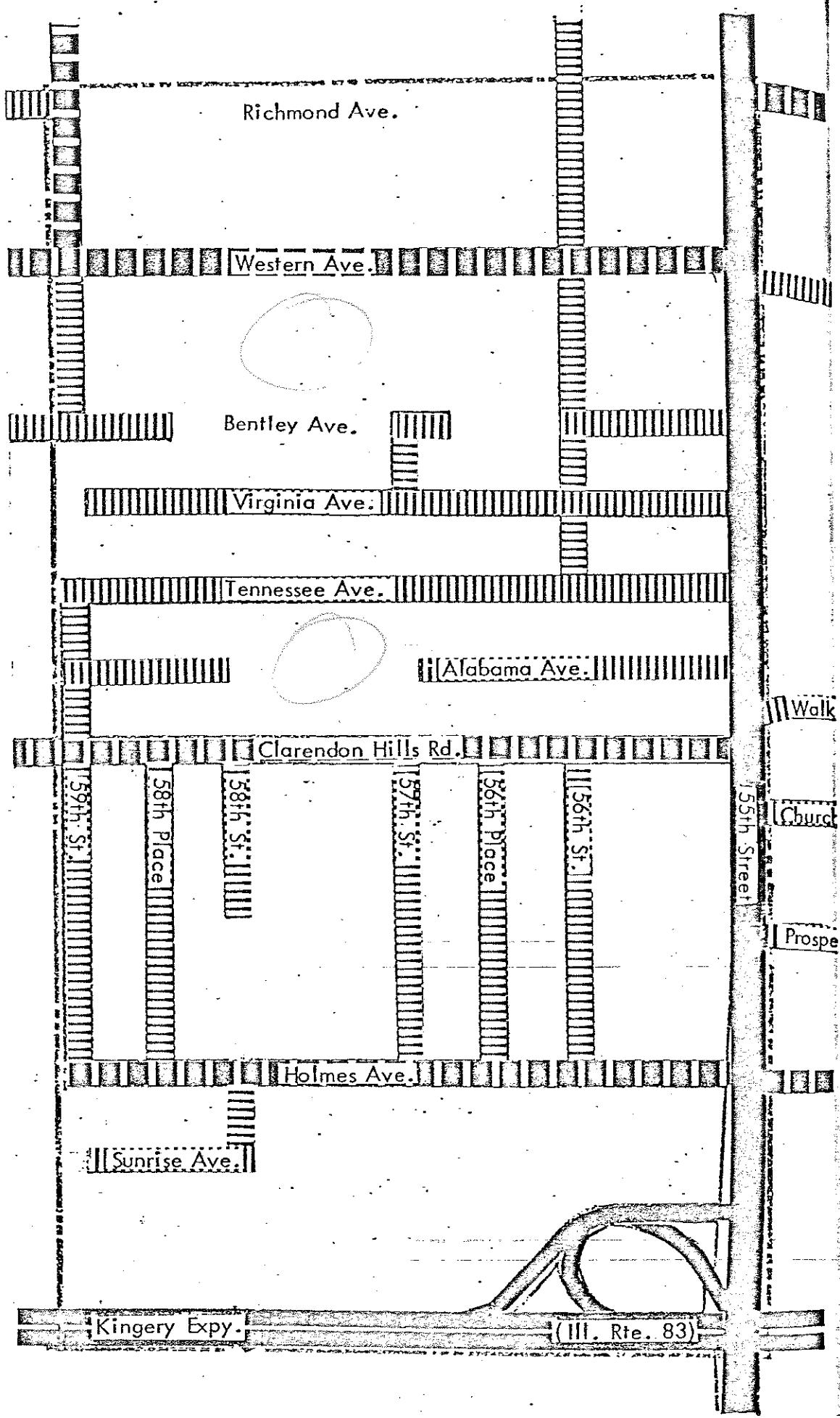
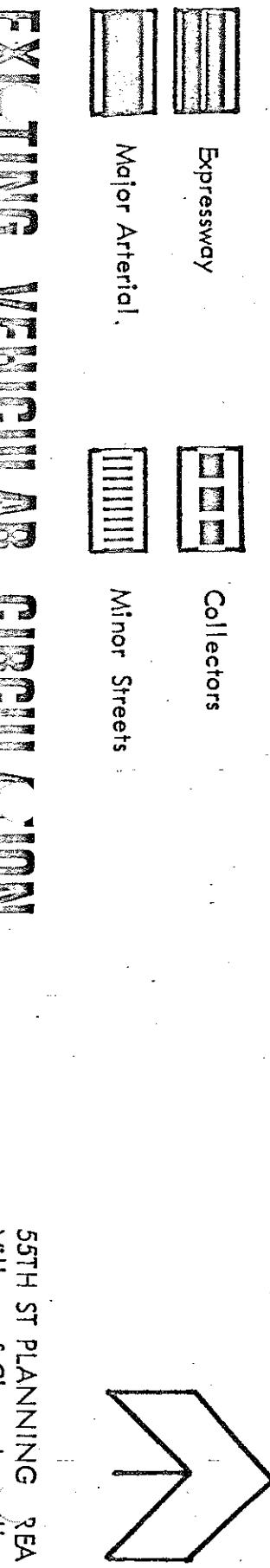


**EXISTING VEHICULAR CIRCULATION**

55TH ST PLANNING AREA  
Village of Clarendon Hills  
EXHIBIT #4

# EXISTING VEHICULAR CIRCULATION

EXHIBIT #5



Although the arterial roadways, 55th Street and Rte. 83, have been upgraded to four lane facilities, there is no plan on record to protect the arterial nature of these roads. A set of guidelines protecting the integrity of these thoroughfares as higher capacity routes should be developed.

While the existing street pattern appears to function adequately, future growth of the planning area and the higher density uses to the south necessitates the development of a more continuous interconnected system of collector streets. The current pattern of disconnected collector streets may become more troublesome in the future. Improvements to the system may alleviate some congestion on the region's north-south arterials, particularly on Cass Avenue.

An analysis of and functional classification of the existing vehicular circulation in the study area will provide a basis for the recommendation of future roadway improvements.

#### Expressways

The function of expressways is to carry inter-urban traffic at lower speeds than freeways with less efficiency. Partial control of access occurs with grade signalization or with interchanges.

Illinois Route 83, also known as the Kingery Expressway, extends from the Illinois-Wisconsin State line to the Illinois-Indiana State line in Calumet City. However, it only functions as an expressway from Golf Road (Ill. 58) in Mt. Prospect south to the Des Plaines River east of Lemont. This four to six lane facility has limited access at various locations: from I-90 (Eisenhower extension) to North Avenue, 22nd Street in Oak Brook to Chicago Avenue (47th Street) in Clarendon Hills, and finally, the area adjacent to the study area at Rte. 83's intersection with 55th Street.

*Future of  
Rte 83*

#### Major Arterial Streets

The function of major arterials is to carry moderate to heavy volumes of local and through traffic at moderate speeds between regions. Access should be limited to collectors, arterials or expressways.

The only major arterial in the study area is 55th Street. This street extends from U. S. 66 on the east in McCook to downtown Naperville (where it is known as Maple Avenue or Chicago Avenue). This roadway, improved to four lanes for almost its entire length, is primarily residential in character.

Within the planning area, 55th Street has an overpass and interchange with Illinois Rte. 83. There is signalization at Holmes Avenue; an overhead flashing yellow light is located at the intersection with Clarendon Hills Road--an existing hill or ridge east of the intersection obscures the intersection for the west-bound motorist. No exclusive turning lanes are provided on 55th Street in the study area.

### Collector Streets

Collector streets function as carriers of low to medium volumes of traffic from minor streets and residential areas to arterial roadways.

The most prominent collector street in the planning area is Clarendon Hills Road, a two lane facility, which extends from 91st Street west of Burr Ridge to its northern terminus at 55th Street. This roadway "T's" into 55th Street, having no continuity north of this point.

Western Avenue extending from 67th Street on the south in Darien to 55th Street on the north is also a collector street.

West of Western Avenue, 59th Street functions as a collector Street between Western Avenue and Cass Avenue in Westmont. It is located midway between the major arterials of 55th Street and 63rd Street.

Collector street circulation north of 55th Street appears to be shared by Richmond Avenue, Prospect Avenue and Holmes Avenue. The only traffic signal at 55th Street is located at Holmes Avenue. Traffic southbound from the CBD is not directed to one particular route, but to all three of these routes, only one of which is signalized. Clear designation of one of these three routes as a collector street may help in later designating collector streets south of 55th Street.

*R. Walker*

### Minor Streets

Minor streets funnel traffic to collector streets from roadways with minimal traffic and continuity. The bulk of the streets in the study area are minor streets. As mentioned earlier, the environmental constraints of the area have made the street pattern discontinuous.

East of Clarendon Hills Road all the minor streets extend in an east-

west direction. Extending in an exclusively north-south direction are the minor streets west of Clarendon Hills Road.

## ANNEXATION AND POTENTIAL BOUNDARIES

The study area is part of a larger unincorporated area lying roughly between Cass Avenue on the west, 67th Street on the south, Grant Street on the east, and 55th Street on the north. The Villages of Clarendon Hills, Hinsdale, Willowbrook, Westmont, and the City of Darien, however, have, over a period of years, begun to annex portions of this area (see Exhibit #6).

### Existing Boundaries of Villages

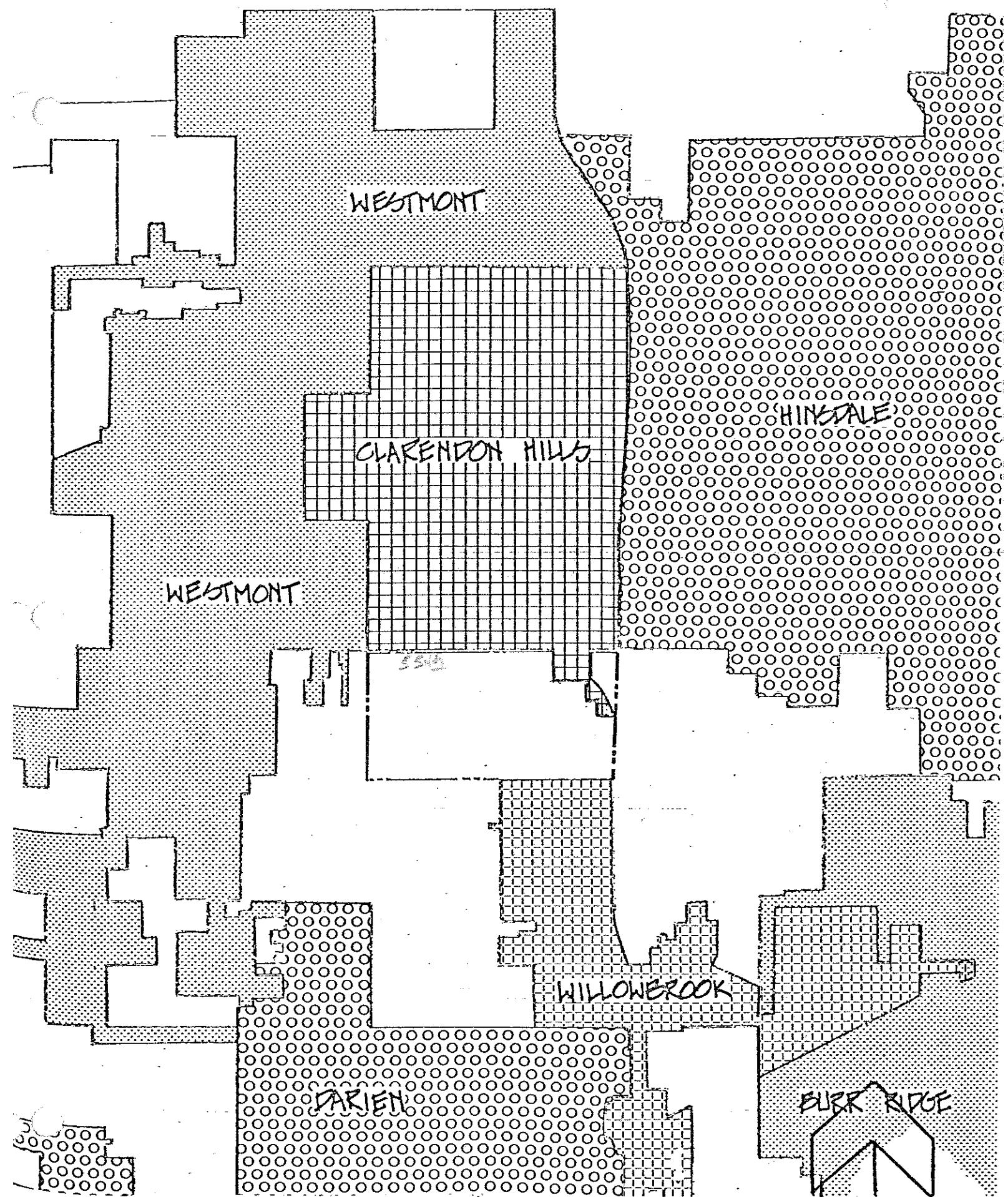
There are no formal boundary agreements among the adjacent municipalities regarding annexation of this unincorporated area. However, in the past, the older established municipalities located in the Burlington Railroad corridor: La Grange, Western Springs, Hinsdale, and Clarendon Hills, have not sought annexations south of 55th Street.

In the 1950's and 60's, communities such as Countryside, Indian Head Park, Burr Ridge, Willowbrook, and Darien were incorporated in the heretofore unincorporated areas between 55th Street and the I-55 Corridor. Major growth in these communities followed their incorporations. However, voids of unincorporated areas remain between these newer communities on the south, oriented to I-55 and the older municipalities north of 55th Street which are oriented to the rail lines. These remaining unincorporated areas are generally older than the more recently constructed areas in the I-55 corridor municipalities. Problems of flooding, incomplete street patterns, lack of a commercial or industrial tax base, lack of public open space and recreational areas, and absence, in some areas, of public sewer and water have led municipalities to view potential annexation of large portions of the unincorporated areas as a municipal liability.

Piecemeal annexation of the area is now a threat to the continuation of proper planning of the area. Cost efficient programs for improving the unincorporated areas thus become programs for isolated portions of the unincorporated areas. Area wide approaches to street improvement, public utilities, and planning and zoning are less likely to be applied with piecemeal annexation.

Perhaps an even greater threat to the unincorporated areas is the effort by adjacent municipalities to annex only those parcels in the unincorporated areas which provide the annexing municipality with additional

OAK BROOK



**EXISTING MUNICIPAL BOUNDARIES**

55TH ST PLANNING AREA  
Village of Clarendon Hills

tax base. These motivations may have the effect of subjecting the residential character of the unincorporated areas to reuse to higher intensity uses such as commercial or multiple-family. In most cases, annexation and zoning of tax producing parcels in the unincorporated areas have produced a hodgepodge of spot uses, particularly along major arterial roadways. Lacking is an overall approach to the planning, zoning and orderly annexation of the unincorporated area.

What remains of the unincorporated areas after annexation of the prime parcels of land containing commercial, industrial, or multiple-family is an area which, if annexed to a municipality, may be a liability. The future of these unincorporated areas is thus cloudy at best. No municipality desires to add more burdens to its municipal budget.

Prime examples of this problem are found in the unincorporated areas on either side of the commercially zoned incorporated corridor of Ogden Avenue as well as in the heretofore described unincorporated area between the Burlington communities and the I-55 communities. However, in the last year, the Village of Hinsdale has annexed south of 55th Street to 59th Street between County Line Road and Grant Street.

#### Annexation Alternatives

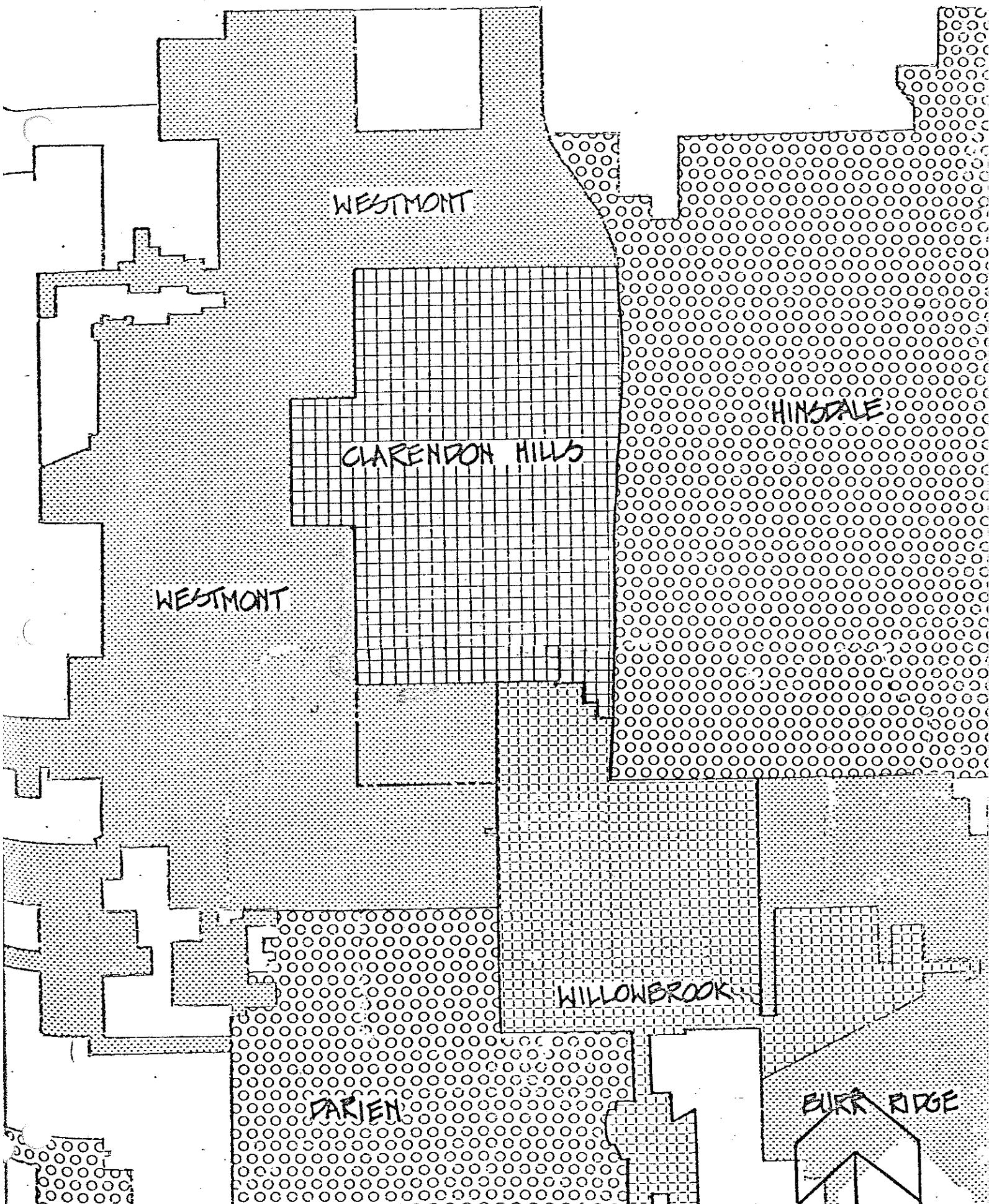
Two annexation alternatives are included in this report for consideration by the Village of Clarendon Hills. Both alternatives seek to limit piecemeal annexations, spot zoning, and annexation conflicts with adjacent municipalities.

#### Alternative "A"

Alternative "A" (see Exhibit #7) proposes that the Village annex an area between Illinois Rte. 83, 55th Street, 56th Street and Richmond Avenue (extended). The purpose of annexing one block south of the existing Village boundaries would be to preserve the residential character of 55th Street and to buffer the existing Village from potential planning problems to the south.

See pg. 32

on screen



ANNEXATION ALTERNATIVE A

55TH ST PLANNING AREA  
Village of Clarendon Hills

EXHIBIT #7

Through annexation of the 55th Street frontage, strict zoning and planning criteria could be exercised by Clarendon Hills to prohibit the proliferation of the commercial uses on 55th Street. Such commercialization of the south side of 55th Street would subject the single-family in Clarendon Hills north of 55th Street to reuse to commercial and multi-family uses and create major land use compatibility problems. This annexation approach would preclude another municipality in search of a commercial tax base from permitting strip commercial uses at Clarendon Hills' south doorstep.

Secondly, through this 55th to 56th Street annexation, Clarendon Hills north of 55th Street would be buffered, or insulated, from potential higher density housing and deleterious effects of less desirable planning south of 56th Street.

This alternative, however, does not work towards the solution of problems which exist south of 55th Street. Merely putting up a wall of buffer between 55th Street and 56th Street tends to ignore the potential for an area-wide solution to the plight of this unincorporated area.

#### Alternative "B"

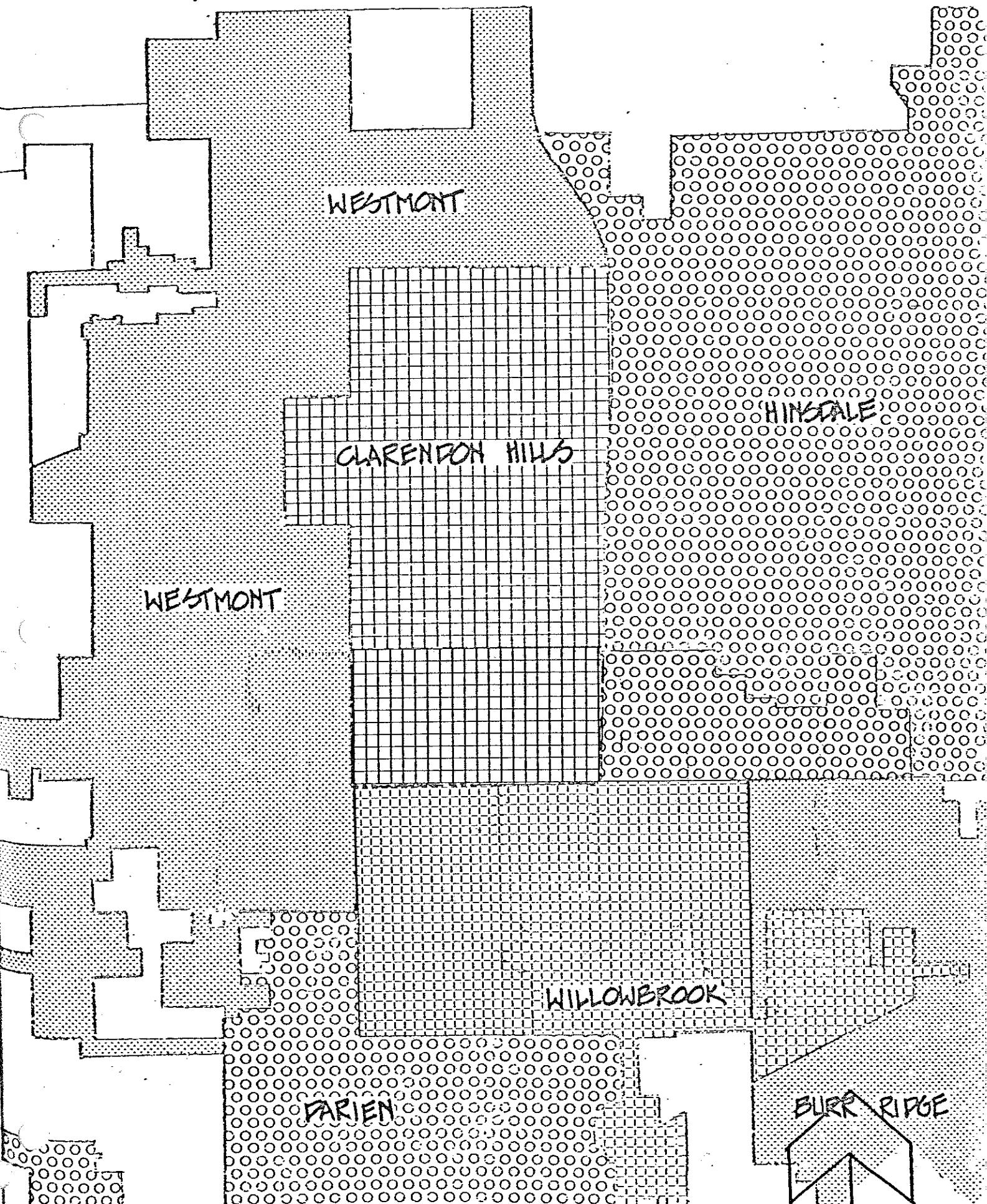
However, Alternative "B" (see Exhibit #8) proposes annexation of a sizable chunk of the unincorporated area by the adjacent municipalities. Clarendon Hills, under Alternative "B", would annex an area identical to the boundaries of the study area.

Annexation of the study area, a half square mile area, would insure that piecemeal annexation and undesirable zoning of the area would be less likely to occur. An opportunity would exist to develop the area from 55th Street to 59th Street as a cohesive neighborhood area as opposed to the buffer zone discussed earlier. An area-wide approach to street improvements, public utilities and planning and zoning could thus take place.

Other alternatives are not offered since anything but Alternative "A" or "B" would fragment the community south of 55th Street. It is essential that the boundaries of the Village of Clarendon Hills do not ramble indefinitely south of 55th Street. Concise municipal boundaries make not only servicing easier, but also the development of an identity more likely. Every effort must be made to avoid piecemeal annexation and zoning of the area.

As a first step in working for concise boundaries, boundary agreements should be sought with the Villages of Hinsdale, Willowbrook, and

CHICAGO



**ANNEXATION ALTERNATIVE B**

55TH ST PLANNING AREA  
Village of Clarendon Hills  
EXHIBIT #

Westmont as well as the City of Darien. The subject of boundary agreements may spur area-wide cooperation in dividing the unincorporated area among the adjacent municipalities. Or, such discussion could promote a series of unwise annexations in reaction to overtures by Clarendon Hills. A cautious approach is recommended.

So that area-wide improvements of utilities, streets, planning and zoning can be accomplished efficiently, annexation by a referendum of the entire planning area is recommended. The Village may wish to present the area residents with a detailed program of improvements and costs to enable the residents to make intelligent decisions regarding annexation.

Before a decision regarding one of the annexation alternatives is made, we recommend that the Village authorize the following studies which, when completed, may provide decision makers in the Village with a clearer understanding as to the assets and liabilities involved with expansion.

1. Police and Fire Protection - What additional purchase of equipment, manpower and facilities may be required? Will these required expansions be paid thru tax revenues of newly annexed areas?
2. Utilities and Stormwater Control - What areas not now served by public sewer and water will require utility extensions? What are the costs of these improvements? Will tax revenues pay their way or will special assessments be required?
3. Resident Attitudes - What are the attitudes of the residents of the study area with regard to annexation to Clarendon Hills?
4. Revenue Benefits - What are the projected annual revenues which would accrue to the Village of Clarendon Hills if these areas are annexed?

This study will provide the decision-makers in Clarendon Hills with input regarding zoning, planning, and identity matters in the study area. The studies mentioned above should supplement the input provided in this report.

## CHARACTER ANALYSIS OF STUDY AREA

An analysis of the character of the study area in relationship to the existing Village of Clarendon Hills will provide the Village with a more subjective aesthetic social input regarding the planning area. Particular weaknesses or deficiencies in the study area's character or identity have been identified.

The study area, lacking unifying elements, visual order, and uniformity, has a raw unestablished character. One section of the study area, for instance, may have curbs and gutters with mature street trees, whereas another section may have curbless pavement and a less formalized approach to street plantings. Several street address numbering systems are used. many minor streets have no connection with another. The study area has several different weak identities. In contrast, the Village of Clarendon Hills is characterized by winding, curbless, tree-lined streets lined with many homes with colonial architecture.

In developing an identity or character for the study area, the Village should seek to: (1) minimize the impact of overhead utilities, (2) encourage the upgrading of commercial properties, (3) establish unified streetscapes, and (4) encourage the improvement of private property.

### Neighborhood Cohesiveness

Residential groupings known as neighborhoods are identifiable places which are interconnected and similar in character. The planning area has the potential for functioning as a neighborhood, and a very cohesive one at that.

The existing pattern of vehicular circulation, unconnected and discontinuous, should be developed so that all portions of the neighborhood can be reached without the use of arterial or collector roadways. Improvement of the east-west circulation west of Clarendon Hills Road is suggested. Future roadway construction should maximize the potential for the development of a cohesive neighborhood.

The development of parks and recreational facilities in the planning area, now so deficient, will provide the neighborhood with a central gathering place, thus strengthening sense of identity and place.

### General Neighborhood Conditions

The study area is generally a well-maintained area. However, isolated instances of litter and garbage should be removed. Owners

*In most  
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of vacant lots should be encouraged to keep their property well mowed.

#### Housing Conditions

A wide variety of housing types and quality is found in the study area.

Single-family homes are located on lots from as small as 6,500 square feet to as large as over 1 acre in size. The bulk of the lots, however, are 10,000 square feet in size. Split level and ranch designs predominate. Most of the construction occurred in the 1950's to 1970's. Prices of \$35,000 - \$100,000 reflect the wide variety of housing types available. Increasingly, new construction is upgrading the area's character. Should public sewer be available to areas west of Bentley Avenue, development of vacant parcels should add appreciable quality to the existing housing stock. A wider variety of single-family housing types such as two-story designs should be encouraged to relieve the relative flatness of the predominating lower profiles of ranch and split-level designs.

All of the multi-family areas are low rise, low or medium density walk-up apartments or duplexes. A very urban appearance has resulted from the use of two and three-flats located on individual lots on public streets. While their spacing provides ample rear and side yards, the utility lines at the rear lot lines of these units should be camouflaged through the use of trees.

The apartment complexes located along the 55th Street and Illinois Rte. 83 corridors, however, provide a more suburban appearance with good setbacks, greater amounts of open space, private parking and recreational amenities. However, most of the apartment complexes, due to their very traditional layout and architecture, may require certain cosmetic improvements. Trash bins in most complexes need to be screened from adjacent and interior residents' views. Extensive expanses of parking lot paving should be relieved through the use of islands and trees. Building landscaping would notably improve streetside appeal.

Frontage along Illinois Rte. 83 should be used to create a buffer between the apartment units and the traffic on Rte. 83. The use of earthen berms and dense plant material may reduce the adverse impact of the adjacent highway.

### Commercial Uses

The cluster of commercial establishments at the intersection of 55th Street and Holmes Avenue should be upgraded through the employment of aesthetics and screening. The basic layout of the Jewel-Osco and the Mid-America structures lends itself to a more unified, visually-ordered appearance in keeping with visual appearance of the Village as a whole.

Better landscaping is a major item which deserves more attention. Frontages along 55th Street and Holmes Avenue adjacent to the Jewel-Osco center are bleak, treeless expanses. The objective of a landscaping program, while not to obscure the business, is to soften the impact of large expanses of parking at this location. Furthermore, additional islands with trees in the Jewel-Osco parking lot will soften the harsh expanse of blacktop.

The Holmes Avenue streetscape should be developed uniformly. Treatment of the east side of the street should be either the same as or complimentary to the west side of Holmes Avenue as improved by Mid-America. These landscaping improvements alone may have the effect of making this area a true part of Clarendon Hills rather than its current appearance as an appendage to the Village.

The loading dock areas of the Jewel-Osco facility on both the south and west facades of the structure require total screening from adjacent residential areas. Masonry walls of sufficient height to conceal delivery operations and of complimentary color should be constructed. Landscaping adjacent to these walls should be installed to soften the expanse of the masonry.

### Streetscapes

The existing Village of Clarendon Hills exudes its quality residential character and small town New England serenity from its unifying canopy of street trees and unique street signage. There are very few areas of the Village which do not have these very unifying, identity-creating features. Without these elements, the Village would have a raw unestablished character not unlike that of the planning area south of 55th street.

Perhaps, secondly most important to strict zoning and planning recommendations is the development of a unifying streetscape in the study area. The various types of housing construction, street design and street lighting, which produce a varied and somewhat helter-skelter appearance in the study area, can all be very effectively unified through the use of street trees, a consistently defined curbside treatment and a uniform system of street signage.

who pays  
for what?

Street signage identical to that used in the existing Village should be installed in the study area. The chocolate and yellow rustic sign design used in Clarendon Hills is definitely an item aiding in creating a unique identity for Clarendon Hills. The rustic hand-crafted appearance of these signs contrasts sharply with the mass produced street signage systems used in, for instance, Westmont or Hinsdale, which creates a more urban feeling.

The treatment used in Clarendon Hills to the shoulders of the curbless streets in the Village should be uniformly applied to the curbless streets which predominate in the planning area. The existing treatment appears to differ from one area of the study area to another.

Additionally, roadside vegetation, which in some areas is set back far from the pavement and in other areas is located immediately adjacent to the roadway, should be uniformly controlled. Not only will this control aesthetically unify the streetscapes of the planning area, but it may enhance the safety of the motoring public at intersections now overgrown with vegetation which obscures good visibility.

To effectively unify the planning area with the existing Village, a uniform streetscape rhythm should be established through a thorough street tree planting program. Due to their susceptibility to disease, Elm trees, which characterize the existing Village streetscape, should not be used. A mixture of hardy street trees which will provide a roadway canopy similar to the Elm tree canopy is recommended. Larger trees of 3 to 5 inch caliper are suggested so that the streetscape may reach maturity earlier than if smaller trees are used.

who pays

### Street Naming

The naming of streets has traditionally been the task of a developer. More often than not, minimal thought is given to street names during the planning stages. Street names by number such as 214th Street are common in the City of Chicago and the southern suburbs. Often relatives of a subdivision developer or engineer seem to creep onto street signs, hence: "Janet Avenue". Geographic names have also been used: "Texas Avenue". Thematic groups of street names have also been employed: animals, trees, presidents and even liquor: "Daquiri Lane".

Yet, in the sale of homes, one of the considerations of buyers may be the name of the street. Persons making what may be the largest investment of their lives may express a preference for "Birchwood Lane" over "Janet Drive" or "Texas Street".

The renaming of numbered street names and those inappropriate street names has taken place in several area communities. The practice, however, is rare due to resident resistance in changing addresses. However, recently in a thorough re-examination of existing street names in the City of Darien, a number of street names were changed. In Indian Head Park, upon annexation of an unincorporated area with numbered street names, new street names in keeping with the Village's American Indian theme were adopted: "63rd Street" is now "Hiawatha Lane".

Should resident attitudes for renaming of street names in the planning area be positive, we suggest that a thorough analysis of new street names be instituted. This action may aid in creating a stronger identity for the study area. There is not a great deal of prestige in living on "Tennessee Avenue" in Clarendon Hills. However, if "Tennessee Avenue", for example, were renamed "Birchwood Lane", from a purely aesthetic sense, Birchwood may connote more prestige and uniqueness.

### Summary

While each item discussed above is, in itself, minor, the composite affect of these proposed improvements may result in a substantial improvement of character for the planning area.

## PROPOSED VEHICULAR CIRCULATION IMPROVEMENTS

Based on the following objectives, an improved vehicular circulation plan is proposed (see Exhibits 9 and 10):

1. Discourage through traffic on minor streets.
2. Ensure the viability of arterial highways as carriers of high volumes of traffic.
3. Encourage more efficient east-west vehicular circulation.
4. Encourage the development of a hierarchy of streets not only on paper, but in function.

### Expressways

The Kingery Expressway, or Illinois Rte. 83, has been designated an expressway. In keeping with providing access points to expressways only from interchanges and fully signalized intersections, the existing access point to Rte. 83 at 58th Street should be closed.

### Major Arterial Streets

To discourage minor street access to 55th Street, which is the only major arterial in the study area, minor street closures are recommended at selected locations along the corridor.

However, access to 55th Street should be permitted, but only at specified locations. No private driveways or additional minor streets should be permitted to have access to 55th Street. Turning bays should be provided at signalized intersections not only to facilitate safe turning movements for the residents of the Village, but also to result in better traffic flow through the area. (See discussion on "Collector Streets" below.)

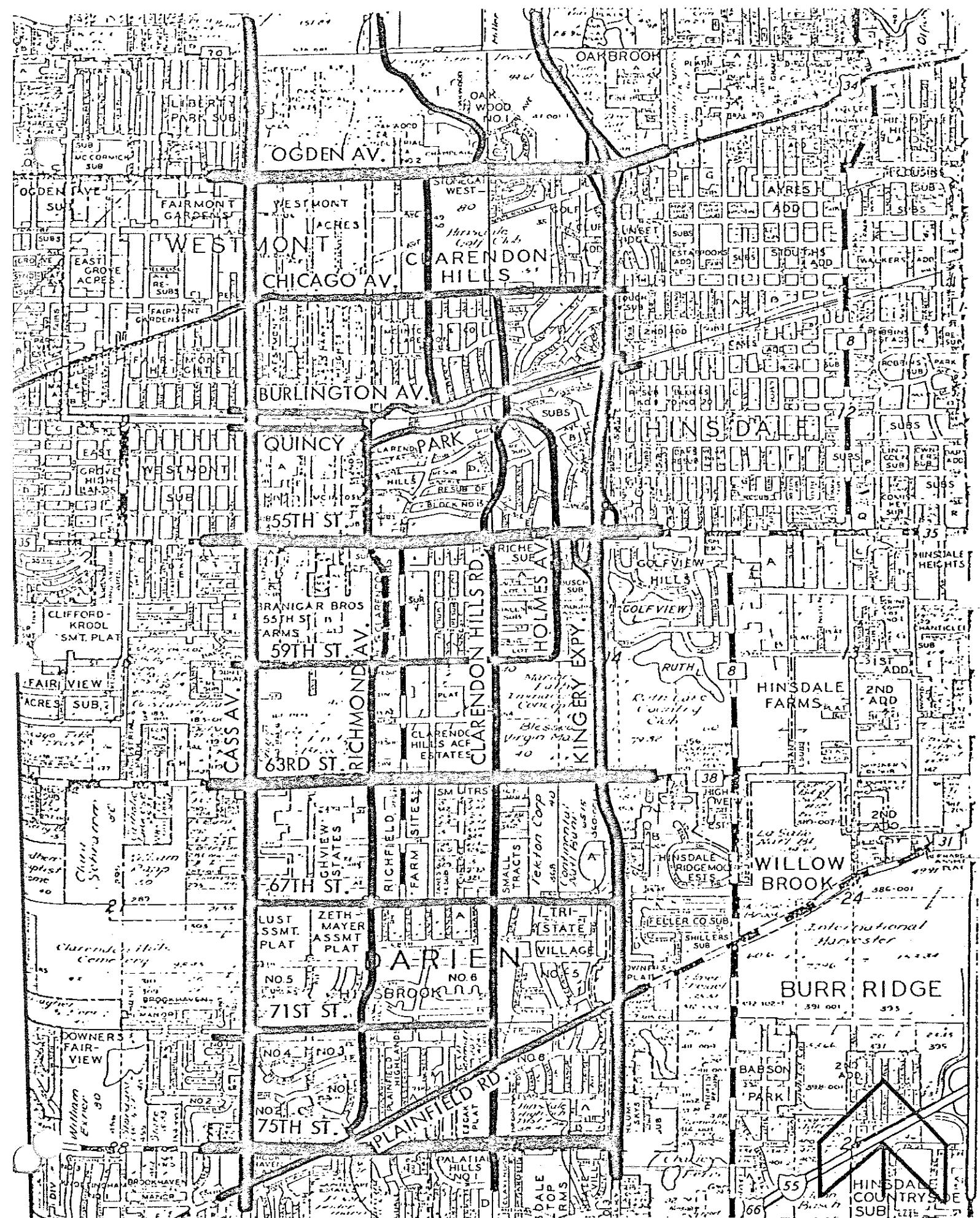
### Collector Streets

Existing streets constructed and/or dedicated are illustrated in Exhibit #11.

### Western Avenue-Richmond Avenue

It is recommended that Richmond Avenue be extended between 55th Street and 59th Street for the following reasons:

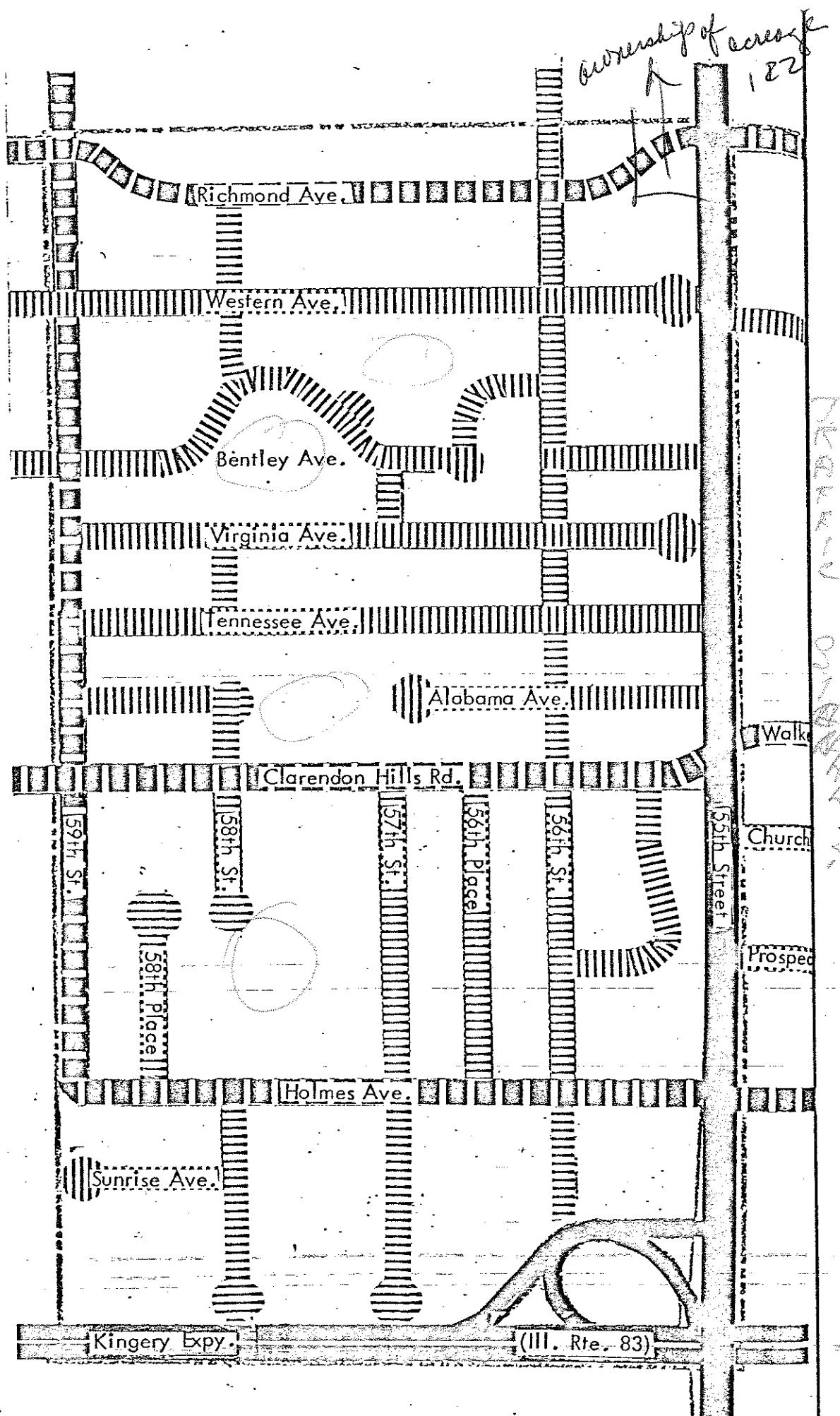
- a) Richmond Avenue is constructed between Plainfield Road and 63rd Street in Darien and between 55th Street and Park Avenue in Clarendon Hills.

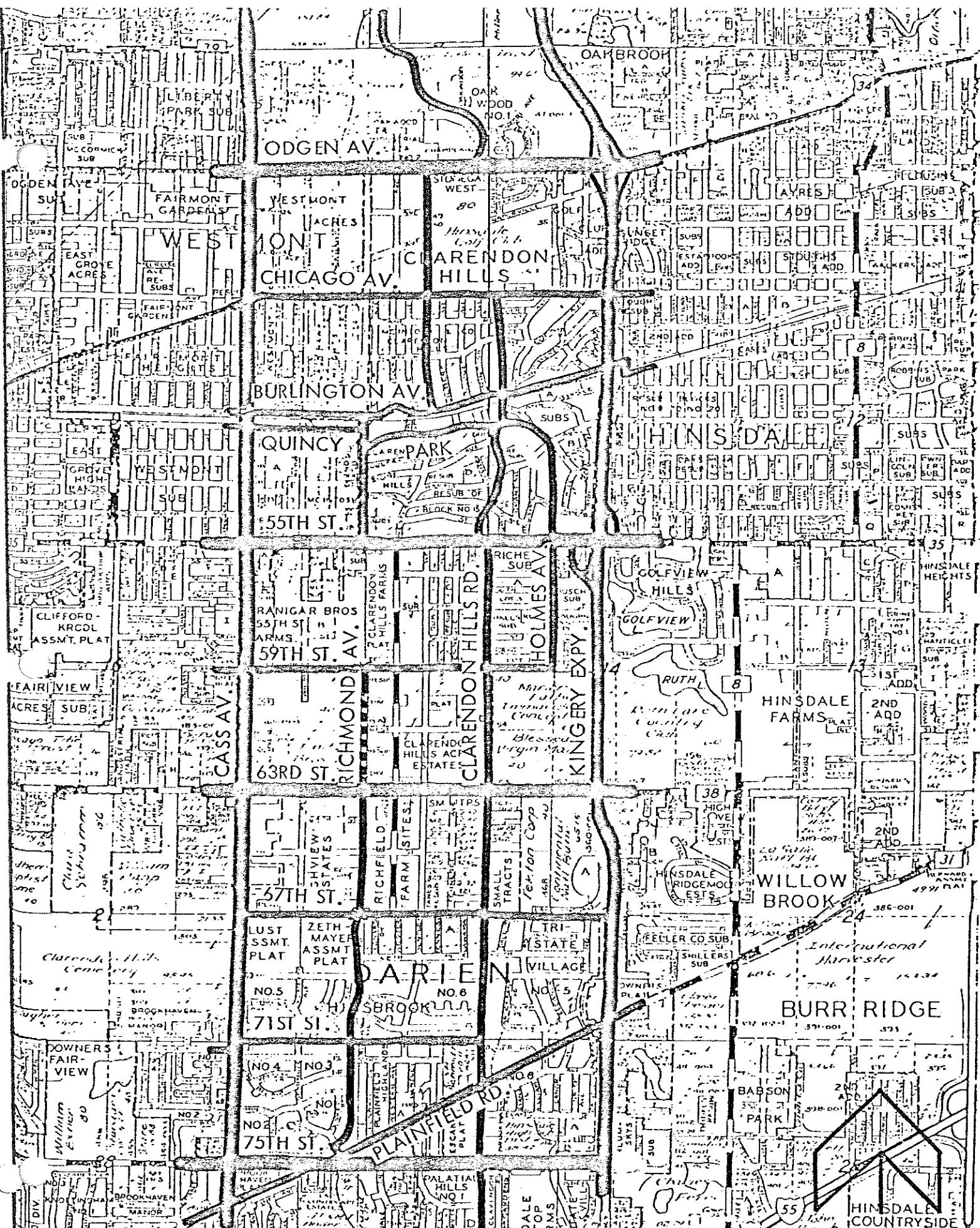


## PROPOSED VEHICULAR CIRCULATION

## 55TH ST PLANNING AREA Village of Clarendon Hills

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**STREETS CONSTRUCTED/DEDICATED**

55TH ST PLANNING AREA  
Village of Clarendon Hills  
EXHIBIT # 11

b) Richmond Avenue is platted between 63rd Street and 59th Street (no connections between 55th Street and 59th Street are platted).

c) There is a need for two north-south collector streets between Illinois Rte. 83 and Cass Avenue, one of which should be Richmond Avenue.

d) The area between Western, Richmond Avenue (extended), 55th Street, and 59th Street has lots 620 feet in depth; the unurbanized portions could be used for a roadway extension with single-family lots on either side.

e) A continuous north-south collector street will be provided between the Burlington-Northern Railroad in Clarendon Hills and 75th Street in Darien. Increased access will be provided to the Clarendon Hills Central Business District.

f) Collector street traffic currently utilizing Western Avenue will switch to Richmond Avenue.

g) Signalization of the intersection of 55th Street and Richmond Avenue may eventually be necessary.

#### Clarendon Hills Road-Walker Avenue

It is recommended that a connection be made at 55th Street between Clarendon Hills Road and Walker Avenue for the following reasons:

a) Clarendon Hills Road is constructed from 91st Street on the south to its northern terminus at 55th Street.

b) Walker Avenue is constructed from 55th Street north to the Clarendon Hills Central Business District.

c) A small offset of 175 feet between the two streets at 55th Street.

d) The connection can occur on the Lamplighter Realty parcel and the single-family home to the south.

e) Signalization of this proposed intersection may be necessary which may eliminate the existing dangerous intersection at Clarendon Hills Road and 55th Street.

f) This connection would aid in funneling CBD oriented traffic to Walker Avenue versus Prospect Avenue which is not likely to have a signal at 55th Street.

g) Increased access to the Clarendon Hills Central Business District will result.

### 59th Street

It is recommended that 59th Street should be upgraded to an east-west collector street for the following reasons:

- a) 59th Street is platted between Illinois Rte. 83 to west of Cass Avenue in Westmont.
- b) The roadway may serve as a definite southern boundary for Clarendon Hills.
- c) An east-west collector street is needed between the arterial highways of 55th Street and 59th Street.

### Minor Streets

Minor streets should be extended as per the proposed vehicular circulation plan; the more prominent improvements are as follows:

a) Cul-de-sacs at the following locations:

- Alabama Avenue at 57th Street
- Alabama Avenue at 58th Street
- 58th Street half way between Holmes Avenue and Clarendon Hills Road
- Sunrise Avenue at 59th Street

b) Cul-de-sacs to 55th Street/Rte. 83:

- at Western Avenue
- at Tennessee Avenue
- at 57th Street
- at 58th Street

*Sept 1st  
Initial section  
Showing of traffic  
Cul-de-sacs, 2 Patches*

c) Creation of new streets:

- running from Clarendon Hills Road to 58th Street *to 58th*
- along Bentley Avenue between 56th Street and 59th Street *OK*
- a new north-south street between Bentley Avenue and Western Avenue

Unused Right-of-ways

Some areas may not have streets constructed due to the existence of flood prone conditions, vegetation, and individual property owner's desires. These areas should become either home sites, lot lots, or driveway access for single-family areas.

PROPOSED LAND USE IN THE STUDY AREA

Three land use plans have been prepared for the Village's review. One has been recommended by our firm to the Village (Land Use Plan A). Concepts B and C were developed under different objectives to offer different points of view for the Village's review in making land use decisions for the planning area.

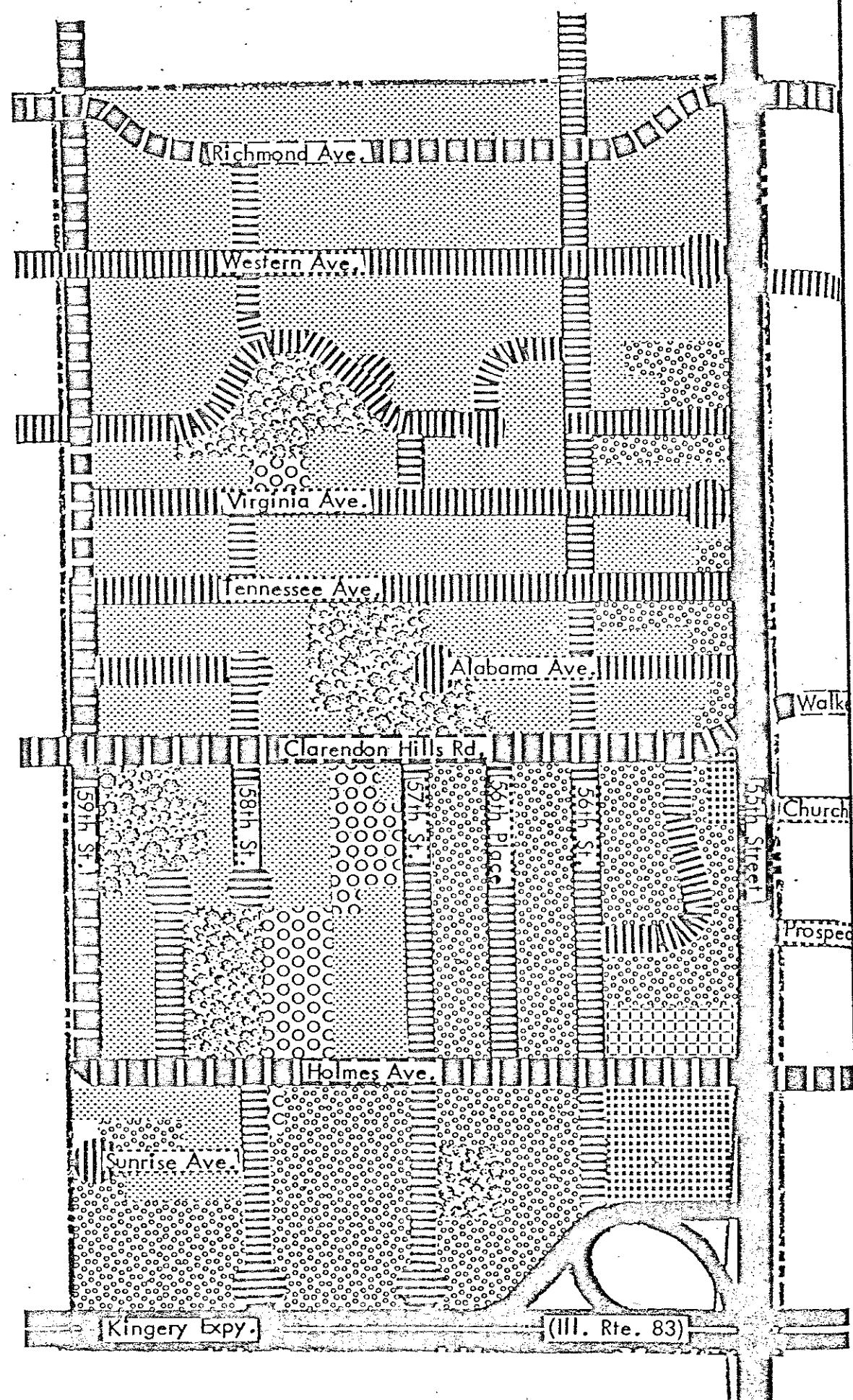
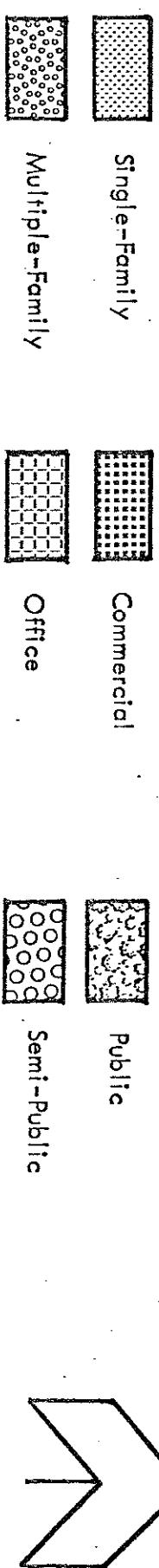
Densities for areas indicated as single-family on the land use plans should not exceed 3.5 net dwelling units per acre. Areas indicated as multiple-family should not exceed 15.0 net dwelling units per acre (excluding public R.O.W. and public open space).

Land Use Plan "A"

This proposed plan (Exhibit #12), recommended to the Village of Clarendon Hills, follows three objectives for the planning area heretofore described. This particular approach to planning the area may represent the most sensitive synthesis of the area's existing character with current planning principles. It is also, perhaps, more conservative than Plans "B" or "C" in that the particular approach may minimize land use change in the planning area. The following objectives were followed in the preparation of the recommended land use plan:

1. Continue to reinforce established land use trends through maintenance of a strict zoning ordinance and through encouraging new construction of high design and quality.
2. Continue to develop and maintain a buffer between the higher intensity commercial uses and the single-family uses.

## LAND USE PLAN A



3. Continue to reinforce an anti-strip commercial philosophy for arterial highways.
4. Retain residential areas adjacent to major highways which are viable, in good condition, and do so according to resident's wishes provided that these single-family streets have cul-de-sacs at 55th Street to maintain their single-family character.
5. Provide for a park system in conjunction with area stormwater needs and requirements.
6. Foster a cohesive neighborhood residential unit of the planning area.
7. Suggest planning measures which will foster appreciating property values in the area.
8. Continue to permit the existence of the non-conforming commercial establishments along 55th Street.

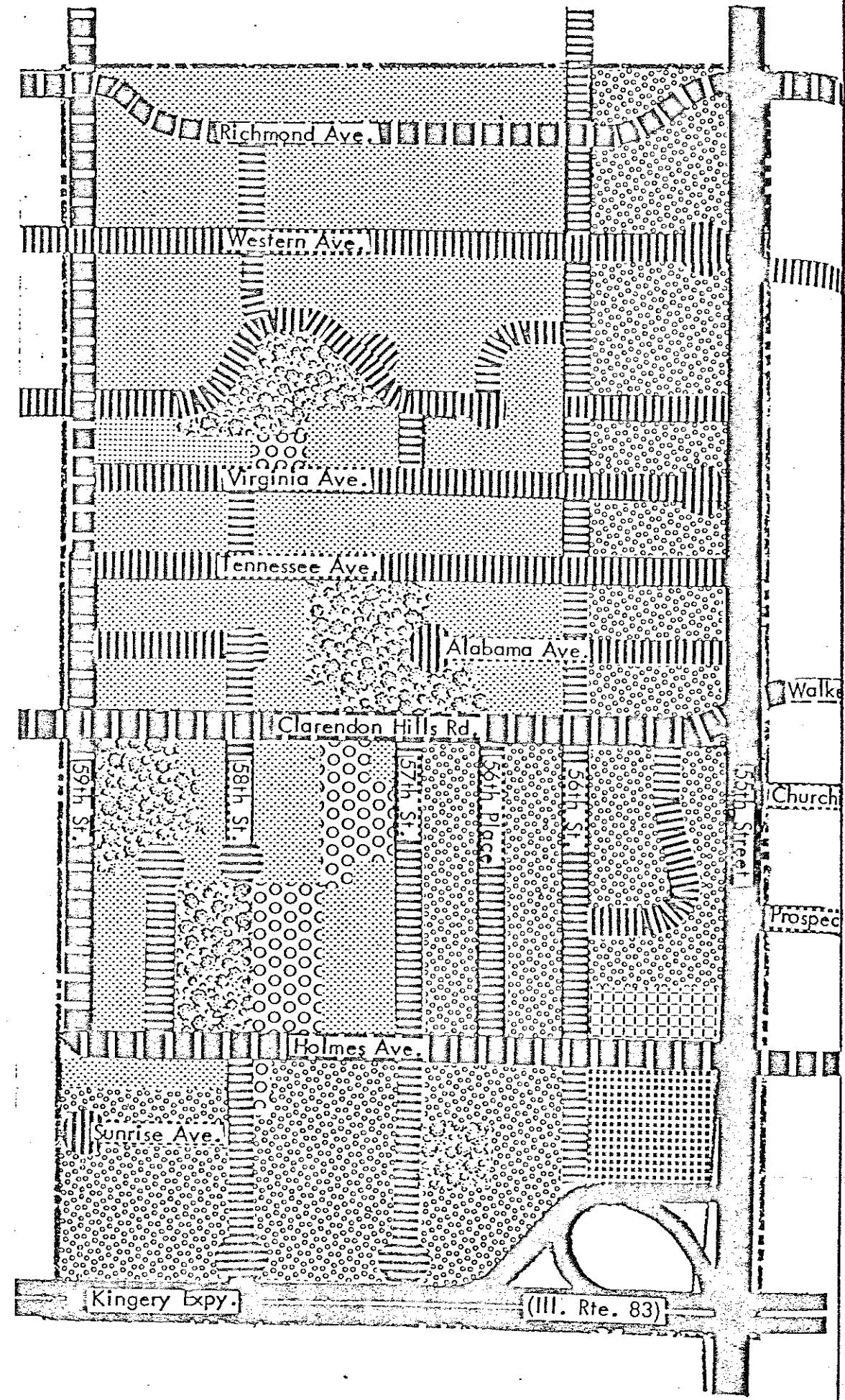
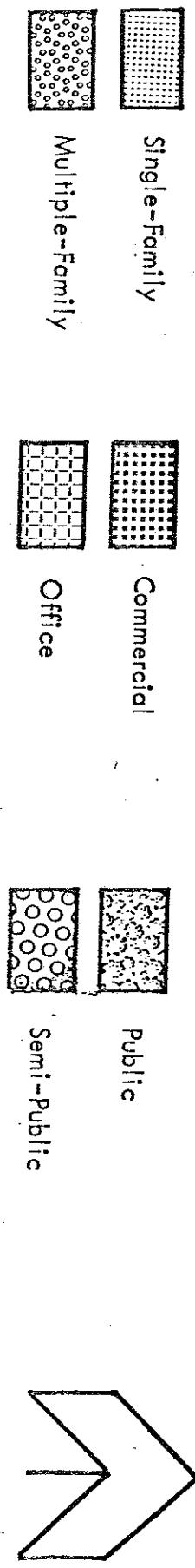
#### Land Use Plan "B"

Plan "B" (Exhibit #13) was designed under the following set of objectives:

1. Increase the tax base of the Village thru increased commercial and office use on the 55th Street corridor.
2. Continue to reinforce the policy of developing multi-family units along the 55th Street corridor between 55th and 56th Streets and along Illinois Rte. 83 between 56th and 59th Streets.
3. Provide for a park system in conjunction with area stormwater needs and requirements.

# LAND USE PLAN C

EXHIBIT #14



Land Use Plan "C"

Plan "C" (Exhibit #14) was designed under the following set of objectives:

1. Continue to reinforce the policy of developing multiple-family units along the 55th Street and along the Illinois Rte. 83 corridors.
2. Create a buffer zone of higher intensity land uses along 55th Street.
3. Provide for a park system in conjunction with area stormwater needs and requirements.

# LAND USE PLAN B

EXHIBIT #13

