

# Transit Improvement Plan & Station Area/Corridor Study

Bensenville, Illinois



**THE LAKOTA GROUP**  
**S.B. Friedman & Company**  
**TranSystems**

Final Report - February 2011



## **Table of Contents**

### **SECTION 1: INTRODUCTION**

PLANNING MISSION.....	1
PLAN PURPOSE .....	3
PLANNING PROCESS .....	3

### **SECTION 2: LAND USE**

DEVELOPMENT OPPORTUNITIES.....	7
TRANSIT-ORIENTED DEVELOPMENT.....	7
VILLAGE CONTEXT .....	7
DOWNTOWN/STATION AREA .....	11
IRVING PARK ROAD.....	15
YORK ROAD.....	19
GREEN STREET.....	23
COUNTY LINE ROAD .....	25

### **SECTION 3: TRANSPORTATION**

EXISTING ROAD NETWORK.....	31
PLANNED ROADWAY IMPROVEMENTS.....	36
PARKING .....	39
TRANSIT.....	39
TRANSIT NEEDS .....	50
STATION AREA PARKING .....	59
BICYCLE FACILITIES.....	60
PEDESTRIAN FACILITIES .....	60

### **SECTION 4: INFRASTRUCTURE**

WATER SYSTEM.....	63
SANITARY SEWER SYSTEM.....	64
STORM SEWER SYSTEM.....	65
POWER/ELECTRICITY .....	65

**SECTION 5: MARKET**

VILLAGE MARKET ..... 69  
MARKET CONTEXT ..... 76  
STATION AREA MARKET DYNAMICS ..... 78  
STRATEGIC DIRECTIONS ..... 93

**SECTION 6: DOWNTOWN/CORRIDOR CONCEPTS**

A NEW VISION ..... 99  
DOWNTOWN/STATION AREA ..... 103  
IRVING PARK ROAD CORRIDOR ..... 105  
YORK ROAD CORRIDOR ..... 107  
GREEN STREET/COUNTY LINE ROAD CORRIDOR ..... 109  
TRANSPORTATION ..... 111  
TRAFFIC ANALYSIS ..... 118  
STREETSCAPE ..... 124  
WAYFINDING + SIGNAGE ..... 125

**SECTION 7: IMPLEMENTATION STRATEGY**

COMMUNICATION/COORDINATION ..... 131  
DOWNTOWN REDEVELOPMENT ..... 132  
PRIORITY PROJECTS ..... 132  
FINANCING ..... 134

**APPENDIX**

APPENDIX A-1 ..... 1  
APPENDIX A-2 ..... 5  
APPENDIX A-3 ..... 6  
APPENDIX A-4 ..... 11  
APPENDIX A-5 ..... 16  
APPENDIX A-6 ..... 18  
APPENDIX A-7 ..... 23



## SECTION 1: INTRODUCTION



### Planning Mission

The Village of Bensenville engaged **The Lakota Group** (planning and design), **S.B. Friedman & Company** (real estate economics) and **TranSystems** (transportation planning and engineering) to assess the potential for improving the community’s overall transportation system and revitalizing its main road corridors and Downtown train station area. Increasing transit ridership and facilitating new development along the roadways as well as in downtown are key goals of the Study.

The Village is currently served by Metra, Pace and local “dial-a-ride” bus services and five major roadways: *Thorndale Avenue; Irving Park Road; Grand Avenue; York Road; and County Line Road*. Bensenville is located on the west and south sides of O’Hare International Airport. It will be the “front door” for the new terminal planned for the west side of the Airport. Other major transportation changes planned for the Bensenville area include the extension of the Elgin-O’Hare Expressway along Thorndale Avenue and a western bypass of Interstate 294 around the west side of the Airport. The Elgin-O’Hare Expressway extension will include right-of-way for a future transit line that would directly serve the Airport and DuPage County. Collectively, these infrastructure improvements will significantly increase regional access to the Village and enhance the development potential of the Village.

Overall, this transit enhancement and transit oriented development study accomplishes the following:

- ❑ Identifies opportunities to improve transportation and increase transit usage throughout the Village.
- ❑ Creates a Transit Improvement Plan (TIP) that capitalizes on current conditions and future development opportunities.
- ❑ Creates a clear documented vision for the Downtown/Station Area’s future.
- ❑ Creates concepts and strategies for the targeted road corridors that improve land use, physical conditions and transit.

More specifically, the study addresses the following planning areas (also see Figure 1.1: Planning Areas):

- ❑ *Existing and future transit services throughout the Village.*
- ❑ *Bensenville’s Downtown, a 32-acre, multi-block area centered on the Bensenville Metra commuter rail station and its Village Hall.*
- ❑ *Irving Park Road, which is a 1-mile commercial corridor just north of Downtown.*
- ❑ *York Road, which is a 4-mile mixed-use corridor that spans the length of the Village and is the west boundary of O’Hare Airport.*
- ❑ *Green Street, which is a one-mile mostly industrial corridor that is parallel to the Metra rail line.*
- ❑ *County Line Road, which is a 1.3-mile industrial/commercial corridor on the east edge of the Village that is the boundary between DuPage and Cook Counties.*

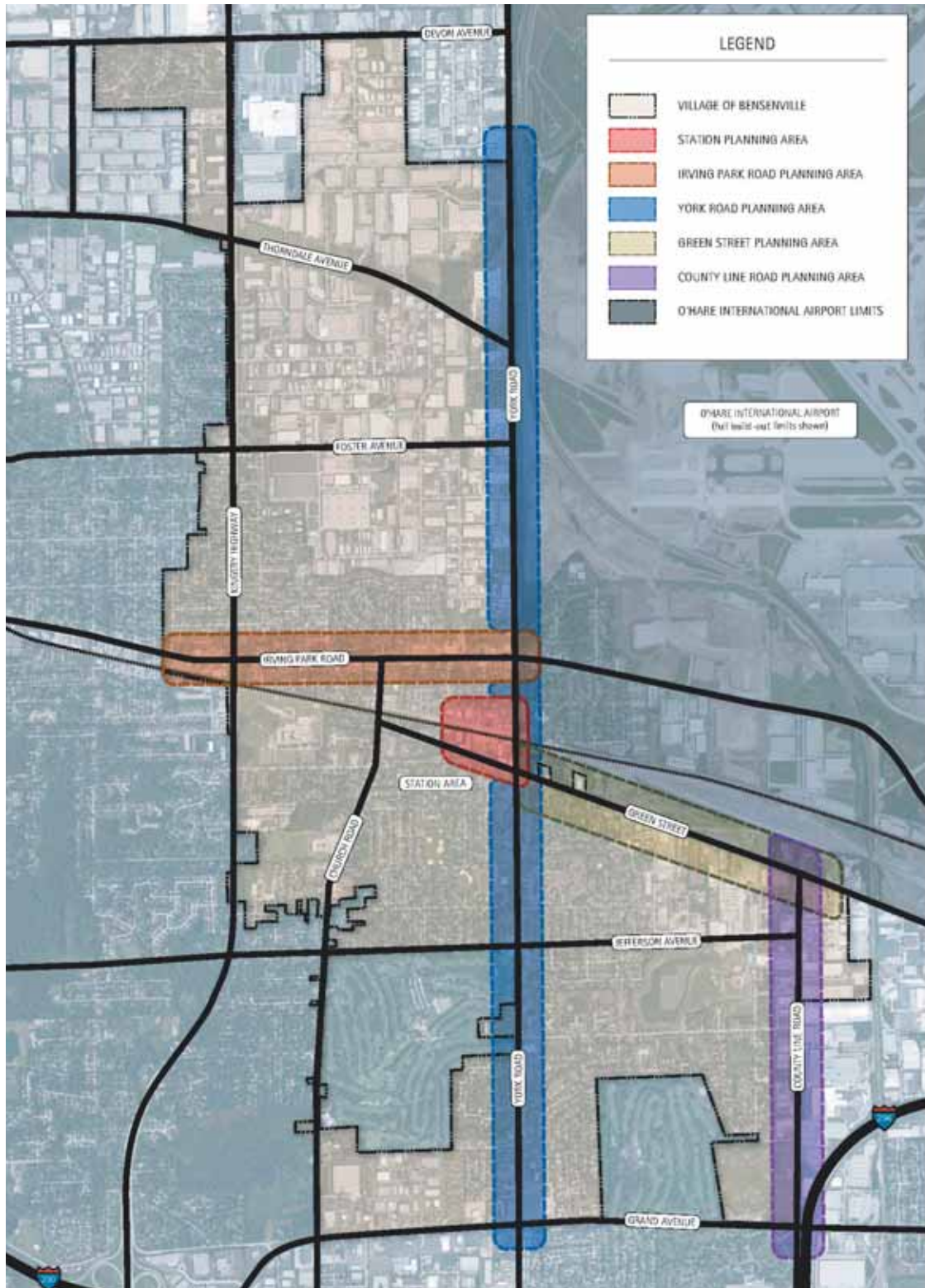


Figure 1.1 Planning Areas



### Planning Process

The Bensenville planning process began in March 2010 and included the following three phases:

- ❑ **Village/Area Analysis:** The first phase involved a review of relevant studies and an analysis of land use, physical conditions, transportation and infrastructure. It included fieldwork, meetings with Village staff and a Project Steering Committee, stakeholder interviews, a web-based community survey and a community workshop.
- ❑ **Community Visioning:** The second phase involved generating strategies and concepts for improving area transit, the corridors and Downtown. A community workshop was held to review the Village/Area Analysis, development strategies and concepts, and future transportation scenarios.
- ❑ **Transit Improvement Plan (TIP) and Corridor/Downtown Plans:** The third phase involved preparing a Transit Improvement Plan as well as transit oriented development plans for the Corridors and Downtown. A third community workshop was conducted and this final planning report prepared.

### Plan Purpose

Bensenville officials, community leaders, property/business owners and developers will use the plans as guides for planning and development decisions over the next 10 to 15 years. The plans will serve several purposes depending on the needs of the user:

- ❑ **Existing Conditions:** The planning report includes an inventory of existing land use, transportation, physical and real estate market conditions that provides a base of information about the area's needs and potential.
- ❑ **Development Framework:** Village staff and plan commissioners can review future development projects in regards to the strategies and recommendations set forth by the plans.
- ❑ **Public Investment Guide:** The Village Board can use the plans to prioritize public investment initiatives and improvement projects. The information on existing conditions and future land use and transportation needs can also be used to seek project funding at the regional, state and federal levels.
- ❑ **Private Investment Guide:** People interested in investing and developing in Bensenville will be able to use the plans to gain insight into the Village's development context and direction.
- ❑ **Future Vision:** The plans will inform current and future residents about the Village's vision for its transportation system, key road corridors and Downtown.





## SECTION 2: LAND USE



### Village Context

Bensenville contains mostly residential and industrial uses, with some supporting commercial and institutional uses in Downtown and along Irving Park Road, York Road and Grand Avenue. From a planning perspective, the Village is in a unique location that provides a range of challenges and opportunities. O'Hare International Airport, one of the largest and busiest airports in the country, is located immediately adjacent the community. The proximity to the Airport brings noise and some traffic related issues. However, despite Bensenville's proximity to the airport, they have yet to reap the economic benefits similar to those that communities to the east of the airport have been able to capture. **(See Figure 2.1: Area Context, Figure 2.2 Planned Transportation Improvements and Figure 2.3 Overall Village Land Use)**

Today, several Bensenville industrial businesses take advantage of the close proximity of the Airport's cargo area, which is located on its south side. In the future, the major improvements planned for the area's roadways as well as the Airport's new western terminal will significantly change the Village's development potential.



*Village Hall*



*Metra Station*

### Development Opportunities

There are several small and large properties located throughout Bensenville that were identified during the planning study as opportunity sites for new development. These sites were identified based on sub-optimal land uses, vacant or deteriorating buildings, vacant lots, key corner locations and/or the potential to consolidate small parcels of land to create larger sites or blocks. They represent opportunities that can bring new vitality and a new look to Downtown Bensenville and the targeted road corridors.



*Vacant property at the northwest corner of Main and Center*

### Transit-Oriented Development

This planning study also notes the potential for “transit-oriented development” within Downtown and along bus lines that service the targeted road corridors. Transit-oriented development is intended to facilitate the use of transit by mixing land uses and increasing density around transit facilities such as transit centers, train stations and bus stops. It is focused on increasing transit access and boosting ridership as well as reducing traffic and expanding housing and shopping choices. Such development also helps create a “sense of place” within a quarter to half mile around transit facilities.



*Condominiums at the southwest corner of York and Roosevelt*

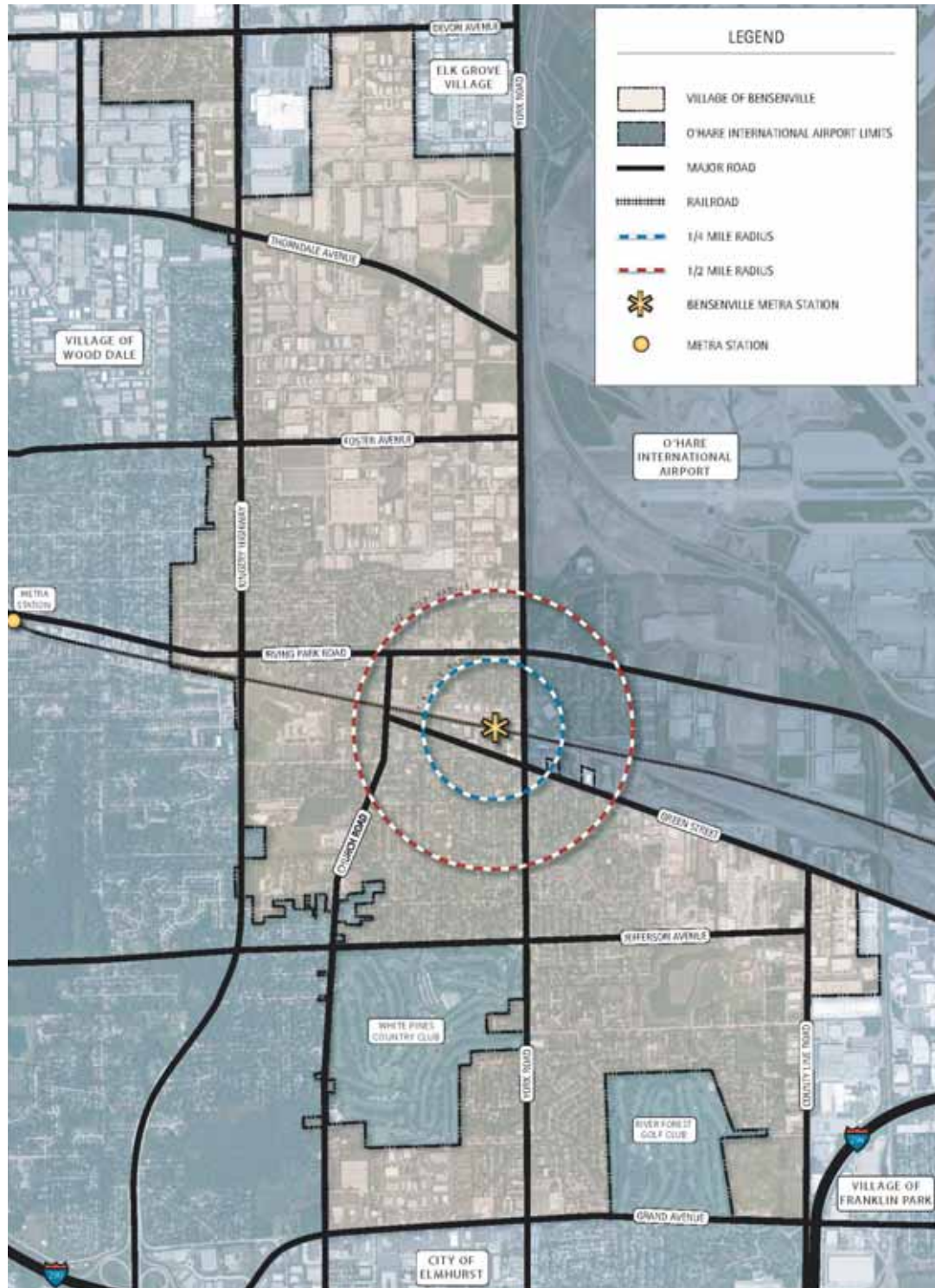


Figure 2.1: Area Context

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 2: Land Use

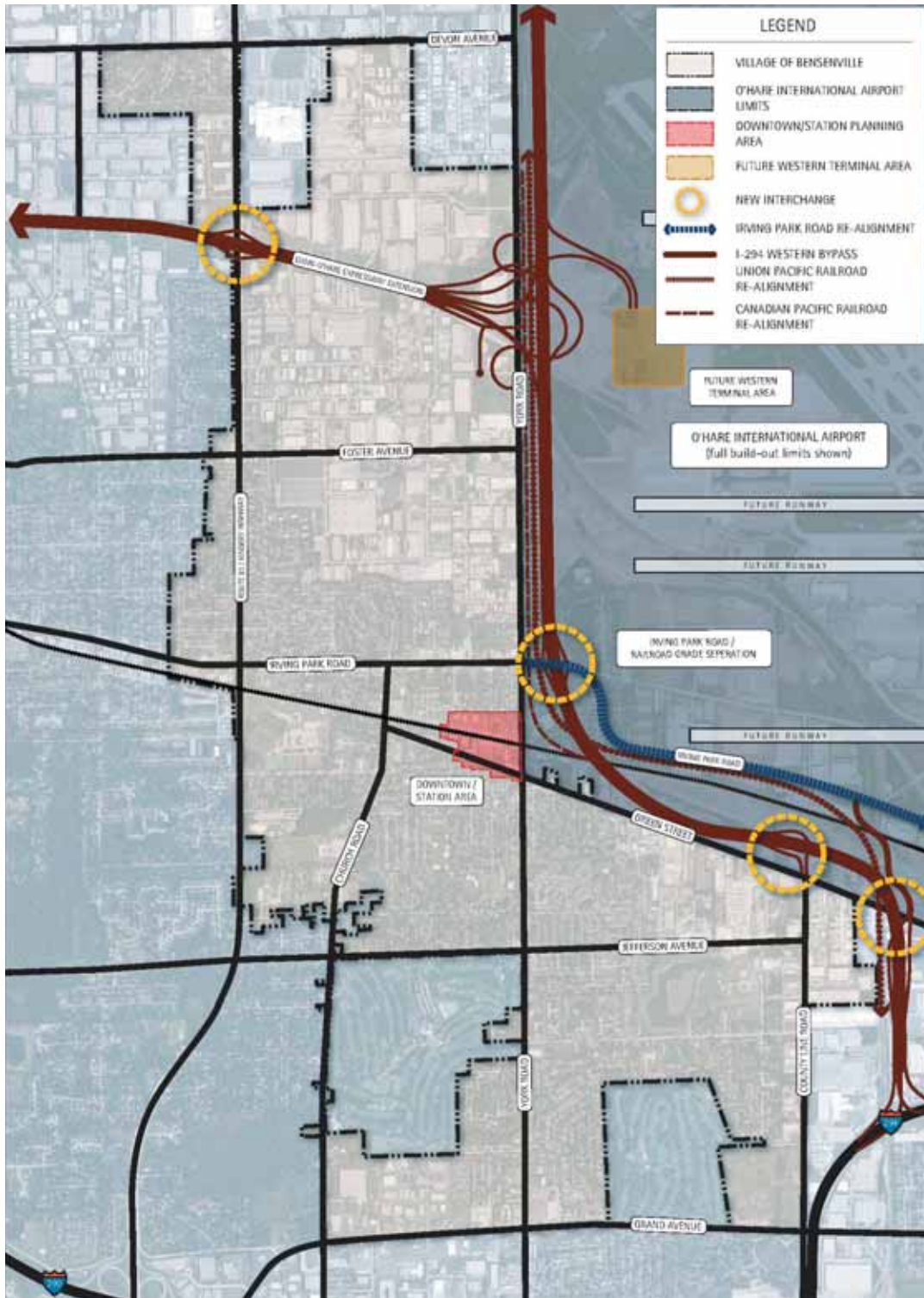


Figure 2.2: Planned Transportation Improvements

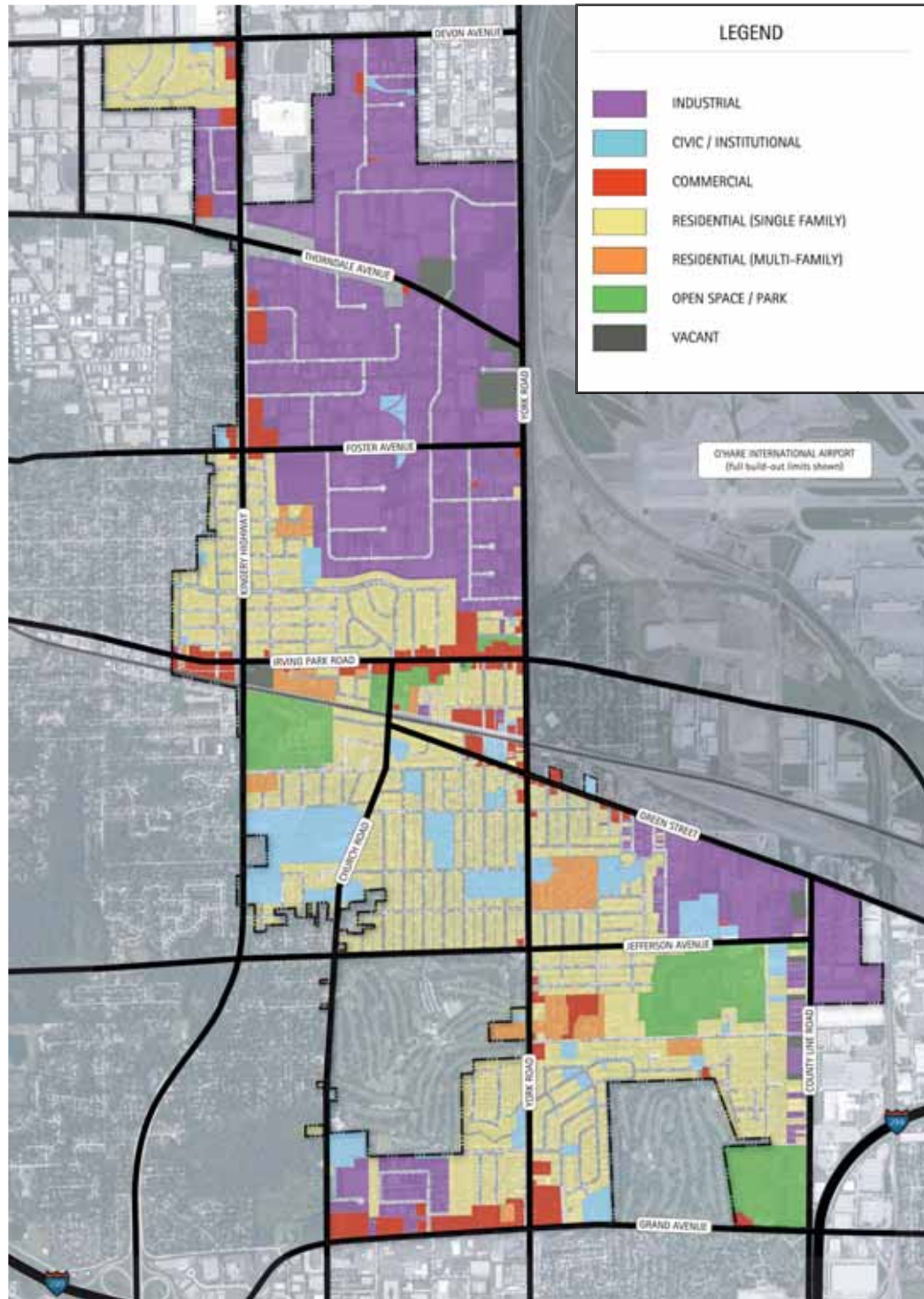


Figure 2.3: Overall Land Use



### Downtown/Station Area

#### Land Use

Downtown has a mix of commercial, residential and institutional land uses surrounding the Bensenville Metra Train Station and Village Hall (See **Figure 2.4: Downtown/Station Area Land Use**). Village Hall and the Station are major activity generators that draw commuters, visitors and employees to the area on a daily basis.

Two grocery stores as well as a two-screen movie theater and a few retail shops, restaurants and professional service businesses currently serve Downtown. Overall, the area lacks a “critical mass” and diversity of commercial uses and buildings. Physically this central business district is spread out around several blocks that are separated by the Metra tracks, large commuter parking lots and the Village’s central green space.

Several residential developments are also present in Downtown, including a condominium building, two apartment towers and new row homes. The condominium and apartment buildings are six to eight stories and the row homes are two stories. The row homes are located along the perimeter of Downtown and provide a good transition to nearby single-family neighborhoods.

Bensenville developed the larger residential buildings earlier than most suburbs to take advantage of the downtown setting and proximity of the train station. While the Airport expansion near the east side of Downtown may impact the potential for additional housing, the proximity to transit may help off-set those challenges.

The Village’s central green, named the “Towne Center”, is just over a half-acre of open space located immediately south of Village Hall. Home to the popular *Concerts in the Park* held on Wednesday evenings throughout the summer, it draws visitors from the community and surrounding municipalities. The green is mostly open lawn, with mature trees around the edges.

There is limited vacant property within Downtown. The Village owns vacant parcels on the south side of Green Street and at the northwest corner of Center and Main Streets. There are also several vacant buildings north of the tracks along Center Street and York Road.



*Center Street*



*Edmar Foods shopping plaza*



*Downtown apartment building*



*Aerial image of the Downtown/Station Area*

### Zoning

Downtown Bensenville is encompassed by the Village’s C-3 Downtown Mixed-Use zoning designation. This district is intended to provide for a higher density, mixed-use environment consistent with an established central business district and transit oriented development.

The bulk regulations govern development:

- ❑ Building Height: 100 feet
- ❑ Maximum Floor Area Ratio (F.A.R.): 6.0 (for non-residential uses)
- ❑ Yards: No requirements

The C-3 zoning provides flexibility in height, density and yard requirements and allows for a wide variety of uses. This designation will need to be reassessed, as the expansion of O’Hare Airport will impact future building heights within Downtown. The Federal Aviation Administration “flight cones” extending from the Airport’s new runways will restrict building heights to no more that 70 to 80 feet.

Another challenge to the C-3 zoning is the Village’s parking ordinance, which requires 20 spaces per 1,000 square feet of building space for sit-down restaurants, 5 spaces per 1,000 square feet of bank and office uses and 4 spaces per 1,000 square feet of retail uses. These requirements are higher than typical downtown parking ratios, especially considering the train station location and Village’s desire for more transit-oriented development.

Because of the flexibility provided by the C-3 designation, the Village may want to consider a “form-based” approach to zoning for Downtown that addresses building and site design quality. Several buildings, which currently are set back from the street with parking in front, don’t reinforce a consistent “shopping streetwall” that contributes to an active pedestrian oriented downtown with a “Main Street” character.

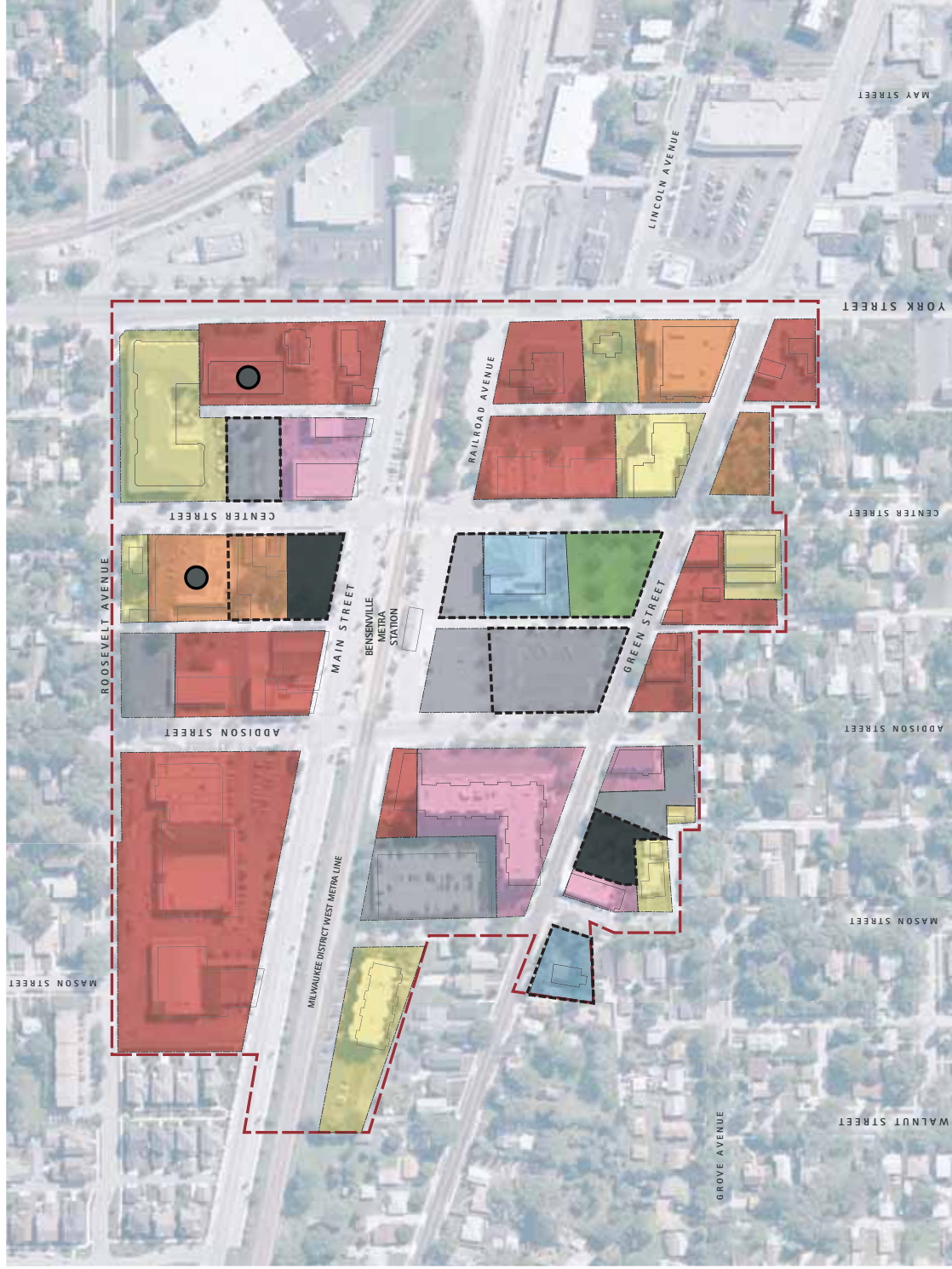
### Physical Conditions

There is a range of building conditions throughout Downtown. Village Hall, which is a “civic focal” building, is in new and very good condition. Most of the remaining buildings are 30+ years old, with several in fair or poor condition.













While there have been streetscape improvements along most Downtown streets, including decorative paver banding along the curbs and pedestrian scaled lighting, several sidewalks and streetscapes are starting to deteriorate. Some sidewalks are cracking and heaving, especially at the northeast corner of Center and Green. Landscaping is lacking in some blocks along the railroad tracks. Additionally, some key pedestrian



*Main Street retail*



**LEGEND**

-  STATION STUDY AREA BOUNDARY
-  MIXED-USE
-  COMMERCIAL
-  OFFICE
-  RESIDENTIAL
-  CIVIC / INSTITUTIONAL
-  PARK / OPEN SPACE
-  PARKING
-  VACANT PROPERTY
-  VACANT BUILDING
-  VILLAGE OWNED
-  VILLAGE OWNED

Village of Bensenville, Illinois

# Transit Improvement Plan & Station Area/Corridor Study

Figure 2.4: Downtown/Station Area - Land Use



**LAKOTA**



January 2011



# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 2: Land Use

connections are missing, such as connecting Addison Street to Mason Street along the south side of the tracks, Center Street to York Road between Railroad Avenue and the tracks, and connections to Linden Tower from Addison Street or Green Street.

Downtown has a strong grid system of streets that facilitates traffic flow. However, the train tracks provide a challenge to circulation, as they can block north/south traffic when the gates are down.

Parking in Downtown is abundant, with diagonal parking on Center Street, head-in parking on Main Street and Railroad Avenue and the large Village and Metra parking lots adjacent to the train station and Village Hall. While the Village Hall, Towne Center and streetscape along Center Street contribute to a pedestrian friendly, Main Street character, the parking lots have eroded the district's building or shopping "streetwalls" which negatively affect the movement of shoppers and dining patrons walking from block to block. (See **Figure 2.5: Downtown/Station Area Building Locations & Heights**)

Downtown is located on the west side of York Road and a few blocks south of Irving Park Road, which are major arterial roads. Yet it is hard to find for motorists traveling through the greater Bensenville area due to the lack of identity or directional signage and presence of a large AT&T substation building, which dominates the corner of York Road and Green Street.

### Strategic Analysis

There are several opportunities to improve Downtown Bensenville and capitalize on its unique strengths (See **Figure 2.6: Downtown/Station Area Constraints & Opportunities**). The Bensenville Metra Station, along with the Village Hall, Movie Theater and a few successful restaurants, create an environment where additional supporting uses may succeed. Residents and local employees have indicated a desire for more lunch and dinner choices. Additional nighttime uses could complement the theater and create more activity. Improving Downtown's identity through branding, signage and streetscape enhancements could help put Downtown "on the map" and attract more visitors, shoppers and restaurant patrons.

There are several blocks with vacant lots and parking lots that could accommodate a range of building sizes, including residential, commercial and mixed-use developments. Excess parking and several Village-owned properties represent flexibility and opportunities for redevelopment. The overall goal for Downtown revitalization should be to create a denser "critical mass" of development within an attractive, walkable environment. Zoning is in place to accommodate height and density



*Deteriorated paving on Center Street*



*AT&T building at York and Green*



*Downtown restaurant*

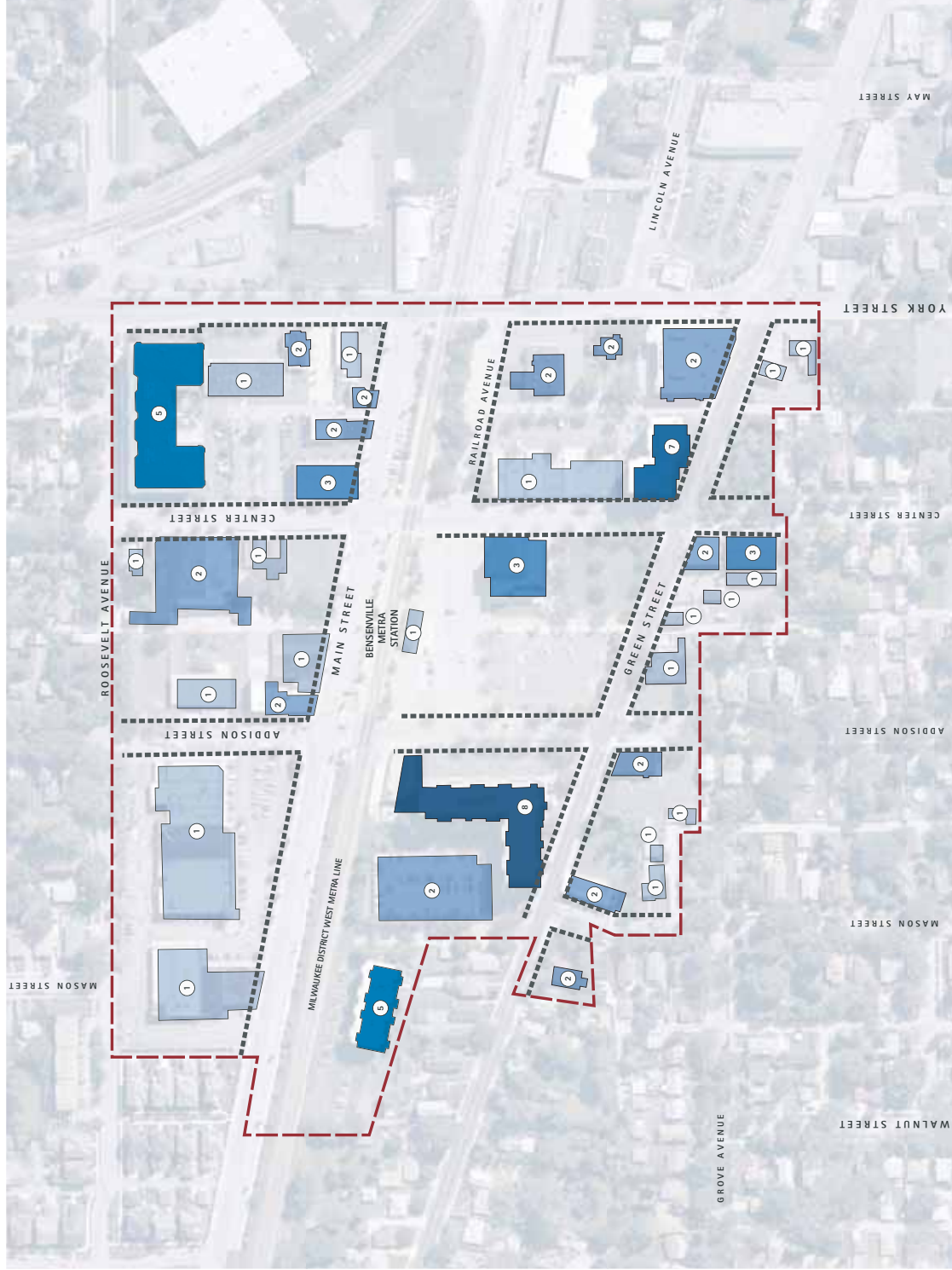


*Vacant downtown retail on York Road*

beyond what is currently built. From community input, it appears that increased height is acceptable, as long as it is treated with appropriate massing and architecture.

The Towne Center is currently used for major events and, in keeping with that function, the space is minimally landscaped with trees and a lawn. However, this area has the potential to provide a much more iconic space to brand Downtown Bensenville and more active space to serve local residents and shoppers on a daily basis.

The Downtown/Station Area encompasses a portion of York Road, which is characterized by a mix of auto-oriented commercial uses. Although Downtown is directly adjacent to York Road, it currently has little visibility or connection to that Corridor. Given the high vehicular traffic on York Road, enhanced physical and visual connections could potentially attract more visitors as well as present a better “front door” for Downtown. The O’Hare Airport expansion included demolition of some active stores and restaurants along the east side of York Road. It may be feasible to incorporate similar uses, such as restaurants and service retail, into the Downtown west of York Road.



**LEGEND**

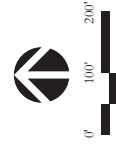
-  STATION STUDY AREA BOUNDARY
-  POTENTIAL BUILDING "STREETWALLS"
-  #
-  ONE-STORY BUILDING
-  TWO-STORY BUILDING
-  THREE-STORY BUILDING
-  FIVE-STORY BUILDING
-  SEVEN-STORY BUILDING
-  EIGHT-STORY BUILDING

Village of Bensenville, Illinois

# Transit Improvement Plan & Station Area/Corridor Study

Figure 2.5: Downtown/Station Area - Building Locations/Heights

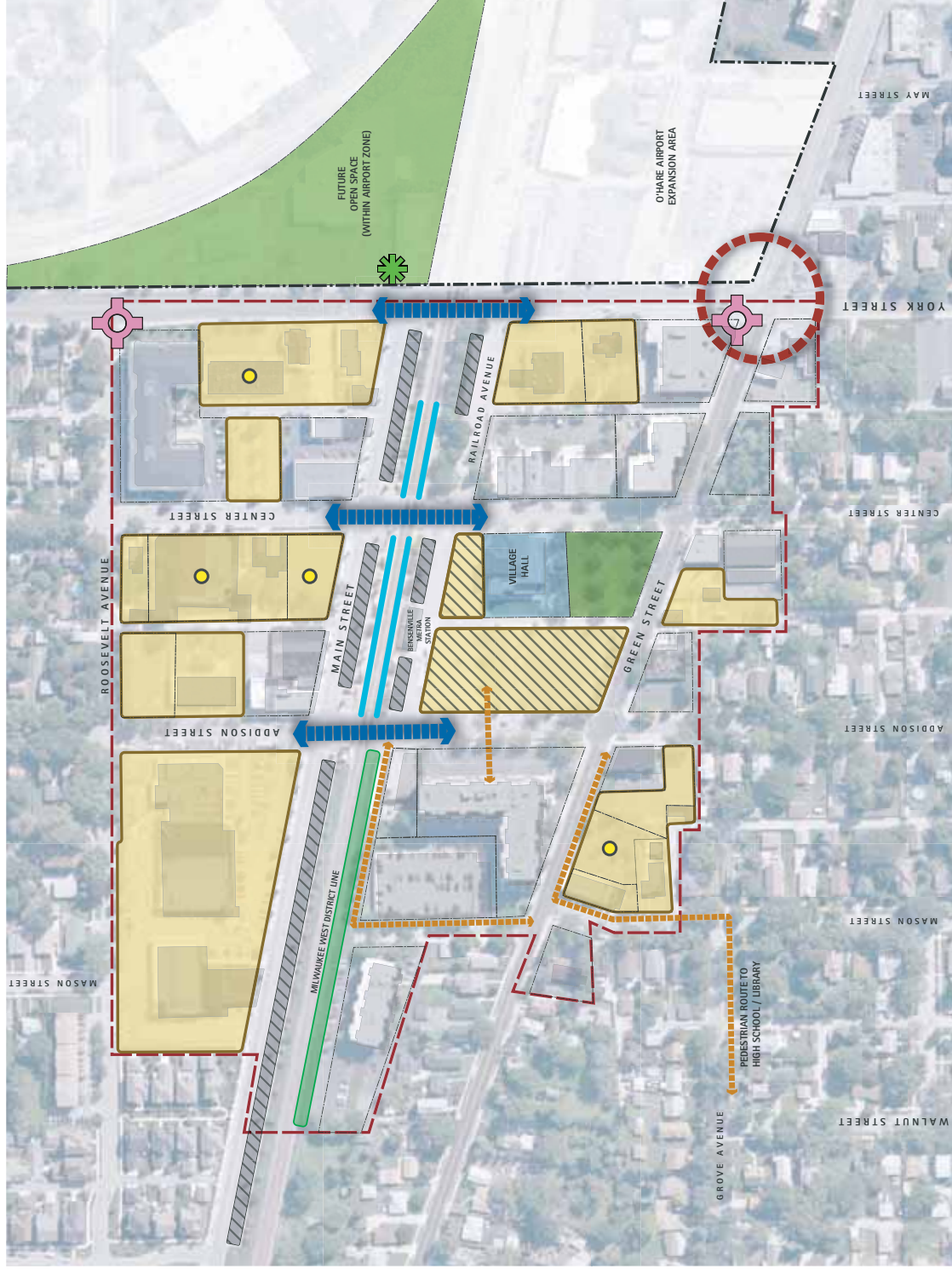
LAKOTA



January 2011







**LEGEND**

- STATION STUDY AREA BOUNDARY
- BUILDING FOOTPRINT
- OPPORTUNITY SITE
- ACTIVITY GENERATOR
- PARK / OPEN SPACE
- COMMUTER/VILLAGE PARKING
- LANDSCAPE BUFFER OPPORTUNITY
- VACANT PROPERTY/BUILDING
- MAJOR INTERSECTION
- AT-GRADE RAIL CROSSING
- PEDESTRIAN CONNECTION OPPORTUNITY
- METRA PLATFORM
- POTENTIAL IDENTITY/SIGNAGE FEATURE
- FOCAL POINT / GREEN GATEWAY

Village of Bensenville, Illinois

**Transit Improvement Plan & Station Area/Corridor Study**

Figure 2.6: Downtown/Station Area - Constraints + Opportunities

**LAKOTA**

**Irani Systems**  
S. R. Fritschman & Company  
ARCHITECTS



January 2011



## Section 2: Land Use

### Irving Park Road

#### Land Use

Irving Park Road is an auto-oriented corridor with a range of land uses (See Figure 2.7: Irving Park Road Land Use). The most prevalent are small restaurants, stores and service businesses.

Some single-family homes and multi-family apartments are located along the corridor, mostly between Illinois Route 83 and Church Road. While there are no public open spaces along Irving Park Road, Veteran's Park on Church Street is visible from the roadway. Silver Creek runs approximately parallel to Irving Park Road and crosses under the street between Mason and Addison Streets.

While there are many underdeveloped sites in this corridor, there are few vacant properties. The most notable are the approximately 5-acre former nursery site at the southeast corner of Illinois Route 83 and Irving Park and southeast corner of Mason Street and Irving Park.



*Irving Park Road*

#### Zoning

The Irving Park corridor has the following zoning designations:

- ❑ RS-4 Medium High Single Family
- ❑ RS-5 High Single Family
- ❑ RM-1 Low Multi-family
- ❑ C-2 Highway Commercial

These zoning districts and regulations appear to be appropriate for existing development as well as future development for this corridor. However the single-family zoning designations may be desirable locations for multi-family development and/or commercial uses.

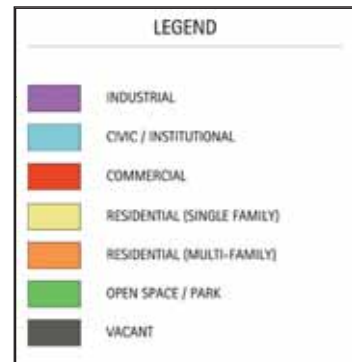


Figure 2.7: Irving Park Road Land Use

**Physical Conditions**



*Walnut Park Plaza*



*Excessive curb cuts*



*Large parking lots and minimal landscaping along the roadway*



*Silver Creek*

Most of the Irving Park Road corridor is in fair to poor condition with a few newer buildings, including the Walnut Park Plaza with Jimmy Johns, CVS and Walgreen’s. While some of the commercial buildings are on larger parcels, many are on shallow depth parcels and restricted from expansion because they back up to single family neighborhoods or Silver Creek. As noted earlier, much of the roadway is auto-oriented with small fast food restaurants, front parking lots and minimal landscaping. Specific conditions include:

- ❑ **Buildings:** Several service and retail businesses do not appear to be maintained and have dated appearances. The Village has recently begun an initiative to bring these structures up to code and improve the physical conditions of Irving Park Road. Residents have indicated that some multi-family housing developments are a concern regarding appearance and crime.
- ❑ **Streetscape/Sidewalks:** Most of Irving Park Road has narrow sidewalks and no landscaped parkway. This creates a challenging environment for pedestrians who have little separation or protection from four lanes of traffic. Additionally, in many locations there is no landscape or buffer between sidewalks and parking lots or internal paved areas.
- ❑ **Parking Lots/Curb Cuts:** Many of the parking lots are oversized and have deteriorating pavement and minimal landscaping. Several parking lots have wide driveway curb-cuts. Within the 1-mile stretch of Irving Park Road in Bensenville, there are 87 curb cuts.
- ❑ **Open Space:** Silver Creek is a narrow waterway or ditch that has naturalized wetland and grass plantings, which could be improved.
- ❑ **Wayfinding/Signage:** There is limited identity or directional signage along Irving Park Road that identifies Bensenville, the corridor or Downtown.

**Activity Generators**

While there are no activity generators directly on the corridor, Veteran’s Park and Downtown Bensenville are located two blocks to the south. O’Hare Airport’s cargo area is located north of Irving Park Road, east of York Road. Irving Park Road, along with the cargo area, is scheduled to be relocated and realigned to the south as part of the Airport expansion plan. A new viaduct is also planned east of York Road to eliminate at-grade rail crossings that bottleneck the roadway.

### Section 2: Land Use

#### Strategic Analysis

There are several development opportunity sites along Irving Park Road that can take advantage of the improved traffic flow that is anticipated from the grade-separated crossing of the roadway. (See **Figure 2.8: Irving Park Road Constraints & Opportunities**). Also, a new interchange is planned for the Western By-Pass of I-294 at Irving Park Road, east of York Road. Such an interchange will become a critical expressway access point and the a convenient location to access the Airport's planned Western Terminal from the south. As a result, Irving Park Road will increase in importance to not only provide improved access to the Airport's south cargo facilities, but to the Airport itself and I-294. With these improvements, Irving Park will become a key gateway into the Village and DuPage County. Streetscape and signage improvements should be considered along the roadway, with attention also given to its intersection with Illinois Route 83.

Clustering and concentrating retail, restaurant and office uses on key blocks should be considered to provide more of a critical mass of higher-quality commercial uses. A small strip shopping center that is anchored by Jimmy John's was recently developed at the corner of Irving Park Road and Walnut Street. Village staff and stakeholders have indicated that they like the tenants and style of this development, and would prefer that existing properties be brought up to this standard. Infill multi-family housing should be considered for blocks between the active commercial nodes and where feasible, near Silver Creek.

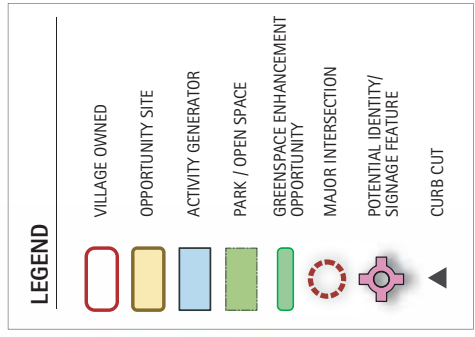
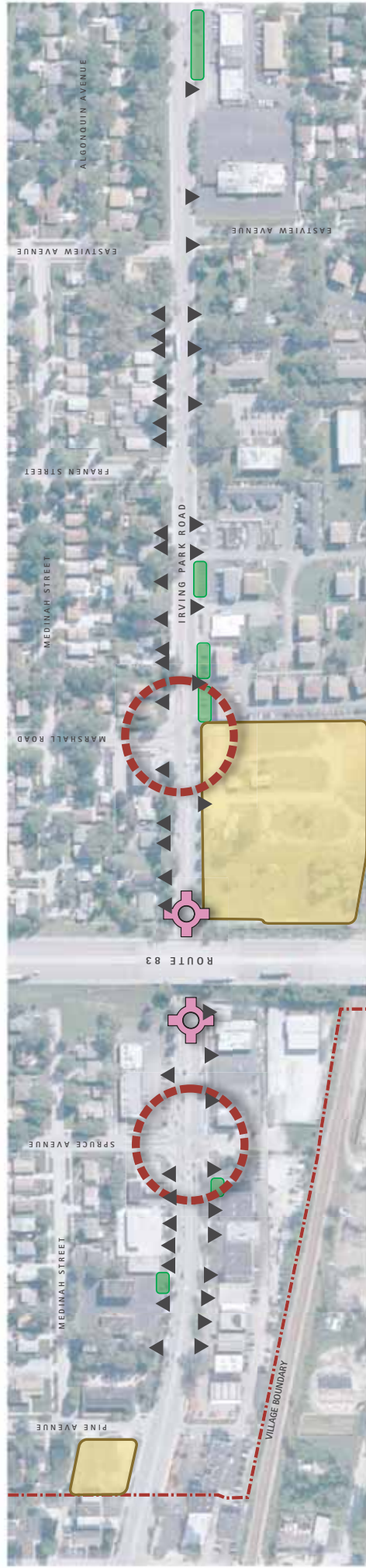


*Rail crossing of Irving Park, east of York Road*



*Irving Park Road underpass at Route 83*





**LAKOTA**

**Tran Systems**  
A R. R. Friedrich & Company

Village of Bensenville, Illinois

## Transit Improvement Plan & Station Area/Corridor Study

Figure 2.8: Irving Park Road Corridor - Constraints + Opportunities





## Section 2: Land Use

### York Road

#### Land Use

As a four-mile long corridor that spans the length of the Village, York Road has a wide range of land uses (See **Figure 2.9: York Road Land Use**). The north section of the road, abutting O'Hare International Airport, contains industrial uses as it serves the eastern edge of Bensenville's largest business park. Commercial uses are located around the Downtown/Station Area, and at the intersections of main east/west roads, including Irving Park, Green, Jefferson, George and Grand. Large commercial uses include the Dominic's anchored shopping center at the northeast corner of York Road and Grand Avenue, and Monty's Banquet Hall at the southeast corner of York and George.

The majority of land uses south of Irving Park Road are residential, including single-family lots with driveways accessing directly onto York Road. Some multi-family uses are scattered throughout the corridor, including the Bridgeway senior campus.

Institutional uses include the Village Fire Station at the southwest corner of York and Jefferson and Chippewa/Tioga school campus at the southwest corner of York and Memorial Road. Along the corridor, the only notable open space is the White Pines Country Club, which is located in unincorporated DuPage County on the west side of York Road.

Vacant land along York Road is mostly clustered at the north end of the business park or the south end in the retail area around Grand. The vacant industrial frontage is located across from the Airport at the front door or gateway to the business park, which is the Village's largest concentration of corporate, service and industrial businesses.



Figure 2.9: York Road Land Use

### Zoning

Due to the length of the York Road corridor and its wide range of land uses, there are 10 different zoning designations for properties fronting York Road:



*Residential uses on York Road*



*York Road and Roosevelt Avenue*

- ❑ RS-1 Low Single Family
- ❑ RS-4 Medium High Single Family
- ❑ RS-5 High Single Family
- ❑ RA-1 Mixed Single Family
- ❑ RM-1 Low Multi-family
- ❑ RM-2 Medium Multi-family
- ❑ RM-3 High Multi-family
- ❑ C-2 Highway Commercial
- ❑ C-3 Downtown Mixed Use
- ❑ C-4 Regional PUD Commercial

While the designations are generally appropriate, the Village may want to consider either simplifying the range of residential designations provided along the corridor or encourage residential uses more compatible with a large roadway, such as additional multi-family housing areas.

Additionally, the Village recently rezoned the industrial areas on the west side of York across from O'Hare to C-4 Regional PUD Commercial to better position this key land for airport related redevelopment. The Village may want to consider adjusting or changing this C-4 zone based on the market findings included in this report as it is unlikely that large big box stores will be viable along York Road.

### Physical Conditions

- ❑ **Buildings:** Much of the York Road corridor is in fair to good condition, as the residential buildings and complexes appear to be kept up. Some buildings on industrial and commercial blocks are in disrepair.
- ❑ **Streetscape/Sidewalks:** The Village has implemented streetscape improvements along York Road, including sidewalks, landscaping and pedestrian-scaled lighting between Memorial Road and Irving Park Road. These improvements have created a more attractive, walkable character. South of this zone, the streetscape has a wider, more open character, with sidewalks mostly on the west side of the road. North of Irving Park, the streetscape is limited, matching the industrial character of the road.
- ❑ **Parking Lots:** Appear to be in fair to good condition with landscaping.
- ❑ **Wayfinding/Signage:** Similar to Irving Park Road, there is an opportunity to create identity for the Village as well as direct visitors from York Road to Downtown. The Village gateway signs, like the one on York north of Grand, are too small for the size of the road and lack contrast and readability.



*Existing community signage*



*Bridgeview campus on York*

### Activity Generators

As previously mentioned, the White Pines Country Club and Bridgeway senior campus are located along York Road. While not on the corridor, York Road provides main access from the north and south to the Village's large Redmond recreation facility via Jefferson Street.



*Uses and character on York north of Irving Park*

### Strategic Analysis



*Retail at York and Jefferson*

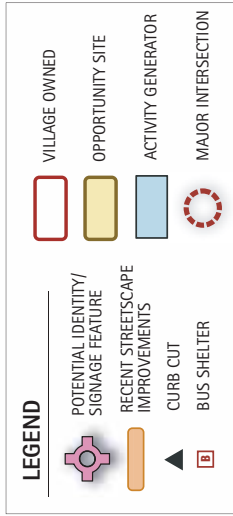


*Airplane landing at O'Hare passing over York*

While the land uses and character along York Road are varied, there are opportunities for improvement and development (See **Figure 2.10-2.12: York Road Constraints & Opportunities**). Today, York Road encounters significant congestion at the Irving Park Road intersection. As discussed previously, planned improvements to Irving Park Road east of York should facilitate area traffic access. Potential new transit service as well as improvements to O'Hare Airport and regional expressways, especially a new interchange at Irving Park Road, will significantly increase the accessibility and visibility of the northern segment of the corridor. New uses in this location could include large industrial facilities in the business park along with support retail, office and hotel uses. York Road is one of the major access points for the industrial park that comprises most of the northern portion of the Village. The area contains approximately 13,900 employees who work in a broad variety of industrial and commercial sectors. These employees significantly add to the daytime population of the Village, and could be a demand driver for restaurants and convenience shopping. The Village should consider enhancing and branding this industrial zone as *Bensenville Business Park North*.

As there is not an interchange currently envisioned for the Elgin O'Hare-Western By-Pass at the Thorndale Road and York Road intersection, there may not be direct access onto expressway system. Motorists can enter the potential Western Terminal from York directly. If hotels, restaurants and/or rental car stores that are oriented to the Airport are considered along York near the future Western Terminal, a compact development that is directly connected to a potential transit station on the future Elgin-O'Hare Airport Expressway should be considered.

There are 153 driveway curb cuts along the 4-mile stretch of York Road within Bensenville. As traffic increases due to roadway changes, new development and the Airport's Western Terminal, the Village may want to consider consolidating and sharing curbs wherever possible.



LAKOTA

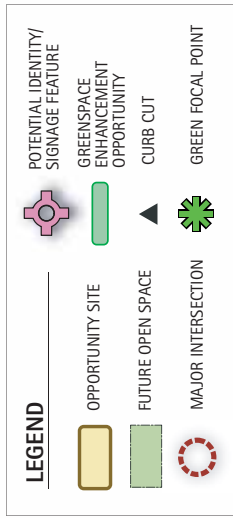


# Transit Improvement Plan & Station Area/Corridor Study

Figure 2.10: South York Road Corridor - Constraints + Opportunities

Village of Bensenville, Illinois





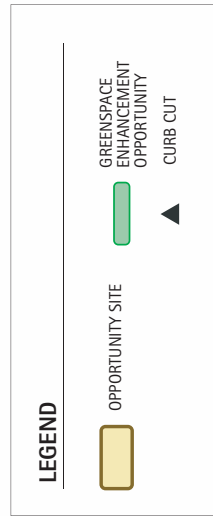
Village of Bensenville, Illinois

# Transit Improvement Plan & Station Area/Corridor Study

Figure 2.11: Central York Road Corridor - Constraints + Opportunities









## Section 2: Land Use

### Green Street

#### Land Use

The majority of land uses along Green Street east of York Road are industrial (See **Figure 2.13: Green Street Land Use**). There is a commercial node at York that extends a few blocks east. Additionally, there are single-family residential homes on the south side of Green between Rose and Marion Streets. There are no vacant parcels and a few vacant buildings along this corridor. However, much of the north side of the roadway is within the O'Hare expansion boundaries and is in the process of being cleared.



*Industrial use on Green*



**Figure 2.13: Green Street Land Use**

#### Zoning

There are six different zoning designations for properties fronting Green Street east of York Road:

- ❑ RS-5 High Single Family
- ❑ RM-3 High Multi-family
- ❑ C-2 Highway Commercial
- ❑ I-2 Light Industrial
- ❑ I-3 Heavy Industrial
- ❑ I-4 General Industrial

These zoning districts and regulations appear to be appropriate for existing development as well as potential future development along this corridor.

### Physical Conditions



*Vacant retail building on Green*



*Sidewalk conditions on Green*



*Existing Post Office*

- ❑ **Buildings:** Buildings along Green Street appear to be in fair condition with some buildings needing repair or having a dated appearance.
- ❑ **Streetscape/Sidewalks:** Sidewalks are located only on the south side of the road, and are immediately adjacent to travel lanes with no landscaped parkway. There is a lack of street trees or landscape to screen views into nearby industrial blocks. Additional separation and buffering of the roadway should be considered, especially due to the truck traffic on this corridor.
- ❑ **Roadways/Parking Lots:** Some parking lots are immediately adjacent to the sidewalk with no landscaping or buffering. Several lots also have deteriorating paving and fencing.
- ❑ **Wayfinding/Signage:** There is limited identity and directional signage on Green Street. A Village gateway is located just west of County Line Road, on the north side of Green Street. As mentioned previously, these gray and light blue signs lack contrast and visibility.

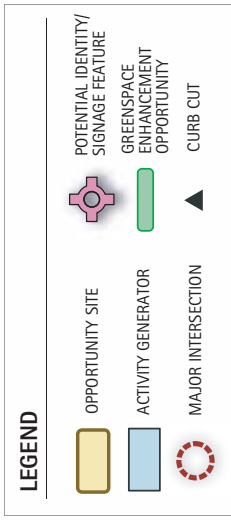
### Activity Generators

The Village's Post Office is located on the north side of Green Street, and it appears that it will be unaffected by the O'Hare expansion.

### Strategic Analysis

Green Street is fronted by mostly industrial uses with locations for improvement and development. (See **Figure 2.14: Green Street Constraints & Opportunities**). The proposed I-294 Western By-pass improvements will change the character of this corridor, as few land uses will remain on the north side of the road. This change to a "single-sided" road will also increase visibility to Green Street from the proposed by-pass, potentially giving the corridor a "frontage road" character. The Village should consider landscaping and screening on both sides of the road to give the area a more modern appearance as a business park environment and gateway into the Village from the east.

Green Street serves as a critical link between Downtown, the County Line Road industrial area and adjacent industrial park in Franklin Park. As currently planned, the Western bypass will have an entrance on Green/Franklin Street near the Green Street and County Line Road Intersection. This will provide easy expressway access to the area's industrial blocks, greatly improving its competitive position.





### County Line Road

#### Land Use

The majority of the land uses on County Line Road are industrial (See **Figure 2.15: County Line Road Land Use**). There is a wide range of industrial uses, with the larger businesses located closer to the Green Street intersection. The uses south of Jefferson are less intense as they back-up to single-family homes. A narrow public open space fronts on County Line road at the southeast corner of Jefferson. This parcel contains a skate park and “ropes” course linked to the large Redmond recreation complex.

There are several vacant and underutilized parcels along this corridor, the largest being the former Legends golf course at the northwest corner of County Line Road and Grand Avenue.

#### Zoning

There are six different zoning designations for properties on County Line Road:

- ❑ RS-1 Low Single Family
- ❑ RS-2 Medium Low Single Family
- ❑ I-1 Office/Research/Assembly
- ❑ I-2 Light Industrial
- ❑ I-3 Heavy Industrial
- ❑ I-4 General Industrial

The zoning designations for this corridor appear to be appropriate, with a range of industrial designations allowing and controlling allowable uses, and the residential designations being used for open space and recreational uses. If the Village envisions more intensive uses for the former golf course site, a rezoning should be considered to make it more appealing for redevelopment.

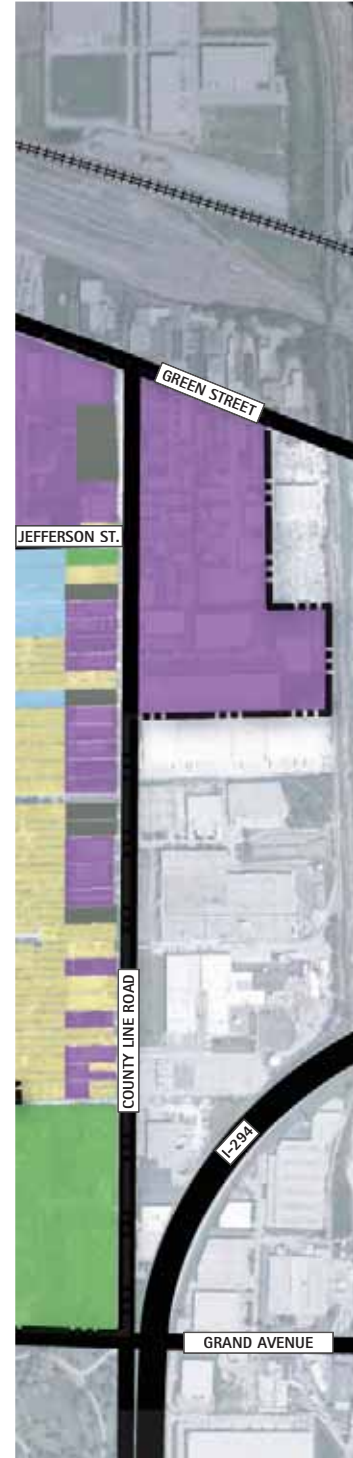


Figure 2.15: County Line Road Land Use

### Physical Conditions



*Newer industrial use on County Line*



*Loading areas that access directly onto County Line*

- ❑ **Buildings:** Generally, buildings along County Line Road are in fair condition. South of Green on the east side of the road, there are older, smaller buildings. Many of these buildings have loading areas that are directly accessed from the roadway. This creates an unattractive character as well as potential for congestion when trucks maneuver into loading docks and block County Line Road.
- ❑ **Streetscape/Sidewalks:** There are no sidewalks along County Line Road, which is acceptable for an industrial corridor, except where bus routes service the area. The landscape/streetscape character is inconsistent, ranging from large front lawns in front of businesses to unmaintained properties with overgrown landscape.
- ❑ **Parking Lots:** Most parking lots on the corridor are either small or located behind buildings, and do not have a large visual impact on the corridor's character.
- ❑ **Wayfinding/Signage:** There is no Village or business park identity or directional signage along County Line Road.

### Activity Generators

While there are no activity generators directly on County Line Road, the Redmond recreational facility is just west of the corridor on Jefferson. County Line Road provides access from Grand Avenue and Green Street to Jefferson and the Redmond center, which includes indoor and outdoor facilities including three ice rinks, softball and baseball fields. This facility is a large activity generator that hosts national and regional events and brings people to the corridor on a daily basis.



### Section 2: Land Use

#### Strategic Analysis

The County Line Road corridor has several challenges as well as opportunities for improvement (See **Figure 2.16: County Line Road Constraints & Opportunities**). For much of the corridor, the Village only controls the west half of the road, restricting the ability to fully control its land use and physical character. The parcels on the west side are shallow and backed by residential uses, limiting the potential for large commercial or industrial development. With the adjacent Redmond complex, there is potential to create gateway commercial developments at Jefferson that would serve local industrial businesses as well as the numerous people using the complex. Increasing the physical presence of and connections to the complex from County Line Road may assist the Village in growing this attraction.

Industrial uses in this area will have better access to O'Hare and the region via the realigned Irving Park Road and I-294 Western By-Pass, which will extend east of County Line Road between the Villages of Bensenville and Franklin Park. The Village should consider enhancing, defining and branding the overall industrial zone south of Irving Park Road along Green Street and County Line Road as *Bensenville Business Park East*.

The former Legends golf course site was previously a landfill and presents geotechnical issues for land uses involving buildings. Village staff have indicated that caissons or similar techniques would likely be required to mitigate these issues.

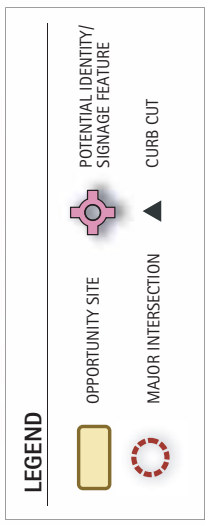
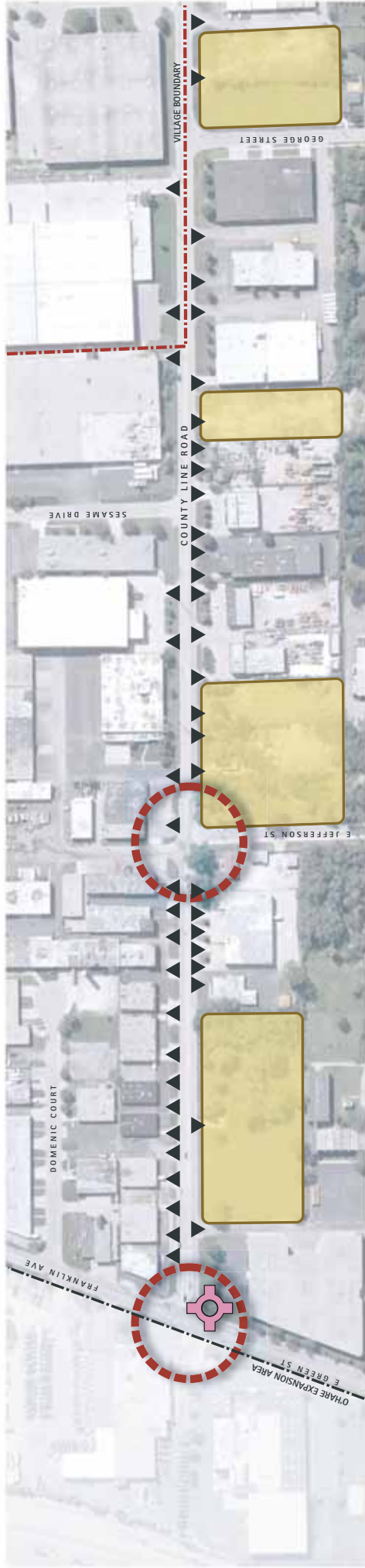


*Residential property on County Line*



*Typical County Line Road existing conditions*





Village of Bensenville, Illinois  
**Transit Improvement Plan & Station Area/Corridor Study**

Figure 2.16: County Line Road Corridor - Constraints + Opportunities





## SECTION 3: TRANSPORTATION



### Existing Road Network

The existing roadway network around the Downtown station area is primarily a collection of arterial highways and local roadways as shown in **Figure 3.1: Road Network** and described below. Much of the information on the existing roadway conditions has been drawn from the Village's "*Legends Golf Course and Downtown Strategies Opportunities Analysis*" report (September 24, 2008). **Figure 3.2: Traffic Counts** shows the Illinois Department of Transportation (IDOT) traffic counts for these and other roadways near Downtown.

#### Expressways

Two interstates are proximate to the Village of Bensenville. Interstate 294 (the Tri-State Tollway) was built as a north-south bypass around Chicago, extending eighty miles from the Indiana border to the Wisconsin/Illinois line. Closest interchange locations to Bensenville are at Lake Street in Elmhurst and Irving Park Road in Schiller Park.

Interstate 290 is an east-west expressway providing a connection between Interstate 88 on the west to the City of Chicago on the east. There is an interchange near the Bensenville/Elmhurst border at Route 83.

#### ARTERIAL ROADS

Major arterials in the Village are:

**Irving Park Road** (Illinois Route 19) is a busy east-west four lane, undivided arterial carrying approximately 34,000 vehicles per day. It also is a major truck route carrying over 2,100 trucks per day. It is under the jurisdiction of IDOT and is classified as a Strategic Regional Arterial (SRA). Sidewalks border both sides of Irving Park Road, but due to narrow parkways and numerous driveway entrances, the street is not a pleasant walking environment.

Irving Park Road intersects with York Road at the northeast entrance to Downtown Bensenville. Due to the intersection's proximity to two railroad crossings, location near the cargo entrance of O'Hare Airport and amount of truck traffic, the intersection is heavily utilized and congested. Improvements to the intersection, which are currently being designed, are described later in this report.

**York Road** (County Highway 8) is a four lane north-south arterial roadway bordering Downtown on the east. It carries approximately 27,000 vehicles per day. It is under Bensenville's jurisdiction. It provides connections from northern suburbs to Hinsdale on the south where it terminates as a local road. As stated above, the intersection with Irving Park Road is the entrance to Downtown. Recent streetscape improvements between Green Street and Irving Park Road have made this arterial more pedestrian friendly.

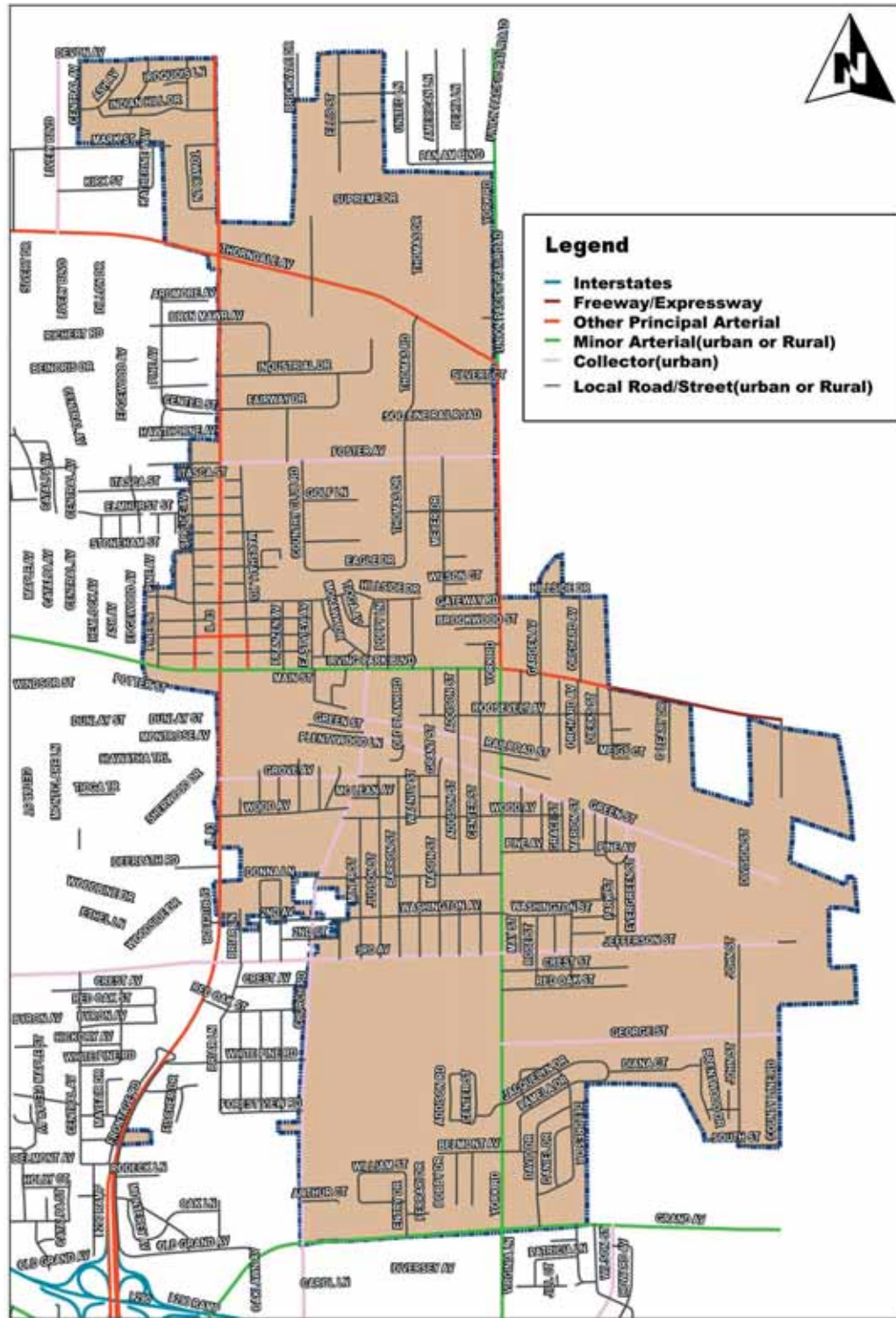


Figure 3.1: Road Network



# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 3: Transportation

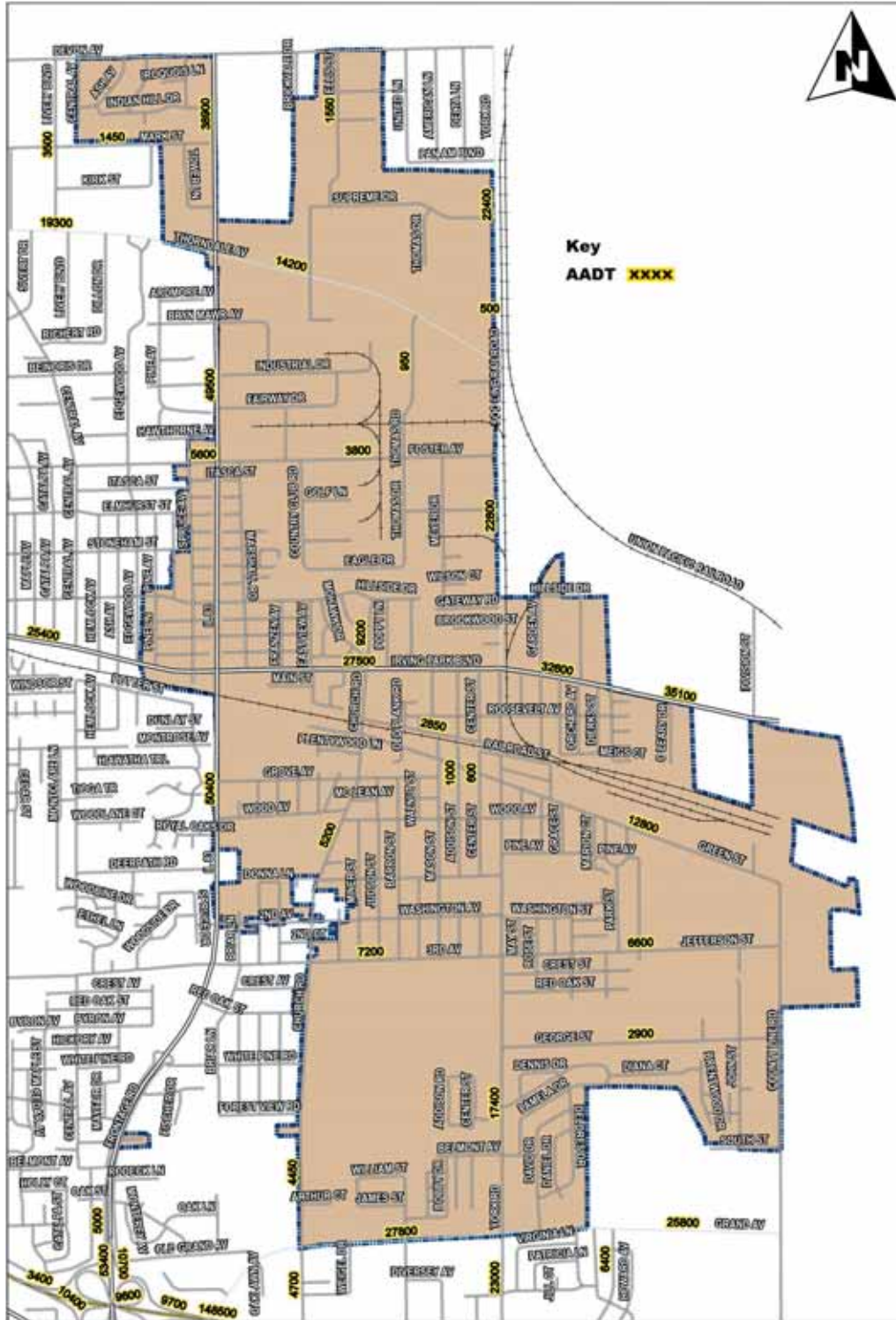


Figure 3.2: Traffic Counts

**Illinois Route 83** (Kingery Highway/Busse Road) borders the Village on the west and provides access to many residential, commercial and industrial uses including Robert Morris University at Thorndale Avenue. It is under the jurisdiction of IDOT and is a limited access roadway. There are three lanes in each direction. There is a grassy median north of Thorndale Avenue. The intersection of Irving Park Road is grade separated, with Irving Park Road traveling underneath Route 83. South of Irving Park Road, a frontage road is present. There are limited sidewalk sections along this corridor.

**Thorndale Avenue** (County Highway 26) borders the Village on the north, providing access through the northern industrial park. It is under the jurisdiction of the Village. It has two lanes in each direction. There are no sidewalks. Turn lanes are located at major intersections. Thorndale Avenue dead-ends on the east at York Road due to the presence of O'Hare Airport.

**Grand Avenue** (County Highway 20), a minor arterial, forms the southern boundary of the Village providing access to an industrial park and the River Forest Golf Course. It is two lanes in each direction. There are no sidewalks. It travels under I-294 as it continues west.

### Collector/Local Streets

Collector and local streets under Village jurisdiction include:

**Green Street** is a collector road that provides signalized access into Downtown from the east. At York Road, Green Street widens to provide separate turning lanes. It borders Downtown on the south, where it is a pedestrian friendly street. Green Street is tree lined, with decorative light posts and sidewalks on both sides of the street. To the west of Downtown, the street becomes narrower and then terminates west of Church Road.

**Main Street** parallels the Metra Milwaukee District West Line tracks and provides access to the businesses in Downtown. At York Road there is a traffic signal and Main Street widens at this "T" intersection, providing exclusive left and right turn lanes onto York.

**Church Road**, a north-south two-lane collector has a signalized intersection at Irving Park Road, allowing easy vehicular and pedestrian movements from both its north and south sides. It serves residential areas.

**Addison Street**, a north-south local road, is four blocks long extending between Irving Park Road on the north and Memorial Road on the south. It provides a vehicular and pedestrian crossing over the tracks and access to Downtown and nearby residential uses.

### Section 3: Transportation

**Center Street** parallels Addison Street. It extends the same distance through Downtown and provides another crossing over the railroad tracks. Similar to Addison Street, Center Street provides important access to the commercial uses in Downtown.

#### Public Input

Stakeholder interviews, a public workshop and an online survey were conducted to discuss the Bensenville community's issues, needs and opportunities for transit improvements and new development. Information specific to transportation is summarized below. Specific comments are provided in **Appendix A-1**.

Stakeholders indicated that improvements were needed on most major arterials. There are problems with traffic congestion, streets that are not pedestrian friendly, unattractive or poorly maintained buildings and traffic signals that aren't timed correctly at major intersections.

The intersection of Irving Park Road and York Road was mentioned as particularly problematic given the amount of traffic and at-grade railroad crossings proximate to the intersection. This intersection will be reconstructed as part of the Western Bypass project. Roadway conditions within the industrial park in the north end of the Village were also mentioned as particularly in bad shape. In general, the conditions of local roadways were considered good, including the roads in the Downtown/Station Area. Most respondents felt there was adequate parking in Downtown, although a few commented that there was not enough parking in front of certain stores.

Streetscape enhancements are also needed along the major road corridors. Of particular concern is Irving Park Road, which is very congested and not pedestrian friendly given the unsightly physical conditions, numerous driveways, truck traffic and lack of landscaping.

## Planned Roadway Improvements

With Bensenville's close proximity to O'Hare International Airport, and the O'Hare Modernization Program changing the footprint of the Airport adjacent to the Downtown/Station Area, transportation planning has been a major focus with an emphasis on improving travel mobility for multiple modes within and around Bensenville and northeast DuPage County. Planned roadway improvements within or near Bensenville include the Elgin-O'Hare Expressway Expansion, I-294 Western Bypass and Irving Park Road /York Road intersection project.

### **Elgin O'Hare–Western Bypass**

For the Elgin O'Hare Expressway expansion and Western Bypass projects, IDOT is engaged in a two-tiered engineering study to determine a preferred alternative for these corridors (**See Figure 3.3: Preferred Tier One Roadway Improvements**). Funding for planning, engineering and land acquisition was provided in the 2005 Federal Transportation Bill. The funding needed to construct these corridors has not been allocated at this time. The Final Environmental Impact Statement (Final EIS) for Tier One was distributed in May 2010 and the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) on June 17, 2010. IDOT has now begun Tier Two of the process which involves more detailed engineering and environmental studies for the selected alternative.

The preferred alternative for the Elgin-O'Hare Expressway involves widening and improving the roadway from its western terminus at Irving Park Road in Hanover Park to I-290. East of I-290 the expressway would be extended to York Road, the Western Bypass and proposed Airport Western Terminal along the Thorndale Avenue right-of-way. The full access controlled facility would have three to four lanes in each direction with a dedicated 70-foot median to accommodate potential transit service in the future. A frontage road system would be implemented to accommodate local traffic adjacent to the corridor. Service interchanges would be provided at Wood Dale Road and Route 83 near Bensenville. A full access interchange would be located at I-290.

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 3: Transportation

For the O'Hare Western Bypass, the new expressway would connect from I-90 near the Des Plaines Oasis continuing south along the western boundary of O'Hare to the Bensenville Rail Yard and then east parallel to Green Street/Franklin Avenue before turning south to connect to I-294. The facility would have three to four lanes in each direction with a dedicated 70-foot median to accommodate transit service north of Thorndale Avenue. Interchanges would be provided at the Western Terminal, Irving Park Road and Green Street/Franklin Avenue in Bensenville.

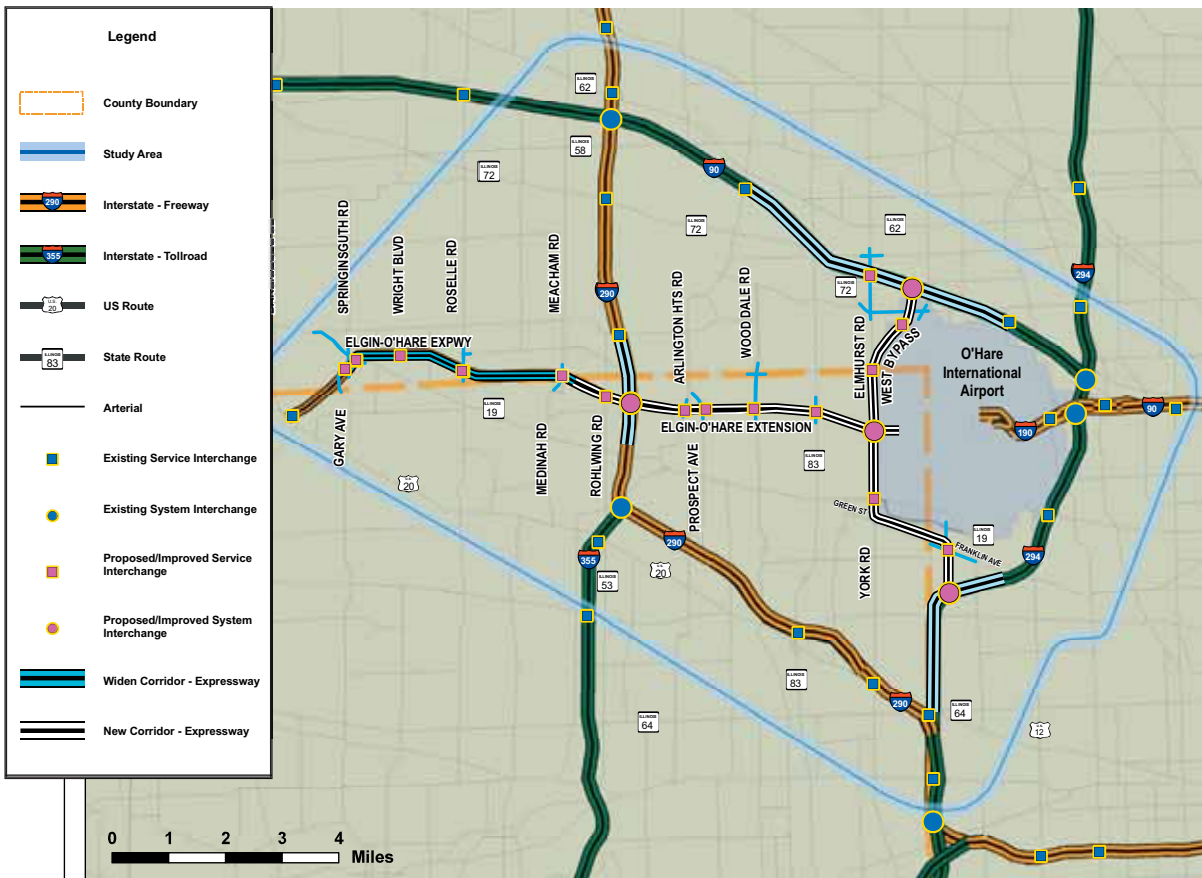


Figure 3.3: Proposed Roadway Improvements

### Irving Park Road/York Road Intersection

As part of Chicago's O'Hare Modernization Program, several transportation and utility corridors need to be relocated, including the Union Pacific and Canadian Pacific Railroads, Irving Park Road and Silver Creek. With the relocations of the rail corridors and Irving Park Road, the opportunity to address improvements to the Irving Park Road and York Road intersection came to the forefront. (See Figure 3.4: Proposed Irving Park Road Improvements)

The Irving Park Road and York Road intersection has long been a problem intersection plagued by high traffic volumes, especially truck traffic, and the close proximity to the at-grade crossing of the Canadian Pacific Railroad. DuPage County, IDOT, Illinois State Toll Highway Authority (ISTHA) and City of Chicago entered into an intergovernmental agreement to study the intersection to address the necessary improvements. The Phase 1 Report has been completed and design of the intersection improvements is underway. The Canadian Pacific Railroad will be relocated to the east and elevated which will enable Irving Park Road to go under both the Canadian Pacific and Union Pacific Railroads. The proposed Western Bypass project, described earlier in this section, will be elevated over this intersection.



Figure 3.4: Proposed Irving Park Road Improvements

### Parking

Various parking lots and on-street parking is provided throughout Downtown. Parking for shoppers is located on various streets including Main Street, Center Street, Addison Street, and Roosevelt Avenue, and in off-street private parking lots. Parking for Village Hall is along Center Street or in an off-street lot surrounding the building.

The Village’s *“Legends Golf Course and Downtown Strategies Opportunities Analysis Report”* (September 24, 2008) indicated that parking supply and conditions in Downtown appeared to be more than adequate. A survey of all public and private on-street and off-street spaces in Downtown was performed as part of that study.

### Transit

There are three forms of public transit serving the Village of Bensenville: Metra commuter rail services, Pace bus services, and “Dial-A-Ride” services provided by a private operator. Additionally, senior citizens have the option to utilize taxi vouchers for discounted taxi cab rides, as well as a Dial-A-Ride services provided by Addison Township. This section of the report will examine each of these services in more detail and review schedules, ridership trends and commuter parking.

#### Metra Services

##### METRA MILWAUKEE DISTRICT WEST LINE

There is one commuter rail line that serves Bensenville, Metra’s Milwaukee District West Line. (See **Figure 3.5: Metra Station Location**) The West Line operates between Union Station in Downtown Chicago and the Big Timber Station in Elgin. There are 22 stations along the line. The tracks parallel Main Street through Downtown with the Bensenville Station located just west of Center Street.



Figure 3.5: Metra Station Location

Metra service operates seven days a week. Inbound weekday service is available from Bensenville starting at 4:53 a.m. The last train to leave downtown Chicago outbound in the evening is at 12:40 a.m., arriving at Bensenville at 1:13 a.m. The number of inbound and outbound trains serving Bensenville is shown in **Table 3.1**.

	Weekday	Saturday	Sunday
<b>Inbound</b>	23	12	9
<b>Outbound</b>	23	12	9

**Ridership**

According to Metra’s 2006 weekday boarding and alighting counts, the average daily weekday inbound and outbound boardings on the Metra Milwaukee District West Line are 22,343. **Table 3.2** shows the weekday and weekend boardings and alightings by time of day at the Bensenville Station.

MD – W	WEEKDAY					SAT	SUN
	AM Peak	Midday	PM Peak	Evening	TOTAL		
<b>Boardings ( Inbound)</b>	262	56	47	18	383	96	60
<b>Boardings (Outbound)</b>	9	11	36	11	67	23	11
<b>Alightings ( Inbound)</b>	21	19	16	3	59	28	7
<b>Alightings (Outbound)</b>	42	52	207	47	348	92	54

Source: Metra 2006 Weekday Boarding & Alighting Counts  
 Metra 1999 Weekend Boarding & Alighting Counts

Average weekday boardings for all stations along the line between 1983 and 2006 are shown in **Table 3.3**. As shown, Bensenville ridership stayed relatively consistent over the years with gradual decreases from 1993 to date (at approximately 450). Comparing Bensenville’s weekday boardings to other stations along the Metra Milwaukee District West Line in 2006, Bensenville ranks in the middle of 22 stations, excluding the terminus Union Station. Adjacent stations in Wood Dale and Franklin Park have average weekday station boardings of 639 and 461 respectively.



# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 3: Transportation

**Table 3.3: Milwaukee District West Line Weekday Station Boardings Over Time**

Station	MP	1983	1985	1987	1989	1991	1993	1995	1997	1999	2002	2006
Big Timber Road	39.8	--	--	41	33	124	128	347	385	482	581	803
Elgin	36.6	390	495	463	465	358	421	373	361	419	554	476
National Street	36.0	132	222	183	255	421	439	562	559	618	551	742
Bartlett	30.1	669	712	805	915	1,075	1,109	1,213	1,184	1,173	1,027	1,064
Hanover Park	28.4	738	765	855	1,150	1,171	1,455	1,356	1,460	1,506	1,431	1,482
Schaumburg	26.5	480	693	961	1,147	1,238	1,363	1,569	1,647	1,733	1,609	1,698
Roselle	23.9	1,455	1,621	1,736	1,827	1,760	1,797	1,620	1,628	1,617	1,298	1,500
Medinah	23.0	194	215	265	249	276	274	407	516	529	399	501
Itasca	21.1	444	565	481	491	497	501	546	609	642	518	546
Wood Dale	19.1	497	563	579	708	614	666	672	709	719	551	639
<b>Bensenville</b>	<b>17.2</b>	<b>439</b>	<b>476</b>	<b>448</b>	<b>527</b>	<b>447</b>	<b>526</b>	<b>521</b>	<b>501</b>	<b>498</b>	<b>458</b>	<b>450</b>
Mannheim	14.0	49	45	31	38	48	48	27	32	39	13	37
Franklin Park	13.2	446	464	533	553	490	506	547	496	499	506	461
River Grove	11.4	222	254	222	238	244	244	285	186	184	164	174
Elmwood Park	10.2	466	521	483	436	400	408	471	473	471	405	392
Mont Clare	9.5	314	313	427	464	474	548	478	467	440	393	361
Mars	9.1	75	80	114	117	117	129	132	117	128	109	110
Galewood	8.6	202	212	244	287	262	343	347	323	336	324	265
Hanson Park	7.7	54	63	42	43	63	49	53	76	54	53	54
Cragin	7.0	111	104	61	54	44	53	39	53	38	29	37
Hemosa	5.9	101	90	79	68	74	69	62	53	44	50	35
Western Avenue	2.9	158	174	135	188	229	170	224	267	300	301	372
Union Station	0.0	6,548	7,264	8,071	8,649	8,875	9,703	10,167	10,313	10,356	9,693	10,144
<b>Total Milwaukee West</b>		<b>14,184</b>	<b>15,911</b>	<b>17,259</b>	<b>18,902</b>	<b>19,301</b>	<b>20,949</b>	<b>22,018</b>	<b>22,415</b>	<b>22,825</b>	<b>21,017</b>	<b>22,343</b>
<b>METRA SYSTEM</b>												
TOTAL without South Shore		198,778	214,783	235,037	250,362	249,045	254,725	257,689	264,914	277,281	267,975	281,915

Source: Metra 2006 Boarding & Alighting Counts

### Origin-Destination Data

Metra collects data on the origins and mode of access of their passengers. The mode of access is presented in **Table 3.4**. The origins of the passengers and mode of access are displayed on a map shown in **Figure 3.6: Rider Mode/Access at Bensenville Station**. 73% of the riders live in Bensenville, 7% live in Elmhurst, 3% in Wood Dale and 2% in Addison. The balance comes from other surrounding communities. Most of the commuters accessing the Bensenville Station live within a one-mile radius.

The primary mode of access for both stations is “drive alone” with 55% of the commuters responding in that manner. The next highest category (27%) is “walk”. Eleven percent get dropped off. The balance either carpool, use the bus or bike to access the stations.

**Table 3.4: Rider Mode/Access at Bensenville Station**

Mode of Access	MD-W
Drive Alone	55%
Walked	27%
Dropped Off	11%
Bus	3%
Carpool	1%
Bike	1%
Taxi	1%
Other	1%

Source: Metra 2006 Origin-Destination Survey

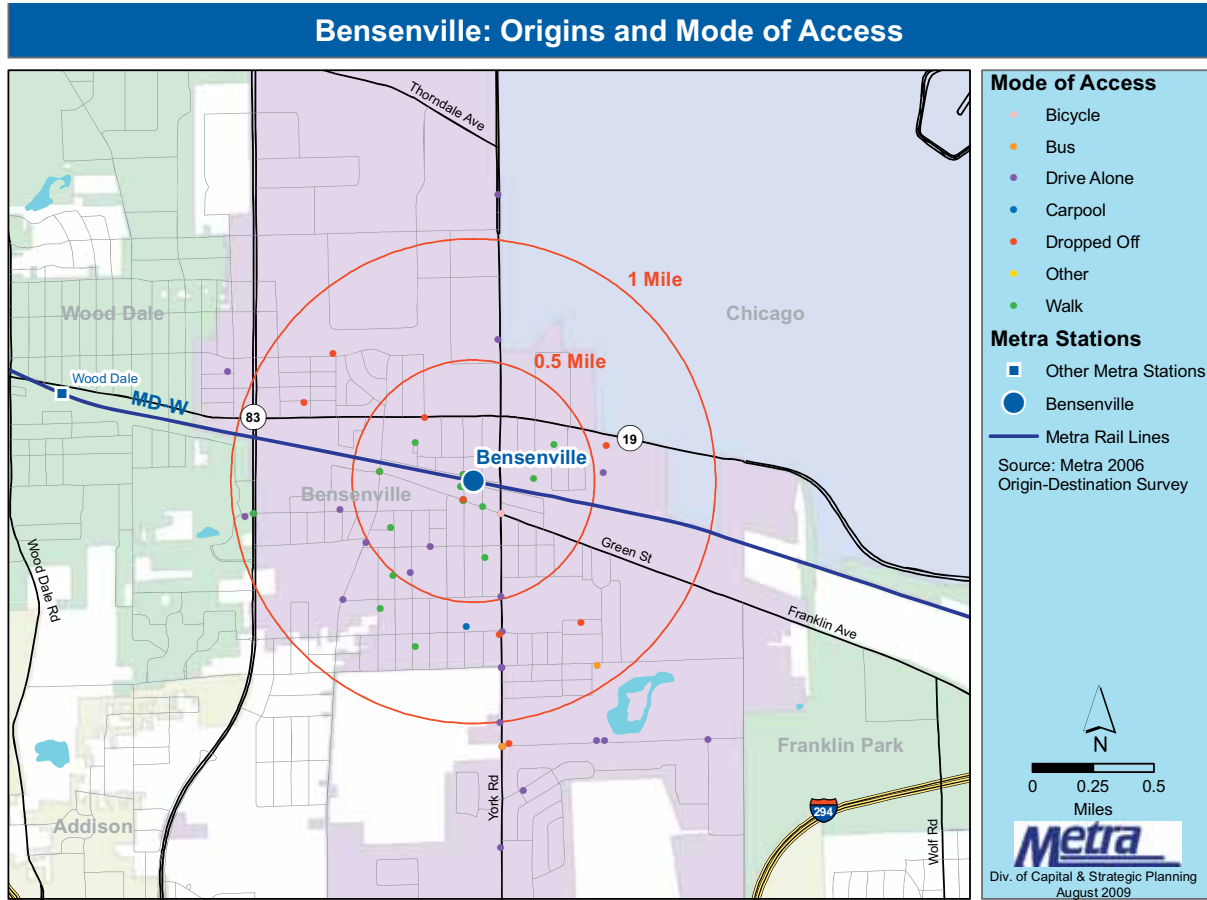


Figure 3.6: Rider Origins/Access Mode at Bensenville Station

### Pace Services

There are four Pace fixed route buses that serve Bensenville. **Figure 3.7: Pace Bus Routes Serving Bensenville** shows the routes that serve the Village. Note that ridership for each route decreased from 2008 to 2009 which is similar to a decrease in overall ridership on the Pace system during this time period. Between 2008 and 2009, Pace experienced an overall decrease in ridership of 13.4%.

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 3: Transportation

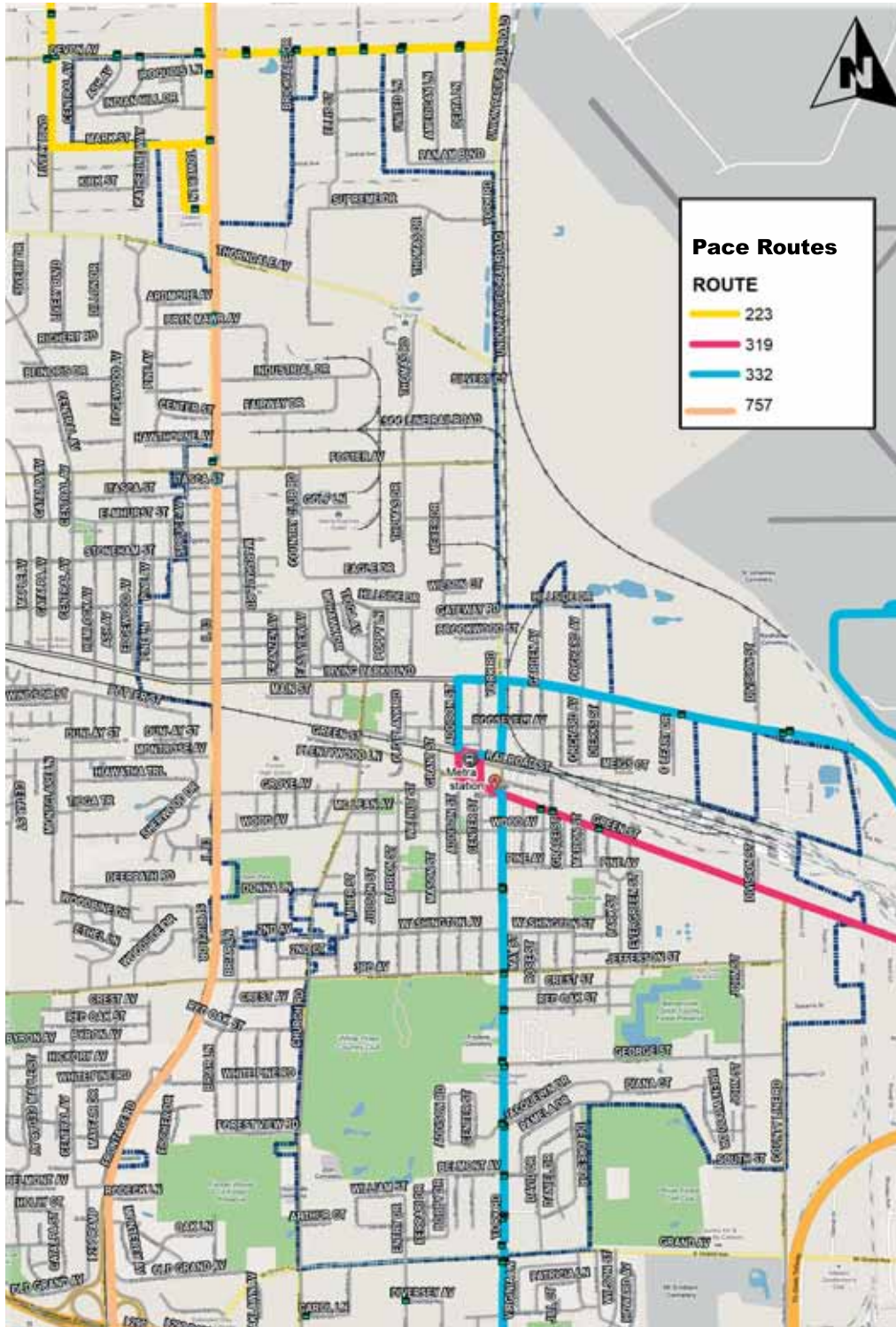


Figure 3.7: Pace Bus Routes Serving Bensenville

**ROUTE 223 ELK GROVE/ROSEMONT CTA STATION**

This route provides service between the Elk Grove Industrial Park, United Airlines Reservation Center and Rosemont CTA Blue Line Station. It also provides a connection between the Elk Grove Industrial Park and the northern limits of the Bensenville industrial area, north of Thorndale Avenue. Service includes weekdays and weekends. During the weekday, frequent service is provided all day long from 4:59 a.m. to 1:05 a.m. On the weekends, service is provided approximately every 30 to 60 minutes on Saturday and Sunday

**Ridership**

Ridership on Pace Route 223 averaged approximately 1381 passengers per day, in 2009, a 23% decrease in ridership from the previous year. Saturday ridership was also down to an average daily ridership of 343 in comparison to 415 in 2008 and 448 in 2007. Sunday ridership also decreased by 9% from previous years to an average daily ridership of 232.

**Table 3.5: Route 223 Average Daily Ridership**

Average Daily Ridership	2007	2008	2009
Weekday	1,831	1,811	1,381
Saturday	448	415	343
Sunday	254	254	232

Pace collects on/off passenger counts, which represent a “typical” weekday. Statistics shown in **Table 3.6** indicate the following total boardings and alightings for all trips on a typical day at stops within the Village limits.

**Table 3.6: Route 223 Typical Boardings & Alightings**

Stop	Direction of Travel	Boardings	Alightings
Tower/Mark	EB	5	0
Mark/Katherine		0	3
Busse/Devon		3	0
Mark/Lively		7	11
Busse/Devon	WB	15	24
Tower/Mark		0	2
Busse/Mark		4	7
Busse/Tower		27	30
Tower/Mark			

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 3: Transportation

#### ROUTE 319 GRAND AVENUE

This route provides service between Wolf Road/North Avenue in Northlake and Fullerton/Narragansett Avenues in Chicago. Selected a.m. and p.m. rush hour trips serve the Bensenville Metra Station. Weekend service is not provided to Bensenville.

#### Ridership

Ridership on Pace Route 319 averaged approximately 512 passengers per day in 2009, a 16% decrease from the previous two years.

Average Daily Ridership	2007	2008	2009
Weekday	601	610	512

**Table 3.8** indicates total boardings and alightings for all trips on a typical day at stops within the Village limits, as collected by Pace.

Stop	Direction of Travel	Boardings	Alightings
Metra Train Station	EB	27	0
Green/Rose		3	0
Green/Victory Auto Wreckers		1	2
Green/County Line Road		2	0
Green/Podlin		2	0
Green/Podlin	WB	0	2
Green/Domenic		0	1
Green/County Line Road		1	4
Green/Victory Auto Wreckers		0	5
Green/Marian		2	1
Green/Lincoln		0	2
Metra Train Station	0	38	

**ROUTE 332 RIVER ROAD/YORK ROAD**

Route 332 provides service weekday between Oakbrook Center i and the Rosemont CTA Blue Line Station, with service to the Bensenville Metra Station. This route also provides service to Elmhurst College, Elmhurst Memorial Hospital and the south cargo area of O’Hare Airport. There are three hourly trips serving the Bensenville Station during the morning rush hour, three trips during the midday and three evening peak hour trips. Weekend service on this route does not serve Bensenville.

**Ridership**

Weekday ridership on Route 332 averaged approximately 467 riders in 2009, a 21.2% decrease in ridership from 2008 and 2007.

Average Daily Ridership	2007	2008	2009
Weekday	594	593	467

**Table 3.10** indicates total boardings and alightings for all trips on a typical day at stops within the Village limits, as collected by Pace.

Stop	Direction of Travel	Boardings	Alightings
York/Grand	NB	4	9
York/Dominick’s		8	3
York/George		5	0
York/Red Oak		3	0
York/Jefferson		1	1
York/Washington		0	3
York/ Memorial		3	1
York/Green		3	5
Green/Center		0	1
Metra Station		11	12
Metra Station		SB	25
York/Memorial	3		4
York/Washington	1		2
York/Jefferson	4		3
York/George	6		10
York/Jacquelyn Forestview	0		2
York/.Dominicks	1		0
York/Grand	10		6

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 3: Transportation

#### ROUTE 757 NORTHWEST CONNECTION

Route 757 provides express services from Circle/Harlem in Forest Park and Forest Park Transit Center Blue Line to Woodfield Mall, serving the Elk Grove Village Industrial Park and Northwest Transportation Center in Schaumburg. Within Bensenville, the route travels along Route 83 between I-290 and Devon Avenue. Thirty minute service is provided in the a.m. rush from 5:25 a.m. to 7:35 a.m. Thirty minute service is provided in the p.m. rush from 2:30 p.m. to 5:00 p.m. Only weekday service is provided on this route.

#### Ridership

Ridership on Route 757 decreased between 2008 and 2009 by 29%.

Average Daily Ridership	2007	2008	2009
Weekday	240	248	176

**Table 3.12** indicates total boardings and alightings for all trips on a typical day at stops within the Village limits, as collected by Pace.

Stop	Direction of Travel	Boardings	Alightings
IL Route 83/Devon	EB	5	1
IL Route 83Thorndale		4	1
IL Route 83/Foster		3	1
IL Route 83/Hillside		2	2
IL Route 83/Hillside	WB	2	1
IL Route 83/Foster		6	14
IL Route 83/Fairway		0	2
IL Route 83/Thorndale		0	1
IL Route 83/Mark		0	3
IL Route 83/Devon		0	2

### Dial-A-Ride Services

The Village of Bensenville contracts with First Transit to provide Dial-A-Ride service using two vehicles (plus one spare), which are provided through an agreement with Pace. The Bensenville Dial-A-Ride operates throughout incorporated Bensenville.

Service is provided from 6 a.m. to 6 p.m. Monday through Friday, and from 10 a.m. to 3 p.m. on the first and third Saturdays of the month. Service is also provided to the Target store in Wood Dale on Wednesdays. No service is provided on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving, Christmas Day.

Approximately 80% of the trips are prescheduled and are primarily for work and school trips. Same-day reservations are accepted up to one hour in advance for trips with stated appointment times (e.g., doctor's visits, work, school or Metra trips). Passengers may call 30 minutes in advance for trips with more flexible arrival times. Although it is preferred that individuals who use wheelchairs call a day in advance, they also may call during the times stated above.

Typically, two buses are used to provide service, except from 11 a.m. until 1 p.m. when only one bus is used to reflect less demand during the off-peak travel time. Passengers are asked to consider traveling during "light travel times," from 9 a.m. to 3 p.m. (except on Wednesdays when the Target trip occurs between 10 a.m. and 1:30 p.m.). Fares are \$4 for adults, \$1 for persons aged 65 and older, and \$2 for people with disabilities; students traveling to and from school and children younger than 7 also pay \$2. Individual with a transfer or pass from Pace Metra pay \$0.50.

Bensenville Dial-A-Ride is a small operation and uses no computerized reservations/scheduling packages. One dispatcher from the Schaumburg First Transit operation handles Bensenville trips. According to Pace, ridership for the month of January 2010 totaled 1,132 and for the month of February 2010 totaled 1,150, which are approximately 50 one-way trips per weekday. First Transit estimates that about 15 of those trips are student trips. According to First Transit, ridership decreased about 8% from last year when fares were raised. According to the manager, there is some capacity to provide more trips, particularly during the light travel times (i.e., midday). Currently, trips are limited to the Village boundaries, except as noted above. There have been requests for service to Stratford Square Mall and Woodfield Mall, which are beyond the Bensenville Dial-A-Ride service area.

During the stakeholder interviews, it was noted that the Dial-A-Ride is used by school children on days their parents cannot drive them to school. Children who live greater than one and a half miles from a school are served by school buses. It is also noted that stakeholders felt there was a need to expand service hours on Dial-A-Ride to accommodate travel in the evenings and consistently on the weekends.



## Section 3: Transportation

### Other Transportation Services

#### ADDISON TOWNSHIP TRANSPORTATION SERVICES

Addison Township provides Dial-A-Ride service for senior citizens. The boundaries are Devon Avenue on the north, Rohlwing Rd. (old Route 53) on the west, North Avenue on the south and County Line Road on the east. It includes all or part of the following communities: Addison, Bensenville, Chicago (a portion of O'Hare airport), Elmhurst (North of North Ave.), Elk Grove Village (South of Devon Ave.), Itasca, Lombard (North of North Ave, East of Route 53), Villa Park (North of North Ave.), and Wood Dale. Service is also provided to Alexian Brothers Hospital, Elmhurst Hospital and Clinic, Glen Oaks Hospital, and Stratford Square Mall.

Service is provided from 10:00 a.m. to 3:00 p.m. Reservations are accepted up to one week in advance. All reservations are on a first come, first served, basis. Fares are \$3.00 one way.

#### PILOT II SUBSIDIZED TAXI SERVICE

Started in 1998 by the Interagency Paratransit Coordinating Council (IAPCC) and administered by Du Page County, this program was designed to ease transportation obstacles for senior citizens and persons with disabilities. Participation is available through sponsoring cities, villages, townships and social service agencies. For Bensenville residents, the sponsoring agency is Addison Township. Residents must register with the Township to participate in the program.

Program specifics are as follows:

- Trip reservations are made directly with one of four cab companies associated with the service.
- Coupons are purchased from the sponsoring agency at a reduced rate; coupons are worth \$5.00 toward a cab fare.
- Trip reservations can be made as much as one week in advance.
- Lift-equipped vehicles are available.

#### RTA SENIORS RIDEFREE PROGRAM

Bensenville's senior residents can obtain a RIDEFREE Smart Card to travel without charge throughout the Regional Transportation Authority (RTA) service area, including on Metra and Pace services. Residents can apply for the card at Village Hall. Note that the RIDEFREE program may be changed following actions of the Illinois General Assembly. Under the proposed law only seniors that qualify for the State's "Circuit Breaker" aid program would continue to ride for free. All other seniors would pay half price fares.

### Transit Needs

Transit service must be designed to meet a ridership market. Through market research and data analysis, transit markets in Bensenville can be identified. The following describes general needs based on public input, journey to work data, identification of major employers and service design standards. Later in this report, the specific markets to serve (e.g. employees, residents, students) will be identified, and public transit services will be developed to best meet those needs.

#### Public Input

In general, most of the public who attended the public meetings, filled out the online service or were interviewed as stakeholders that did not utilize fixed public transit services (i.e. Metra or Pace) on a regular basis. Most felt “neutral” on the transit services in the community, neither “positive” nor “negative”. Many said they were not aware that these services were offered or noted that they would not serve their needs as it would not serve their typical trip origins or destinations. However, when asked what would make them ride either Pace or Metra services more frequently, many stated that more frequent service would make them use the service, including earlier or later service, although a larger number of respondents of the online service said “nothing” would cause them to use the services more frequently. When asked if they needed transit to go to a specific destination, most of the responses varied in terms of destinations. Grocery stores Redmond Recreational Complex, Robert Morris University, DeVry University campus (in Addison) and Bensenville’s northern industrial park were mentioned as specific destinations.

Comments on the Dial-A-Ride service included having the service operate later in the evening, operate more frequent and reliable Saturday service, have it easier to book a trip and make the fares cheaper. The one-way fare for the general public for a round trip is \$8.00.

#### Market Demand for Transit Services

##### MAJOR EMPLOYERS

There are 20,272 people employed in 1,492 businesses located within the Village of Bensenville. Employers with 100 or more employees are as shown in **Table 3.13**.

The location of each of these major employers is represented by a dot and shown in **Figure 3.8: Major Bensenville Employers**. These employers are distributed throughout the Village and most are not proximate to public transportation. Many are located in Bensenville’s north or east business parks. It has been suggested that transit services between the Metra train station and the industrial parks, particularly north of Irving Park Road would be useful.

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 3: Transportation

**Table 3.13: Major Bensenville Employers**

<b>NAME OF EMPLOYER</b>	<b>ADDRESS</b>	<b>NUMBER OF EMPLOYEES</b>
AAA Cooper Transportation	601 Eagle Dr	100
ALG Transport	1101 N Ellis St	100
Bensenville Board Of Education	210 S Church Rd	200
Bensenville Park District	1000 W Wood St	120
Calumet Photographic Inc	890 Supreme Dr	100
Central States Trucking	476 Thomas Dr	250
Chicago White Metal Casting	649 Il Route 83	120
DB Schenker USA	123 Sievert Ct	100
Doherty Giannini Reitz	304 N York Rd	248
Dominicks Finer Foods Inc	1127 S York Rd	100
Ewing-Doherty Mechanical Inc	304 N York Rd	250
Expeditors International Of WA	849 Thomas Dr	200
Fenton High School	1000 W Green St	230
Lake Electronic Cable	529 Thomas Dr	120
Life Link Corp	111 E Washington St	300
Lifelink/Bensenville Home Soc	331 S York Rd	500
Lindahl Brothers Inc	622 E Green St	100
Namco Cybertainment Inc	877 Supreme Dr	100
National Data Label Corp	301 Arthur Ct	325
Oldcastle Glass	1001 Foster Ave	100
OSS Services LLC	1050 Tower Lane	525
Phoenix International Freight	855 Il Route 83	130
Precision Extrusions Inc	720 E Green Street	125
Protectoseal Co	225 Foster Avenue	150
R & M Freight Inc	600 Thomas Drive	140
Royal Die & Stamping Co. Inc.	949 E Green St	120
Telesource	156 Beeline Dr	150
UPS Freight	490 Supreme Dr	200
UPS Supply Chain Solutions	490 Supreme Dr	230
US Foodservice	800 Supreme Dr	350
US Midwest Freight	611 Eagle Dr	100
Victor Envelope Co	301 Arthur Ct	300
White Pines Golf Club	500 W Jefferson St	126

Source: Village of Bensenville

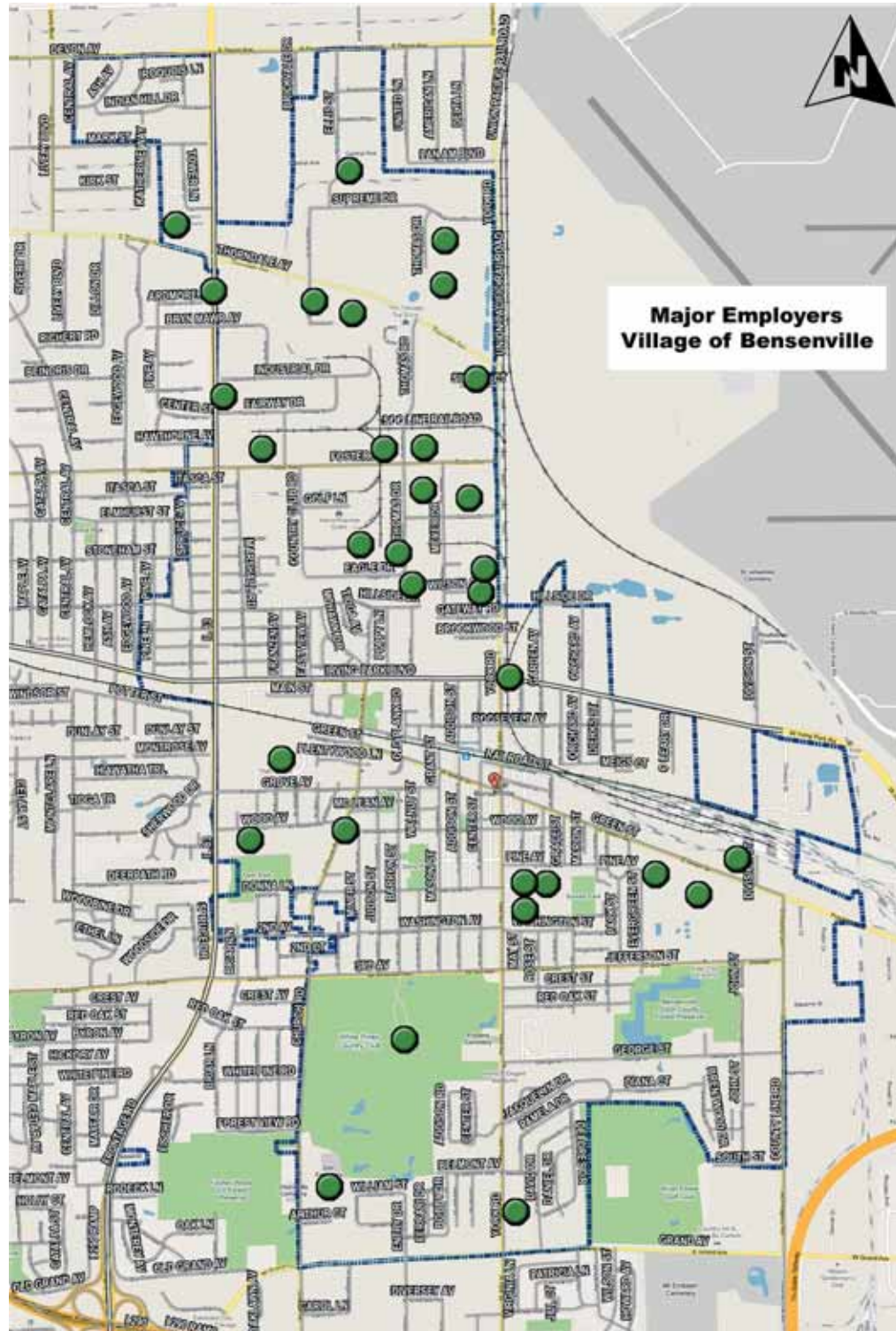


Figure 3.8: Major Bensenville Employers

### Section 3: Transportation

#### Journey to Work Data

Journey to work data is available through the U.S. Census and describes aspects of commuting behavior. The data includes the origins and destinations of the work trip, the mode(s) used by an individual to travel from home to work and the time that it takes to do so. **Figure 3.9: Journey to Work by Census Tract - Bensenville** shows the results of the origin and destination data for Bensenville residents and **Figure 3.10: Journey to Work by Census Tract – DuPage County** gives a broader perspective showing the journey to work data for the communities surrounding Bensenville. The arrows show the direction of travel and the arrows are color coded to indicate relative number of trips.

In **Figure 3.9**, journey to work destinations of Bensenville residents are:

- Over 200 trips originate in south Bensenville and travel to employment destinations at either the Airport or the north business park as the same census tract encompasses both employment areas.
- Over 200 trips originate in south Bensenville and travel out of the Village limits to work near the I-290 corridor.
- Over 200 trips originate in southwest Bensenville and traveling to either the North Business Park or Airport.
- 100 to 200 trips go between the residential area east of York and south of Green Street to either the north business park or Airport. 100 to 200 trips also go between this same residential area to Elk Grove Village to the north.
- 100 to 200 trips go between the same residential area and Wood Dale or beyond.
- Different sets of 100 to 200 trips originate in south Bensenville and travel to various locations, including east to Franklin Park, northeast to the Airport, northwest to Elk Grove Village, and west to Wood Dale or beyond.

There are additional trips into Bensenville from surrounding areas. Two travel lines representing 100 to 200 trips each are coming from the west and southwest in the Wood Dale area and traveling to the same census tract as the airport and North Industrial Park.

**Figure 3.10** shows the journey to work trips being made in the region. There appears to be a lot of activity in southwest Du Page County to the Oak Brook area as indicated by the larger trip patterns. Other major travel patterns lead from the outer counties into eastern Cook County and Chicago.

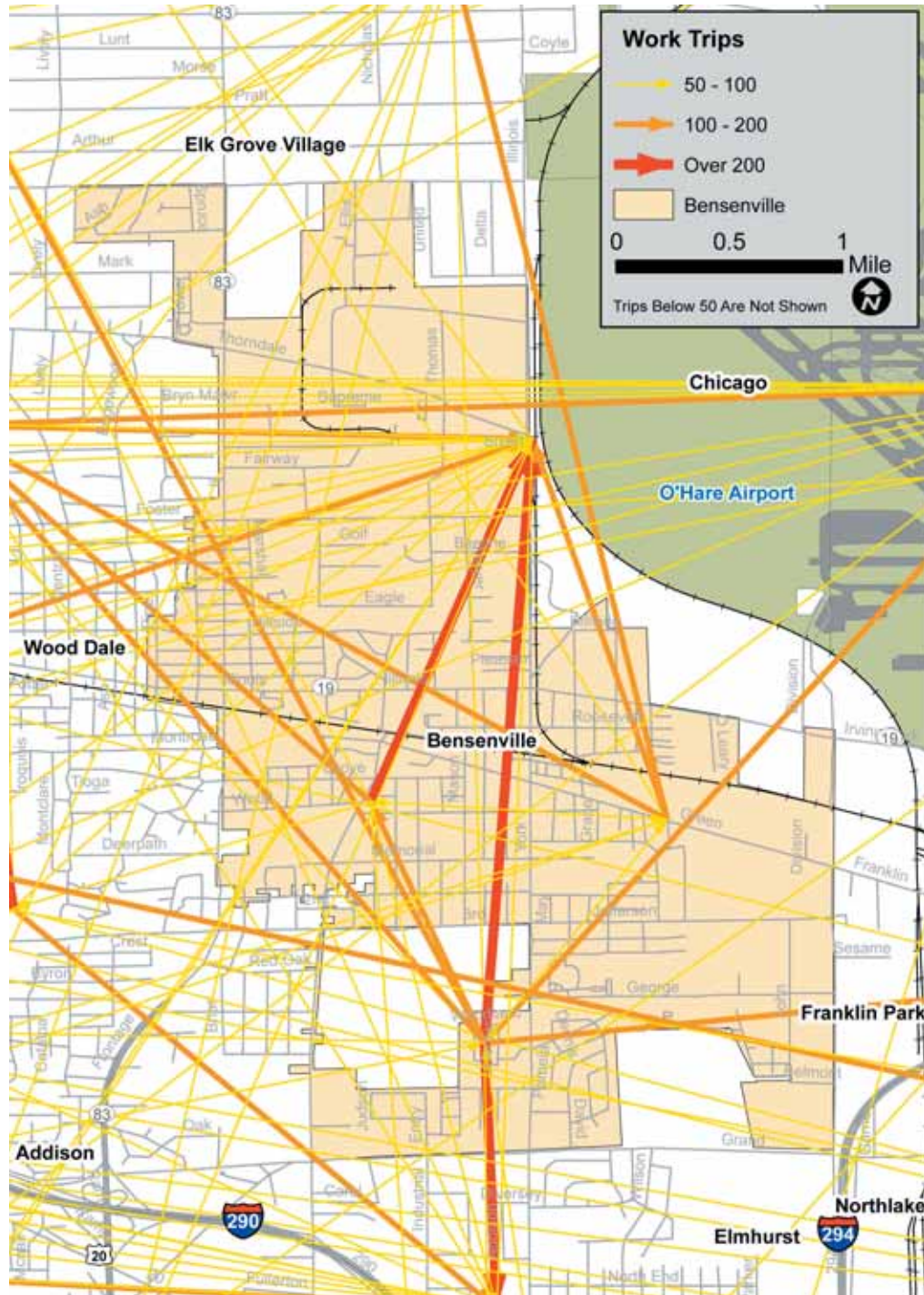


Figure 3.9: Journey to Work by Census Tract - Bensenville

Source: U.S. Census (2000)

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 3: Transportation

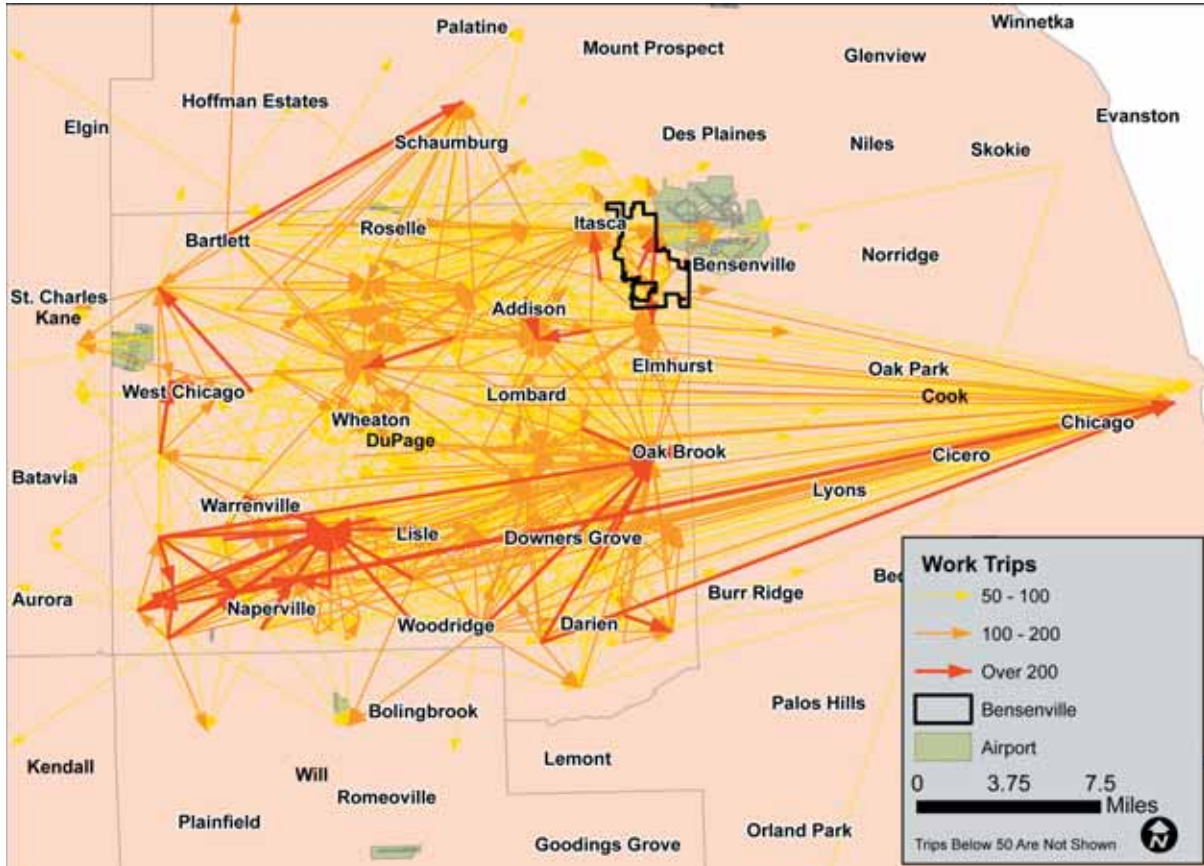


Figure 3.10: Journey to Work by Census Tract - DuPage County

Source: U.S. Census (2000)

### Service Design Standards

Population and employment density thresholds play an important role in determining what type of transit is most feasible in any given area. The Transit Cooperative Research Program’s “*Transit Capacity and Quality of Service Manual*” (2003) provides guidelines for the type of service based on population and employment densities. In general, fixed route services can be supported in areas of moderate to high-density development. In lower density areas, flexible routes and demand-response services generally provide a better match.

**Table 3.14** shows basic industry guidelines for type of service by density (expressed as households or “hh” per acre).

Service Type	Household Density
Fixed Route	3 hh/acre or more
Fixed and Flexible Service	2-3 hh/acre
Demand Response/Flexible Service	1-2 hh/acre
Demand Response	0-1 hh/acre

Employment and population density data from the 2000 U.S. Census was analyzed to determine an appropriate type of service for Bensenville. This information is located in **Figure 3.11: Transit Index Potential Map**. As indicated, Bensenville has the household and employment density to support flexible and fixed route service, with some areas in the southwest more appropriate for demand response. Flexible service is where a vehicle follows an established route and timetable, but it may travel off route to pick-up or drop-off passengers. Demand response service is service provided “door to door”. To use this service, customers call the service provider and arrange a pick up time; trips often need to be reserved 24 hours ahead of time. Many times this service is only provided to “eligible” riders such as senior citizens or the disabled or for certain trip purposes, such as medical.



# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 3: Transportation

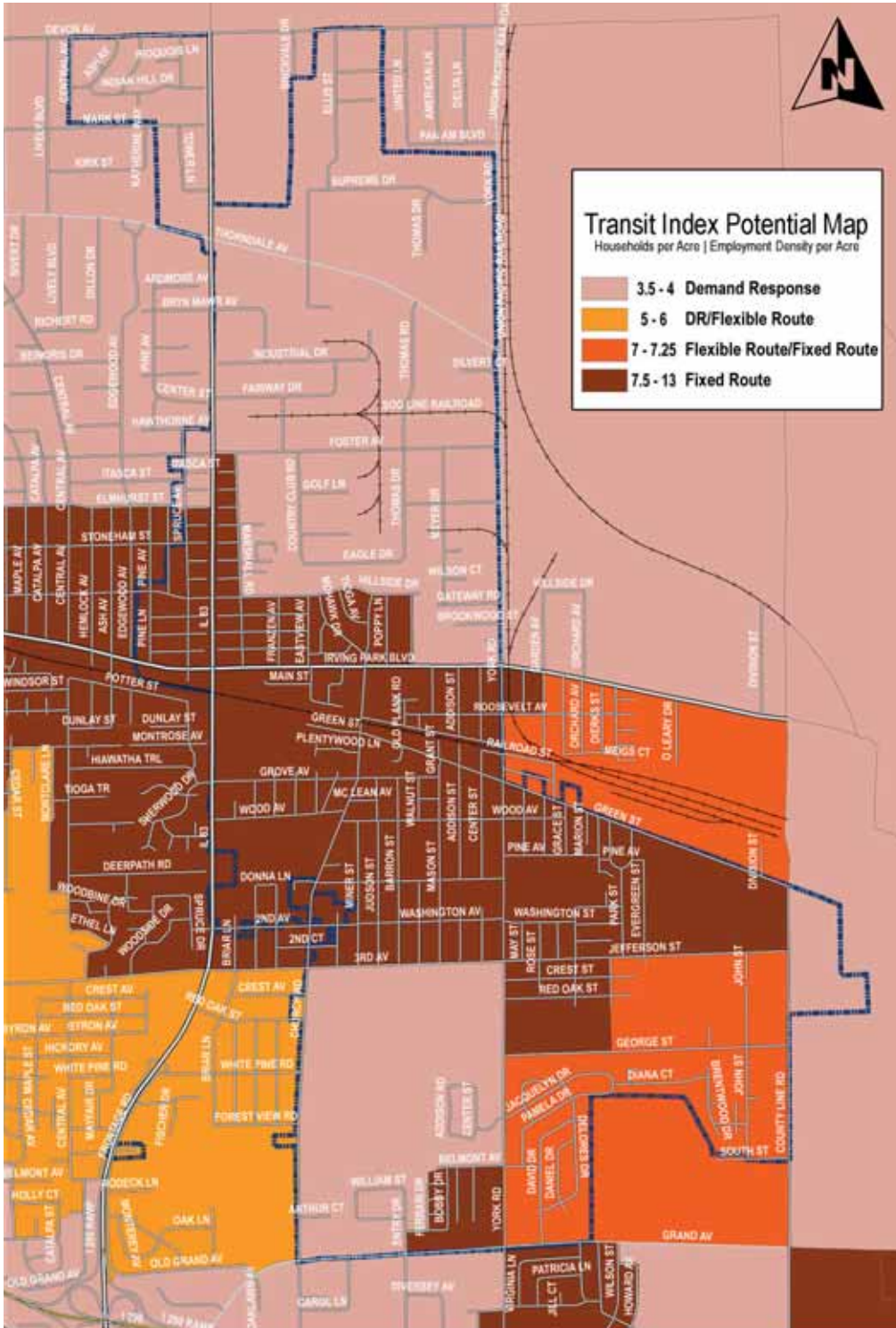


Figure 3.11: Transit Index Potential Map

Source: Based on U.S. Census Data (2000)

### Future Transit Opportunities/Connections

Following are several initiatives that could have a significant impact on the Village:

- A multimodal transit center associated with the Western Terminal at O'Hare Airport is under consideration. Although no specific location for such a center has been identified, consideration is being given to incorporating it into the Terminal facility or locating it outside the Airport west of York Road in Bensenville.
- A Bus Rapid Transit (BRT) line has been studied as a possible system for the DuPage County "J Line", This line may have a segment on Route 83 near Bensenville's North Business Park
- IDOT is designing the expansion of the Elgin-O'Hare Expressway. As noted above, options for transit within the right-of-way are being considered.
- A study is underway for commuter rail service connecting Rockford with Chicago, with a link to existing Metra service on the Milwaukee District West Line. West of Elgin, the service would operate on the Union Pacific Belvidere Subdivision.

### Station Area Parking

At the Bensenville Station, there are two commuter parking lots with a total of 206 parking spaces, including 11 handicapped accessible spaces. There is a fee of \$1.50 per day to park in these lots. Lot 1 is a linear lot located along Main Street, on the north side of the tracks. It has a utilization rate of 23%. Lot 2 is located on the south side of the tracks in front of the station, between Center Street and Addison Street and has a 99% utilization rate. Overall, the two commuter parking lots have a utilization rate of 65%. See **Figure 3.12: Metra Commuter Parking Lots**.

As a comparison with adjacent stations, Wood Dale has a total of 471 parking spaces which are 67% utilized and Franklin Park has a total of 281 spaces which are 84% utilized.

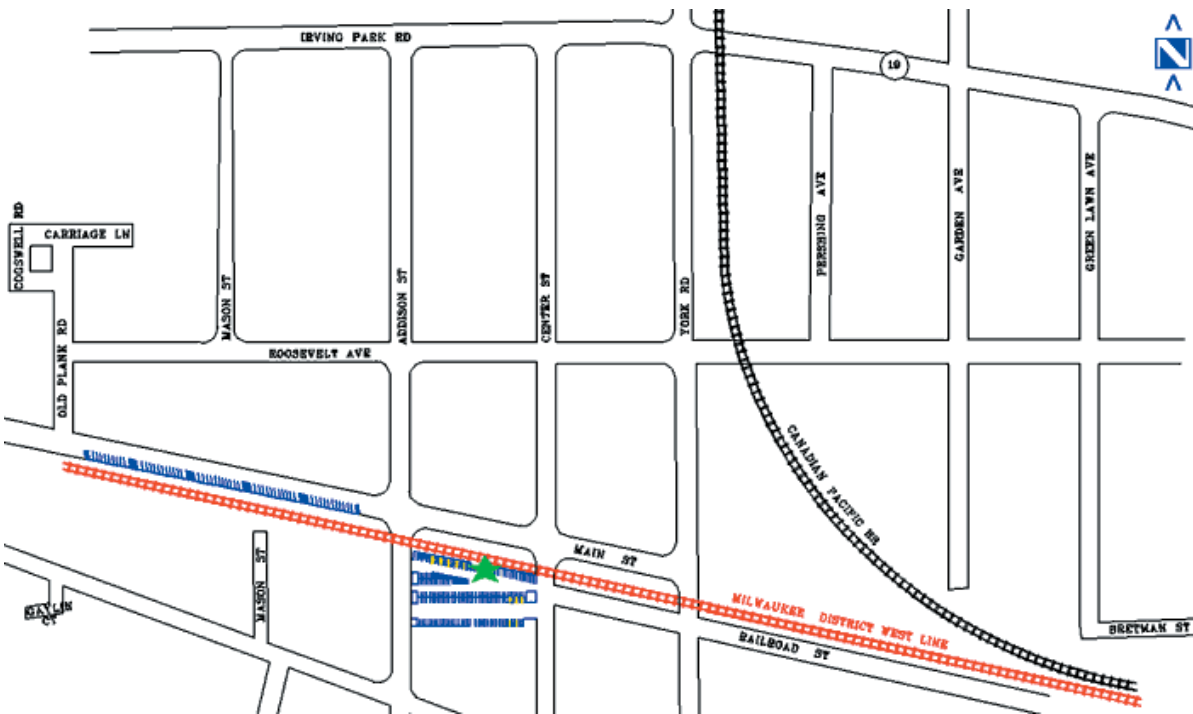


Figure 3.12: Metra Commuter Parking Lots

Source: 2008 Metra System-wide Parking Inventory

### Bicycle Facilities

According to Metra's *2008 System-Wide Bicycle Parking Inventory Report*, there is capacity for 18 bicycles at the Bensenville Metra Station and six bicycles were parked at this facility for a utilization rate of 33%.

The Village of Bensenville does not have on-street bike lanes or signed bike routes. Off street paths are located in the parks, including a 1.2-mile walking and bike path that provides internal circulation at the Redmond Recreational Center complex.

The Northeastern Illinois Regional Greenways and Trails Plan (2009 Update), a joint plan by the Chicago Metropolitan Agency for Planning (CMAP), Illinois Department of Natural Resources (IDNR) and IDOT shows existing and proposed on-street and off-street bike routes. The Plan suggests potential routes, which local governments can choose to implement. The Plan indicates a potential bikeway to connect the Salt Creek Trail, located in the Salt Creek Marsh Forest Preserve near Itasca, to the Des Plaines River Trail in Schiller Woods, east of Franklin Park. A conceptual route along Irving Park Road through Bensenville is delineated. No other routes are proposed for the Village.

### Pedestrian Facilities

Downtown has adequate sidewalks that provide good pedestrian flow from block to block. However, sidewalk linkages are not consistent throughout the Village, including in neighborhoods adjacent to Downtown. The majority of respondents to the on-line survey indicated that there was a need to improve sidewalks.

Sidewalks tend to be inconsistent throughout residential areas. Some residents oppose the installation of sidewalks in front of their homes. Subsequently, pedestrians are forced to walk in the street or alternate sides of streets to continue on a sidewalk.

Most arterial roads are not pedestrian friendly. Although sidewalks may be present, often times there is no real or perceived buffer between vehicles and the sidewalks. In addition, there are often many driveway entrances that disrupt the sidewalk continuity. Buffers such as trees or bushes, and the consolidation of curb cuts, could improve the pedestrian experience along these arterial roads.

Marked crosswalks can also improve pedestrian safety and circulation. Crosswalks that are designated by paint or decorative pavers for example can clearly designate to both the driver and the pedestrian a safe place to cross. In addition, other treatments such as pedestrian count down signals and high-intensity activated crosswalk (HAWK) signals may be appropriate to allow safer crossing at major intersections.



## SECTION 4: INFRASTRUCTURE





## Sanitary Sewer System

The sanitary system consists primarily of vitrified clay pipe throughout the Study Area. Ideally a PVC pipe system would be better to limit damage and clogging from tree roots. Sanitary sewer sizes range from 8” to 24” in diameter as shown in **Figure 4.2: Village Sanitary Sewer**. The sanitary system is entirely separate from the storm sewer system with no cross connections between systems. Downtown discharges to the Larry Graze Wastewater Treatment Plant owned by the Village and operated by United Water. The Village reports very few sewer back-ups.

There are currently 18 sanitary lift stations in the Village. They have been upgraded with replacement parts over the years. The Village will be decommissioning three lift stations in the O’Hare Acquisition Area and will reuse some of the equipment at other stations as needed. The Village is considering a SCADA system upgrade for better control and management of the pumps.

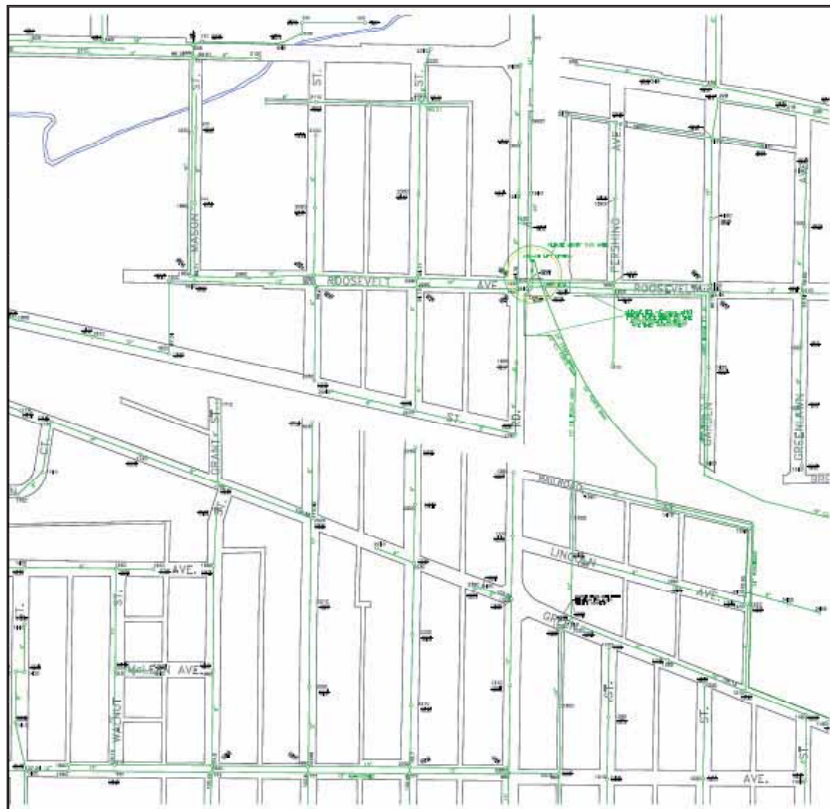


Figure 4.2: Village Sanitary Sewer



## Storm Sewer System

The storm sewer system is a network of reinforced concrete storm sewer pipe as shown in **Figure 4.3: Village Storm Sewer**. The Metra railroad line represents a watershed boundary in the Study Area. Anything north of the rail line outfalls to Silver Creek, also known as the Bensenville Ditch, and then flows easterly through the Airport and into the Des Plaines River. South of the rail line, all storm sewers flow southeasterly into the Redmond detention pond which outfalls into Addison Creek. From there it flows south through Elmhurst and Northlake, and eventually makes its way to the Des Plaines River.

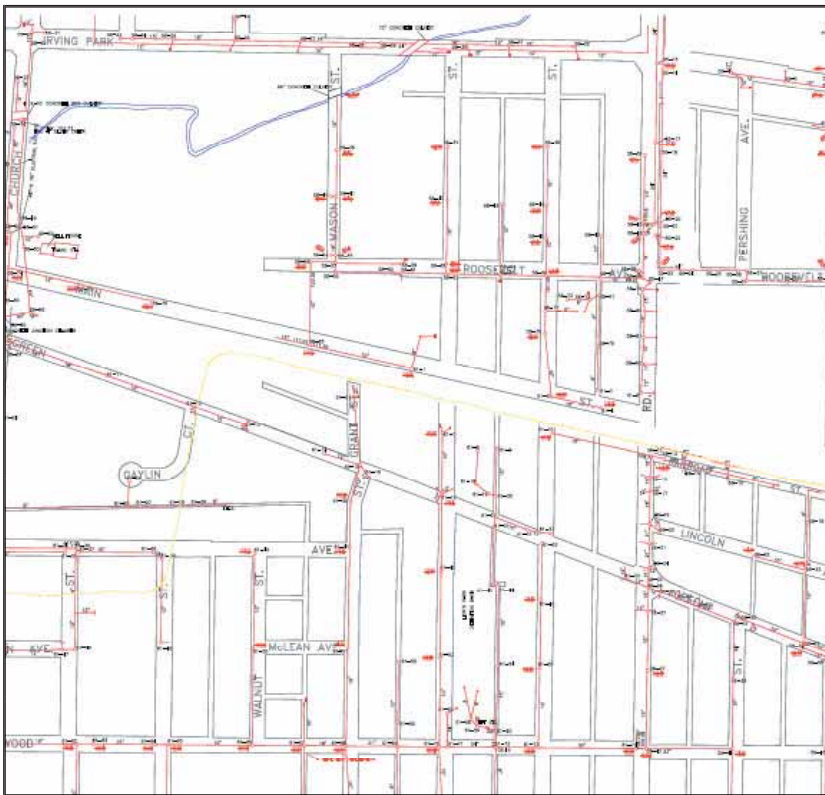


Figure 4.3: Village Storm Sewer

## Power/Electricity

The Village receives its electric power through ComEd. Downtown is adequately served and there are no deficiencies known. It is not anticipated that there will be any issues with power for potential redevelopment sites within the Village.





## SECTION 5: MARKET



### Village Market

This chapter contains findings regarding existing conditions and market potential for the Village of Bensenville’s Downtown Metra Station Area and major road corridors. It should be noted that this study is being developed in the context of extraordinary real estate and credit market conditions that severely constrain development potential in the near term. In recognition of these issues, the study focused primarily on underlying factors such as demographics, demand generators, geographic proximities and infrastructure/access in an effort to identify longer-term development potential.

In tandem with analyzing land use and other key physical characteristics of the Village and Station Area, a demographic analysis was conducted to assess the underlying factors that may drive demand and market potential for various land uses in the future.

### VILLAGE-WIDE TRENDS

Using data provided by ESRI, a nationally-recognized provider of demographic estimates and projections, demographic conditions were analyzed within Bensenville and nearby communities. For analytical consistency, the O’Hare Expansion Area was removed from these estimates for all years examined. The demographics within the O’Hare expansion area are discussed in the “O’Hare Expansion Impacts” section of this report.

As of 2009, the Village is estimated to have a population of approximately 18,711, a total of approximately 6,440 households and a median household income of approximately \$68,838. From 2009 to 2014, Bensenville’s population is projected to remain stable, with minimal loss compared to the overall population count. **Table 5.1** outlines the 2000, 2009, and 2014 population, household, and median household income trends for the Village.

	<b>2000</b>	<b>2009</b>	<b>2014</b>
Population	18,076	18,711	18,670
Households (HH)	6,363	6,443	6,406
Average HH Size	2.78	2.84	2.85
Median Income	\$64,226	\$68,838	\$64,310

NOTE: These and all subsequent demographic figures exclude the O’Hare area unless specifically noted otherwise.

All income estimates adjusted to 2009 Dollars

Sources: ESRI and *S. B. Friedman & Company*

Despite the relatively stable population and household trends, racial and ethnic composition of the Village has changed measurably since 2000. Stakeholder interviews suggested a growing Hispanic population in the Village. This trend is borne out by demographic data as shown in **Table 5.2** which illustrates observed and projected race and ethnicity trends in the Village from 2000 to 2014.

**Table 5.2: Racial and Ethnic Population Trends for the Village of Bensenville**

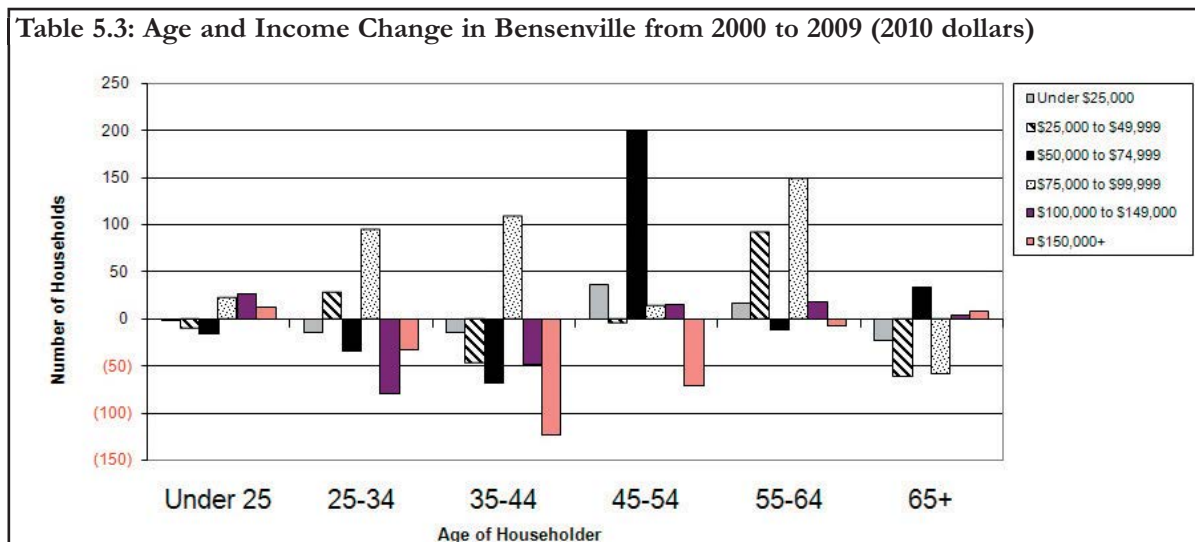
	2000		2009		2014	
	Number	Percent	Number	Percent	Number	Percent
<b>Race</b>						
White Alone	13,559	75%	13,016	70%	12,458	67%
Black Alone	507	3%	515	3%	498	3%
American Indian Alone	84	0%	92	0%	91	0%
Asian Alone	798	4%	993	5%	1,071	6%
Pacific Islander Alone	4	0%	4	0%	4	0%
Some Other Race Alone	2,562	14%	3,406	18%	3,816	20%
Two or More Races	561	3%	685	4%	733	4%
<b>TOTAL</b>	<b>18,075</b>		<b>18,711</b>		<b>18,671</b>	
<b>Ethnicity</b>						
Hispanic Origin (Any Race)	6,083	34%	8,033	43%	8,972	48%

For the purposes of comparison over time, the 2000 figures excludes the O’Hare Expansion Area

Sources: ESRI and *S. B. Friedman & Company*

Finally, the overall age and income projections for Bensenville forecast a population that is aging and declining in inflation-adjusted income by slightly over 1% per year (7% overall from 2009 to 2014). According to ESRI projections, the Village gained approximately 170 households from 2000 to 2009, and is projected to lose approximately 40 households from 2009 to 2014. Given that Bensenville is home to over 6,400 households, this change is minimal and the Village is considered to be a stable community.

**Tables 5.3 and 5.4** delineate the changes in inflation-adjusted income by age of householder from 2000 to 2009 and 2009 to 2014 within the Village.

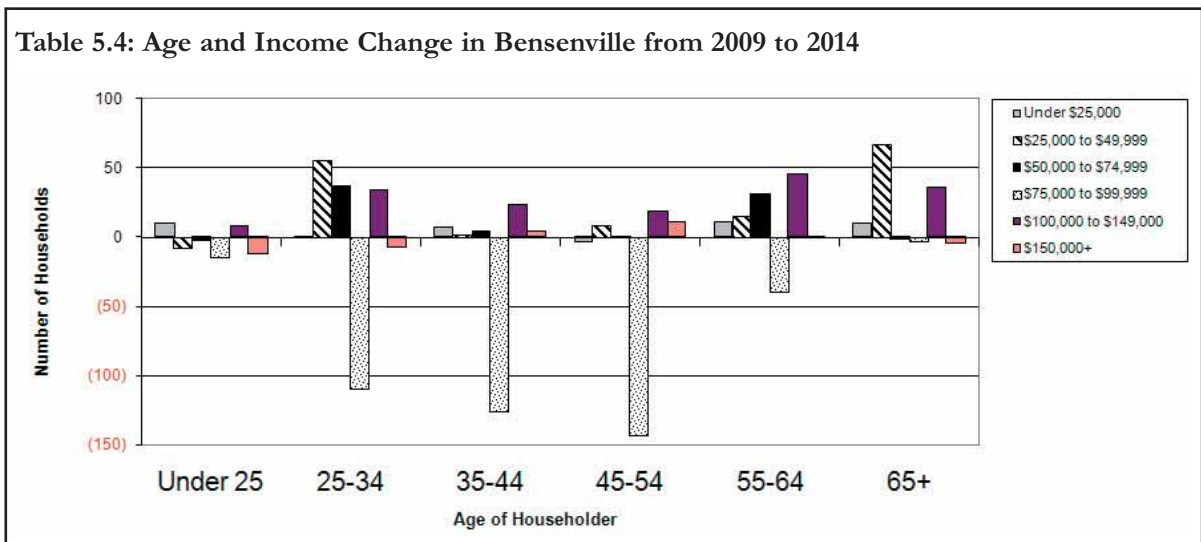


Sources: ESRI and *S. B. Friedman & Company*

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 5: Market Analysis

As **Table 5.3** indicates, Bensenville gained a number of households in the \$50,000 to \$74,999 and \$75,000 to \$99,999 income brackets. These gains were seen across all ages, but appear to be most impactful in the 45 to 54 and 55 to 64 age brackets. The older of these two brackets is often considered to be part of the “empty nester” group that sells their single-family home to move into a smaller, easier-to-maintain condo or townhome. Overall, between 2000 and 2009, the Village gained residents in the Under 25, 45 to 54, and 55 to 64 age brackets and lost residents in the remaining three brackets. The data used to create **Tables 5.3 and 5.4** is provided in more detail in **Appendix A-2**.



Sources: ESRI and *S. B. Friedman & Company*

**Table 5.3** depicts the projected set of demographic changes for the Village. Overall, the Village is projected to gain households in both the under \$75,000 and \$100,000-\$149,000 income ranges. Significantly, the Village is projected to lose approximately 430 households in the \$75,000 to \$99,999 income bracket, particularly in households between the ages of 25 and 54. While some of these households will move up into higher income brackets, others will experience a decrease in income or move to another community and be replaced by new residents in different income brackets.

The age groups expected to increase between 2009 and 2014 are the two brackets above age 54. These groups will increase most significantly in the \$100,000 to \$149,000 income category noted above, and actually comprise approximately 50% of the new households expected in this income category. This group of approximately 90 households is in the age and income bracket that may be seeking to downsize from the square footage and maintenance responsibilities associated with single-family housing in favor of multi-family for-sale units, either in open communities or senior-only buildings. Interviews with realtors and stakeholders have indicated that many seniors who would like to sell their single-family homes choose to stay within the community. However, the projected increase in senior households may also be fueled by new residents attracted to Bensenville.

Overall, the population in the Village is concentrated in the Under 25 age group, which comprises 34% of the total population. However, this group’s raw numbers and share of the population have declined since 2000, and are projected to decline again through 2014. In contrast, the two oldest age groups (55-

64 and 65+) have grown in both raw numbers and share of the population over the same time period. In 2000, these two groups comprised 7.3% and 12.1% of the population, respectively. By 2014, they are projected to comprise 10.3% and 13.4% of the population, respectively. This population change appears to reflect the same changes seen in the householder data analyzed above. While the largest portion of the population is still found in the younger age groups, overall, the population of the Village is aging.

### Demographic Changes

Demographic indicators for Bensenville were also compared with nearby communities that might be viewed as competing locations for housing and retail purchases and investment. Based on conversations with stakeholders and an inventory of major retail destinations in the area, a comparison group of four communities was selected: Elmhurst, Addison, Franklin Park and Wood Dale. Stakeholders mentioned both Elmhurst and Addison as destinations for shopping and dining. Franklin Park and Wood Dale were cited more often as basic retail destinations. **Tables 5.5 and 5.6** compare the population and household income trends in Bensenville with those of the competitive communities group. Each table has been sorted from highest to lowest 2000 population/median income, and Bensenville data is highlighted with a heavy outline. Overall, Bensenville is in the middle of the comparison group for both population and income.

Community	2000 Population	2009 Population	2014 Projected Population	% Change 2000 to 2014
Elmhurst	42,726	42,697	42,531	-0.1%
Addison	36,051	37,466	37,861	0.2%
<b>Bensenville</b>	<b>20,147</b>	<b>18,711</b>	<b>18,670</b>	<b>-0.1%</b>
Franklin Park	19,498	19,135	18,836	-0.3%
Wood Dale	13,522	14,037	14,158	0.2%

Sources: ESRI and *S. B. Friedman & Company*



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

**Table 5.6: Median Household Income Trends in Bensenville and Comparison Communities**

Community	2000 Median Income	2009 Median Income	2014 Median Income	% Change 2000 to 2014
Elmhurst	\$85,499	\$83,947	\$81,520	-0.4%
Wood Dale	\$71,105	\$74,912	\$69,281	-0.2%
Addison	\$64,932	\$70,002	\$65,535	0.1%
Bensenville	\$64,226	\$68,838	\$64,310	0.0%
Franklin Park	\$56,550	\$60,426	\$57,228	0.1%

All incomes have been adjusted for inflation and are given in 2010 dollars.

Sources: ESRI and *S. B. Friedman & Company*

Overall, the full group of communities is very stable, with total population change of less than +/-0.5% over a 9-year period. Elmhurst has the highest population and income, which, taken together equals an aggregate income that is between 3.5 and 4 times that of Bensenville's over the analysis period. Elmhurst has invested significantly in redevelopment and beautification of its downtown over the last decade, and was also often cited by stakeholders as having the most attractive downtown core of the comparable group. Addison, with a higher population but a median income comparable to that of Bensenville, has recently developed and/or renovated a cluster of retail, dining, and entertainment venues along Lake Street that was noted by stakeholders as a major destination for dining and shopping, albeit a far more auto-oriented one than Elmhurst. **Table 5.7** indicates aggregate spending power by community in millions of dollars.

**Table 5.7: Aggregate Income in Bensenville and Competitive Communities in Millions of Dollars**

	2000	2009	2014
Elmhurst	\$ 1,665	\$ 1,658	\$ 1,562
Addison	\$ 916	\$ 972	\$ 920
Bensenville	\$ 449	\$ 476	\$ 443
Franklin Park	\$ 415	\$ 408	\$ 373
Wood Dale	\$ 423	\$ 443	\$ 417

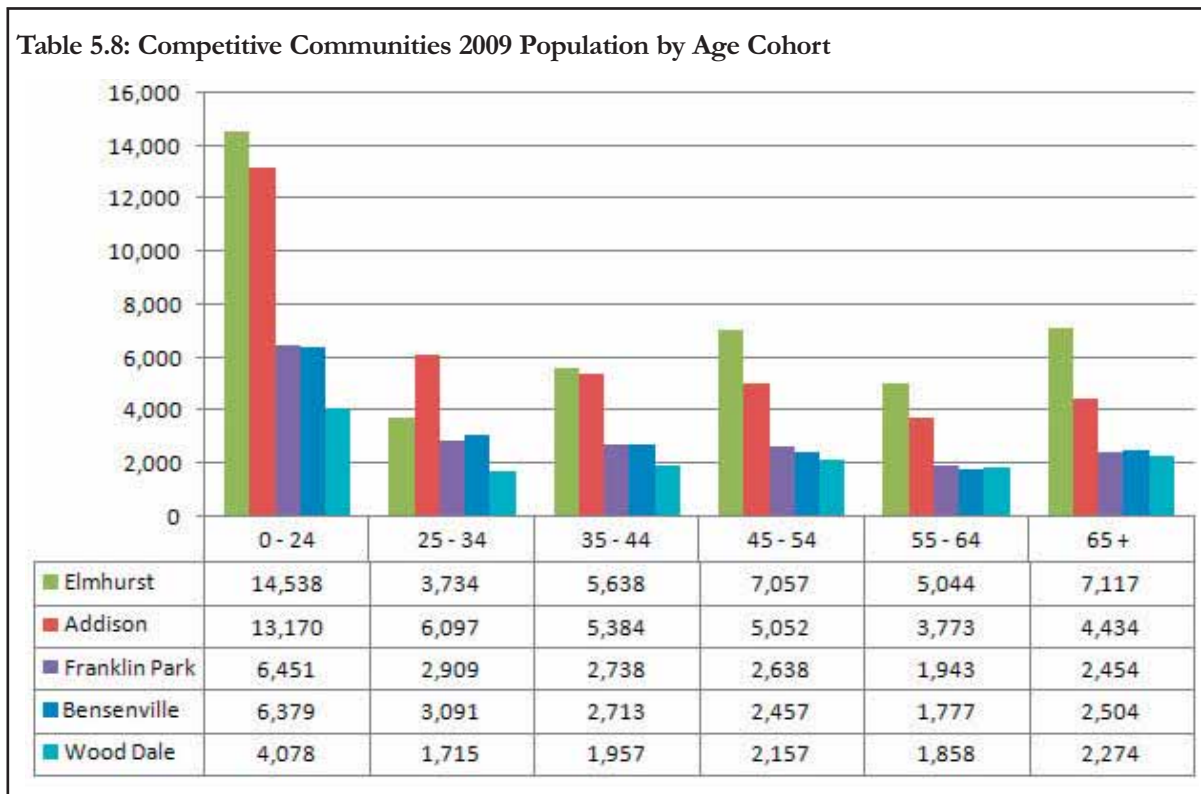
2000 Excludes the O'Hare Expansion Area in Bensenville  
2000 and 2014 values converted to 2010 dollars

Source: ESRI and *S. B. Friedman & Company*

Franklin Park and Wood Dale are home to the closest Metra stations in either direction from the Bensenville Metra Station. Like Bensenville, the Franklin Park station exists within a small, older downtown surrounded by medium-density residential. While the Franklin Park Metra Station does not have the same easy access to major roads that Bensenville does, the community does contain two large shopping clusters within easy reach of Bensenville residents. The Wood Dale Metra Station is very different in character from the Bensenville stop; it is located on Irving Park Road and in a high-traffic, auto-oriented area.

Wood Dale also contains a number of big-box retail stores that serve Bensenville residents, and the community is in the process of planning major, mixed-use redevelopments in its downtown and industrial park to take advantage of the planned O’Hare Western Access and Western Bypass.

As with Bensenville, these competitive communities have also been and are projected to continue aging. Franklin Park’s 2009 population breakdown by age is nearly identical to Bensenville’s. Wood Dale has the highest percentage of population above age 55, with 13.2% of its population in the 55-64 group and 16.2% in the 65+ age group. This community is the only one in the competitive set where the number of residents above age 55 exceeds those under age 25, and this trend is expected to continue. Elmhurst and Addison, the most populous communities, have distributions more similar to Bensenville, with 34% and 35% of their populations in the Under 25 group and 28% and 21% of their populations above age 55. Elmhurst displays the only other major deviation from the norm within the group, with only 9% of its population in the 25-34 age group, while the other communities have between 12% and 16% of their population in this age group. See **Table 5.8**.



Sources: ESRI and S. B. Friedman & Company

#### Employment Patterns + Job Centers

Bensenville's major employment base is industrial, which is focused along the York Road, County Line Road and Route 83 corridors. **Figure 5.1: Bensenville Employers by Number of Employees** highlights the major industrial corridors and depicts employers within these corridors by number of employees.

According to data obtained from InfoUSA, a national provider of consumer, business and executive data, both of these industrial areas contain a diverse set of business types and a large daytime population of employees for the Village. The industrial area along York Road (north business park) provides approximately 13,900 jobs in 67 sectors. The most predominant sectors in this industrial area are Merchant Wholesalers of Durable Goods (19% of employees), Truck Transportation (11%), Scientific, and Technical Services (9%), Support and Logistics Activities for Transportation (9%), Professional, Fabricated Metal Product Manufacturing, (7%), Merchant Wholesalers of Non-Durable Goods (5%), and Specialty Building Trade Contractors (5%). A full breakdown of employment by 3-Digit NAICS (North American Industry Classification System) Code is available in **Appendix A-3**.

The industrial area along County Line Road and Green Street (east business park) is home to 4,055 employees in 39 economic sectors. For the purpose of this analysis, all employers in the area between Green Street and Grand Avenue have been tallied, whether they are located in Bensenville or Franklin Park. Full breakdowns of employees (overall and within the Bensenville portion) are available in **Appendix A-4**. The most predominant sectors in this industrial area are Merchant Wholesalers of Non-Durable Goods (23%), Fabricated Metal Product Manufacturing (10%), Merchant Wholesalers of Durable Goods (8% of employees), Beverage and Tobacco Product Manufacturing (7%), Repair & Maintenance (6%), Plastics and Rubber Product Manufacturing (6%), and Specialty Building Trade Contractors (5%).

Despite the fact that these two industrial areas are geographically separated, the major industries are very similar. In particular, the Village has a large number of wholesale and distribution facilities. Interviews with industrial real estate brokers indicate that, while adjacency to the Airport is critical for some industrial uses, the majority choose Bensenville, Wood Dale, Elk Grove, and Elmhurst because they either need access to the multitude of expressways in the area or want to locate within the larger O'Hare industrial complex and benefit from collocation with complementary industries. Further, Air Transportation and Support/Logistics Activities for Transportation, the two most common NAICS sectors under which air freight operators are classified, comprise approximately 9% of the total employees in the York Road industrial area. A significant portion of the Support/Logistics sector employees are likely involved in activities related to truck and/or rail transportation. In short, airfreight, while an important component of the industrial businesses in Bensenville, has a less significant role than other employment sectors. These sectors may be choosing the O'Hare industrial area for access to other industrial businesses or the regional transportation network rather than just O'Hare. Initiatives to attract and retain industrial businesses in Bensenville should be aware of this distinction.

## Market Context

Due primarily to the large-scale O'Hare expansion and related changes in access patterns, it is anticipated that Bensenville's market and strategic position will evolve substantially over the mid- to long-term. This section provides analysis of these changes and strategic considerations for the major road corridors included in the study area.

### **O'Hare Expansion + Western Bypass Impacts**

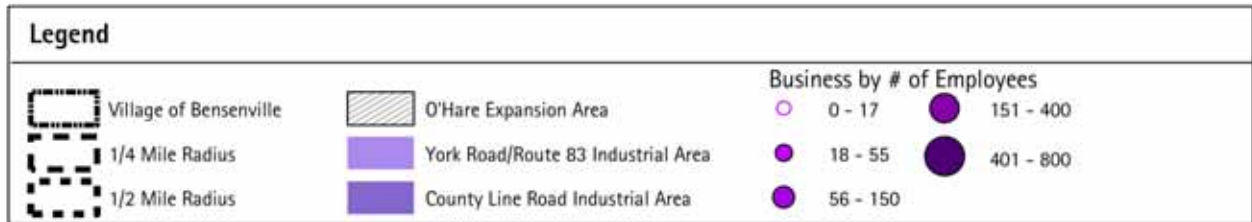
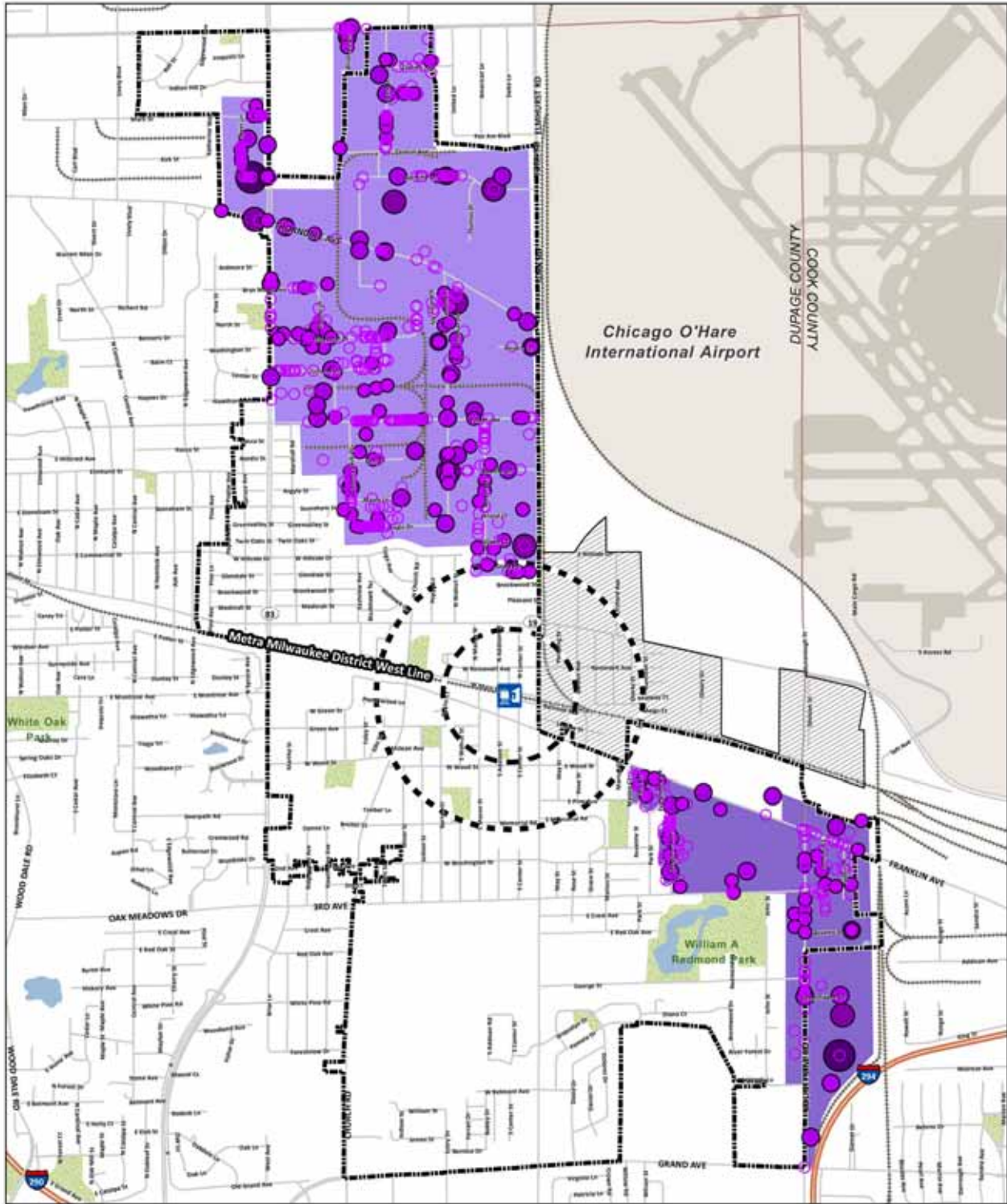
The O'Hare expansion and creation of the I-294 Western Bypass have already had, and are likely to continue to have, significant impacts on the Village of Bensenville. The City of Chicago and IDOT have annexed all residential property and a significant portion of the commercial/industrial properties north of Green Street and east of York Road for the expansion and Bypass. The residential area contained approximately 2,200 people. These residents were generally younger than the Village as a whole, with a median age of 28.1, and had slightly lower median household incomes (\$63,854 in 2009). Most of this area was within a half mile of the Metra Station and Downtown, thus impacting the potential market-shed for Downtown businesses and ridership.

Once completed, the proposed O'Hare expansion and associated Western Bypass improvements will likely offer significant opportunities for Bensenville due to increased access and market potential. In particular, the Western Bypass has the potential to provide Bensenville expressway access that it currently lacks. As currently proposed, the Bypass will have an interchange with Irving Park Road just east of York Road. This will allow critical access for industrial users, visitors to Downtown and greater Bensenville, and potential airport-supportive uses such as hotels and rental car facilities.

Further, the planned improvements for the Bypass would likely help mitigate the significant congestion at the York/Irving Park intersection. Congestion at this intersection is due in large part to the two at-grade railroad crossings located on Irving Park Road just east of York Road. Plans for the bypass include construction of an overpass for Union Pacific Railroad crossing. Discussions are underway to modify the plans to also construct an overpass for the Canadian National Railroad crossing. If both overpasses are completed Bensenville's connectivity with the regional transportation network will be significantly improved.

Industrial real estate brokers indicated that the addition of the Bypass has the potential to increase the value and desirability of Bensenville for business uses, as the Village would then have the direct expressway access that other communities near O'Hare already have. Brokers also pointed out that the new access will benefit many industrial and commercial users that do not need time-sensitive access to O'Hare, but prefer to be located near O'Hare for easy access by out-of-town clients or proximity to other industrial uses near O'Hare.

Downtown Bensenville currently has limited access to and visibility from major roads and expressways. The creation of the Bypass and the new interchange at Irving Park Road will likely improve the potential for new commercial development within Downtown and on Irving Park and York Roads. While the height limitations imposed by the new runway flight paths limit the development potential on a large portion of the York Road frontage, opportunities will exist, particularly at the York/Irving Park intersection, for taller, denser developments that capitalize on the proximity to the Airport.





### Competitive Position for Large-Scale Retail

Each of the competitive communities in the Bensenville area has a significant retail and/or entertainment presence that attracts local residents. While the majority of these communities are similar to Bensenville in regards to income, Bensenville faces substantial physical barriers that severely limit its retail market-shed - its adjacency to O'Hare (a large geographical area that provides no retail market demand) and the large industrial areas that cut off Bensenville's core from major residential concentrations. Likewise, Bensenville's transportation network is such that it can only be easily accessed from the south and west.

To quantify the impact of these issues, an analysis was performed of retail expenditure potential within a 10-minute drive-time (based on drive-time radius) of Downtown Bensenville and compared this with the trade areas for two existing concentrations of retail in adjacent communities - the Lake Street corridor in Addison and Target/Jewel center in Wood Dale. A 10-minute drive time radius was used for the Lake Street corridor because this is a typical catchment area for a "Power Center" - a big box-anchored agglomeration of retail uses ranging from 250,000 to 500,000 square feet in size. A 7-minute drive time was chosen for the Target/Jewel center because it is a Community Shopping Center, a smaller agglomeration of retail typically containing one large anchor plus a smaller mini-anchor as well as neighborhood-serving uses such as a grocery store, small hardware store, deli and hair salon, etc.

**Figure 5.2: Competitive Retail with Trade Areas** indicates the drive times of these two centers which encompass almost all of Bensenville with considerable overlap between the two market areas. In addition to analyzing the size of the market areas for these two retail centers, the demographic profile was analyzed for each area. **Table 5.9** compares the demographics of each center's market area to the 7 and 10-minute drive times from the center of Bensenville. A map of these drive times are shown in **Figure 5.3: Study Area 7 and 10 Minute Drive Times**.

	Downtown Bensenville	Wood Dale Center	Downtown Bensenville	Lake Street Corridor
	7-Minute Drive Time		10-Minute Drive Time	
Population	33,640	49,296	77,164	220,529
Households	11,532	14,818	26,729	79,807
Median HH Income	\$75,071	\$76,817	\$71,930	\$75,916
Aggregate Income	\$939,000,000	\$1,292,000,000	\$2,152,000,000	\$7,028,000,000

Sources: ESRI and *S. B. Friedman & Company*

While both the 7 and 10-minute drive times from the center of Bensenville encompass the entire Village and portions of additional municipalities, they do not respectively match the population counts and incomes of the 7-minute drive time for Wood Dale Center and the Lake Street 10-minute market area. The 7-minute drive time comparisons are closer; Bensenville's 7-minute drive time aggregate income is approximately 73% of the same measure for Target/Jewel Center. However, the difference between Lake

Street Corridor 10-minute market area and Downtown Bensenville's 10-minute market area is significant, with Bensenville's aggregate income approximately 31% of the aggregate income for Lake Street.

This difference in populations and incomes appears to be primarily due to two major factors limiting the "rooftops" within the Bensenville market area: the proximity to O'Hare Airport and large amount of industrial space within or adjacent to the Village. Additionally, O'Hare and the industrial complex may create physical or psychological barriers for populations east of the Village, limiting demand from that direction. Therefore, the bulk of the demand for big-box retail in Bensenville would have to come from the west and south, which are already well-served by this type of retail. Further review also shows that a number of large retailers are located at the edge of the 10-minute drive time from Downtown Bensenville. Given the Village's proximity to the airport and the lack of demand from the east and north, this may be the closest that many large retailers are willing to locate to the airport.

This analysis suggests that retail potential in Bensenville at this time is limited to smaller-scale commercial development that either:

- Serves trade areas that are small enough to not be substantially impacted by the presence of O'Hare and the industrial areas.
- Capitalizes on traffic flows and Bensenville's substantial daytime employee population.
- Replaces viable commercial uses that may have been lost due to O'Hare expansion; and/or
- Directly relates to the new O'Hare Western Access (e.g. car rental facilities).

## Station Area Market Dynamics

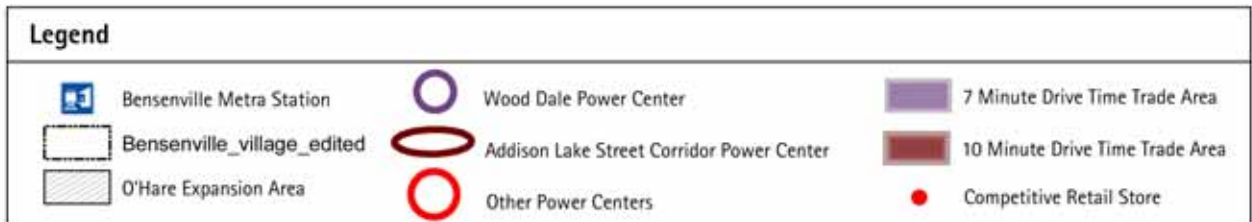
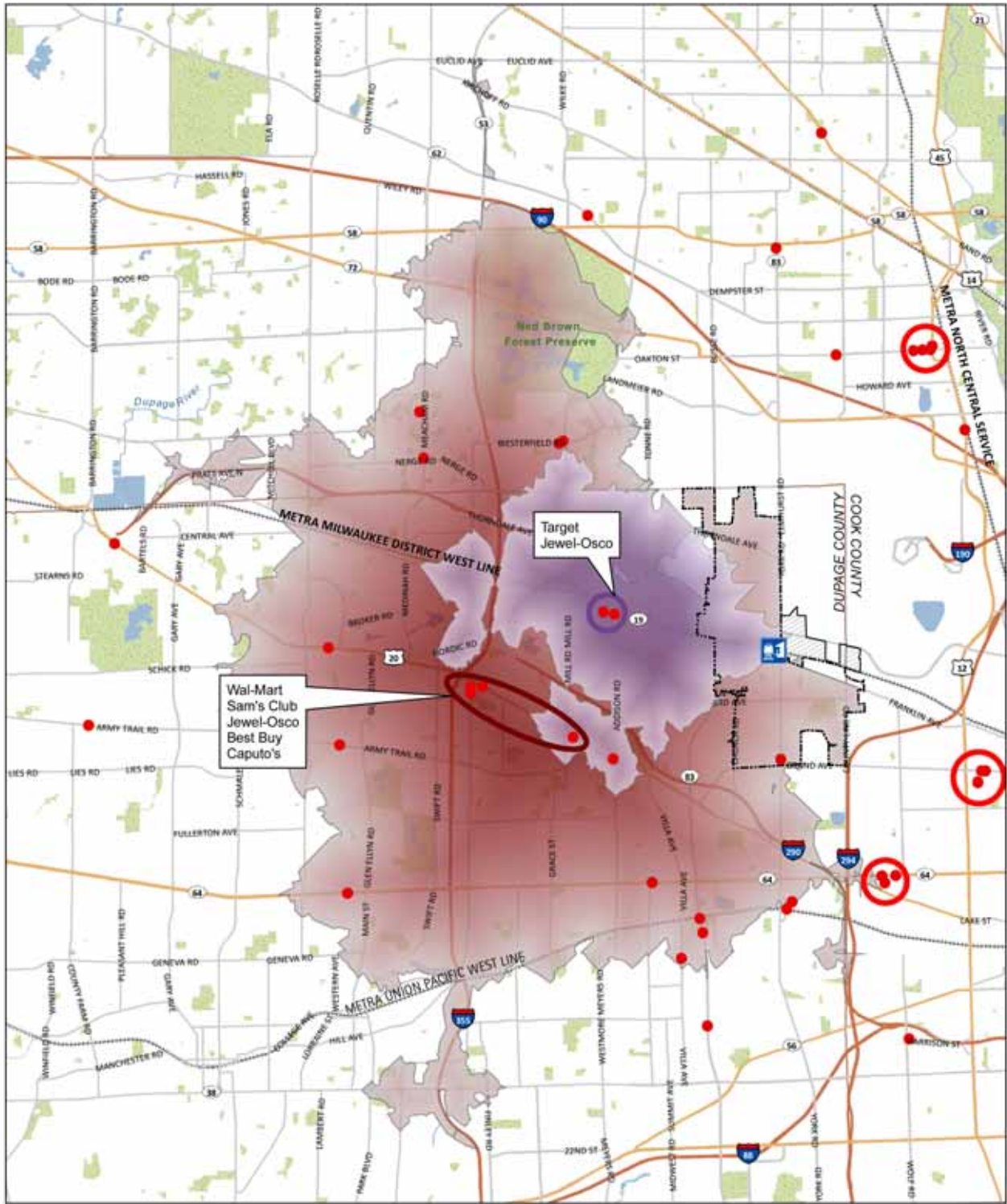
For the purpose of evaluating real estate market conditions around the Bensenville Metra Station, a quarter-mile study area was defined for the Downtown core and half-mile study area for context and demographics. In Transit-Oriented Development (TOD) studies, a quarter- to half-mile radius from a transit station typically is the walking distance for local commuters. The quarter-mile radius has been designated as the Downtown core because there are no additional typical suburban downtown commercial properties within the half mile radius. While other commercial properties do exist within the half-mile study area, they are of a suburban, strip-retail character and do not relate to Downtown.

The northern edge of the quarter-mile study area abuts Irving Park Road. Since this major commercial corridor is separated from Downtown Bensenville by blocks of residential and contains different, auto-oriented uses, it was excluded from the Downtown/Station study area. No other significant clusters of commercial land uses were present within the half-mile radius. The remainder of this area contains medium-density residential uses, several parks, two churches and a large portion of the O'Hare expansion area. The quarter- and half-mile radii are depicted in **Figure 5.4: Metra Station Study Area**.

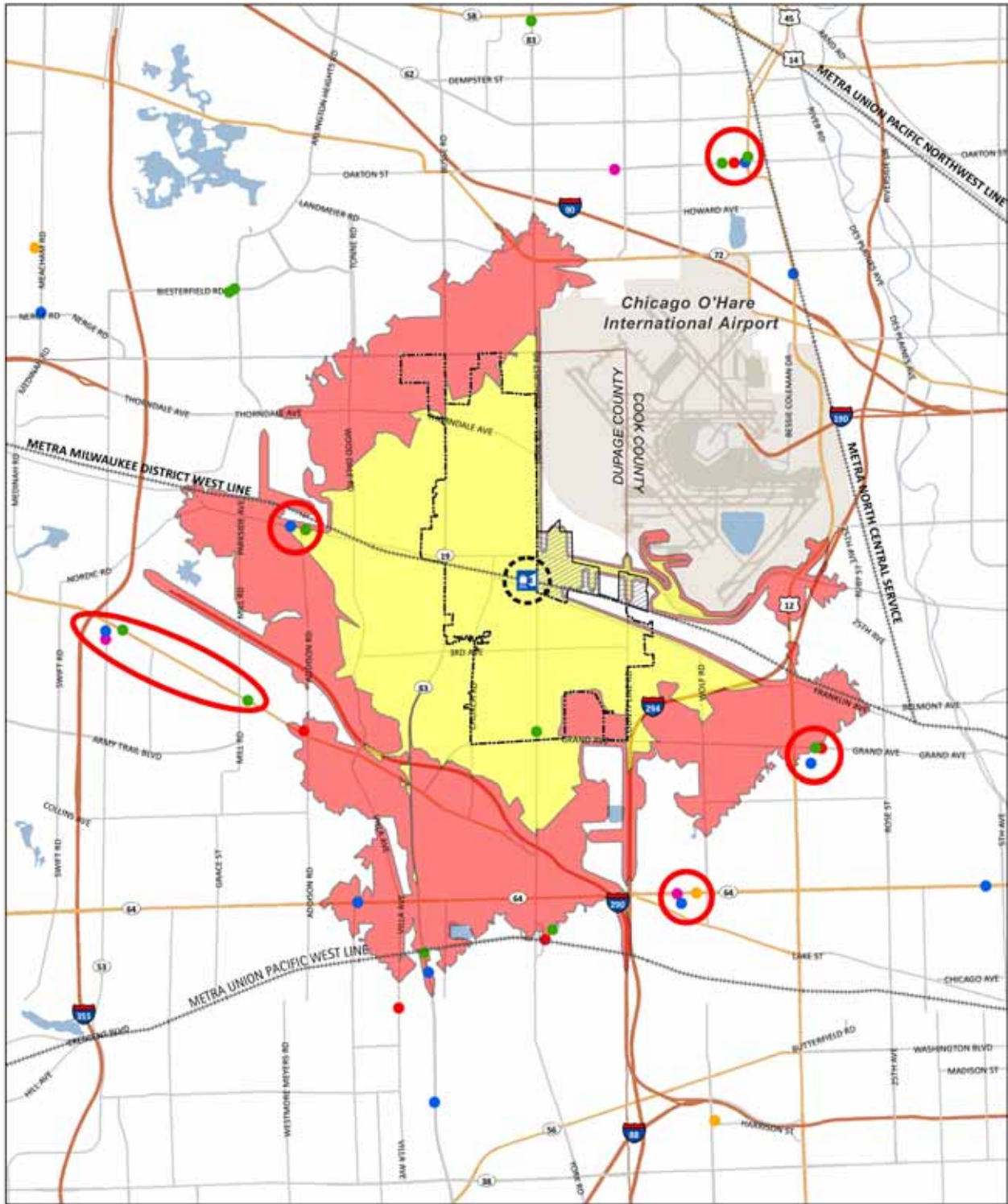
## Study Area Demographics

Utilizing ESRI data, a set of demographics was compiled for Bensenville and comparable communities that focused specifically on the populations and median incomes within a half-mile radius of each community's Metra station. Addison does not have a Metra station and was excluded from this analysis. **Table 5.10** indicates the results of this analysis.









Village of Bensenville, Illinois

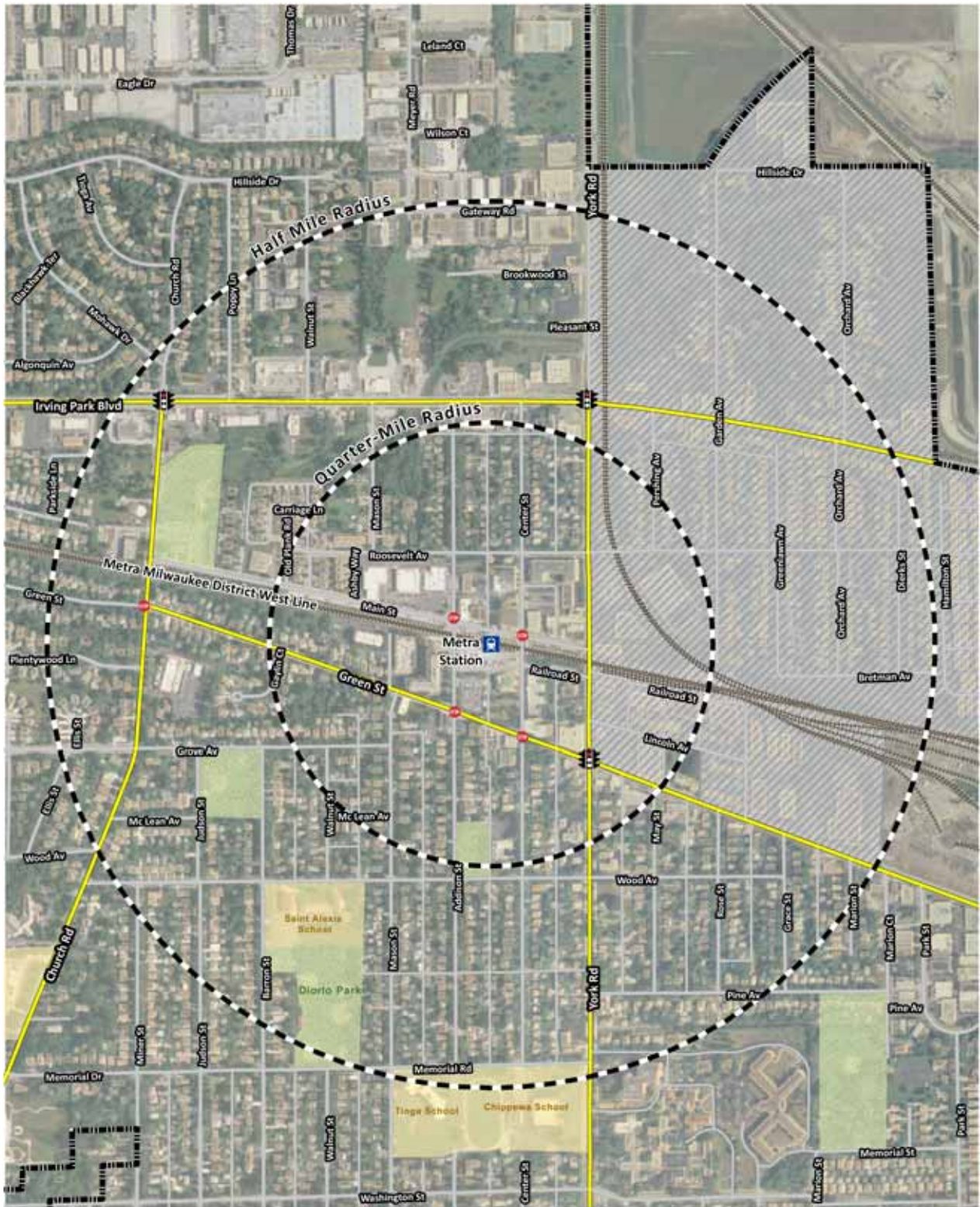
### Transit Improvement Plan and Station Area Study

Figure 5.3: Study Area 7 and 10 Minute Drive Times - DRAFT



July 2010





**Legend**



Village of Bensenville

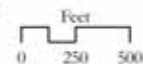


O'Hare Expansion Area

Village of Bensenville, Illinois

**Transit Improvement Plan and Station Area Study**

Figure 5.4: Metra Station Study Area



July 2010



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

**Table 5.10: Demographic Trends for Half-Mile Radius of Bensenville Metra Station and Competitive Communities**

	2000		2009		2014	
	Population	Median HH Income	Population	Median HH Income	Population	Median HH Income
Elmhurst	4,473	\$75,037	4,073	\$ 86,902	4,074	\$ 86,608
Wood Dale	3,949	\$62,908	4,025	\$ 78,317	4,054	\$ 73,722
<b>Bensenville</b>	<b>3,886</b>	<b>\$61,182</b>	<b>4,814</b>	<b>\$ 65,487</b>	<b>4,779</b>	<b>\$ 60,946</b>
Franklin Park	5,503	\$45,739	5,562	\$ 59,928	5,509	\$ 57,116

Sources: ESRI and *S. B. Friedman & Company*

Bensenville's station area has less population than Franklin Park's, but more than Elmhurst's. In combination with the average incomes of residents within a half-mile, the Bensenville station area also has less overall aggregate income than similar station areas. **Table 5.11** indicates the aggregate income for each of the competitive station areas.

**Table 5.11: Aggregate Incomes in Thousands within Half-Mile of Metra Stations for Bensenville and Competitive Communities**

	2000	2009	2014
Elmhurst	\$199	\$202	\$196
Addison	N/A	N/A	N/A
<b>Bensenville</b>	<b>\$89</b>	<b>\$96</b>	<b>\$89</b>
Franklin Park	\$126	\$127	\$117
Wood Dale	\$109	\$113	\$107

2000 Excludes the O'Hare Expansion Area in Bensenville

2000 and 2014 values converted to 2010 dollars

Source: ESRI and *S. B. Friedman & Company*

As indicated earlier, Bensenville has a significant daytime population in its industrial areas of approximately 18,000 employees. Interviews with stakeholders and focus groups have indicated that a large number of daytime employees order food from or go to restaurants throughout Bensenville. This represents a potential base on which to expand food businesses in Downtown.

Lastly, the Station Area has a significant amount of vacant/underutilized land and parking lots. Some of these sites may offer the opportunity to add more households to the Station Area, increasing activity and market potential within Downtown.

### Access/Visibility/Demand Generators

#### TRAFFIC COUNTS + ROAD ACCESS

Currently Downtown Bensenville is accessed from York Road on the east, Irving Park Road on the north, Green Street on the south, and Church Road on the west. The Metra Station is located on the south side of Main Street, between Addison and Center Streets. Outside the immediate Downtown core, the study area is largely surrounded by medium-density residential development. **Figure 5.5: IDOT Traffic Counts for Downtown Bensenville** shows the Illinois Department of Transportation (IDOT) traffic counts for these and other roadways near Downtown.

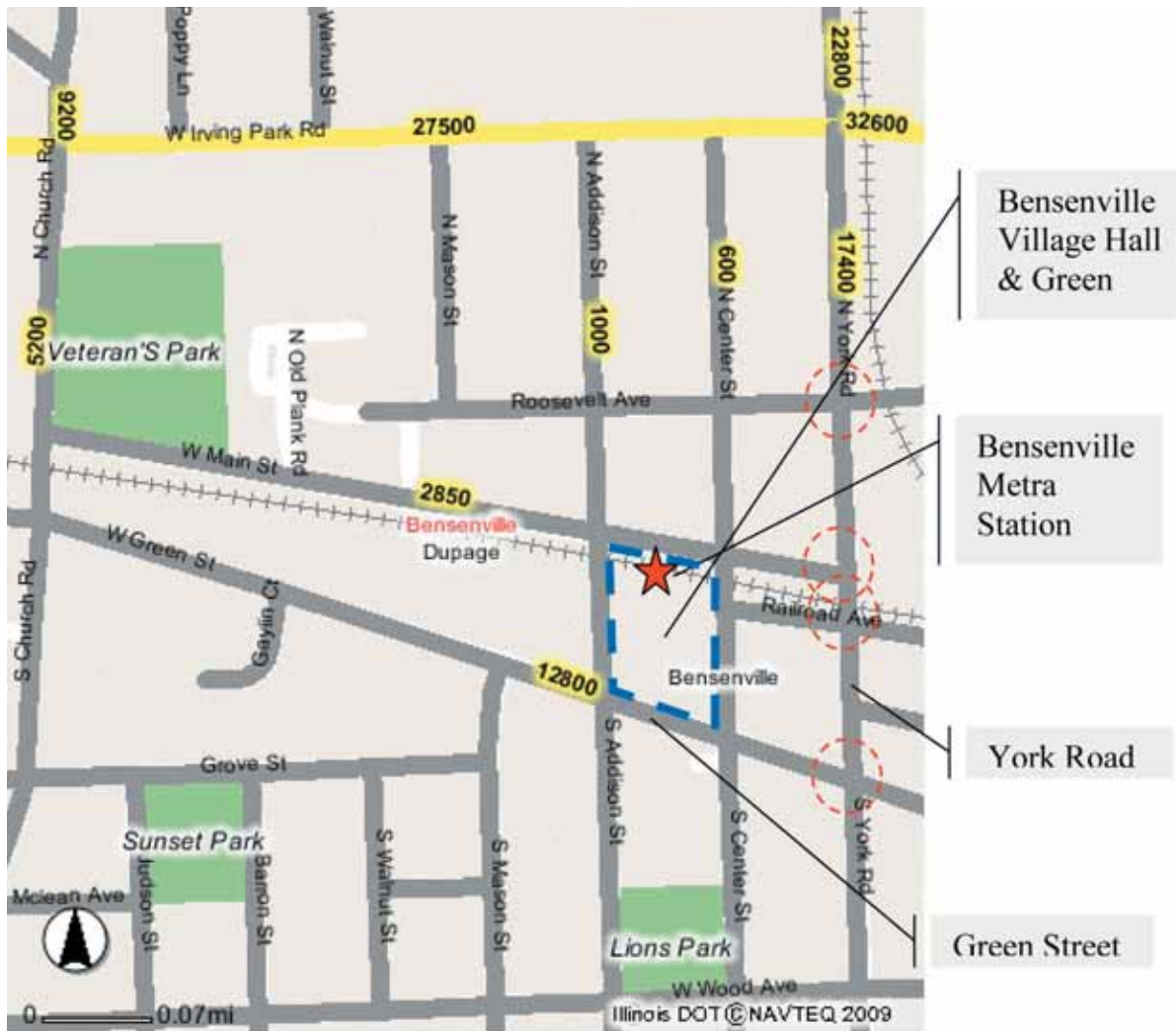


Figure 5.5: IDOT Traffic Counts for Downtown Bensenville



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

Currently Downtown had limited visibility from York Road which is a major arterial with average daily traffic of 17,400 cars. Downtown directional and identity signage is lacking. Also, the frontage along the west side of Downtown along York has a gas station, a large AT&T sub-station and a bank with front parking that do not provide a physical presence or image for the Downtown.

In contrast, the majority Downtown is highly visible from the Metra Station. The block containing the Metra Station, Village Hall and parking lots is highlighted in **Figure 5.5**. This block is the “front door” of the community for those utilizing the Metra Station. However, the parking lots are the most visible for Downtown shoppers and train commuters. Stakeholder interviews and surveys indicated that the appearance should be improved. Respondents felt that the area around the station should be more vibrant, with visible restaurants and shops and landscaping.

#### METRA RIDERSHIP PATTERNS

Ridership at the Bensenville Metra Station has been flat since Metra’s formation in 1983 and decreased by about 10% between 1997 and 2006. This decrease in ridership over the last ten years is in line with ridership trends at other nearby stations on the Metra Milwaukee District West line, such as Franklin Park and Elmwood Park. The Milwaukee District West Line as a whole appears to have maintained an essentially stable ridership base over the same period.

As of 2006, approximately 450 people per day boarded the train at the Bensenville Metra Station. The majority of riders drive themselves to the Station. **Table 5.12** provides the same data for adjacent Metra stations on the Milwaukee West line. However, Bensenville appears to have a higher percentage of commuters walking to the station than nearby stations, except Elmwood Park, with 27% of riders (about 122 people) walking. Walk-to ridership is generally regarded as desirable since it represents transit usage without creating a need for additional parking facilities. Also, pedestrians may be more likely to patronize local businesses on the way to/from the Metra station than park-and-ride commuters.

**Table 5.12: Mode of Access to Metra Station for Bensenville & Nearby Stations.**

	Bensenville	Elmwood Park	Franklin Park	Wood Dale
<b>Station Type</b>	Downtown	Downtown	Downtown	Auto-Oriented
<b>2006 Daily Riders</b>	450	392	461	639
<b>Mode of Access</b>				
Drive Alone	55%	42%	62%	66%
Walk	27%	38%	17%	13%
Dropped Off	11%	14%	11%	14%
Bus	3%	5%	1%	0%
Carpool Driver	1%	1%	3%	3%
Bike	1%	0%	1%	0%
Taxi	1%	0%	0%	1%
Other	1%	0%	0%	0%
Carpool Psngr	0%	1%	3%	3%
Metra	0%	0%	1%	0%
Private Bus	0%	0%	0%	1%

Source: Metra and *S. B. Friedman & Company*

#### ANCHORS + DEMAND GENERATORS

Due to the population and income dynamics in its surrounding area, it appears that retail growth in the Bensenville Station Area would need to be primarily fueled by external sources, whether from increased traffic flowing through the area, special events, daytime population in the Village or other sources. These external sources include:

- **Towne Center:** The focal point of the Downtown is the block containing the Village Hall, Metra Station and Towne Center. During the summer, the Towne Center serves as the venue for several festivals, as well as for Music in the Park, a Wednesday night summer concert series food and craft vendors. This event has the potential to generate customers for Downtown businesses. However, as noted above, a significant portion of the businesses within the study area are service-oriented rather than dining and entertainment types that would benefit from festivals and events. A number of the service-oriented business owners commented that the street blockages and parking shortages on event days make it difficult for their customers to park.
- **Redmond Recreational Complex:** This facility is a major anchor for the Village as a whole and is located approximately 1.5 miles from Downtown. The Complex is situated on both sides of Jefferson Road between John and Park Streets. The most well-known venue is the Edge Ice Arena, which provides facilities for Robert Morris University, the Chicago Steel Junior Hockey Team, and several local hockey clubs. Overall, the Complex is home to three ice arenas, a baseball field, softball field, skate park, climbing wall, reservoir, and band shell. While the Complex is not located within the Station Area, it is an important attraction bringing visitors to the Village. People come from throughout the region to attend one-time special events and regular league games. Further, at least one of the hockey leagues attracts recruiters from throughout the country who like the ability to fly into O'Hare, see a prospective player in Bensenville, and then fly home in the same day. Staff at the Complex has indicated that there are few options in the Village for hotel rooms or for visitors to eat a sit-down meal before or after an event. Therefore, enhancement of Downtown into a stronger restaurant and entertainment center has the potential to both keep out-of-town visitors within the Village and allow the complex to attract more events.
- **Industrial Districts:** As described earlier, Bensenville has a substantial daytime employee population, primarily due to its large industrial areas. This employee count is estimated to be approximately 16,500 which represents an existing source of demand, particularly for food and other convenience-type retail that would typically be patronized during the day.
- **Arterial Road Traffic:** As noted earlier, the study area encompasses a portion of the York Road which carries approximately 17,400 vehicles per day. While visual and physical connections between York Road and Downtown are currently poor, improving these connections and creating a gateway from York Road could increase the potential market for Downtown Bensenville. It should also be noted that the plan for the I-294 Western Bypass has an interchange at Irving Park Road just to the north of Downtown. This interchange, along with the railroad overpass and other access upgrades, could substantially increase the amount of traffic that passes along the eastern edge of Downtown each day. The Downtown's presence along York Road will become even more critical, creating new opportunities to support desirable businesses.

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

- O’Hare Western Terminal:** The new terminal proposed for the west side of O’Hare will generate substantial activity in the areas which have historically been relegated to airport support and air cargo-related functions. With a Western Terminal, Bensenville could potentially position itself to attract certain “front door” airport-related uses such as hotels and possibly office buildings. Downtown Bensenville would become very accessible to the Western Terminal. A demand for new hotels in and around Downtown could emerge after completion of the already planned improvements. The Redmond Recreational Complex appears to generate hotel room demand.

### RETAIL MARKET CONDITIONS

A field inventory was conducted of new commercial, institutional, and multi-family buildings within the quarter-mile Downtown study area. Commercial spaces were catalogued and categorized by major use. **Table 5.13** provides the results of the inventory, and **Figure 5.6: Quarter Mile Building Inventory** highlights the inventory results.

Category	Count	% of Active Businesses	% of All Commercial Spaces
Personal/Household Services	24	33%	26%
Professional/Financial Services	12	16%	13%
Retail Stores	10	14%	11%
Bars & Restaurants	6	8%	7%
Food & Liquor Stores	6	8%	7%
Other Uses	5	7%	5%
Auto-Oriented Uses/Services	3	4%	3%
Cultural/Institutional	2	3%	2%
Office Space	2	3%	2%
Public	2	3%	2%
Entertainment/Recreation	1	1%	1%
<b>TOTAL OCCUPIED</b>	<b>73</b>		<b>79%</b>
Vacant Storefront/Building	19		21%
<b>TOTAL ALL STOREFRONTS</b>	<b>92</b>		<b>100%</b>

Source: *S. B. Friedman & Company*

As shown in **Table 5.13**, the Downtown businesses are predominantly service-oriented. Taken together, the Personal and Professional Services categories comprise 39% of the operating businesses. Compared to other suburban downtowns in the region, this is a high percentage of service uses.

Through surveys and stakeholder interviews, Bensenville residents have indicated that they desire more retail, restaurants and entertainment to create a more active Downtown. Specifically, residents most often

cited the desire for a coffee shop and additional sit-down restaurants. The Bensenville Cinema, located on Center Street across from Village Hall is the only entertainment use serving the area. The theatre has two screens, which play second-run films. Stakeholders have indicated that this theater is generally perceived as serving seniors and families with young children, rather than to high school-age patrons.

Retail uses are generally concentrated on the north side of Main Street, both in the shopping center anchored by Edmar Foods and small cluster of street-oriented shops north of the Station. Retail store types include a dollar, office supply, florist and telecommunications stores.

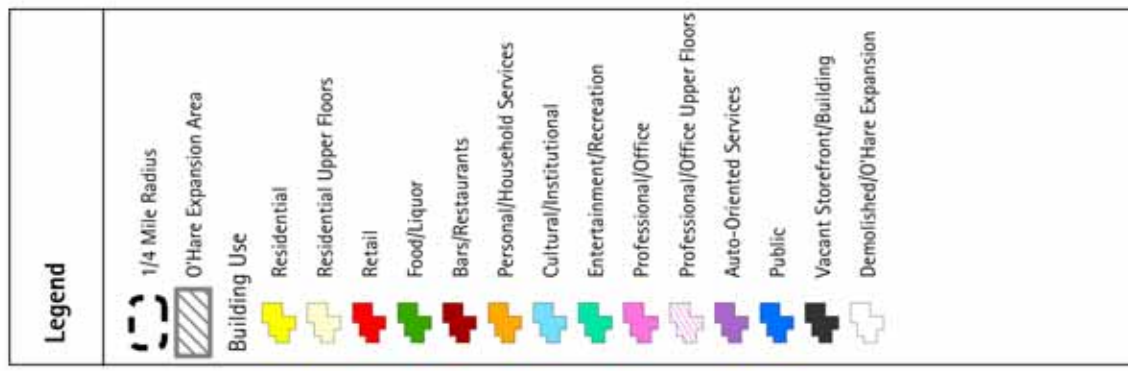
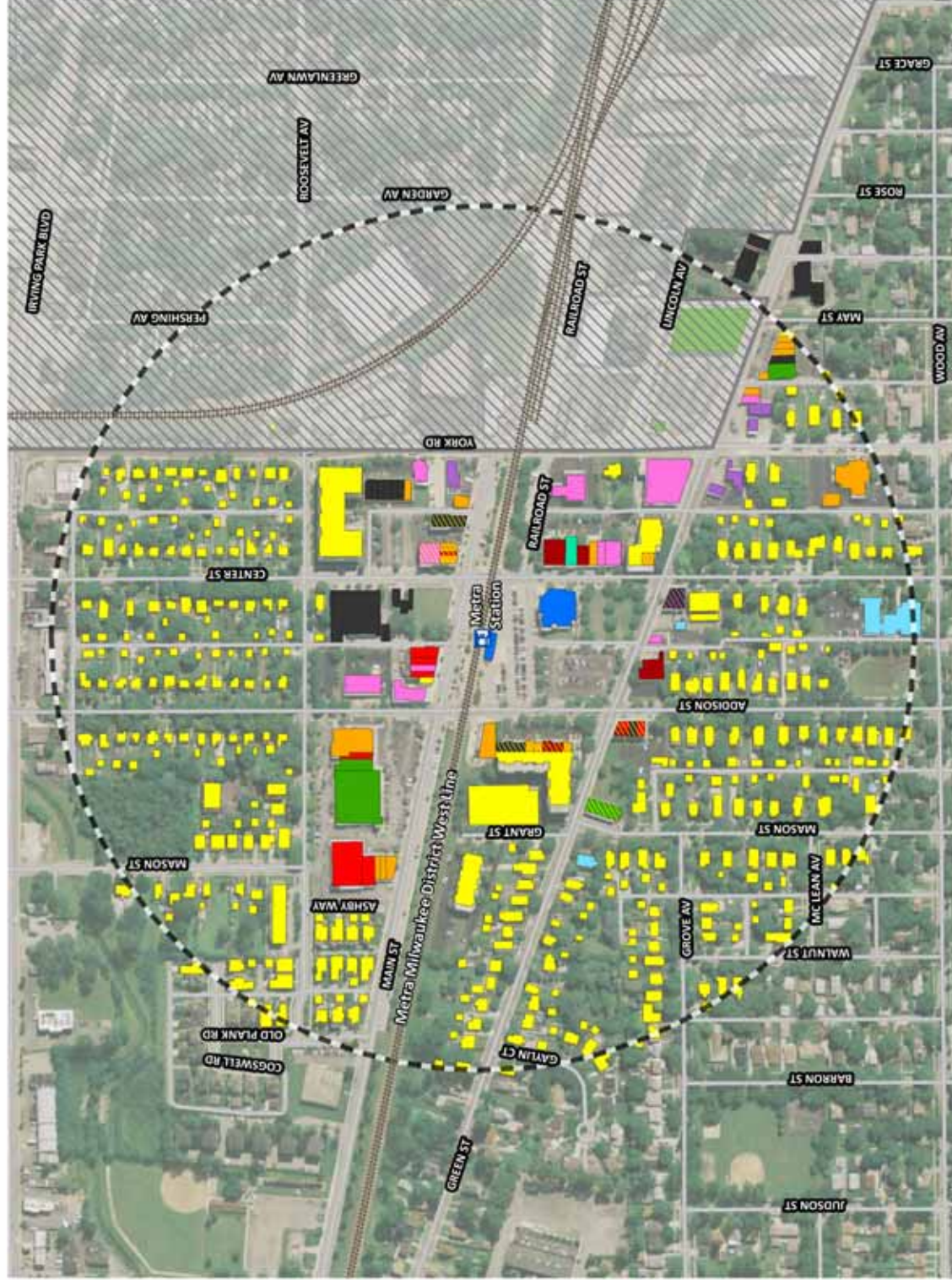
Unlike the retail and entertainment uses, restaurants and bars are distributed throughout the study area. The inventory indicates that there are eight restaurants and bars in the half-mile area. One of these is located on Irving Park Road and another is Bella Vista banquets, which is open only for special events rather than day-to-day restaurant traffic. The remaining six venues are a Mexican restaurant/bar, a ice cream shop, a Thai restaurant, a bar and a deli.

Lastly, the Downtown/Station Area has a number of food and liquor stores. The quarter-mile circle contains two limited-service grocery stores, a small supermercado, two bakeries and a liquor store. According to Village officials, Carniceria Jimenez and Laperla Tapatia Panaderia Bakery, a grocery store and a bakery located at the northeast corner of York Road and Green Street will be demolished as part of the O'Hare expansion. This will leave four food and liquor venues within the Downtown. Stakeholders have indicated that, while they patronize Edmar Foods (the remaining grocery store), they would like to see it upgraded to a full-service grocery with additional produce options. Some of the business types lost to Airport expansion, particularly the restaurants, may have potential to re-emerge within Downtown.

### RETAIL MIX ANALYSIS

A presence/absence analysis of businesses within Downtown compared uses typically seen in suburban downtowns. The full analysis is available in **Appendix A-5**. As noted earlier, the study area has a high percentage of service uses. Of note, the study area contains at least one business in 16 of the 34 service categories. Service businesses tend to be low-traffic uses that do not generate a significant number of visitors. While the study area may have potential for more services, these should be carefully reviewed to ensure that they will attract more visitors and contribute to a "critical mass" of shopping and dining uses.

Retail also has a limited presence in the study area. The presence/absence analysis indicates that the study area has ten retailers in only nine of the potential 57 retail categories. **Table 5.14** highlights the retail types within the Downtown. The leakage analysis indicates little potential for retail uses that are appropriate to a Downtown..



Village of Bensenville, Illinois  
**Transit Improvement Plan and Station Area Study**  
 Figure 5.6: Quarter Mile Building Inventory - DRAFT



July 2010



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

**Table 5.14: Study Area Presence/Absence Analysis, Retail Category**

Retail Type	Count
Cellular Phones/Pagers	1
Furniture	1
Hobbies/Toys Art Supplies	1
Cigar Store /Smoke Shop	1
Office Supplies	1
Pets/Pet Food/Pet Accessories	1
Variety/Dollar Store	1
Other	1
Florist	2

Source: *S. B. Friedman & Company*

Stakeholder interviews and survey responses have indicated that a coffee shop and additional restaurants are the most desired businesses for the Downtown. According to the presence/absence analysis, the restaurants and bars within Downtown fit within four of the nine general restaurant/bar categories. These are provided in further detail in **Table 5.15**. The study area currently does not have a coffee shop or any fast food or fast casual restaurants, and only has a single sit-down restaurant that is considered suitable for business lunches. A second sit-down restaurant also has a bar and appears to focus on evening business. As described earlier, the east side of York Road contained two restaurants and a bar that were vacated due to the O'Hare expansion. The two restaurants were within the fast food category, and demand potential may still exist for this type of restaurant. A coffee shop or café may be able to also serve commuters and village employees. Lastly, stakeholders and residents have all indicated the need for an additional sit-down restaurant within Downtown.

**Table 5.15: Study Area Presence/Absence Analysis, Bar & Restaurant Category**

Bar & Restaurant Category	Located in Downtown Bensenville	
	Total	No
Bar and Grill	2	
Coffee/Cafe		x
Delicatessen	1	
Dine-In Restaurant	1	
Ice Cream/Frozen Drinks	1	
Take-Out/Fast Food		x
Fast Casual Food		x

Source: *S. B. Friedman & Company*

Restaurants appear to be the best potential new business use, particularly if the Downtown can be better-connected to York Road to draw on through-traffic. Stakeholders have indicated a desire for particular types of restaurants, and fast food restaurants. Given potential access to the I-294 Western Bypass via the proposed Irving Park Road interchange and acceptable height within the proposed FAA restrictions, the study area may also be able to accommodate a hotel. A hotel would provide additional visitors to Downtown that would increase demand for restaurants.

#### **RETAIL LEAKAGE**

To scan for other retail categories that could be potentially in Downtown Bensenville, ESRI Business Analyst was used to calculate a retail spending and leakage analysis for the study area and 10-minute drive time area around it. The 10-minute drive time includes portions of Wood Dale, Addison, Elmhurst and Franklin Park as well as encompassing a number of sizeable retail developments and clusters, including the Lake Street corridor in Addison, Wood Dale Center and Wal-Mart and other big-box stores in Franklin Park. The radius used for this analysis matches the area used to evaluate Bensenville's potential for larger-scale retail. A map of the drive time area and major retail centers is available in **Figure 5.2**.

According to ESRI, the total annual retail sales within this area was estimated at approximately \$1.7 billion in 2009, while the demand for retail goods from residents was estimated to be approximately \$746 million. This means that areas touched by the 10-minute drive time are already attracting residents from outside this drive time area to maintain their sales. These excess sales may appear because a number of the larger stores are located on the edge of the drive time area, and the analysis is therefore missing a number of the households that utilize those stores. The full retail leakage analysis is available in **Appendix A-6**.

There are several retail sectors in the leakage analysis in which demand exceeds sales, suggesting that residents of the analysis area are spending their retail dollars in these categories elsewhere. New retail in these categories developed closer to these residents could hope to capture some of the spending currently being exported. The largest such gaps for the 10-minute Bensenville drive-time radius appear to be in three categories: clothing and accessories, sporting goods and department stores. However, these retail categories typically locate within large shopping clusters and are generally not suited for small suburban downtowns. Given the overall unfavorable conditions for large-scale retail development in Bensenville and these "footprint" issues, these uses are unlikely to seek to locate within the Station Area. The leakage analysis further indicates that the primary retail potential in the Downtown Station Area involves food uses serving area employees and through traffic on York Road.

#### **Housing Market Conditions**

At the time of this analysis, the market nationally and regionally for for-sale residential product is deeply impaired, with depressed prices, difficult financing and sharply reduced development activity. These conditions would need to stabilize before potential will exist again for for-sale residential development in Bensenville. Rental housing, while currently facing depressed occupancy rates, appears more stable at this time. Market-rate projects are being developed in the regional market, many with the assistance of federal loan guarantees such as HUD's 221(d)4 program.



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

## Rents/Prices, Occupancy Rates + Absorption Trends

### RESIDENTIAL APARTMENT RENTS + TRENDS

The Station Area contains one large apartment building, Linden Towers, and several smaller buildings with units above ground-level retail. According to Reis, a national provider of rental apartment complex data, Linden Towers is a Class B/C building with 153 units and an average monthly rent of \$818 (between \$0.90 and \$0.99 per square foot). For comparison, **Table 5.16** provides summary data on comparable Class A and B/C buildings within 3 miles of Downtown Bensenville.

	Class	Vacancy Rate	Studio	1BR	2BR	3BR	4BR
Linden Towers	BC	3.9%		\$ 0.99	\$ 0.90		
Westwood Apartments	BC	26.4%	\$ 1.05	\$ 1.06	\$ 0.81		
Royal Grove	BC	4.2%		\$ 1.02	\$ 0.92	\$ 1.08	
Accent Apartments	BC	2.8%		\$ 1.30	\$ 1.21		
Argyle Park	BC	2.1%		\$ 1.04	\$ 0.89		
Fairway Green	BC	6.1%		\$ 0.97	\$ 1.03		
Yorkbrook	A	5.4%	\$ 1.37	\$ 1.25	\$ 1.16		
Brentwood Park	BC	0.0%		\$ 1.04			
Brook Forest Apartments	BC	1.7%		\$ 1.08			
Rhodes Manor	BC	2.5%		\$ 1.16			
Orchard Lakes	BC	6.1%		\$ 1.13	\$ 1.08		
Villa Brook Apartments	A	1.9%		\$ 1.25			

Source: Reis and *S. B. Friedman & Company*

A review of the data indicates that Linden Towers has one of the lowest rent/square foot rates in the comparison area. This may be due to the age of the complex, availability of parking or rent reductions by management to keep vacancy rates low. Discussions with a residential real estate broker have indicated that a number of property owners in Bensenville are offering rent incentives and/or reductions to maintain occupancy in the current market. Linden Towers, the only building within the Station Area, has rents below \$1 per square foot, which is the second lowest in the group of surveyed complexes. This may be due to the difficult current market conditions, as many property managers are offering discounted or free rent to fill apartments.

Per Reis data, the O'Hare rental submarket as a whole currently has a vacancy rate of 4.4%, compared to 6.6% for the entire Chicago region. O'Hare has the third-lowest vacancy rate in the region, only lagging behind Lincoln Park and Lakeview on Chicago's North Side. Vacancy rates in the O'Hare submarket rose between the first and third quarters of 2009, but have been falling for the past two quarters. Vacancy rates for the larger region have flattened over the past two quarters, but are not falling.

Overall, these occupancy conditions appear favorable. The data suggests that the O'Hare submarket is attractive to renters, perhaps because of the large concentrations of jobs in this part of the region. However, the rent rates summarized in **Table 5.16** suggest that redevelopment with market-rate apartments could be challenging in the Bensenville Station Area. Newly constructed high-quality urban-style apartments in

the Chicago region require monthly per-square-foot rents of \$1.60 or more to support financing and pay for construction costs, provided the site does not present high acquisition, site preparation, demolition or cleanup costs. Low-rise, “campus-style” complexes can be built at lower rents, often in the \$1.25 per square foot range. In either case, the complexes should be large enough to support amenities such as pools, recreation rooms and sun decks.

The parcel sizes and development character of the Station Area would probably only be compatible with an urban format apartment development. However, achievable rents may only be in the \$1.25 to \$1.40 range for newly developed products. If apartments are proposed, some substantial “gap financing” subsidy in the form of tax increment finance (TIF), land write-down or similar methods of public support would likely be required to offset the lack of adequate rent levels.

It appears that campus-style development could potentially fit on large redevelopment parcels elsewhere in Bensenville, provided sites did not present substantial acquisition or site preparation costs.

### SENIOR HOUSING

Bensenville is currently has two senior housing complexes:

Castle Towers, located at 325 South York Road, is a 148-unit facility run by Lifelink, which provides supportive housing and services for older adults and families. Since Lifelink receives state and federal funding to provide its services, all units in this building are rented out within HUD-defined rent limits.

Bridgeway Christian Village, located directly behind Castle Towers at 111 East Washington, has two separate types of housing: 160 units for independent seniors and 224 beds in a skilled-nursing facility. Conversations with Bridgeway staff have indicated that they are planning to reconfigure the facility to incorporate assisted living units. They are contemplating this change due to demand from both current and future residents. Staff believes that this demand is being seen in all types of senior communities, and that those offering a continuum of care from active adults to full nursing facilities will be the most successful. Bridgeway currently offers two pricing plans, both aimed at middle-income seniors. Residents may either buy in with an initiation fee and a partially refundable monthly fee (the fee rises with the percentage that is refunded if the resident leaves the community) or residents may pay a higher simple monthly rent. Staff report that rents have remained flat over the last year, but that occupancies and move-ins are rising as more potential residents have been able to sell their current homes and begin seeking a senior community.

As indicated in the Village-wide and competitive community demographic analyses, the population within Bensenville and its adjacent communities is aging. This may provide an opportunity for more senior housing within Bensenville. Staff at Bridgeway have indicated that many potential residents are either from the surrounding communities or have family in the area. Their status as a middle-income, Christian community on a “country” campus is unique. Bridgeway staff indicated that each of the senior facilities in the area strives to fulfill a particular price and lifestyle niche. For example, Friendship Village in Schaumburg provides a secular community with higher-end price points and amenities. Like Bridgeway, it provides a self-contained campus environment with many amenities and activities for residents. In contrast, Elmhurst Pointe in Downtown Elmhurst is a smaller, 32-unit community that provides a full range of services and meal plan in its restaurant, but also promotes itself as a location for independent seniors seeking to live within an active downtown setting.

### Section 5: Market Analysis

While Downtown Bensenville does not offer a range of sites large enough to likely accommodate a campus-style senior development, demographic trends suggest continued demand for senior-oriented housing products in the future. These could be accommodated elsewhere in the Village and/or Downtown. The study area may prove to be a viable location for a smaller, more urban-style senior community. Greenwood Condos at 11 West Green has already become an informal senior community, with many of the units there occupied by seniors who originally lived in the surrounding area. A more formal community with activities, assisted and skilled nursing options, and a meal plan could provide an option for seniors who do not wish to live independently in a traditional condominium building.

#### FOR-SALE HOUSING VALUES + TRENDS

The study area currently contains no newly developed for-sale housing. Since 2002, three for-sale housing projects have been developed. The first, Town Center Condominiums, was completed in 2001. Heritage Square, was built in 2003 and is comprised of single-family homes. Four townhomes, were completed in 2005 and sold for an average of \$410,000 per unit. These properties generally attracted residents new to Bensenville who were, according to a local realtor, attracted to the good value the properties presented as compared to other projects with comparable price points. A number of the units are currently listed or have recently sold. Over the past two years, the single-family homes in Heritage Square have been selling between \$360,000 and \$410,000. Over the past two years, only one of the condominiums has resold, although eight have been placed on the market over that time and four are currently on the market.

The Study Area also contains three older condominium buildings, Greenwood Condos at 11 W. Green, Mason Manor at 100 N. Mason and 4 S. Mason. These buildings were constructed in 1975, 1980 and 1973. According to a local residential real estate broker, the Greenwood Condos have traditionally been the place where empty nesters who want to stay in the community choose to live. Over the two-year analysis period, seven units in this building have been listed, but none have sold. The list prices range from \$70,000 to \$185,000. In contrast, six units in Mason Manor have been listed over the past two years, and two have sold. The two units that sold were listed at \$100,000 or less. Only two units have been listed at 4 S. Mason, both between \$125,000 and \$150,000. Neither has sold. **Figure 5.7: Downtown For-Sale Housing** provides a map of each of the for-sale developments within the Station Area.

#### FOR-SALE RESIDENTIAL IN SURROUNDING AREAS

New for-sale housing data was used for Bensenville and adjacent communities from Hanley Wood Market Intelligence, a national provider of housing market data, to compile a list of developments that had been active since January 2008. Hanley Wood provides detailed price, amenity and sales data on for-sale developments larger than 10 units. **Tables 5.17 and 5.18** indicate the number of projects, number of units and asking price range for each adjacent community by housing type. Detail by project is available in **Appendix A-7**. Only Addison and Wood Dale had new single-family detached developments on the market, and are therefore the only communities listed in **Table 5.18**.

**Table 5.17: Multifamily For-Sale Developments Larger than 10 Units in Bensenville & Adjacent Communities active since 1/1/2008**

	Townhouse				Condominium			
	# of Projects	# of Units	Min	Max	# of Projects	# of Units	Min	Max
Addison	2	54	\$299,000	\$ 389,000	1	84	\$ 253,000	\$ 364,900
Bensenville	1	10	\$340,900	\$ 340,900	2	42	\$95,000	\$ 165,990
Elk Grove Village	-	-	N/A	N/A	3	614	\$89,000	\$ 269,900
Elmhurst	-	-	N/A	N/A	3	148	\$ 244,900	\$ 354,900
Franklin Park	-	-	N/A	N/A	2	85	\$ 150,000	\$ 298,000
Wood Dale	5	204	\$249,990	\$ 409,900	3	85	\$84,900	\$ 310,900

Sources: Hanley Wood Market Intelligence and *S. B. Friedman & Company*

**Table 5.18: Single Family Detached For-Sale Developments Larger than 10 Units in Bensenville & Adjacent Communities active since 1/1/2008**

	Single Family Homes			
	# of Projects	# of Units	Min	Max
Addison	3	47	\$ 419,900	\$ 675,000
Wood Dale	2	23	\$ 499,000	\$ 800,000

Sources: Hanley Wood Market Intelligence and *S. B. Friedman & Company*

As the data indicates, Bensenville had a comparable number of projects on the market versus adjacent communities, but these projects generally had fewer units. Because only two communities within the analysis area had new single-family developments, and because single family homes are not the recommended product types for Downtown Bensenville, these projects were not been reviewed. A map of for-sale projects greater than 10 units and active since January 2008 is available in **Figure 5.8: Recent For-Sale Housing in Bensenville & Adjacent Communities**.

Bensenville has had active townhome project of 10 or more units during the analysis period - Irving Place. Several four to five unit projects were also built within the Village over the past several years, but have not been included as part of the analysis set due to their small size and difficulty of obtaining reliable data. The townhomes in Irving Place were all set at the same asking price, which may be due to the small size of the development. The project is comprised of only 10 units, and is located near the intersection of Irving Park Road and Franzen Street. **Table 5.19** provides detail on each eight townhome projects that were active in Bensenville and adjacent communities during the analysis period.

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 5: Market Analysis

Project Name	City	Min Asking Price	Max Asking Price	Total Units	Average SF
Auburn Hills	Addison	\$ 299,000	\$ 389,000	35	2,059
Irving Place Townhomes	Bensenville	\$ 340,900	\$ 340,900	10	1,940
Bristol Park/Pulte Homes	Wood Dale	\$ 320,990	\$ 354,990	121	1,888
Georgetown Street Townhomes	Wood Dale	\$ 285,000	\$ 295,000	45	2,100
Arbor Woods/Th	Wood Dale	\$ 399,900	\$ 409,900	4	1,500
Arbor Woods Row Houses	Wood Dale	\$ 294,900	\$ 299,900	8	1,500
Morgan's Gate/Th	Wood Dale	\$ 249,990	\$ 315,990	26	1,723
<b>AVERAGE</b>		<b>\$312,954</b>	<b>\$343,669</b>		<b>1,816</b>
<b>AVERAGE \$/SF</b>		<b>\$176</b>	<b>\$193</b>		

Sources: Hanley Wood Market Intelligence and *S. B. Friedman & Company*

The townhomes in Bensenville, part of the Irving Place Townhomes project, were larger than the average square footage for townhomes on the market, and priced within the average asking price range for the market. The overall asking price per square foot for these is \$176, which is the bottom of the price range for area townhome developments. These townhomes are located off of heavily-trafficked Irving Park Road and between a Dunkin' Donuts and an older apartment building, which may have contributed to the lower asking price per square feet. At average annual sales of four units per year, these townhomes sold at the average rate for other townhome projects. Further detail on absorption (sales) per year and price/SF is available in **Appendix A-7**.

There were two new condominium developments within Bensenville since January. Both appear to have been constructed at the border of industrial areas at Route 83 and Foster Avenue and at the intersection of 3<sup>rd</sup> Street and Jefferson Street. These units were advertised at a lower than average dollar per square foot, but were absorbing slightly faster than the rest of the market at 12 and 13 units per year compared to an average absorption of 18 units per year. The Bensenville units were also smaller than average. Further detail on condominium projects in the analysis area is provided in **Table 5.20**.

**Table 5.20: Active Condominium Developments in Bensenville & Adjacent Communities Since 1/1/2008**

Project Name	City	Min Asking Price	Max Asking Price	Total Units	Average SF
Venetian Pointe	Addison	\$ 253,000	\$364,900	84	1,403
Edgewood Square	Bensenville	\$ 129,900	\$165,990	24	944
1003 Argyle	Bensenville	\$95,000	\$149,000	18	700
Park Place Condominiums	Elk Grove Village	\$ 229,900	\$269,900	104	No Data
Terraces Of Elk Grove Village	Elk Grove Village	\$89,000	\$164,900	427	No Data
Burton Grove Condominiums	Elk Grove Village	\$ 121,400	\$159,900	83	No Data
Essex Place	Elmhurst	\$ 256,500	\$354,900	56	1,672
130 Haven	Elmhurst	\$ 244,900	\$244,900	25	800
Crescent Court	Elmhurst	\$ 254,900	\$350,000	67	966
Crossings At Franklin Station	Franklin Park	\$ 200,000	\$298,000	75	No Data
Grand Avenue Place	Franklin Park	\$ 150,000	\$155,000	10	No Data
One Wood Dale Condominiums	Wood Dale	\$84,900	\$ 99,900	10	675
Wood Dale Station II	Wood Dale	\$ 248,900	\$310,900	47	1,269
Wood Dale Station	Wood Dale	\$ 199,900	\$294,900	28	1,245
<b>AVERAGE</b>		<b>\$182,729</b>	<b>\$241,629</b>		<b>1,075</b>
<b>AVERAGE \$/SF</b>		<b>\$ 184</b>	<b>\$ 240</b>		

Sources: Hanley Wood Market Intelligence and *S. B. Friedman & Company*

Overall, new residential developments within Bensenville have been priced lower than similar projects in adjacent markets. All of the Bensenville projects were constructed in difficult locations with undesirable adjacent uses which may have affected sale values. The small townhome development completed in 2005 on Center Street sold at an average of \$410,000 per unit, indicating that well-located new units within Bensenville may have potential for higher sale prices. Overall, both residential product types saw average or better than average absorption rates within the Village. When the current market conditions improve, new townhomes or condominiums within the study area may be able to command higher prices in line with the newer townhome development on Center Street, due to a more attractive and more accessible location adjacent to the amenities of the Downtown, including the train station.

According to local brokers, predictions made about how the potential negative effects of the O’Hare expansion have impacted local housing market conditions has made some buyers wary of Bensenville. As the expansion progresses and Bensenville publicizes its plans for the future, this attitude is likely to change.

The new condominium units in Bensenville and the larger analysis area are generally selling within the same range as resales. Realtors have indicated that, in addition to the general poor market conditions, the short sale and foreclosure markets in Bensenville and adjacent areas have negatively affected home sale times and values of properties on the market through normal methods. They anticipate the short sale/ foreclosure backlog will take as long as 2 to 3 years to clear within the larger region. However, as the market improves, the short sales and foreclosures disappear, and the impact of the O’Hare expansion becomes clear, they expect that units within Downtown Bensenville will resell within the mid to upper \$200,000’s, in line with new housing products in adjacent communities.

### Section 5: Market Analysis

Overall, this data suggests that over time, potential for for-sale residential redevelopment may re-emerge in Downtown Bensenville. The historical price points achieved by new product in and around the Village suggest that buyers will be highly cost-conscious. This suggests that developers will be financially constrained in their ability to assemble substantial development sites and cover the costs of demolition, site preparation, and other common redevelopment costs. Therefore, Village intervention with such tools as Tax Increment Finance (TIF), developer recruitment, land writedowns and/or assistance with parking may be necessary to “set the table” for development of a desired scale or quality level.

## Strategic Directions

The following potential strategic directions are provided for the Village as a whole as well as the Downtown Station Area. Many of these recommendations are dependent on the ultimate implementation of the Elgin-O’Hare Expressway extension as well as recovery from the several economic conditions currently affecting real estate and capital markets.

### **Village-Wide Recommendations**

Over the past several years, Bensenville has undergone a very public battle against the proposed O’Hare expansion. Interviews with industrial and residential brokers have indicated that these major events have severely impacted the marketability of the community. In particular, the legal battle against the O’Hare expansion has involved well-publicized claims that the expansion would severely and negatively impact Bensenville for the long term. Brokers believe that prospective buyers across all segments of the real estate market were hesitant to invest in the Village until the O’Hare expansion case was settled and the potential impacts on the community were known. The Village is now moving forward with planning for area infrastructure and airport improvement. Once these plans are fleshed out, brokers have indicated that publicly advertising the plans, particularly through targeted presentations to groups involved in the real estate and property management sectors, will help restore confidence and spur investment in Bensenville.

Interview subjects also indicated that the Village has historically had a reputation for unpredictability in the permitting and building inspection processes, and that Bensenville-specific additions to the International Building Code (IBC) added significant cost and restricted the amount of usable space in buildings. Brokers that have dealt with the Village recently cited substantial improvements in these areas. Specifically, they indicated that Village staff are treating administrative requests in a consistent and more streamlined manner, and a committee is currently reviewing and recommending reductions to Bensenville’s additions to the IBC. There were some concerns related to the Village’s use of an independent firm to review permit applications and perform inspections. While this approach provides an important level of consistency, interviewees complained about additional fees imposed for building inspections outside the firm’s standard scheduled days, suggesting that they are not in line with peer communities. Brokers and property owners would also like to know that there is a procedure available for applications that need shorter timelines for approval.

It is important for the Village to maintain momentum in these areas and perhaps seek to publicize changes within the brokerage/development community. Such mechanisms as established turnaround times for callbacks from Village staff and published permit review timing standards could demonstrate that

applicants will receive efficient, consistent service. Brokers cited other communities that have instituted such standards, and that they and clients appreciate the consistency it offers.

Overall, Bensenville appears to have made significant strides in moving beyond the O'Hare conflict and streamlining the development process. Continued progress in this regard would help the Village ensure that it maximizes its potential capture of economic benefits resulting from the increased access and Western Terminal.

#### **IRVING PARK ROAD**

This substantially commercial corridor would likely experience increased traffic if the proposed interchange with the Western Bypass is constructed and proposed railroad grade separations east of York Road are completed. This could lead to enhanced retail potential due increased and easier traffic access. Development potential is generally hindered by shallow lot depths and proximity to flood plains. However, strategic streetscape enhancements, curb cut consolidation and design regulations could be used to ensure that this corridor's redevelopment results in an upgraded appearance and improved retail mix. These efforts would build on the Village's recent work to address code violations and improve the appeal of this corridor.

#### **YORK ROAD**

The extension of the Elgin-O'Hare Expressway over Thorndale Avenue will not include an interchange at York Road. The closest interchange will be on the I-294 Bypass at Irving Park Road. Due to its proximity to the Irving Park interchange, this corridor has potential for airport-serving uses. While the height limitations of the Airport will restrict what type of development may occur, car rental and similar services along with warehouse/cargo facilities that cannot be housed within the airport could provide fiscally attractive development options for Bensenville.

This entire corridor is currently zoned C-4, which contributes to the high vacancies in local industrial buildings, according to interviews with brokers. While the sites closer to York Road may be appropriate for commercial uses, most properties may benefit from a return to the industrial zoning that was present prior to 2002.

York Road is the eastern boundary of a large industrial/business park approximately bounded by York Road, Devon Avenue, Route 83 and Hillside Drive. This park currently needs significant infrastructure upgrades, particularly streets upgrades and new street connections. According to brokers, the extremely poor condition of the streets is well known, and is negatively highlighted by communities competing for industrial investment. The Village is currently considering putting a Tax Increment Finance for this area which could, in concert with special assessments, pay for significant area improvements. These improvements are one of the most critical steps in improving occupancy within the industrial properties near York Road. Increased accessibility to the area and the Airport could spur substantial new industrial investment in this area.

The potential for Downtown Bensenville area of York Road was reviewed earlier. The highest priority for this area is to increase physical and visual connections on York Road. In concert with the proposed Western Bypass interchange at Irving Park Road, this area has the potential to experience significant transformation to a higher density commercial corridor that potentially houses a hotel, additional residences and new restaurants.



### Section 5: Market Analysis

#### COUNTY LINE ROAD/GREEN STREET

**Redmond Recreational Complex:** This Complex attracts a considerable number of visitors to Bensenville every year. This facility is located between York and County Line Roads, but has no direct access to York and minimal frontage on County Line. Further, conversations with staff have indicated that the Village has considered selling its frontage on County Line Road. Given the importance of the complex in attracting visitors to the Village, a more visible presence on County Line Road, either through signage or expansion of the Complex, is more likely to benefit the Village. Additionally, the Village can make efforts to promote Downtown as place to visit before or after events. Staff at the Redmond Complex have indicated that a more active Downtown and additional hotel rooms nearby would be an asset to attracting more and larger events to the Complex. These goals also are synergistic with the enhanced hotel market potential that would likely result from the the significant transportation improvements planned for the area, as well as Village efforts to attract additional food uses to Downtown. The new interchange planned at Green Street for the I-294 Western Bypass will enhance Redmond’s regional accessibility, further increasing its attractiveness as a venue.

**County Line Road:** County Line Road currently lacks visual appeal, particularly on its western frontage. Village staff have recently been emphasizing code enforcement, and that effort should continue in this area. If the Western Bypass interchange is constructed and Redmond Complex expanded, redevelopment potential with small-scale commercial uses along County Line Road may be enhanced. In the interim efforts to address improper outdoor storage, vacant lots and poor exterior physical conditions should continue.

The northern portion of County Line Road may have potential for multi-story office development if the I-294 interchange is completed as properties in this area will have strong expressway visibility/accessibility.

**Former Legends Golf Course:** County Line Road is anchored at the southern end by the former Legends Golf Course. Since the site was formerly a landfill and proposes significant development challenges, it may be difficult to develop in the near term. Reportedly, this property has been considered for consolidation with the adjacent River Forest Golf Club for a resort development or development with soccer fields. If the Western Bypass substantially increases the regional accessibility of the site, the potential for these recreational uses could be further enhanced. However, potential for more intense development (sufficient to overcome the costs of mitigating geotechnical issues) could arise as well.

#### Station Area Recommendations

The Downtown Station Area is dominated railroad tracks and large parking lots across from the Train Station. Stakeholders and survey respondents indicated that the image of Bensenville from the Train Station block needs improvement. Reconfiguration of the landscaping of the parking lots is needed to make the core blocks of Downtown more attractive and pedestrian friendly.

The intersections of York Road with Main Street and Railroad Avenue could benefit from significant redevelopment with iconic structures that draw visitors into Downtown. These structures could serve as Downtown gateways and also include ground-floor retail uses that capitalize on York Road’s traffic and visibility. These corners are currently occupied by a mix of uses, including ABC Bank and a house on Railroad Avenue, an automotive repair shop, a mostly vacant strip mall and small professional offices at Main Street.

Given the easy access to O’Hare that the proposed Irving Park/Western Bypass interchange will provide, the York Road intersections may eventually become suitable hotel sites. The current height restrictions

imposed by the Federal Aviation Administration for Downtown Bensenville are 60 to 80 feet, no greater than the height of the local apartment and condominium buildings and within the height range of many hotel chains. Hotels would provide significant tax revenues, jobs and visitors to the community. As noted earlier, hotels would provide synergies with the Redmond Complex and new shoppers and patrons for Downtown businesses.

The primary retail emphasis for the Downtown Station Area should focus on food uses such as a coffee shop, cafe and restaurants. Key factors supporting this conclusion include the following:

- The Village has a large daytime employee population equal to or greater than the residential population of the Village, offering a large market for lunchtime. The support for lunchtime traffic could serve as an economic base for restaurants offering dinner service as well.
- Food uses would also synergize with events in Village Green as well as at the Redmond Complex.
- The acquisition of commercial properties for O'Hare expansion removed multiple food uses, suggesting that new development in this arena could fill the void from these former businesses.

If Downtown is “opened up” to York Road, it could be established as a small, easily accessible restaurant node, similar to the Edison Park station on Metra’s Union Pacific Northwest Line. However, Downtown Bensenville would also have easy access to an expressway that the Edison Park station area does not.



## SECTION 6: DOWNTOWN/CORRIDOR CONCEPTS



## A New Vision

This Transit Improvement Plan and Downtown Station Area/Corridors Study provide a vision for how the Village of Bensenville can be enhanced through targeted improvements to its transportation system and land use setting. Bensenville is located at the western gateway to O'Hare International Airport, with many of its businesses currently capitalizing on access to the Airport's cargo area on Irving Park Road. Major transportation improvements, including the Elgin O'Hare Expressway extension and the I-294 Bypass around the west side of the Airport will significantly enhance the Village's position in the region. The potential to add a Western Terminal for O'Hare Airport will also increase its economic development possibilities.

### Land Use Strategy

To help frame the development recommendations for each sub-area of this study, an overall strategy for land use within the Village's business districts was developed based on the following goals:

- Identify transportation and land use opportunities that will be possible when the regional roadway and transit improvements planned for the Bensenville area are built.
- Define specific land use zones so the Village can concentrate local capital improvements and new development initiatives in an efficient and optimal manner.

### SHORT-TERM

The overall land use strategy defines a short-term approach that incorporates the Elgin O'Hare Expressway extension and I-294 Western By-Pass, and each roadway's proposed interchanges (See **Figure 6.1**). The strategy defines the boundaries for each of the Village's main business districts:

- **North Business Park** (north industrial, including York Road/Devon Avenue/Foster Avenue)
- **Irving Park Road** (from the east to the west boundaries of Bensenville)
- **East Business Park** (east industrial, including County Line Road/Green Street)
- **Downtown** (including York Road)
- **York Road** (Grand Avenue to Belmont Avenue)
- **Grand Avenue** (from the east to the west boundaries of the Bensenville)
- **South Business Park** (along Grand Avenue)

The strategy also identifies potential new street connections within the North Business Park to interconnect the overall district as well as increase area accessibility. Additionally, the strategy highlights an extension of Meyer Road south to Mason Street at Irving Park Road. This connection would provide better access between the North Business Park and Downtown for local residents working in the area and employees patronizing local restaurants and stores.

Each business park and road corridor as well as Downtown should be physically improved, "branded" as places to do business and marketed to better define them as more modern settings for business.

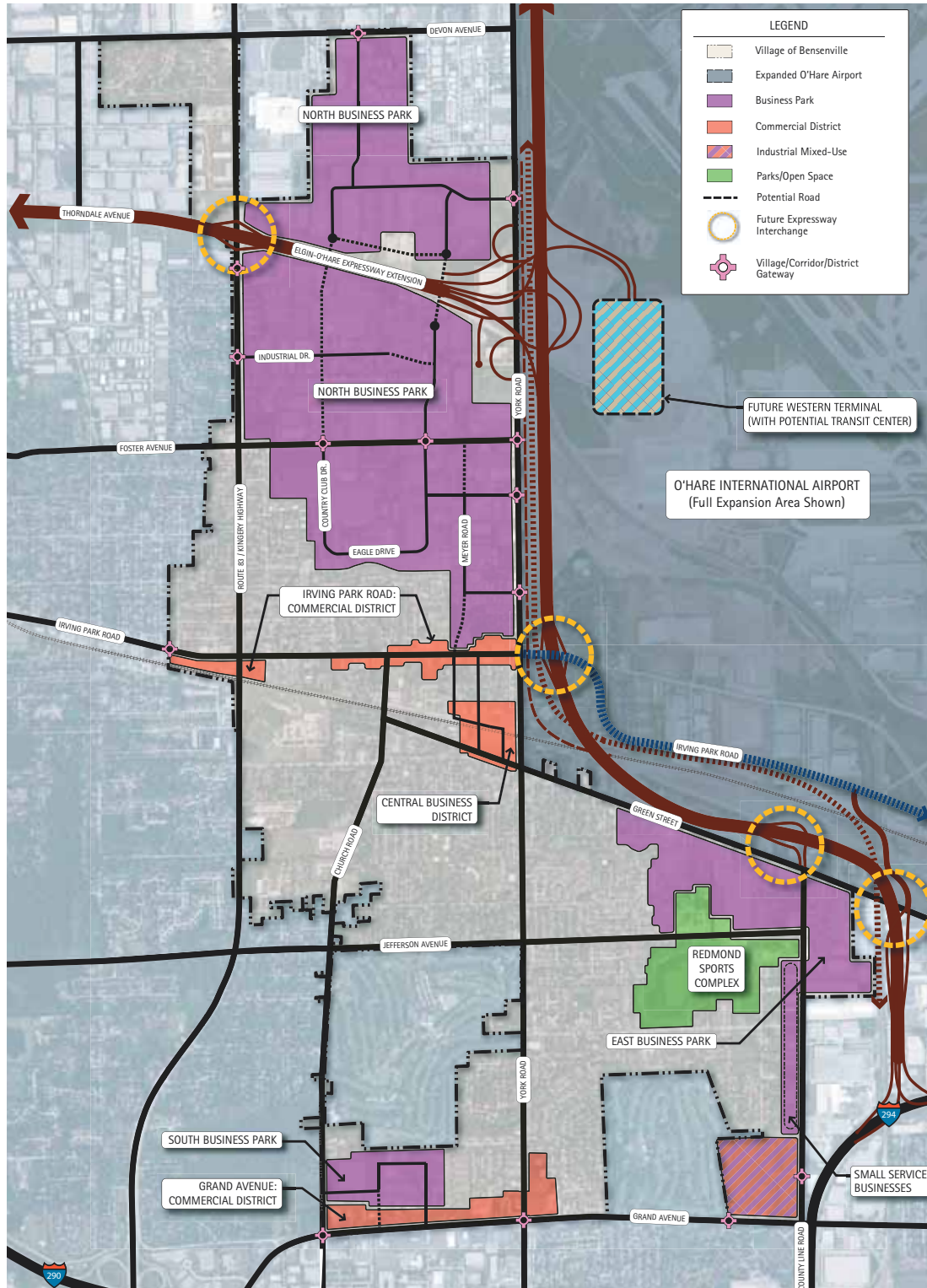


Figure 6.1: Short-Term Land Use Strategy

### Section 6: Downtown/Corridor Concepts

#### LONG-RANGE

The Land Use Strategy also takes a longer-range approach that recommends additional street connections and potential land use modifications based on implementation of the Airport's Western Terminal and/or regional transit service (See **Figure 6.2**). In the North Business Park, transit-oriented development that may include office and hotel uses is shown adjacent to the Expressway extension, just west of the Airport. These uses may be able to be supported in the future due the Business Park's direct access to O'Hare and larger scale transit connections.

As discussed earlier, a transit center may be incorporated into the Western Terminal as a regional hub or portal into the Airport. New transit-oriented development located just west of the Airport could capitalize on the access to and visibility from such a transit center, whether it is located in the Terminal or just west of the future Elgin-O'Hare Expressway and York Road interchange.

Within the North Business Park, the Land Use Strategy also envisions a mix of potential uses at the northwest corner of York Road and Foster Avenue. This key location could accommodate a rental car zone for the Airport, technology showrooms for international companies, support office buildings, hotels or new warehouse/distribution facilities.

For the East Business Park, there may also be potential for new office or hotel development after the I-294 Western By-Pass and its interchange at Green Street are constructed. The properties along Green Street and County Line Road may benefit from the increased visibility and accessibility from the By-Pass, which may generate demand for office or hotel space.

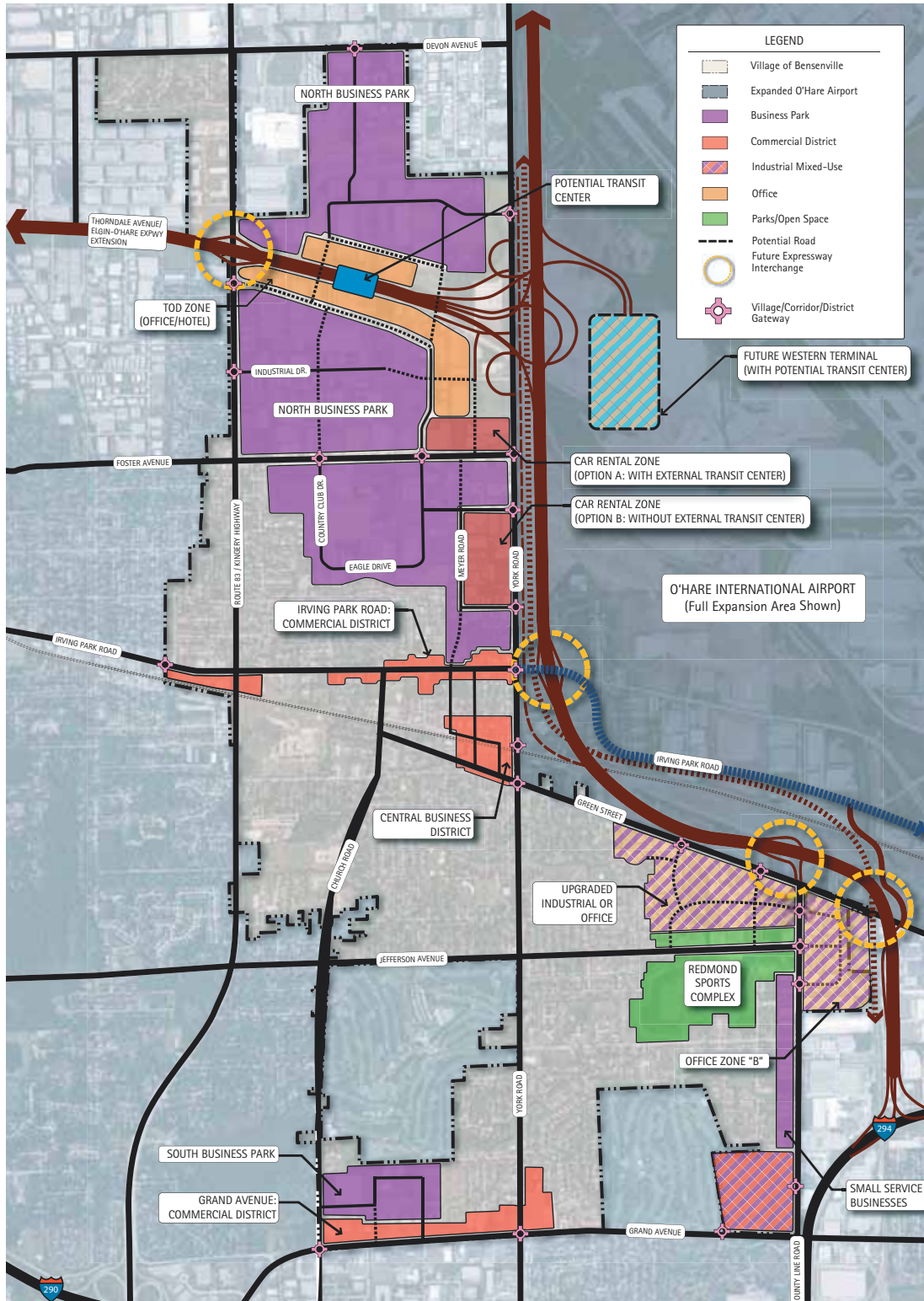


Figure 6.2: Long-Range Land Use Strategy



## **Downtown/Station Area**

### **Goal**

**A thriving downtown that provides a mix of civic, retail, restaurant, office and open space opportunities that serve the needs of area residents, business owners, employees and visitors.**

### **Objectives**

- Create transit-oriented development opportunities for new retail, restaurant and hotel/hospitality uses.
- Promote redevelopment of vacant, underutilized and inefficient properties.
- Create a more visible presence on York Road to draw in potential visitors and shoppers.
- Cluster active commercial uses on Downtown core blocks along Main Street, Railroad Avenue and Center Street.
- In-fill open gaps in the building “street wall” with new buildings to enhance the district’s “walkability”.
- Maintain the presence of a full-service grocer to serve the local residents.
- Encourage a variety of multi-family housing products to serve current and future residents.
- Create shared parking opportunities that allow large Village owned lots to be reduced in size or used for redevelopment opportunities.
- Continue to support Downtown events while encouraging increased daily use of the Towne Center through enhancements to this key open space.

### **Strategies**

- Develop “gateway” retail, restaurant, hotel or mixed-use projects at the northwest corner of Main Street and York Road and southwest corner of Railroad Avenue and York Road.
- Create future roadway connections that improve circulation by extending Mason Street through to Main Street and Railroad Avenue through to Addison Street.
- Reconfigure the Train Station and Village Hall parking lots to create a more pedestrian friendly environment as well as attractive “front door” into Bensenville.
- Introduce multi-family residential uses on Downtown’s perimeter, particularly on underdeveloped or Village owned sites.
- Establish Downtown gateways and signage on York Road at Green Street and Roosevelt Avenue.

#### Notes on Metra Parking

- *Throughout each step of the redevelopment process, the amount of commuter parking in the station area should remain at its current level, resulting in no net loss of spaces during any of the phases.*
- *Commuter parking that may be displaced as a result of proposed development should not be replaced within other existing commuter parking lots.*
- *If the land for the existing commuter parking was purchased with state and federal funds, this will need to be discussed with IDOT.*
- *The financial obligations of commuter parking lots proposed for redevelopment will need to be honored and reinvested in a new commuter parking facility or facilities.*
- *The use of federal funds for the construction of new parking facilities may be restricted, if parking spaces that were federally funded, are removed or altered during redevelopment.*
- *Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical commuter parking facilities.*
- *Metra only participates in building new parking spaces where demand warrants and funding is available.*
- *Commuter parking fees need to remain comparable and competitive with commuter parking fees within the Metra system.*
- *Any new or replacement parking should be within the line of sight of a station.*



**PLAN DATA**

**A NEW ROWNHOMES: Mason Street**

- Extend Mason Street to Main Street.
- Develop new townhomes (8 units).

**B EXISTING RETAIL CENTER: Main/Addison**

- Preserve eastern building with existing grocery.
- Update building facades on all sides.
- Create interconnected walks and outdoor plazas.
- Reorganize and landscape on-site parking (129 spaces).

**C NEW RETAIL: Main/Center**

- Develop 1-story, 8,000 square feet building with outdoor patio space.
- Provide 36 on-site parking spaces.

**D NEW HOTEL/RETAIL**

- Develop 5-story, 100 room hotel with 3,000 square feet of retail.
- Provide approximately 109 on-site parking spaces, including Village owned lot on Center Street.

**E AIRPORT BUFFER**

- Create landscape buffer zone at southwest corner of O'Hare Airport.
- Consider use of area as shared stormwater management for Downtown.
- Consider Downtown gateway feature at northeast corner of York/Green and southeast corner of York/Bonovetti.
- Consider relocation of train from Veterans Park to northeast corner of York/Green.

**F NEW ROWNHOMES**

- Develop new rownhomes along south side of Green Street (approximately 8 units).

**G STATION/VILLAGE HALL BLOCK**

- Extend Railroad Avenue to Addison Street with 11 handicap and 20 bike n' ride parking spaces and a bus stop.
- Develop internal shared surface parking lot (105 spaces - 83 Metra + 22 Village)
- Develop 7,000 square feet of retail fronting Addison/Green Streets.
- Add diagonal parking spaces to Addison/Green Streets (25 spaces).
- Renovate the Village Green and consider lot lot/plaza in the northeast corner.

**H EXISTING BENSENVILLE METRA STATION**

- ADDITIONAL COMMUTER PARKING: 31 Spaces

**I NEW RETAIL: York Road**

- Develop 2 to 3-story mixed-use building (37,500 square feet).
- Develop 1-story restaurant (5,000 square feet).
- Provide 83 surface on-site parking spaces, including lot behind Center Street shops.

Village of Bensenville, Illinois

**Transit Improvement Plan & Station Area/Corridor Study**

Figure 6.3: Downtown/Station Area - Development Concepts

**LAKOTA**  
THE LAKOTA GROUP INC



J. M. Friedman & Company  
Professional Engineer



0' 100' 200'

January 2011





**PLAN DATA**

**A NEW ROWHOMES: Mason Street**

- Extend Mason Street to Main Street.
- Develop new townhomes (8 units).

**B RETAIL CENTER REDEVELOPMENT: Main/Addison**

- Develop new condos/apartments in two 4-story buildings (64 units).
- Develop 1-story, 20,000 square feet grocery store.
- Provide approximately 60 on-site parking spaces, including 34 new on-street parking spaces along Main Street.

**C NEW RETAIL/RESTAURANT: Main/Center**

- Develop 1-story, 8,000 square feet building with outdoor patio space.
- Provide 36 on-site parking spaces.

**D NEW HOTEL/RETAIL**

- Develop 5-story, 130 room hotel including meeting rooms/ banquet facilities and 5,000 square feet of retail.
- Develop 2-story, 200 space shared parking deck.

**E AIRPORT BUFFER**

- Create landscape buffer zone at southwest corner of O'Hare Airport.
- Consider use of area as shared stormwater management for Downtown.
- Consider Downtown gateway feature at northeast corner of York/Green and southeast corner of York/Bousovert.
- Consider relocation of train from Veterans Park to northeast corner of York/Green.

**F NEW ROWHOMES**

- Develop new rowhomes along south side of Green Street (approximately 8 units).

**G STATION/VILLAGE HALL BLOCK**

- Extend Railroad Avenue to Addison Street with 11 handicap and 20 bike r' ride parking spaces and a bus stop.
- Develop internal shared surface parking lot (195 spaces - 83 Metris + 12 Village)
- Develop 7,000 square feet of retail fronting Addison/Green Streets.
- Develop 3,500 square feet of retail fronting Addison/Street/Railroad Avenue.
- Add diagonal parking spaces to Addison/Green Streets (35 spaces).
- Renovate the Village Green and consider tot lot/plaza in the northeast corner.

**H EXISTING BENSENVILLE METRA STATION**

**I ADDITIONAL COMMUTER PARKING: 31 Spaces**

**J NEW RETAIL: York Road**

- Develop 2 to 3-story mixed-use building (37,500 square feet).
- Develop 1-story restaurant (5,000 square feet).
- Provide 83 surface on-site parking spaces, including lot behind Center Street shops.

Village of Bensenville, Illinois

**Transit Improvement Plan & Station Area/Corridor Study**

Figure 6.4: Downtown/Station Area - Alternate/Long-Range Development Concepts





## Irving Park Road Corridor

### Goal

**A vibrant, attractive commercial corridor that provides critical access within the community and to the regional transportation system.**

### Objectives

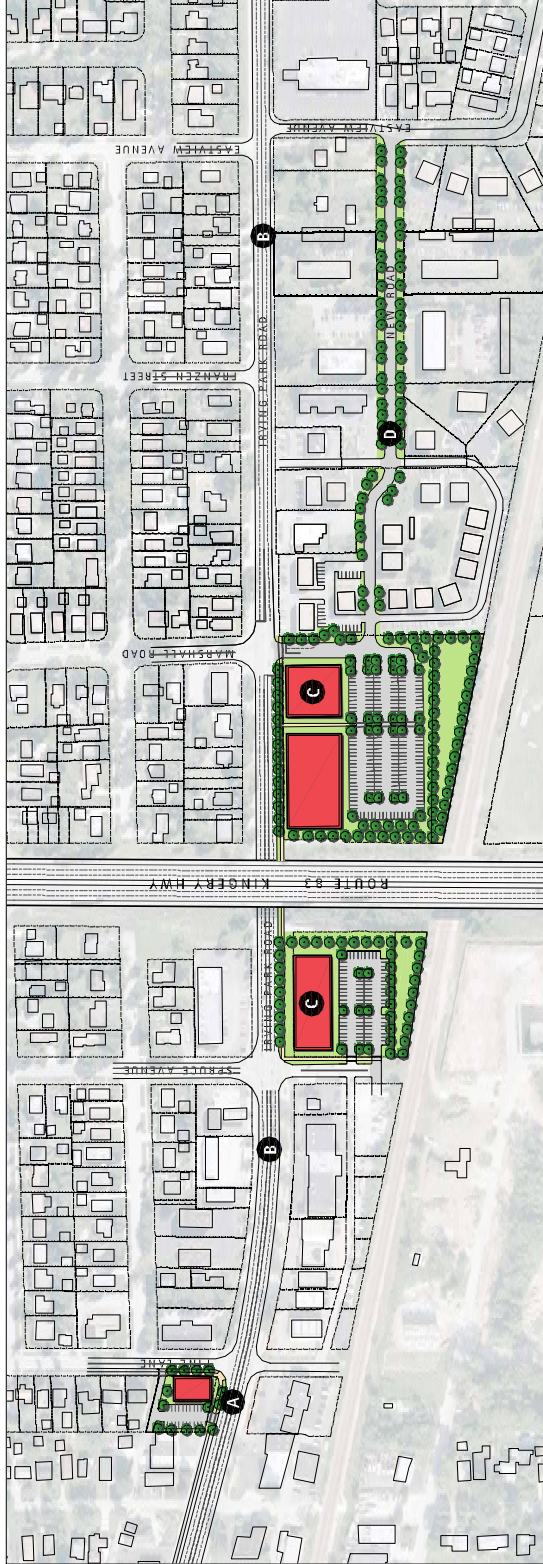
- Improve roadway system to the traffic burden on Irving Park and York Roads.
- Promote redevelopment of vacant, underutilized and inefficient properties.
- Reduce the number of driveway curb cuts to improve traffic flow and safety.
- Improve signalized intersections to encourage safer road crossings for pedestrians.
- Improve pedestrian circulation with wider sidewalks and landscaped parkways that provide separation between vehicles and pedestrians.
- Enhance physical conditions along the roadway to make Irving Park Road a more attractive place to shop as well as a more inviting gateway into the Village from the east and west, and eventually from the Airport.
- Enhance and highlight Silver Creek with erosion control treatment, naturalized plantings, trails and overlooks.

### Strategies

- Improve access between the North Business Park and Downtown/Station Area by extending Meyer Road south to a new signalized intersection at Mason Street.
- Consider a new east/west road south of Irving Park Road that would connect the extension of Marshall Road to Eastview Avenue, and ultimately to Church Street, providing alternate neighborhood routes to Veteran's Park and Downtown.
- Encourage more pedestrian oriented commercial development on the vacant site at the southwest corners of Irving Park Road and Marshall Road and Spruce Avenue.
- Encourage redevelopment of properties on the south side of Irving Park Road between Poppy Lane and Mason Street with walkable commercial development that includes shared parking and coordinated access.
- Require additional buffering and landscaping of Silver Creek as sites redevelop and create open space and trail connections to Veteran's Park.
- Develop multi-family residential uses along Mason Street on vacant or underutilized sites.
- Develop a transitional zone of upgraded industrial uses or new professional office uses on the vacant and underutilized properties between the Irving Park Road corridor and North Business Park.







**PLAN DATA**

- A** **NEW RETAIL:** Irving Park Road + Pine Lane
  - Develop 1-story, 5,500 square feet building addressing corner of Irving Park Road and Pine Lane.
  - Provide 22 parking spaces on-site.
- B** **IRVING PARK ROAD IMPROVEMENTS**
  - Remove/consolidate curb cuts where possible.
  - Widen/line-up right-of-way where feasible.
  - Increase parkway buffer and landscaping.
- C** **NEW RETAIL CENTER:** Irving Park + Spruce to Marshall
  - Develop approximately 68,000 square feet of retail.
  - Provide approximately 272 on-site parking spaces.
- D** **NEW ROAD CONNECTION**
  - Consider new roadway connection from Marshall to Church parallel to Irving Park.
- E** **NEW INDUSTRIAL/OFFICE/SERVICE**
  - Develop new upgraded industrial uses or small office or service business along Meyer Road and Silver Creek.
- F** **MEYER ROAD / MASON STREET CONNECTION**
  - Develop new road extending Meyer Road to Irving Park Road, aligning with Mason Street.
  - Reorganize and landscape 34 parking spaces at northwest corner of new intersection.
- G** **NEW RETAIL:** Irving Park Road + Meyer Road Extension
  - Develop approximately 21,500 square feet of retail in two 1-story buildings.
  - Provide approximately 87 parking spaces on-site.
- H** **NEW RETAIL CENTER:** Irving Park Road + Walnut Street
  - Develop 36,000 square feet of retail in 1-story buildings.
  - Provide approximately 143 on-site parking spaces.
  - Consider restaurant use along Silver Creek with outdoor patio/plaza.
- I** **NEW RETAIL:** Irving Park Road + Mason Street
  - Develop 1-story, 4,000 square feet building.
  - Provide 18 on-site parking spaces.
- J** **SILVER CREEK ENHANCEMENT**
  - Improve Silver Creek, expand open space/buffers and link to Veterans Park.
- K** **NEW TOWNHOMES:** Mason Street
  - Develop new townhomes (26 units).

Village of Bensenville, Illinois

**Transit Improvement Plan & Station Area/Corridor Study**

Figure 6.5: Irving Park Road - Development Concepts

**LAKOTA**  
THE LAKOTA GROUP, INC.



S. H. Fritzsche & Company  
Professional Engineers & Surveyors



0' 150' 300'

January 2011



## York Road Corridor

### Goal

**An active mixed-use corridor that safely accommodates car and truck traffic, while providing commercial, residential and business park development opportunities.**

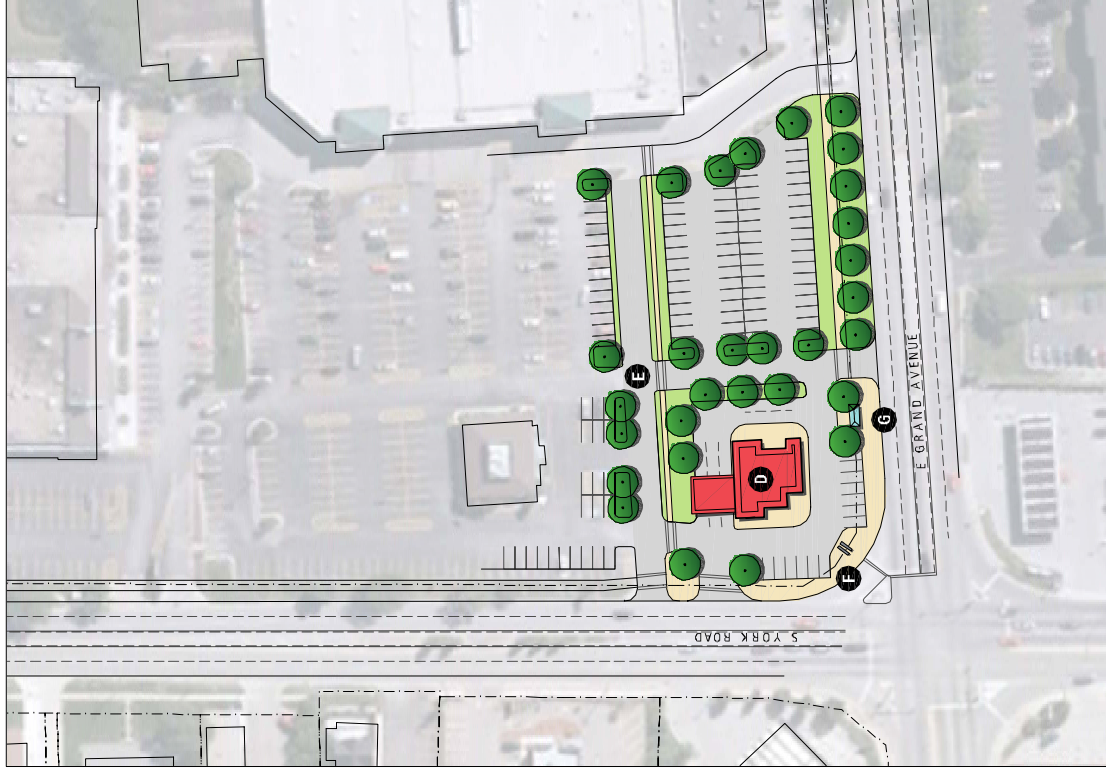
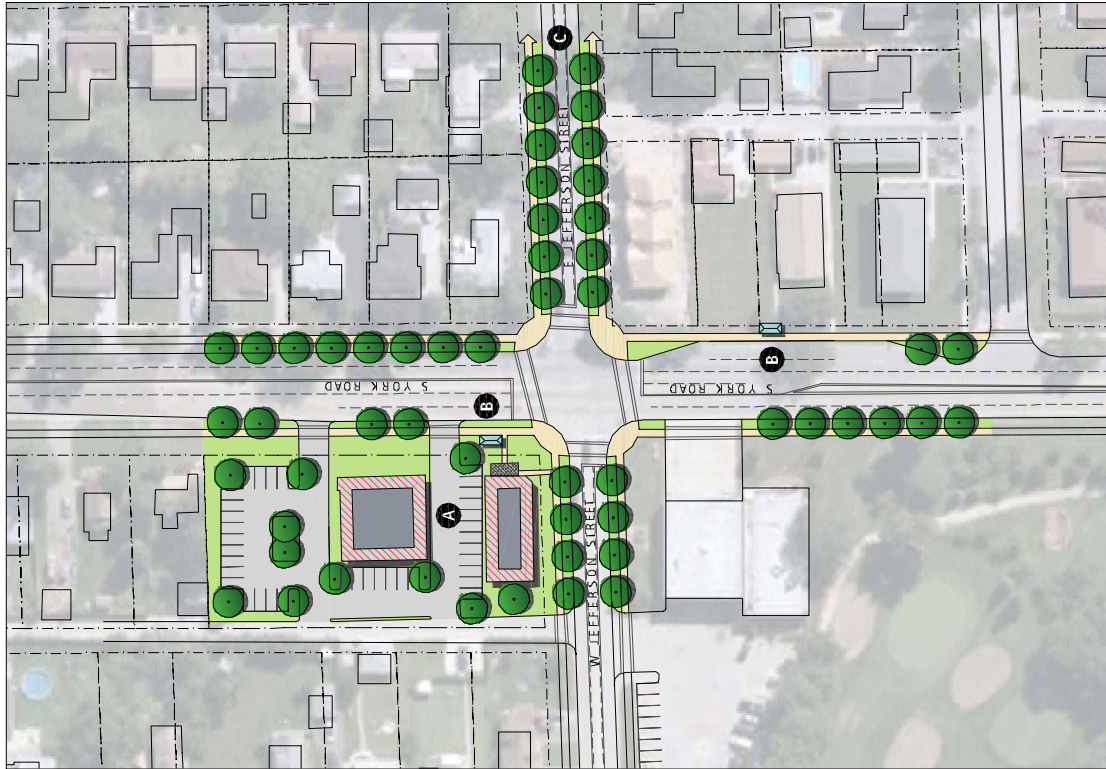
### Objectives

- Support existing and future transit service through improved bus stops, pedestrian connections and road connections to local and regional destinations within the Village.
- Promote redevelopment of vacant, underutilized and inefficient properties.
- Continue to refine and balance the mix of land uses along the corridor, especially north of Irving Park Road, to capitalize on opportunities created by improvements to the Airport and regional transportation system.
- Enhance physical conditions along the roadway, especially north of Irving Park Road, to make it a more attractive place to do conduct business as well as a more inviting gateway into the Village from the north and south, and eventually from the Airport.

### Strategies

- Create better-defined bus stops at the northeast corner of York Road and Grand Avenue with improved pedestrian connections to the Dominick's Shopping Center.
- Create pedestrian amenities, including defined cross-walks, bus shelters and consistent sidewalk connections at the intersection of York Road and Jefferson Street, to provide better pedestrian access from existing bus routes to the Redmond Recreation Center.
- Consider transit-oriented development with hotel and office uses adjacent to the Expressway extension and future regional transit service.
- Consider a variety of economic development initiatives along the York Road frontage of the North Business Park.





**PLAN DATA**

**A** EXISTING RETAIL: York Road + Jefferson Street  
 - Improve building fronts/sides/rears.  
 - Reorganize and landscape existing parking and add additional parking.

**B** NEW BUS SHELTERS  
 - Create bus drop-off / pick-up lanes where feasible and add new bus shelters.

**C** JEFFERSON STREET  
 - Improve and create new sidewalks along Jefferson Street as needed to connect to the Redmond Recreation Complex.

**D** NEW BANK: York Road + Grand Avenue  
 - Develop 1-story, 3,000 square feet gateway bank building.  
 - Reorganize and landscape existing parking.

**E** IMPROVED PEDESTRIAN CONNECTION  
 - Create sidewalk connections from new bus shelters to retail center.

**F** VILLAGE GATEWAY FEATURE  
 - Identify signage and landscape enhancements.

**G** NEW BUS SHELTER  
 - Add new bus shelter.





**PLAN DATA**

**A TRANSIT CENTER CONNECTION**

- Create new roadway connections parallel to Elgin/O'Hare connecting to potential Transit Center.

**B THOMAS DRIVE EXTENSION**

- Extend Thomas Drive under Elgin/O'Hare Expressway to create connection between northern and southern portions of the business park.

**C T.O.D. Zone**

- If Transit Center is located west of York Road along future expressway extension, consider denser transit oriented development along expressway frontage.

**D SHARED STORMWATER DETENTION**

- Create shared Village/IDOT stormwater detention areas to manage stormwater requirements for new development and Elgin/O'Hare.

**E EXISTING INDUSTRIAL**

- Provide flexibility in the plan to allow larger buildings in good condition to remain.

**F CAR RENTAL ZONE**

- If Transit Center is located west of York Road, consider development zone for car rental companies.

**G BUSINESS PARK GATEWAY SIGNS**

- Establish gateway signage to identify Business Park North.

Village of Bensenville, Illinois

**Transit Improvement Plan & Station Area/Corridor Study**

Figure 6.7: York Road North - Airport Related Development Concepts

**LAKOTA**  
THE LAKOTA GROUP, INC.



S. B. Frielmore & Company  
INCORPORATED  
1000 N. W. 10th Street, Suite 100  
Fort Lauderdale, FL 33304  
Phone: 954.344.1111  
Fax: 954.344.1112  
www.frielmore.com



0' 100' 200'

January, 2011





## Green Street/County Line Road Corridor

### Goal

An active industrial district anchored by the Redmond Recreation Center, with enhanced industrial and office uses supported by regional transportation improvements.

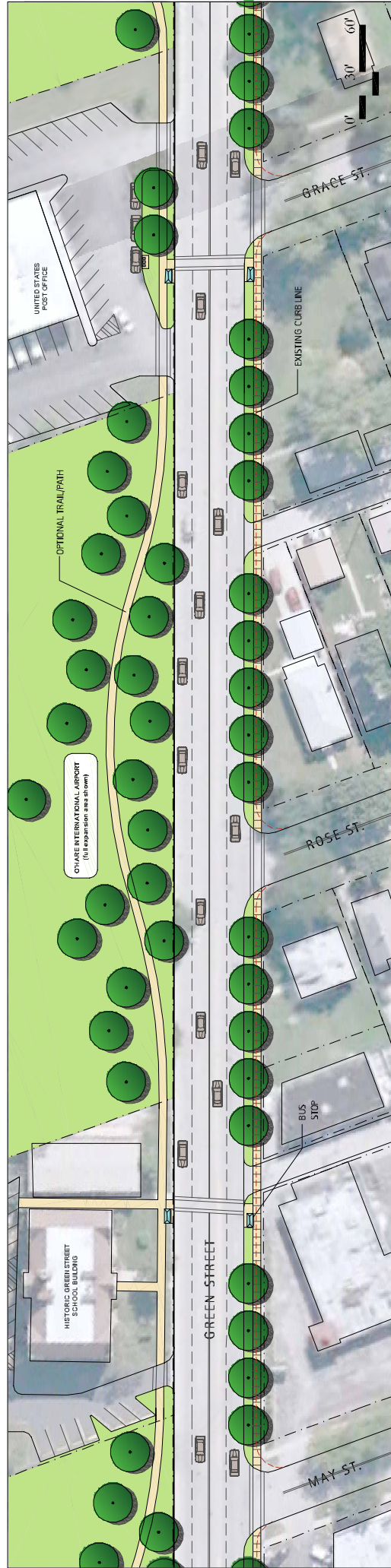
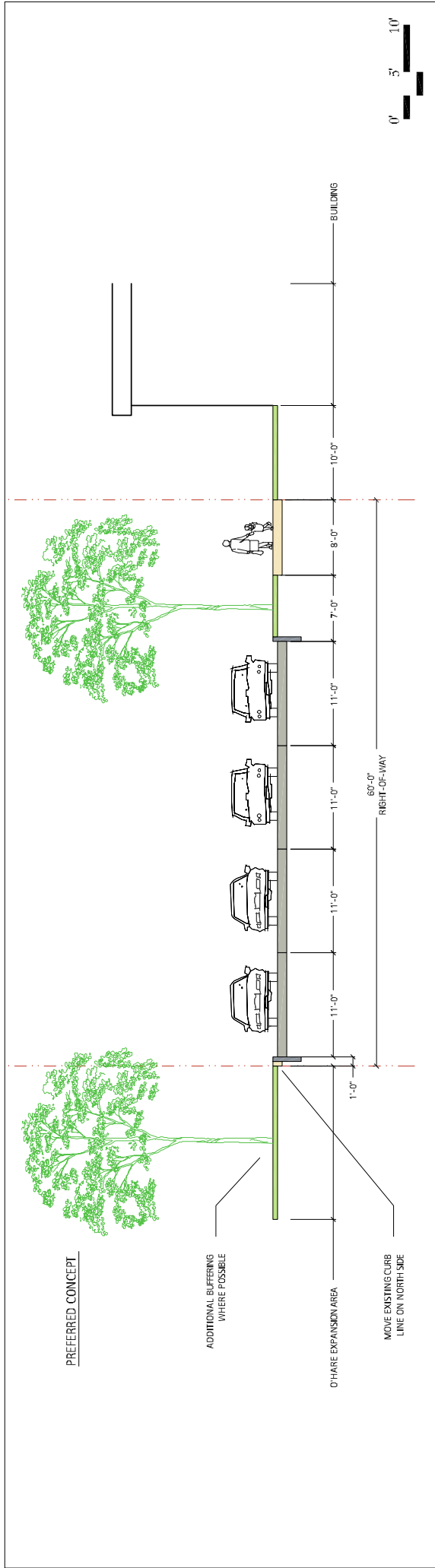
### Objectives

- Enhance physical conditions along these roadways to make the East Business Park a more attractive place to do conduct business as well as a more inviting gateway into the Village
- Promote redevelopment of vacant, underutilized and inefficient properties.
- Provide opportunities for expansion of the Redmond Recreation Center.
- Encourage coordinated access drives, internal loop roads and shared parking lots as redevelopment occurs.

### Strategies

- Consider modifications to the roadway geometry of Green Street to provide increased space on the south side of the road for a landscaped parkway and wider multi-use path.
- Increase the visibility and regional presence of the Redmond Center by establishing gateway and directional signage at Jefferson Street and County Line Road.
- Consider expansion of the Redmond Center's recreational complex by redeveloping the southwest corner of Jefferson Street and County Line Road with new indoor soccer or other facilities.
- Consider introducing office uses into the East Business Park to capitalize on the I-294 Western By-Pass and Airport's Western Terminal.





Village of Bensenville, Illinois

## Transit Improvement Plan & Station Area/Corridor Study



THE LAKOTA GROUP, INC.



S. M. Friedman & Company  
AN IRAN SYSTEMS COMPANY

Figure 6.8: Green Street - Preferred Concept



## Transportation

### Goal

**A safe and efficient transportation system that maximizes access to Bensenville's Downtown and Metra Station, commercial corridors, business parks, regional road network and O'Hare Airport.**

### Objectives

- Establish new road linkages to create better connectivity between the business parks and Downtown/Station Area.
- Improve existing transit services to better meet the needs of community residents and businesses.
- Create new transit services to better link the Village to regional destinations.
- Improve the access, parking and attractiveness of Bensenville's Metra Station to encourage increased ridership.
- Facilitate access to the area with a comprehensive wayfinding and signage system.

### Proposed Service Changes

Local services are designed to meet the needs of residents, employees and students who need to travel within a community or to adjacent communities. They are designed to provide circulation within a community and connections to regional services at many times of the day from dispersed origins and destinations. Examples of these services are demand response (e.g. Dial-A-Bus), flexible routes, or fixed route circulators. The Village is already providing a local service with the Dial-A-Bus. This local service can fulfill the need to reach desired destinations such as Redmond Recreational Center, the library, the Metra train station, Downtown restaurants at lunch time, schools, Robert Morris University, and the grocery stores.

Rather than creating a new local transit service, it is recommended that the existing Dial-A-Bus service be enhanced to meet the needs expressed in the stakeholder meetings and the public input sessions. This recommendation is consistent with Pace's Vision 2020 Plan and the 2002 DuPage County Transit Plan as described in previously. During the public input process, there were comments that residents would like to see the Dial-A-Bus service extended to later evening hours, operate every Saturday, and operate outside the Village. There were also comments from other residents that they were not aware of the Dial-A-Bus service or that the Dial-A-Bus is too expensive to use, particularly for adults (non-senior citizen). The Village has started to respond to these desires. During 2010, the Village expanded service to the first and third Saturdays of the month from 10:00 a.m. to 3:00 p.m. and also extended hours later on Wednesday during the summer months for Music in the Park. There have only been incremental ridership increases to date for this increase in service.

There is existing capacity to serve additional riders within the current service structure. 2009 ridership statistics indicated that the regional average number of trips per hour being provided by this service is 2.67. This number is below the average number of trips, 3.38, on other Pace demand response services. Typically, demand response services can serve four to five trips per hour, particularly in smaller and dense service areas similar to Bensenville.

To meet the needs that have been expressed by the community during this study, the following are recommendations for Dial-A-Bus service changes:

- Expand service hours
- Make timed connections at the Metra Bensenville Station
- Consider serving a few other select locations outside the Village
- Promote the service
- Examine the fare policy

#### **EXPAND SERVICE HOURS**

It is recommended that additional weekday evening Dial-A-Bus service and Saturday service be implemented. This can be implemented on a trial basis to determine the success of the expanded hours. However, it is recommended that the trial basis last one year and should be conducted with other recommendations noted in this section.

Service during the weekday should operate from 6:00 a.m. until 8:00 p.m. each weekday, representing a two-hour extension in the evening. It should also be operated every Saturday, from 10:00 a.m. to 3:00 p.m. This extension in service both during the weekdays and on the weekends will provide residents, employees, and students with more consistent service to reach desired destinations.

#### **TIMED CONNECTIONS**

It is also recommended that the service make timed connections at the Bensenville Metra Station. Timed connections will allow passengers to transfer to the recommended expanded Route 332 and Irving Park Regional Route (describe in the following section). By making timed connections, Bensenville residents can easily transfer between the local Dial-A-Bus service and other regional routes, including the Metra Milwaukee District West Line as well as the Pace routes. This will allow users of the Dial-A-Bus service to access destinations outside of the Village or other employees using regional services to reach their final destination in the Village. Timed connections between demand response service and fixed route services have been successful in other areas including in Will and Lake Counties.

#### **SERVICE TO LOCATIONS OUTSIDE VILLAGE**

Currently, Dial-A-Bus serves the Target in the Village of Wood Dale on Wednesdays. A need to reach other nearby destinations, such as the Walmart in Addison on Lake Street or O'Hare Airport, has been expressed. The Village should determine if services could be extended to these or other nearby locations as a benefit to their users. However, the decision to serve locations outside of Bensenville should be made while considering the destinations that the proposed Irving Park Regional Route will serve so that a duplication of service does not occur.

#### **PROMOTE THE SERVICE**

Often times, people don't use transit because they are not aware of its existence, don't know where it operates, the hours of operation, or various other reasons. Some of these issues were expressed during the public input process. A solution to this is for the Village to develop an advertising strategy to promote the service. The advertising strategy could consist at a minimum of hanging up posters which advertise

## **Bensenville Transit Improvement Plan + Station Area/Corridor Study**

---

### **Section 6: Downtown/Corridor Concepts**

the service throughout town, sending mailings to each resident, working with schools, businesses, community centers, and other groups to educate the community on how to use the service. The Village could take a more aggressive approach and develop a full-fledged marketing campaign that would include a “branding” and identity for the service. Ideas could range from promoting the use of the service as a “green” or environmentally friendly way to get around town to creating a campaign to make the service more “trendy”, particularly for pre-teens and teenagers.

#### **EXAMINE FARE POLICY**

The fare for the Dial-A-Bus is as follows: \$4 for adults, \$1 for persons aged 65 and older, and \$2 for people with disabilities and students traveling to and from school. This fare is perceived as being too high for adults, younger than 65. A review of Pace’s Dial-A-Bus directory revealed that there are only two other communities that charge the same or higher fare. Most communities charge adults between \$2.00 and \$3.00.

It is recommended that the Village review the policy and consider lowering the adult fare. The current farebox recovery ratio is 8%, which is on the higher end as compared to other demand response services in the region. If lower fares for adults were reduced, the farebox revenues that support this service could be reduced initially. However, it is expected as the ideas in this section are implemented, ridership will grow incrementally and eventually the farebox revenues will increase and may even surpass the current revenue.

#### **COST**

Based on existing costs that the Village incurs for this service, it is estimated that each additional hour of service is approximately \$54.00. If the service were extended every weeknight from 6:00 p.m. to 8:00 p.m., there would be an additional 40 hours of weekday service per month at an approximate cost of \$2,160 per month or \$25,920 annually. If service were provided every Saturday from 10:00 a.m. to 3:00 p.m., it would cost an additional \$6,480 annually. The total annual cost for service expansion during the weekday and on Saturdays would be approximately \$32,400.

#### **Proposed Regional Services**

Regional services connect several communities allowing passengers to travel to and from various areas. These services often operate on arterial roads and start / end at transit centers where passengers can connect to other bus routes. Pace Route 332, which currently serves Bensenville along York Road, is an example of a regional service.

A regional service could assist residents, students, and employees to travel to their desired destinations expressed during the public input phase, such as DeVry University in Addison, the Walmart/Lake Street corridor in Addison, the Target/Jewel/Super Lo in Wood Dale, Elk Grove Industrial Park, and the North Business Park in Bensenville as well as other employment destinations.

As stated in the analysis section of this report, there are 1,492 businesses located within the Village, employing over 20,200 people. Employees tend to use regional services on a regular basis. Employee’s travel is characterized by trips in the morning and evening peak periods. Journey to Work data presented earlier in the report was analyzed to determine employee origins and destinations in order to develop the recommended services described below. These recommendations are consistent with Pace’s Vision 2020 Plan and the 2002 DuPage County Transit Plan as described in previously.

**ROUTE 332 – MIDDAY SERVICE**

Description

An increase of service is on the existing Pace Route 332 during the midday so that hourly service is provided. Service would be increased to once an hour where there are gaps.

Rationale

Route 332 serves York Road in Bensenville and provides regional connections to other transportation services at Rosemont CTA Station and Oakbrook Shopping Center. Additionally it serves downtown Elmhurst and will serve Elmhurst Hospital’s new facility on York Road. A review of Journey to Work data shows significant north/south travel along the York Road corridor. Over twenty-five percent of the route’s ridership is generated in Bensenville. It would be beneficial to residents in Bensenville to have more frequent service on this route.

<b>Operating Characteristics</b>	
<i>Span of Service</i>	Weekdays: 6:30 a.m. – 6:30 p.m. (earlier and later service provided between CTA Rosemont Station and AMC O’Hare / Northwest Cargo only)
<i>Frequency of Service</i>	Every 60 minutes
<i>Estimated One-Way Running Time</i>	62 minutes
<i>Vehicles Needed*</i>	3
<i>Estimated Annual Revenue Hours</i>	1,600 additional hours
<i>Estimated Annual Ridership</i>	25,000 – 30,000 additional riders
<i>Estimated Annual Operating Cost</i>	\$150,000 - \$160,000 additional cost
<i>Estimated Capital Cost*</i>	\$0

\* 3 existing vehicles would be utilized

Fares

Pace regular fares would be charged on this route. Adult fare is \$1.75 and reduced fare is \$0.85. Transfers are \$0.25 for adults and \$0.15 for reduced fare cardholders.

Vehicles

The same Pace transit coaches used during the rush hours would be used during the midday. Pace would not be required to purchase any additional busses to operate midday service since the midday bus requirements would be the same as the rush hour bus requirements.



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 6: Downtown/Corridor Concepts

#### PROPOSED IRVING PARK ROAD REGIONAL ROUTE

##### Description

A fixed route connecting CTA Rosemont Station to the Walmart in Addison is recommended. The schedule for this route could be designed to provide timed connections to Bensenville Dial-A-Bus or Pace Route 332 service at the Bensenville Metra Station. **See Figure 6.10.**

The bus would depart the CTA Rosemont Station and operate on River Road – Lawrence Avenue – Mannheim Road – Irving Park Road – York Road – Roosevelt Avenue – Center Street – Metra Bensenville Station – Main Street – Church Street – Irving Park – enter and exit Target/Jewel shopping center – Bloomingdale Road – Rohlwing Road – end at Walmart. Return trips would operate the reverse of the routing.

##### Rationale

This bus would connect the CTA Rosemont Station to the Bensenville Metra Station where passengers could transfer to the local service allowing City of Chicago residents to access the business parks As recommended previously, a timed connection between the Dial-A-Bus service and this proposed regional route at the Metra Station would allow for an easy and efficient transfer between services.

Pace Route 223 is a successful service that connects the CTA Rosemont Station to the Elk Grove Business Park just north of the North Business Park. It is anticipated that employees of the North Business Park reside in similar areas as the Elk Grove Business Park and would desire to use public transportation to access their place of employment. Between 2000 and 2001, Pace operated a service from the Bensenville Metra Station. Average daily ridership peaked at 20 passengers per day and was eventually discontinued. By extending access to the CTA Rosemont Station, it is expected that it would attract more riders.

The service would also allow residents to access shopping centers in Wood Dale and Addison. These destinations were requested by stakeholders and survey respondents. Additionally, Pace Routes 711 Wheaton Addison and 715 Central DuPage already serve the Walmart in Addison. A recent study recommended a transit center at this Walmart. The Village of Addison is working with Pace and Walmart to establish the transit center. Serving this transit center would allow Bensenville residents to access other areas of DuPage County and allow others living outside of Bensenville to access Bensenville.

<b>Operating Characteristics</b>	
<i>Span of Service</i>	Weekdays: 6:00 a.m. to 8:00 p.m.
<i>Frequency of Service</i>	Every 60 minutes
<i>Estimated One-Way Running Time</i>	45 minutes
<i>Vehicles Needed</i>	2
<i>Estimated Annual Revenue Hours</i>	6,120
<i>Estimated Annual Ridership</i>	30,600 – 42,840
<i>Estimated Annual Operating Cost</i>	\$550,000 - \$615,000
<i>Estimated Capital Cost (2 vehicles)</i>	\$650,000

##### Fares

Pace regular fares would be charged on this route. Adult fare is \$1.75 and reduced fare is \$0.85. Transfers are \$0.25 for adults and \$0.15 for reduced fare cardholders.

##### Vehicles

Two thirty-foot transit vehicles are recommended for this service as shown below. The cost for these vehicles is approximately \$325,000 each. These vehicles have a service life of 12 years.

### FUTURE TRANSIT OPPORTUNITIES

The public transportation network serving Bensenville will change after the planned Western Terminal opens at O'Hare International Airport. Public transportation options to the Western Terminal are still in the planning stage. There are three major public transportation facilities being considered as part of the Western Terminal:

- The Elgin-O'Hare Expressway/Western Bypass - Currently in the Environmental Impact Study (EIS) study phase, the Elgin O'Hare Western Bypass is the proposed roadway network improvement that allows for access on the western side of the O'Hare terminal, paralleling what exists Thorndale Avenue. A variety of transit improvements have been incorporated into the build alternative and are being studied as part of the Draft EIS. A 70-foot wide dedicated median is being reserved within the right-of-way to accommodate some transit mode in the future.
- A Western Transportation Center located west of the airport - This may be a multi-purpose facility including off-site parking, rental car operations, People Mover, CTA Blue Line, or Pace bus routes. It may be located adjacent to the proposed extension to the Elgin-O'Hare Expressway, west of York Road.
- A rail station in the Western Terminal - This station may be served by CTA Blue Line, CTA Airport Express, Amtrak, STAR Line/Metra, or Midwest High Speed Rail.

In addition to the planned Western Terminal, a high-speed public transportation service, which would serve Bensenville, is being studied by the Du Page Mayors and Managers Conference. The "J" Line is a Bus Rapid Transit (BRT) Corridor that would connect Naperville, Oak Brook, O'Hare, and Schaumburg. The line would operate initially in priority lanes on surface streets and employ a variety of techniques and technologies to speed service. Eventually, the "J" Line would operate on an exclusive busway. In Bensenville, the "J" Line is proposed to operate via IL Highway 83 to Thorndale and then east to O'Hare. The "J" Line may serve the Western Transportation Center if it is constructed and travel via the reserved right-of-way in the Elgin-O'Hare Expressway/Western Bypass as described above. Pace, partnering with DuPage County, will conduct an Alternatives Analysis study in 2011 for the proposed J Line corridor to develop alignment alternatives, operating characteristics, and coordinate with the O'Hare Western Terminal and the Elgin-O'Hare Expressway/Western Bypass plans.

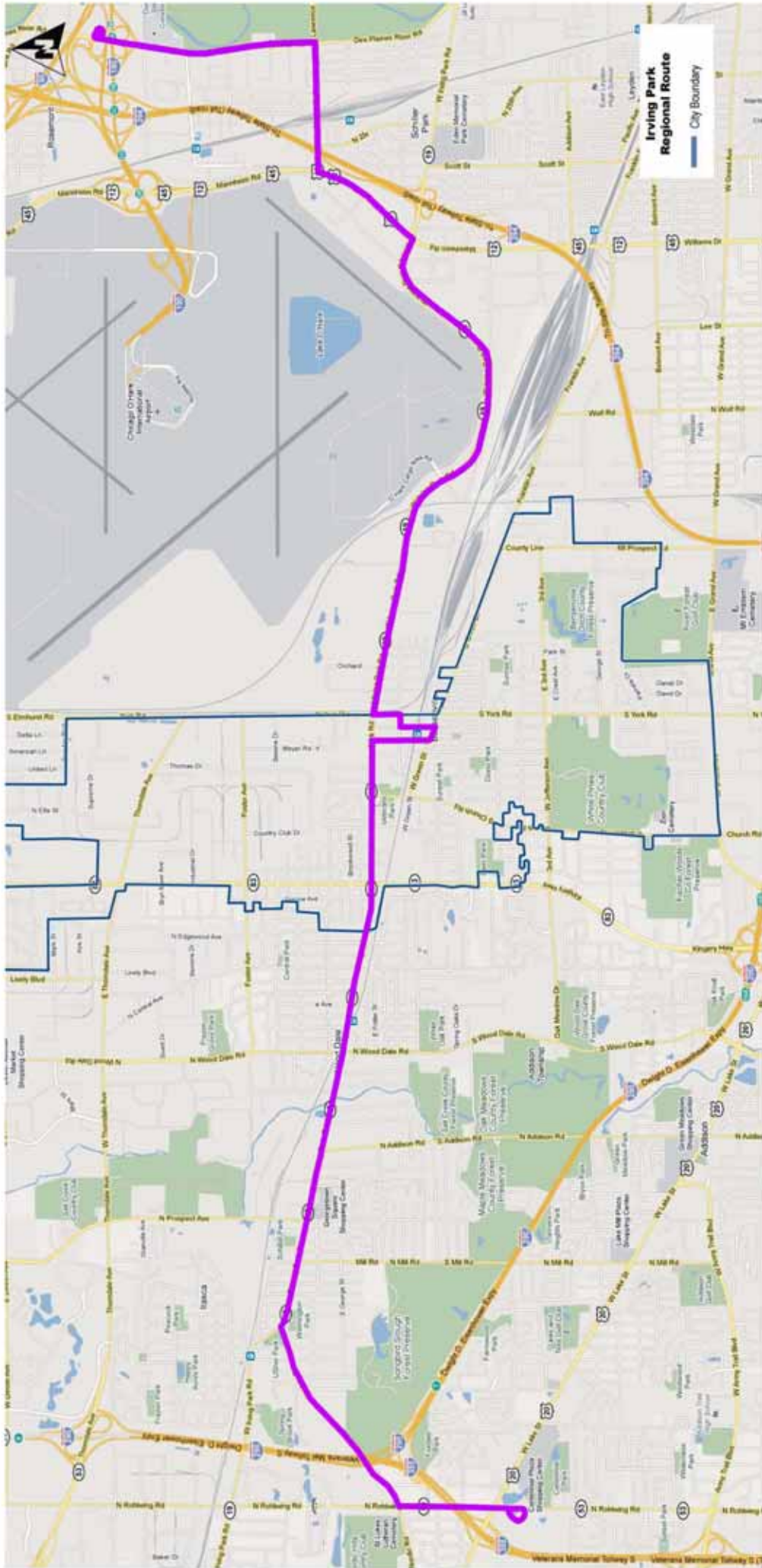
It is likely that Pace may modify or create new services to serve the Western Transportation Center. These may include modifications to existing routes serving Bensenville, including Route 332 and Route 757. It also may be appropriate to make changes to the proposed Irving Park Regional Route to reflect the new configuration of the roadway network and transit services on the west side of O'Hare Airport.

### Pedestrian Amenities

#### BUS STOPS

Pace currently operates a flag stop system. The bus will stop upon signal to the driver at any intersection along the route where it is safe to do so. Heavier utilized stops are marked with a bus stop sign; Pace is considering moving to a marked bus stop for all its routes in the future in lieu of flag stops. Pace has identified minimum bus stop spacing base on employment and housing densities. In an area with medium density such as Bensenville, Pace recommends that bus stops be placed every 1320 feet (approximately every two blocks).

Bus stops are typically placed in one of three areas: nearside (immediately before the intersection), farside



Village of Bensenville, Illinois

## Transit Improvement Plan & Station Area/Corridor Study

Figure 6.10: Proposed Irving Park Regional Route



**LAKOTA**

THE LAKOTA GROUP INC

January 2011



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 6: Downtown/Corridor Concepts

(immediately after the intersection), and mid-block (between the intersections). Figure X shows the location of each type of bus stop. Traditionally, nearside stops have been transit agencies preferences since the passengers alight the bus at the crosswalk and then cross the street in front of the bus. Farside stops have recently become more popular because of potential time savings by having the bus stop after passing through the intersection. This savings is realized by eliminating the possibility of a bus being delayed by a traffic signal turning from green to red while passengers alight. Midblock stops are used where there is significant passenger boarding and alighting activity or where the distance between intersections is greater than the minimum spacing.

Bensenville should look for opportunities to improve pedestrian links to bus stops and shelters. All passengers either walk or use a mobility device to get to or from the “front door” of the bus. Bus stops should be accessible by sidewalks and also have a concrete pad. The concrete pad prevents passengers from having to walk through mud or rainwater to board the bus. The Village should continuously monitor the pedestrian linkages during snowstorms to make sure that the routes are accessible.

Not only should sidewalks lead to the bus shelters, but they also need to connect the bus shelters to the entrances of stores, offices, medical centers, or whatever the passengers’ point of origin or destination is. Pedestrian linkages should be provided from street through parking lot so that there is more direct pedestrian access to the building. This brings development down to the pedestrian scale.

#### BUS SHELTERS

Bus shelters are a basic amenity that makes using public transportation more attractive since passengers are offered some relief from the elements as they wait for the bus. Shelters can also include stop level information such as schedules or even real-time next bus information. Shelters can support advertising in order to reduce or eliminate their expense.

There are two passenger shelters located along York Road for Route 332 passengers. It is recommended that additional shelters be located at stops where there is more significant passenger activity. Pace operates an advertising shelter program. Shelters with advertising are provided to Pace at no cost. Pace, the municipality and the advertising company would need to work together to identify locations that are appropriate for all parties.

Potential locations for new shelters are:

Route Number	Direction	Stop Location for New Shelter
223	EB	Mark/Lively
223	WB	IL Route 83/Devon
223	WB	IL Route 83/Tower
332	NB	York/George
332	SB	York/Jefferson
332	SB	York/George
332	SB	York/Grand
757	EB	IL Route 83/Devon
757	EB	IL Route 83/Thorndale
757	WB	IL Route 83/Foster

## Traffic Analysis

### Station Area

The proposed Development Concept and Long-Range Development Concept were reviewed to determine impacts, if any, on traffic volumes and operations in the station study area. In order to determine this, the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition was used to generate weekday and Saturday trip values. The trip values were reduced by 20% in order to account for non-vehicle trips (pedestrians and cyclists), for internal trips made by people visiting more than one land use, and for trips made by people already coming to the downtown area, such as people commuting on the Metra train. In addition, traffic generated by existing land uses that are proposed for redevelopment, were subtracted from the expected additional traffic projections as necessary.

The following properties were identified as existing traffic generators and were subtracted from the total additional traffic projections as necessary:

- Vehicle Repair Garage (northwest corner of the intersection of York Road and Main Street)
- Bank (southwest corner of York Road and Railroad Avenue)
- 20,750 Sq. Ft. of Retail (North Side of Main Street, west of Addison Street)

**Table 6.1** shows the traffic expected to be generated by the proposed developments shown the Downtown/Station Area Concept with the subtraction of the existing traffic generators from the land uses stated above. Based on this analysis there appears to be little additional traffic to be generated with this near term development concept. In fact, during the AM peak, the traffic generated by the proposed development is expected to be less than what occurs currently in the downtown due to the fact that the land uses proposed generate less traffic in the AM than the land uses they are replacing. Additional traffic will be primarily generated by a new retail site on the north side of Main Street, totaling 8,000 square feet, a 100 room hotel at the corner of Main and York, a restaurant at York and Railroad Avenue, and a mixed use building at the southeast corner of Railroad Avenue and Center. Eight additional rowhouse units, eight townhomes, and an additional retail space are not expected to have an insignificant impact on the overall traffic along the street or the area in general.

### RECOMMENDATIONS

- This concept would not add a lot of additional traffic to the existing street network of the downtown area. It is reasonable to assume that the existing street network would be adequate and would successfully accommodate the additional traffic.

As the downtown becomes more developed and traffic increases, it may be necessary to provide traffic modifications such as right-in/right-out only access to select driveways along Main Street and restricting left turns into certain properties.

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 6: Downtown/Corridor Concepts

**Table 6.2: Downtown/Station Area Long-Range Concept Traffic Analysis**

<b>New Property Development</b>					Expected Traffic Trips Generated			
Land Use Description	Location (Street/ Intersection)	ITE Land Use Code(s)	Independent Variable	Size of Variable	AM Peak	PM Peak	Weekday	Saturday
Townhomes	NW corner Main and Mason	Residential Condominium/ Townhouse (230)	Dwelling Units	8 Units	5	5	30	30
1-story Retail	Main/Center	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	8,000 sq. ft. = 8	35	40	380	335
Hotel	Main/York	Hotel (310)	Rooms	100 rooms	40	60	525	670
Hotel Retail, 3,000 sq. ft.	Main/York	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	3,000 sq. ft. = 3	10	10	135	125
Rowhouses	Green, w/o Addison	Residential Condominium/ Townhouse (230)	Dwelling Units	8 Units	5	5	30	30
1-story Retail	Addison/Green	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	3,500 sq. ft. = 3.5	25	30	190	150
Mixed-Use, 37,500 sq. ft. (Assume 13,500 sq. ft. specialty retail, 24,000 s.f. condos = 24 condos)	SE Corner Railroad Ave/ Center	Specialty Retail Center (814); Residential Condominium/ Townhouse (230)	1000 sq. ft. gross leasable area; Dwelling Units	13,500 sq. ft. = 13.5; 24 Units	60	65	740	705
Restaurant	Railroad Ave, w/o York	Quality Restaurant (931)	1000 sq. ft. gross floor area	5,000 sq. ft. = 5	5	40	450	470
Total Additional Trips:					185	255	2480	2515
“Internal” Trips and Non-Vehicular Trips (20%):					40	60	500	510
Adjusted Total Additional Trips:					145	195	1980	2005
<b>Existing Property Development to be Removed</b>					Estimated Traffic Trips Currently Generated			
Land Use Description	Location (Street/ Intersection)	ITE Land Use Code(s)	Independent Variable	Size of Variable	AM Peak	PM Peak	Weekday	Saturday
Vehicle Repair Garage	Main/York	Automobile Care Center (942)	1000 sq. ft. gross leasable area	3,300 sq. ft. = 3.3 (from Google Earth)	10	10	25	50
Retail	Main, west of Addison	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	20,750 sq. ft. = 20.75	140	70	925	870
Bank	York/Railroad Ave	Drive-In Bank (912)	Number of Drive-In Lanes / 1,000 sq. ft. gross floor area	4 Lanes / 4,500 sq. ft.	40	110	560	390
Total Existing Trips:					190	190	1510	1310
Grand Total - Additional Trips:					-45	5	470	695

**Table 6.2** indicates the potential traffic to be generated by the longer range development concepts. In reviewing the trips added to the peak hours, this concept does not provide a considerable amount of traffic. The weekday and Saturday total trip values are higher than the other concept plan, but these are very conservative numbers, as many of the retail locations will likely not be as intensive as the ITE Trip Generation numbers suggest. Also, the AM peak is again less than existing conditions due to the fact that the proposed land uses will not generate as much traffic in the morning as what currently exists.

The land uses that are expected to generate more of the traffic include a 64 unit condominium building, a proposed 20,000 square foot grocery store, a hotel, and a mixed use building proposed at the southeast corner of Railroad Avenue and Center Street.

#### RECOMMENDATIONS

- It is reasonable to assume that the existing street network would be adequate and would successfully accommodate the additional traffic.
- As the Downtown becomes more developed and traffic increases, it may be necessary to provide traffic modifications such as right-in/right-out only access to driveways along Main Street and restricting left turns into certain properties.
- Additional improvements include:
  - Adding northbound and southbound stop signs at the intersection of Roosevelt Avenue and Addison Street.
  - Adding a northbound stop sign at the intersection of Roosevelt Avenue and Mason Street (west of Addison Street).



# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 6: Downtown/Corridor Concepts

**Table 6.2: Downtown/Station Area Long-Range Concept Traffic Analysis**

**New Property Development**

Land Use Description	Location (Street/ Intersection)	ITE Land Use Code(s)	Independent Variable	Size of Variable	Expected Traffic Trips Generated			
					AM Peak	PM Peak	Weekday	Saturday
Townhomes	NW corner Main and Mason	Residential Condominium/ Townhouse (230)	Dwelling Units	8 Units	5	5	30	30
Condominiums	Main, west of Addison	Residential Condominium/ Townhouse (230)	Dwelling Units	64 Units	35	30	370	360
Grocery, 20,000 sq. ft.	Main/Addison	Supermarket (850)	1000 sq. ft. gross floor area	20,000 sq. ft. = 20.0	70	210	2045	3550
1-story Retail	Main/Center	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	8,000 sq. ft. = 8	35	40	380	335
Rowhouses	Center, north of Main	Residential Condominium/ Townhouse (230)	Dwelling Units	8 Units	5	5	30	30
Hotel	Main/York	Hotel (310)	Rooms	130 rooms	60	80	790	955
Hotel Retail, 5,000 sq. ft.	Main/York	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	5,000 sq. ft. = 5	15	15	220	210
Rowhomes	Green, w/o Addison	Residential Condominium/ Townhouse (230)	Dwelling Units	8 Units	5	5	30	30
1-story Retail	Addison/ Green	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	3,500 sq. ft. = 3.5	25	30	190	150
1-story Retail	Railroad Ave/ Addison	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	3,500 sq. ft. = 3.5	25	30	190	150
Mixed-Use, 37,500 sq. ft. (Assume 13,500 sq. ft. specialty retail, 24,000 s.f. condos = 24 condos)	SE Corner Railroad Ave/ Center	Specialty Retail Center (814); Residential Condominium/ Townhouse (230)	1000 sq. ft. gross leasable area; Dwelling Units	13,500 sq. ft. = 13.5; 24 Units	60	65	740	705
Restaurant	Railroad Ave, w/o York	Quality Restaurant (931)	1000 sq. ft. gross floor area	5,000 sq. ft. = 5	5	40	450	470
Total Additional Trips:					345	555	5465	6975
“Internal” Trips and Non-Vehicular Trips (20%):					70	120	1100	1400
Adjusted Total Additional Trips:					275	435	4365	5575

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 6: Downtown/Corridor Concepts

**Table 6.2: Downtown/Station Area Long-Range Concept Traffic Analysis (continued)**

<b>Existing Operational Properties Removed</b>								
Land Use Description	Location (Street/ Intersection)	ITE Land Use Code(s)	Independent Variable	Size of Variable	Estimated Traffic Trips Currently Generated			
					AM Peak	PM Peak	Weekday	Saturday
Vehicle Repair Garage	Main/York	Automobile Care Center (942)	1000 sq. ft. gross leasable area	3,300 sq. ft = 3.3 (from Google Earth)	10	10	25	50
Retail	Main, west of Addison	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	38,000 sq. ft. = 38	260	115	1660	1600
Retail	Main, west of Addison	Specialty Retail Center (814)	1000 sq. ft. gross leasable area	20,750 sq. ft. = 20.75	140	70	925	870
Bank	York/Railroad Ave	Drive-In Bank (912)	Number of Drive-In Lanes / 1,000 sq. ft. gross floor area	4 Lanes / 4,500 sq. ft.	40	110	560	390
Total Existing Trips:					450	305	3170	2910
Grand Total - Additional Trips:					-175	130	1195	2665

#### Access + Circulation

An access and circulation plan was prepared for the station area and is shown in **Figure 6.11**. Based on the expected additional traffic to be generated by the respective redevelopment concepts the following are recommendations to improve traffic flow in the station area for any of the concepts implemented. Infrastructure costs associated with each of these recommendations have not been estimated as further study is warranted.

- Mason Avenue improvements – Improvements would consist of extending Mason Avenue on the south side of Irving Park Road to Main Street to provide an additional north-south access point into the downtown. On the north side of Irving Park Road, Mason Avenue would be extended to allow for a roadway connection from the North Business Park to Irving Park Road. A traffic signal would be located at Irving Park Road and Mason to allow for easy crossing at Irving Park Road for access into the downtown, as well as allowing the proposed Irving Park Regional bus route to serve the downtown and then travel via Mason Avenue where it can turn westbound onto Irving Park Road. It is expected that traffic warrants and distances from existing signals would allow for the placement of a new signal at Mason Avenue. There appears to be adequate distance between Mason and the next signalized intersections: York Road is approximately 1/4th mile to the east and Church Road is approximately 2/3rd mile to the west.
- It may be appropriate to consider new traffic signals at the intersection of York Road and Main Street, and York Road and Railroad Avenue due to new development in the central business district. These two intersections straddle the existing Metra Milwaukee District tracks and the signals would operate as a unified signal system, controlled with the same traffic signal controller. Signalized access at both of these intersections could allow for easier access into the downtown area and could also benefit commuters or drivers who are dropping off or picking up passengers from the Metra station. These signals would need to be interconnected with the railroad grade crossing signal.
- A proposed signal at the intersection of Green Street and Addison Street may be appropriate. It appears that a peak hour warrant may be met, given the ADT information and additional traffic added to the intersection along Addison. If the intersection were signalized, it would be possible to remove the stop signs on Green Street at its intersection with Center Street, so that progression between the Green/Addison and Green/York intersections could be achieved.
- The extension of Railroad Avenue from Center Street to Addison Street is recommended as part of the redevelopment concepts for the station area. The extension of the street allows for better circulation to accommodate proposed developments

Additionally, an access and circulation diagram, shown in **Figure 6.12**, was prepared for Irving Park Road to diagram the existing and proposed transit routes and recommended bus stops. An alternate route for the proposed fixed is shown north on Mason Street to Irving Park. This alternate route is only recommended if Mason Street is extended south to Main Street and a signalized intersection is created at Mason and Irving Park Road, which would facilitate left-hand turns onto Irving Park.

### Streetscape

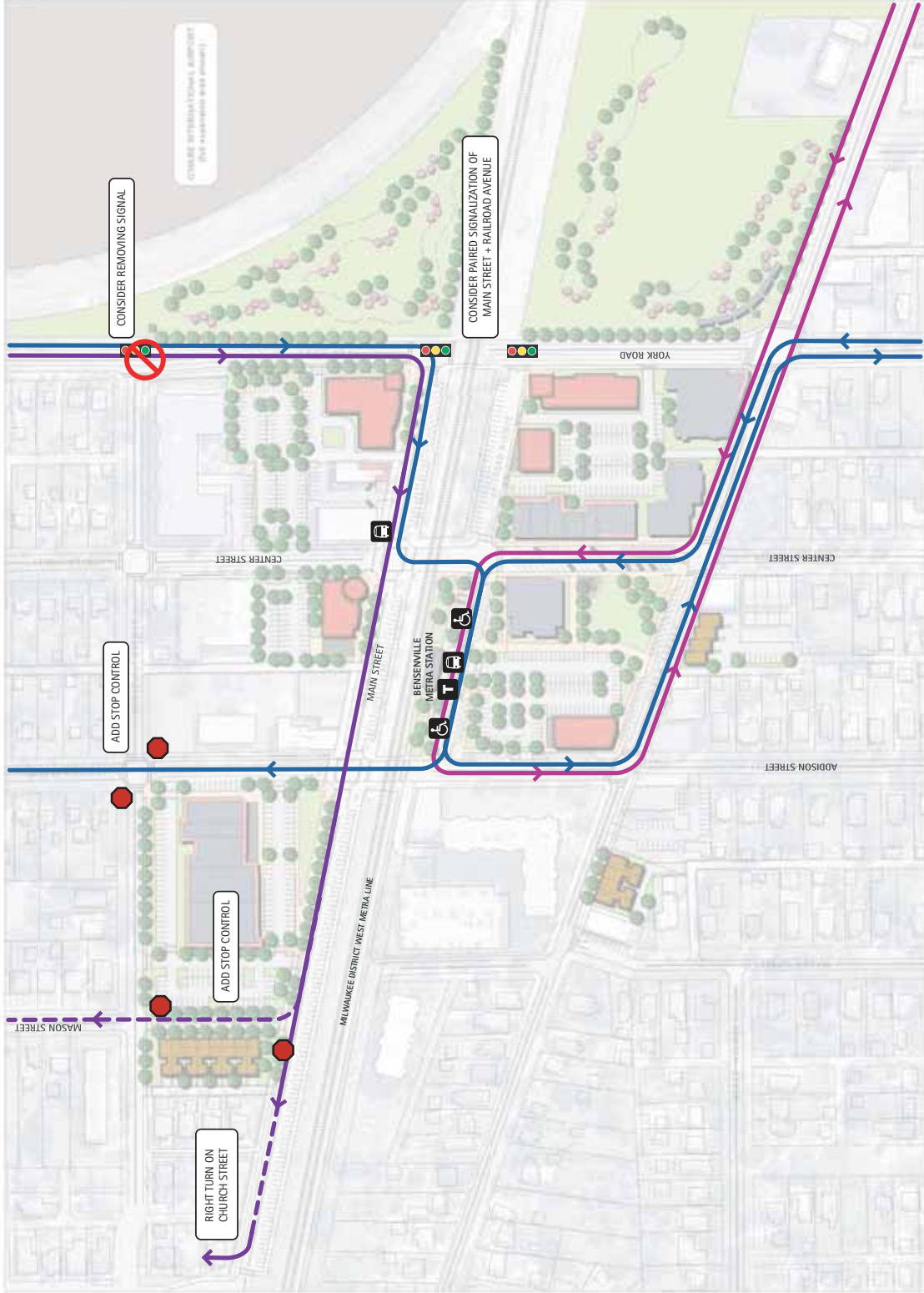
#### Goal

Improve the visual quality and attractiveness of the overall community and its business districts.










#### Strategy

An appropriate level of future streetscape enhancements should be considered for all districts and corridors within the Village. The level of detail and design should be balanced with Village budgets and future maintenance commitments. In general, streetscape improvements should:

- Include a consistent family of elements to connect and unify a district or corridor.
- Include streetscape furnishings that are constructed of durable, vandal-resistant, low-maintenance, high-quality materials and conform to ADA and local code requirements as appropriate.
- Be clustered in high-traffic, high-activity areas, especially furnishings such as benches, trash receptacles and bike racks.
- Be located where they will least impede pedestrian movement and snow removal.
- Maintain an unobstructed path of travel that meets ADA and local code requirements.
- Include decorative paving, as appropriate, in highly visible, high-traffic locations such as plazas and key downtown corners.
- Include some level of landscape, including street trees, seasonal plantings, raised planters or movable pots, where applicable.



**LEGEND**

-  BUS STOP
-  TRANSFER POINT
-  ADA PARKING
-  STOP CONTROL
-  TRAFFIC SIGNAL
-  ROUTE 332
-  ROUTE 319
-  PROPOSED FIXED ROUTE
-  ALTERNATE PROPOSED FIXED ROUTE

Village of Bensenville, Illinois

# Transit Improvement Plan & Station Area/Corridor Study

Figure 6.11: Downtown/Station Area - Access + Circulation Diagram



**LAKOTA**

THE LAKOTA GROUP INC

A. W. FRIEDMAN & COMPANY



0' 100' 200'

January 2011





**LEGEND**

-  BUS STOP
-  ROUTE 332
-  PROPOSED FIXED ROUTE
-  ALTERNATE PROPOSED FIXED ROUTE

Village of Bensenville, Illinois

**Transit Improvement Plan & Station Area/Corridor Study**

Figure 6.12: Irving Park Road - Access + Circulation Diagram



0' 150' 300'

January 2011

**LAKOTA**

THE LAKOTA GROUP INC

A.S. B. Friedman & Company







## Wayfinding + Signage

### Goal

An attractive, efficient signage system with a Bensenville design theme or brand that increases the Village's visibility and recognition while facilitating travel by motorists, bicyclists and pedestrians.

### Strategy

The Village should develop a wayfinding plan, **see Figure 6.13** and signage system design that includes the elements listed below. **Figures 6.14 to 6.17** provides several design concepts that illustrate such a system:

- **A Bensenville “Brand”:** An identity or image that will guide the signage design and signal a fresh new “look” to potential residents, developers, business owners and visitors.
- **Village Gateway/Identity Signs:** Placed at key Village entrances and intersections.
- **Directional Signs:** Placed at strategic locations to guide visitors and shoppers to different business districts, attractions, parking and activity generators.
- **District Gateway/Identity Signs:** Placed at entry points to the Village's business districts.

A variety of other directional, identity and informational signs oriented toward vehicles, pedestrians and bicyclists should be considered as part of the signage system, including:

- **Informational Kiosks**
- **Decorative Street Signs**
- **Historic or Cultural Markers**



*Preliminary Branding Concepts for Bensenville*

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 6: Downtown/Corridor Concepts

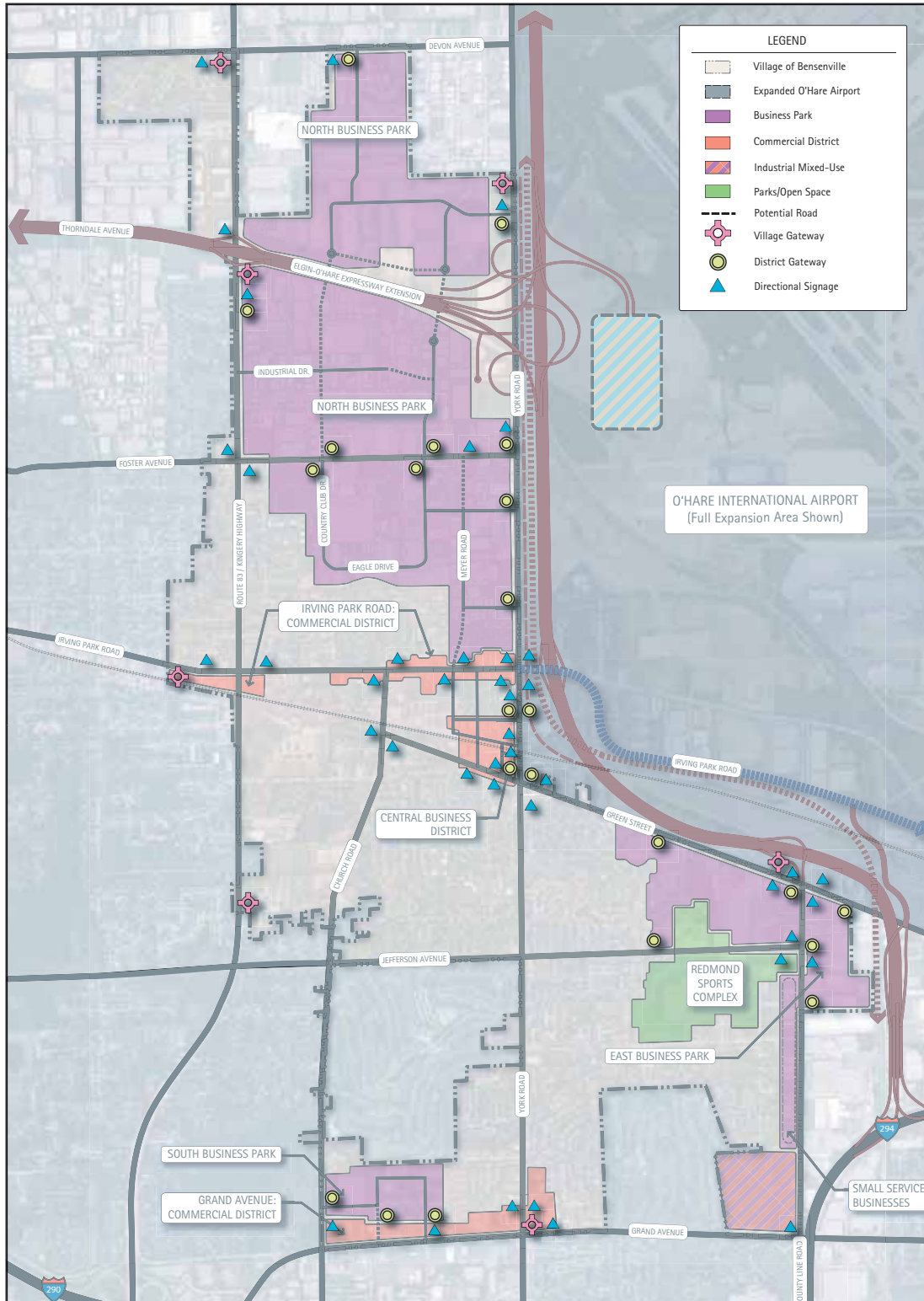


Figure 6.13: Wayfinding Plan

# Bensenville Transit Improvement Plan + Station Area/Corridor Study

## Section 6: Downtown/Corridor Concepts

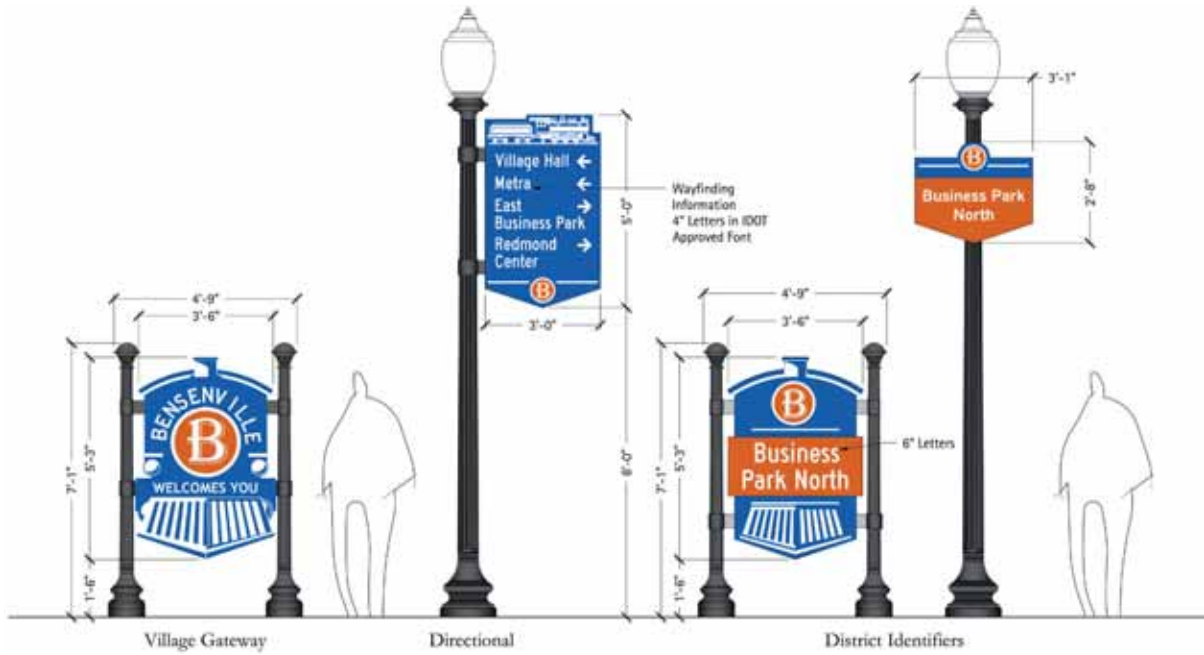


Figure 6.14: Wayfinding & Signage Concept A

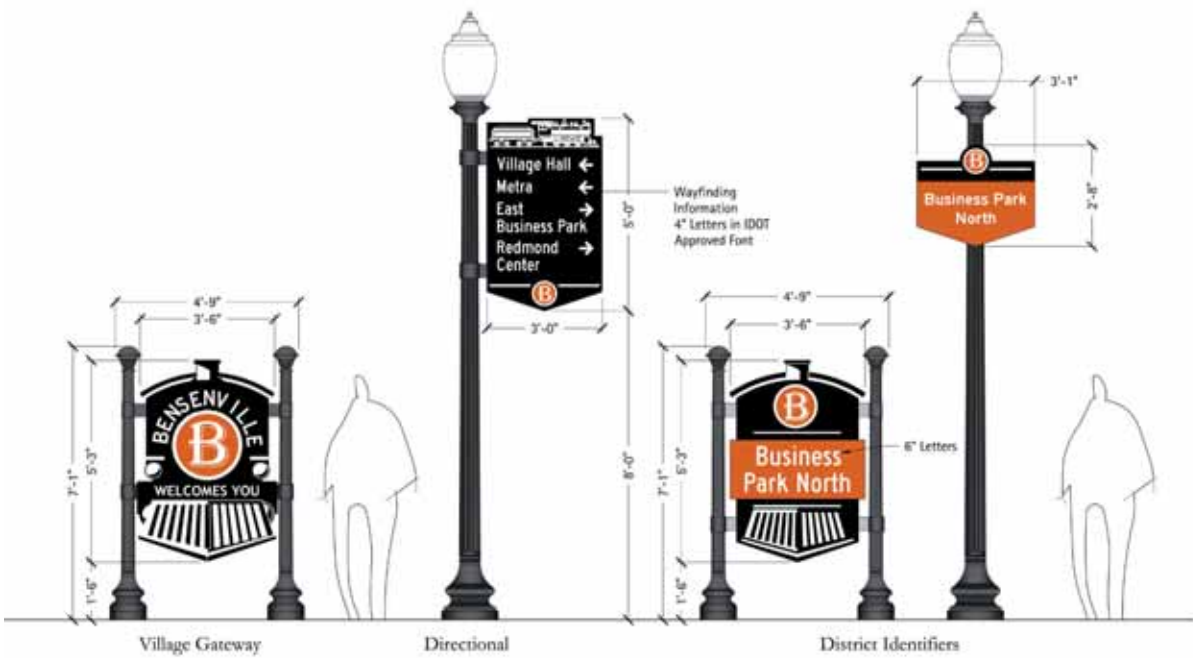


Figure 6.15: Wayfinding & Signage Concept A - Alternate Color Options

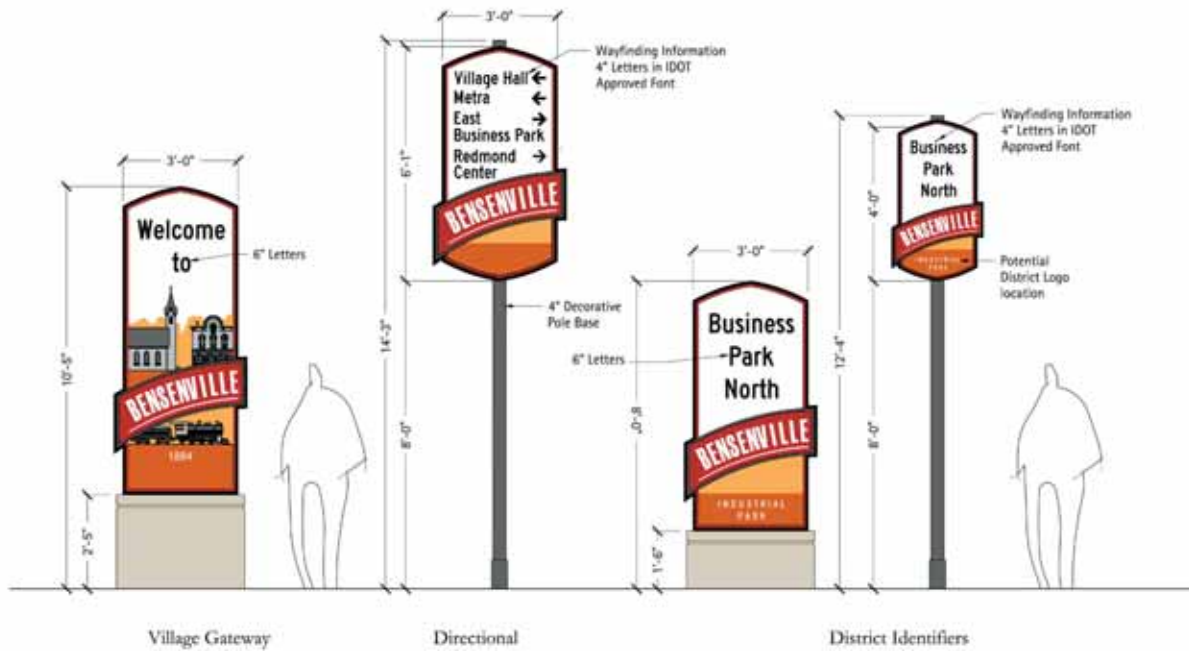


Figure 6.16: Wayfinding & Signage Concept B

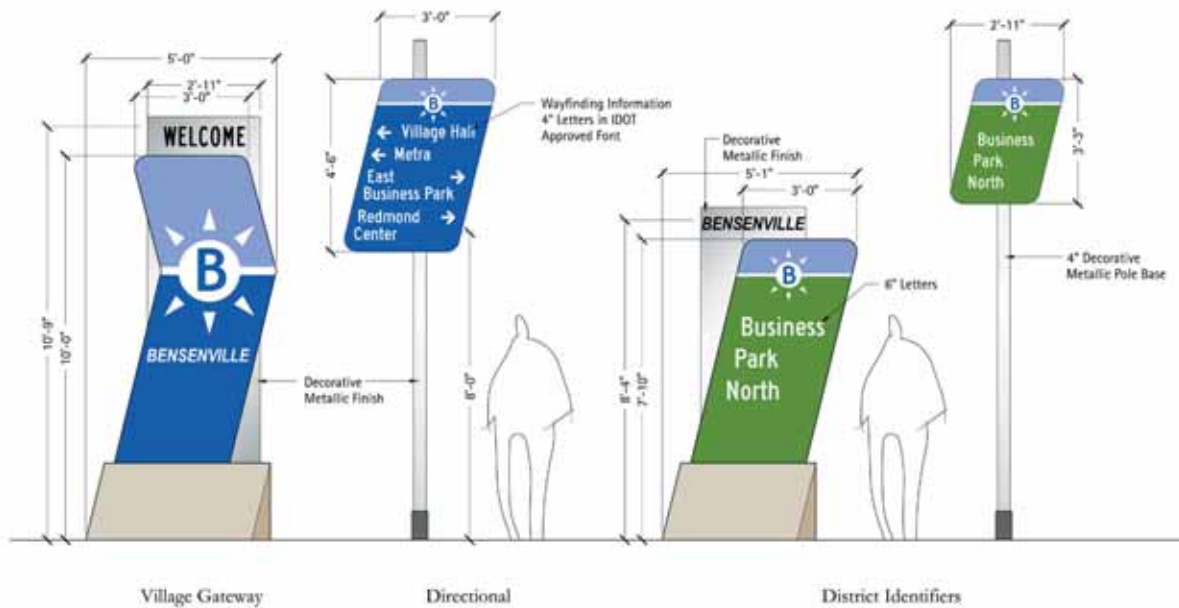


Figure 6.17: Wayfinding & Signage Concept C



## SECTION 7: IMPLEMENTATION STRATEGY



### Section 7: Implementation Strategy

A major and sustained commitment will be needed by the Village and business/property owners to implement the Transit Improvement Plan and recommendations of the Station Area/Corridors Study. Because not all elements of the Plan can be implemented at once, setting priorities based on budgets and resources should be the first focus of the implementation phase. An implementation strategy should include the following components:

- Communication and coordination.
- Downtown redevelopment timing and approach.
- Priority projects.
- Financing plan.

## **Communication/Coordination**

Key participants in implementing the strategies and recommendations will need to include the following entities:

### **Village of Bensenville**

The Village will have the key leadership role with continued participation in promoting, coordinating, and facilitating public improvements and redevelopment. The Village will also need to provide or identify technical and financial resources. Key roles and responsibilities will include:

- Coordinate with other public agencies, property owners and developers.
- Ensure that ordinances that govern development, including zoning, stormwater management, subdivision regulations, building codes and design standards, support the public improvements and development recommended in this report.
- Provide technical assistance to businesses, property owners and developers.
- Assist with relocation of businesses, where appropriate, to other locations within the Village to allow for redevelopment of key sites.
- Assemble sites for infrastructure and new development where necessary.
- Initiate studies and plans for local transportation and infrastructure improvements.
- Seek grants and funding sources for public improvements and property consolidations.
- Recruit developers and businesses to Village's business districts.

### **Illinois Department of Transportation**

As the design of the Elgin-O'Hare Expressway extension and I-294 Western By-Pass moves forward, the Village will need to continue to coordinate with State officials regarding local access and intersections, signalization, potential for shared stormwater management and future transit services.

### **DuPage County**

The Village will also need to continue to coordinate with County officials on the final design of the regional roadway improvements as well as the potential establishment of a county bus rapid transit system.

### Federal Aviation Administration

The Village will need to continue to be an active partner in the FAA's Airport Compatibility planning process.

### RTA/Metra/Pace

The Village will need to continue to coordinate with the region's transit agencies regarding the improvement of the parking lots at the Metra station as well as planning for future transit services.

## Downtown Redevelopment

Redevelopment of the Downtown/Station Area will occur over a period of 10 to 20 years due to the need to assemble multiple small parcels, current state of the economy and timing of regional transportation improvements. Private, developer-driven redevelopment is unlikely to happen until the timing of the transportation improvements is more defined and the economy improves. The development initiatives recommended in this report are likely to occur based on one or more of the following scenarios:

- The Village initiates redevelopment of municipally owned property through strategic land acquisition, site preparation, "gap financing" and/or a request-for-proposals from developers.
- Individual property owners redevelop their own properties or sell to developers or businesses that then develop the sites.
- Developer initiated redevelopment on larger portions of Downtown involving assembly of properties by the developer.

The three options reflect various levels of public involvement and investment. Complexities inherent in infill redevelopment typically require higher levels of public involvement, especially associated with land acquisition and bridging of financial gaps. The economics of market-rate redevelopment in Chicago suburban downtowns in the recent past have been driven primarily by for-sale residential uses. However, current economic conditions have changed this dynamic. It is highly likely that public investment in land acquisition, site preparation and "gap financing" will be necessary to facilitate the types of changes recommended in this report.

The Village could initially limit its involvement in the redevelopment process to actively marketing the development opportunities in Downtown to businesses and developers, while revising the appropriate development codes. However, the Village may need to take a more active role to initiate redevelopment since it already owns significant parcels within Downtown.

## Priority Projects

An important early step toward implementation should be identification of priority or catalytic projects. These are projects that are expected to spur the most investment and redevelopment in the area because of their high visibility and strategic location. In addition, these projects appear to be the most feasible given land ownership and private sector development interest.



### Section 7: Implementation Strategy

#### **Public Projects**

The following should be considered the Village's priority or first-phase projects for implementation:

##### **Commuter Parking Lots**

A formal process with Metra and the Village should be started to reconfigure the large parking lots on the south side of the tracks. This would involve extension of Railroad Avenue to create better circulation as well as streetscape/landscape improvements to provide a better "front door" to the Train Station, Downtown and the Village. Additionally, the surplus of parking spaces within the Village-owned lot could provide for future redevelopment opportunities. The first step in this process would be to work with Metra to allow for the lot to be reconfigured, understanding that a one-for-one replacement of all Metra commuter spaces will need to occur within close proximity to the station. Note that no loss of parking can occur at anytime. While existing commuter parking is being redeveloped or reconfigured, provisions for temporary parking will need to be made during construction.

##### **Mason Street/Meyer Road Connections**

The extension of Meyer Road south to a new signalized, four-way intersection with Mason Street at Irving Park Road should also be considered a priority project. Additionally, the Plan shows Mason Street extended south to Main Street. These roadway improvements would create better circulation within the Village, particularly between the North Business Park and Downtown/Station Area. The Village should coordinate with private property owners and IDOT to further this plan.

##### **Center/Main Vacant Site**

Redevelopment of the vacant lots and buildings at the northwest corner of Center and Main Streets should be a priority project since the Village currently owns the vacant parcel at this intersection. Consideration should be given to acquiring the vacant building directly to the north to create a larger, more appropriately sized development parcel.

##### **Financing Strategy**

The Village should further investigate options for funding Downtown development and property enhancement projects.

##### **Business Recruitment/Retention Strategy**

The Village should develop a Downtown marketing and business retention/recruitment strategy, which depending on the timing of larger scale infrastructure and transportation improvements could possibly include the business parks and Irving Park Road. Current inventories of businesses and vacant storefronts/buildings and marketing pieces that contain demographic and market data from this study should be part of the strategy.

##### **Building Improvement Strategy**

The Village should work with existing Downtown businesses to upgrade their properties. The strategy could include grant, loan and/or design assistance.

##### **Branding/Wayfinding Plan/Signage System**

As discussed earlier, Bensenville is envisioned to be the western gateway to O'Hare International Airport and should develop a comprehensive area branding and marketing strategy to publicize its development potential to developers, corporate and retail tenants and future residents.

### Private Projects

While new development will occur over time when property and business owners decide to change use, ownership or building size or function, there are some properties that should be considered priorities for change. To accomplish change at the sites listed below, the Village and owners should begin working together to facilitate the concepts delineated in the report.

#### ABC Bank Site

As one of the key “gateway” sites into Downtown, the ABC Bank site has the ability to draw additional visitors off of York Road and into the area. The Plan envisions a multi-story signature mixed-use building, with the Bank occupying one or more floors as needed. The building should be set close to the corner of Railroad Avenue and York Road. The plan shows a consolidated parking lot that would require coordination between property owners as well as sale or donation of the public right-of-way by the Village to make the project possible.

#### Hotel Site

The other “gateway” site at the northwest corner of Main Street and York Road is envisioned as a new hotel development. As previously discussed, this use could help bring more evening activity to Downtown while providing a “downtown” environment for hotel patrons. The Village can actively participate in moving this project forward as they control the parking lot on the east side of Center Street and the public alley, each of which could be combined with private properties to help provide sufficient land for the development for the Plan to be realized.

## Financing

As noted, most of the recommended improvements and projects will require financial assistance to be implemented. Where possible, local, state, and federal funding sources should be used to leverage private sector dollars. The following are key financing tools, programs, and potential funding sources to be considered:

- **County/State/Federal Sources**

The Village should continue to pursue county, state and federal funding for public improvements. There are several programs and sources of funds that may be appropriate to address capital improvement needs. The next step will involve researching such sources to determine availability, eligibility and timing.

- **Capital Budget**

Funding for planning and development initiatives should be identified within the Village’s Capital Improvement Program, which will be updated as part of the future FAA Airport Compatibility Plan and can be used to more formally phase projects according to need, impact, priority, and funding availability.

- **Local Financing**

The Village should evaluate the appropriateness of various local financing sources for public improvements, including Tax Increment Financing (TIF), Special Service Areas (SSA) and Business Improvement Districts (BID). The Village is already in the process of evaluating a TIF district that would encompass both Downtown and the North Business Park.

#### **State/Federal Grants**

Funding is typically the largest barrier to implementing new transit services. In general, capital project funds are more readily available than are funds for operating expenses. This often creates a barrier to implementation because for bus-based services, the capital expenses are not very large, yet the on-going nature of operating costs tends to be viewed as burdensome to municipal budgets. Descriptions of possible funding sources are listed below.

The willingness to fund service and ability to create partnerships will be important components in implementing new services. In the past, Pace has applied for federal funds on behalf of communities and often times provided the local match required. Due to significant funding constraints, Pace is rethinking these policies and has indicated that in the foreseeable future they are not able to provide the local match for operating costs of new services and they will not be applying for the funding on behalf of the municipality. Pace would be able to support local agencies by providing vehicles, technical and planning support for the new services. Subsequently, in order for new services to be implemented, it would fall to the Village to provide or find a sponsor for the local match, and solicit the appropriate funds.

The following are sources that have funded new transit services. Funding is very tight and there is significant competition for limited dollars.

#### **CMAQ CONGESTION MITIGATION + AIR QUALITY PROGRAM**

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally funded program of surface transportation improvements authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. CMAQ funds may fund up to 80% of projects that increase the use of public transportation systems. Generally, there are four broad categories of transit service-related projects or programs: transit system startup, transit transfer facilities, transit facility improvements, transit service and equipment.

There are several disadvantages of the CMAQ program that may limit its applicability. Although the CMAQ program can support new transit services as stated above, the CMAQ program for northeastern Illinois has historically consisted primarily of capital projects associated with vehicle procurement, and construction of installation of new transportation systems. CMAQ funds are limited to three years of start up operations. If a new bus service were put into place, a permanent funding source to fund future operations would need to be identified. It may be difficult to prove a reduction in emissions in the region, a main objective of this funding program, since the proposed new bus services are local, not regional, services.

#### **JOB ACCESS REVERSE COMMUTE/NEW FREEDOM PROGRAMS (JARC/NF)**

The JARC program is a federally funded program that provides operating and capital assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. The New Freedom program provides new public transportation services and transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).

The Regional Transportation Authority (RTA) is the designated recipient of JARC/NF funds and responsible for overseeing and administering the programs in Northeastern Illinois. Funded projects advance the vision and goals of the RTA Strategic Plan by reducing transportation barriers and expanding mobility options available to persons with disabilities beyond the requirements of the ADA. Types of projects may include:

- Fixed-route service oriented to reverse commuters and/or at times specific to access lower wage jobs.
- Shuttle service to and from rail stations.
- Services that go beyond what is minimally required by ADA.

Private non-profit organizations, state or local government authorities, and public and private operators of public transportation in RTA's six-county service area are eligible to receive funds. Capital projects are funded 80% federal and 20% local match. Operating projects are funded 50% federal and 50% local match.

A difficulty pursuing JARC/NF funding is it may be difficult to prove that the users of the new or expanded bus services are low-income individuals. There is one-year limit on funds. If new bus service were put into place, a permanent funding source to fund future operations would need to be identified.

#### **THE INNOVATION, COORDINATION +ENHANCEMENT PROGRAM (ICE)**

The ICE program was established as part of the 2008 Mass Transit Reform Legislation and is administered by the RTA. This competitive funding program provides operating and capital assistance to enhance the coordination and integration of public transportation and to develop and implement innovations to improve the quality of delivery of public transportation. The intent of the ICE program is to advance the vision and goals of the RTA Strategic Plan by facilitating the use of transit to access jobs and for other trip purposes, providing reliable and convenient transit services, and enhancing efficiencies through effective management, innovation and technology. Types of projects may include:

- Shuttle bus services from rail stations to major activity centers.
- Rail and bus reverse commute, intra-community, or off-peak services that enhance regional mobility by facilitating inter-agency connections.
- Passenger amenities for customers that need to transfer, such as shelters, benches, kiosks, etc.

Units of local government in the RTA's six-county service area and the RTA Service Boards (CTA, Metra and Pace) are eligible to receive ICE funds. Design, engineering, and capital projects are funded 80% ICE funds and 20% local match. Operating projects are funded 50% ICE funds and 50% local match. There is a two-year limit on funds. Operating projects need to demonstrate their ability to be self-sufficient beyond the grant period to be considered for award.

The following table is a summary of the known funding sources available for public transportation and their potential applicability.

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Section 7: Implementation Strategy

Funding Program	Match Split Program/ Local	Use	Applicability	Comments
CMAQ (Congestion Mitigation and Air Quality)	80/20	<p>1. Transit Services:</p> <ul style="list-style-type: none"> <li>• System Startup</li> <li>• Transfer Facilities</li> <li>• Facility Improvements</li> <li>• Service and Equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Dial-A-Bus expansion</li> <li>• Regional Route</li> </ul>	<ul style="list-style-type: none"> <li>• Historically only for capital projects</li> <li>• Funds limited to three years of start up operations</li> <li>• May be difficult to prove reduction in emissions –a funding mandate</li> </ul>
JARC (Job Access and Reverse Commute)	80/20 (capital) 50/50 (operating)	Transit for reverse commuters or low income individuals to get to job sites; includes reverse commute service, late night service; addition of bike racks at transit centers, and service expansion	<ul style="list-style-type: none"> <li>• Dial-A-Bus expansion</li> <li>• Regional Route</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to prove new services would be used by low income individuals</li> <li>• Funds may only be allocated for one year</li> </ul>
ICE (Innovation, Coordination and Enhancement Program)	80/20 (capital) 50/50 (operating)	Provides funding for coordination of different services and service modes; promotes connections to outlying activity centers, places of employment, etc.	<ul style="list-style-type: none"> <li>• Dial-A-Bus expansion</li> <li>• Regional Route</li> </ul>	<ul style="list-style-type: none"> <li>• Funds may only be allocated for one year;</li> </ul>

In addition to the potential grant sources mentioned above, there are several others available to fund infrastructure and development projects. The Village should consider:

- **Surface Transportation Program (STP).** STP provides flexible funding that can be used for road, sidewalk and bike trail improvements. The DuPage Mayors and Managers Conference administer the program.
- **Member Initiative Grants.** This funding is administered by the State of Illinois, and is fairly flexible in its scope. Individual members of the state legislature initiate these grants.
- **Safe Routes to School.** This relatively new federal program is still in its initial implementation stages. The scope of available grant funding covers projects that enhance pedestrian and/or bicycle safety along routes potentially used by children to travel to school. The Village should contact Chicago Metropolitan Agency for Planning to determine whether it can be applicable to the Downtown/Station Area and how to apply for funding.

Additionally, the Village has received an \$800,000 grant from the Federal Aviation Administration to plan for the impact of the O'Hare expansion on Bensenville. The Airport Compatibility Plan (ACP) will address future airport impacts, resolve land use conflicts, provide a comprehensive market analysis, create a multi-modal transportation plan, encourage economic growth and identify funding sources for improvements and initiatives. The ACP will build on this and other prior studies, and offer another set of potential funding sources for improvements in the Village.

### Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a program that allocates future increases in property taxes from a designated area to pay for improvements only within that area. The Village has a strong history of utilizing TIF within its Downtown, and is already evaluating the potential for a TIF district that will also encompass the industrial area to the north. Although the main purpose of this TIF will be to fund necessary road and storm sewer improvements in the industrial area, funds might be available on a project-by-project basis within Downtown. If this TIF is not approved, it may be appropriate to consider reestablish the Downtown TIF, which is expiring, to fund capital improvements such as the extension of Railroad Avenue as well as redevelopment projects.

Under TIF, the increases in taxes from new development and redevelopment of existing structures, or increases in taxes due to equalization or rate changes are all allocated to the Village. The other districts continue to share the taxes that were being paid prior to creation of the district. All properties in the district are assessed in the same manner as all other properties and are taxed at the same rate. TIF is not an increase in taxes; it is only a re-allocation of how they are used. Increases in property taxes are due to reassessment and rate increases, not TIF.

### Section 7: Implementation Strategy

There are three general categories of activities that may be supported by tax increment funds:

- **PUBLIC IMPROVEMENTS**
  - Provision or rehabilitation of public improvements and facilities
  - Streets and other infrastructure
  - Streetscape
  - Parking
  
- **DEVELOPMENT/REDEVELOPMENT/REHABILITATION**
  - Site assembly/acquisition/demolition/preparation, including engineered barriers addressing ground level (or below) contamination.
  - Rehabilitation, reconstruction or repair or remodeling of existing public or private buildings or fixtures.
  - Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law.
  - Environmental remediation.
  - Interest costs incurred related to the construction, renovation or rehabilitation (generally up to 30 percent of interest, but up to 75 percent of interest costs incurred for rehabilitated or new housing units for low and very low-income households).
  - Costs of the construction of low-income housing (up to 50 percent).
  
- **ADMINISTRATIVE SUPPORT AND FINANCING**
  - Job training, “Welfare to Work” and related educational programs.
  - Costs of studies, surveys, plans, specifications and implementation/administration of the TIF Redevelopment Plan.
  - Financing costs related to the issuance of obligations.
  - Payments in lieu of taxes.

TIF is one of the few funding mechanisms available to local governments and has proven to be very effective in spurring redevelopment and public improvements within communities.

### Special Service Areas (SSA)

An SSA is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements within a designated geographic boundary. Funding is obtained through an additional property tax levied on properties within the designated boundary. An SSA can provide support services (i.e., maintenance of public improvements), infrastructure upgrades and/or land and building improvements (generally exterior).

To establish an SSA, a majority of the property owners and registered voters within the proposed boundary must not object to the additional taxation required to fund programs and services. An SSA may be particularly suited to maintaining infrastructure improvements and providing additional marketing and other special services in Downtown. An SSA can provide a tailored set of services and/or infrastructure upgrades that provide concrete benefits to its property owners.

The common services and activities provided by SSAs are:

- **INFRASTRUCTURE IMPROVEMENTS**
  - Streetscape/landscaping
  - Lighting
  - Benches
  - Trash receptacles
  - Alley repaving
  - Curbs
  - Sidewalk paving
  - Street improvements
  - Storm sewers
  - Sanitary sewers
  - Parking lots or garages
  
- **LAND AND BUILDING IMPROVEMENTS**
  - Redevelopment
  - Store front improvements, grants or loans
  
- **SUPPORT SERVICES**
  - Marketing
  - Special events
  - Seasonal decorations
  - Promotion/advertising
  - Tenant search/leasing support
  - Transportation (i.e. a trolley)
  - Snow and trash removal services
  - Security improvements/services
  - Parking enforcement services
  - Maintenance staff/activities
  - Planning/marketing consulting
  - Program administration
  - Membership services
  - Public relations activities
  - Store window display assistance





## APPENDIX



### Appendix A-1

#### STAKEHOLDER INTERVIEWS AND PUBLIC WORKSHOP—ROADWAY CONDITIONS

Input that was heard during the stakeholder interviews and at the public workshop is briefly described below:

- York and Irving Park Road is a very congested, problematic intersection
- Truck traffic along Irving Park Road and York Road is a big issue
- Sidewalks are not located along every street hindering pedestrian access
- Irving Park Road is very unsightly and very pedestrian unfriendly; buildings are in bad condition, there are too many driveways, sidewalks are close to the street with no buffer, and traffic signals don't seem to be timed correctly
- The street system in the downtown is good
- The roadway infrastructure in the north industrial park is in deplorable shape
- The new lights and streetscape on York Road north of Green Street is very attractive
- Green Street, east of York is in bad condition
- More parking is needed in front of some businesses
- IL Route 83 has a lot of traffic congestion
- There needs to be more street trees and landscaping along the arterial roadways

#### ONLINE SURVEY

- An online survey resulted in opinions from 34 people to date. Comments specific to roadways are as follows:
- When asked if improvements were needed on local roads, 24 said yes and 3 respondents said no. The following streets were noted as needing improvements. The number of respondents is in parenthesis:
  - Podlin Drive (1)
  - Irving Park Road (6)
  - Church (6)
  - North Industrial Park Roads (4)

- IL Route 83 (1)
- Green Street (3)
- Grand Avenue (3)
- Walnut (1)
- Evergreen (1)
- Jefferson (1)
- York/Irving Park Road Intersection(10)
- York/Green Intersection (1)
- Grand/York Road Intersection (1)
- When asked if improvements were needed to sidewalks, 22 respondents said yes and 6 said no
- When asked if the amount and location of parking in the downtown is acceptable, 19 said yes and 7 said no

## STAKEHOLDER INTERVIEWS AND PUBLIC WORKSHOP—TRANSIT SERVICES

Many of the stakeholder participants and public workshop participants were not frequent users of transit although many rode on occasion or were associated with employees or clients who utilized transit on a regular basis. Their input is briefly summarized as follows:

- Transit needs to serve the Redmond Recreational Complex and Robert Morris University
- Transit should serve DeVry University located in Addison
- There is not enough marketing or advertising of Pace or Dial-A-Ride services; residents and employees are unaware of bus routes
- There is a need for Dial-a-Ride service to operate in the evening, particularly to get to and from hair salon in the downtown and library
- Would like Dial-a-Ride to operate outside of Bensenville to various destinations
- It would be nice to have a lunch shuttle form the industrial park north of Irving Park Road to the downtown restaurants
- There may be a need for a bus route between the Metra Station and to the Elk Grove Industrial Park
- The Dial -A-Ride is not affordable; it costs \$8.00 for a round trip for an able bodied person
- Metra is a real asset to the Village
- There are no pedestrian gates in the downtown; this is very dangerous, particularly for children
- When Metra is in the station, the gates for Center Street and Addison Street are down at the same time causing congestion; is it possible to have Metra stop at a different location to allow one of these gates to be up?

### Appendix

- Train whistle blowing (typically by freight trains) is a real problem for residents living near the downtown; even though Roosevelt Street has been closed to traffic, trains are blowing their whistles as they cross the former intersection
- The employers of the stakeholders interviewed do not offer transit checks as a benefit to their employees

### ONLINE SURVEY

An online survey resulted in opinions from 34 people to date. Comments specific to transit are as follows:

- Regarding perception of transit, 19 said neutral, 6 said negative, and 3 said positive
- Twenty respondents said they do not ride transit to work; 8 of those said it was due to no transit option available
- When asked about using transit for reasons other than work, 10 said they don't use transit because it does not provide service at times needed,
- When asked how often they ride Pace from/within Bensenville, 23 said never, 3 said occasional, and 1 said 3-5 days/week
- When asked how often they ride Metra, 16 said occasional, 3 said 3-5 days/week, 1 said 1-2 days/week and 8 said never
- When asked how often they ride the Dial-A-Ride, 26 said never, 1 said occasional
- The following destinations were noted as places respondents would like to travel on transit (number of respondents in parenthesis)
  - Belvidere (1)
  - Wood Dale – Target/Jewel/Super Lo (4)
  - Addison – Walmart/Lake Street corridor (3)
  - Deer Grove Leisure Center (2)
  - Redmond Recreational Center (1)
  - Deer Grove Leisure Center Pool (1)
  - Bensenville Library (1)
  - Jewel/Dominicks on Irving/York (1)
  - Devon/Busse (1)
  - Brookfield Zoo (1)
  - Metra Station in Bensenville (2)
  - Elmhurst in the evening (1)
  - Walmart in Elk Grove Village (1)
  - Brentwood Shopping Center (1)
- When asked what changes to Pace bus service within Bensenville would encourage them to ride more frequently (number of respondents in parenthesis):

- more frequent service (13)
- earlier service (4)
- later service (10)
- more express service (6)
- more weekend service (4)
- cheaper fares(1)
- nothing would encourage them to use it more(13)
- When asked what changes to Metra service would encourage them to ride more frequently(number or respondents in parenthesis):
  - more frequent service (3)
  - earlier service (2)
  - later service (4)
  - more express service (5)
  - more weekend service (3)
  - nothing would encourage them to use it more (14)
- When asked what changes to Dial-A-Ride would encourage them to ride more frequently (number or respondents in parenthesis):
  - later service (2)
  - reliable Saturday service (1)
  - cheaper fares (4)
  - make it easier to book a trip (1)
  - service to surrounding towns, including Elmhurst, Wood Dale, Addison and Villa Park (1)
  - nothing would encourage them to use it more (5)

## Appendix A-2

**Figure A2-1: 2000 Households by Income for the Village of Bensenville**

Income Range	Under 25	25-34	35-44	45-54	55-64	65+	TOTALS
Under \$25,000	24	80	82	95	50	502	832
\$25,000 to \$49,999	98	219	327	197	158	279	1,278
\$50,000 to \$74,999	73	372	377	268	165	234	1,489
\$75,000 to \$99,999	45	317	327	260	111	182	1,242
\$100,000 to \$149,000	37	207	298	236	127	66	971
\$150,000+	17	74	163	91	89	44	478
<b>TOTALS</b>	<b>294</b>	<b>1,269</b>	<b>1,574</b>	<b>1,147</b>	<b>700</b>	<b>1,306</b>	<b>6,291</b>

Sources: ESRI and *S. B. Friedman & Company*

**Figure A2-2: 2009 Households by Income for the Village of Bensenville**

Income Range	Under 25	25-34	35-44	45-54	55-64	65+	TOTALS
Under \$25,000	22	66	68	93	67	479	795
\$25,000 to \$49,999	88	247	281	234	251	219	1,320
\$50,000 to \$74,999	58	338	309	265	153	267	1,390
\$75,000 to \$99,999	68	413	437	461	261	124	1,764
\$100,000 to \$149,000	63	127	250	251	145	71	907
\$150,000+	30	41	41	19	82	52	267
<b>TOTALS</b>	<b>329</b>	<b>1,233</b>	<b>1,386</b>	<b>1,323</b>	<b>959</b>	<b>1,212</b>	<b>6,443</b>

Sources: ESRI and *S. B. Friedman & Company*

**Figure A2-3: 2014 Households by Income for the Village of Bensenville**

Income Range	Under 25	25-34	35-44	45-54	55-64	65+	TOTALS
Under \$25,000	32	67	76	89	78	488	830
\$25,000 to \$49,999	81	303	283	243	266	286	1,460
\$50,000 to \$74,999	55	375	313	265	185	266	1,459
\$75,000 to \$99,999	53	303	312	318	221	122	1,328
\$100,000 to \$149,000	71	161	273	270	190	106	1,071
\$150,000+	19	34	45	31	82	48	257
<b>TOTALS</b>	<b>310</b>	<b>1,242</b>	<b>1,301</b>	<b>1,215</b>	<b>1,022</b>	<b>1,315</b>	<b>6,406</b>

Sources: ESRI and *S. B. Friedman & Company*

## Appendix A-3

*York Road / Route 83 Industrial Area Employment by Sector*

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of Employees in Sector
Utilities	221	0	0%	0	0%
Beverage and Tobacco Product Manufacturing	312	1	0%	2	0%
Textile Mills	313	1	0%	2	0%
Leather and Allied Product Manufacturing	316	1	0%	2	0%
Gasoline Stations	447	1	0%	2	0%
Executive, Legislative, and Other General Government Support US	921	1	0%	2	0%
National Security and International Affairs US	928	1	0%	2	0.0%
Clothing and Clothing Accessories Stores	448	2	0%	4	0.0%
Food and Beverage Stores	445	1	0%	5	0%
General Merchandise Stores	452	3	0%	6	0%
Water Transportation	483	4	0%	7	0%
Data Processing	518	1	0%	7	0%
Nonstore Retailers	454	1	0%	10	0.1%
Nursing and Residential Care Facilities	623	1	0%	10	0%
Administration of Economic Programs US	926	2	0%	12	0%



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Appendix

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of Employees in Sector
Furniture and Related Product Manufacturing	337	2	0%	12	0%
Transit and Ground Passenger Transportation	485	2	0%	12	0%
Securities, Commodity Contracts, and Other Financial Investments and Related Activities	523	2	0%	12	0%
Ambulatory Health Care Services	621	1	0%	14	0%
Motion Picture and Sound Recording Industries	512	1	0%	15	0%
Other Information Services	519	3	0%	18	0%
Sporting Goods, Hobby, Book, and Music Stores	451	7	1%	19	0%
Transportation Equipment Manufacturing	336	2	0%	19	0%
Couriers and Messengers	492	3	0%	19	0%
Publishing Industries (except Internet)	511	2	0%	19	0%
Telecommunications	517	4	0%	24	0%
No Data	999	13	2%	25	0%
Waste Management and Remediation Services	562	3	0%	29	0%
Insurance Carriers and Related Activities	524	1	0%	30	0%
Religious, Grantmaking, Civic, Professional, and Similar Organizations	813	7	1%	31	0%
Food Services and Drinking Places	722	4	0%	35	0%

<b>Sector Name</b>	<b>Sector #</b>	<b>Business Count</b>	<b>% of Count</b>	<b>Adjusted Employee Count</b>	<b>% of Employees in Sector</b>
Furniture and Home Furnishings Stores	442	7	1%	36	0%
Personal and Laundry Services	812	3	0%	38	0%
Health and Personal Care Stores	446	2	0%	48	0%
Warehousing and Storage	493	4	0%	57	0%
Chemical Manufacturing	325	4	0%	59	0%
Miscellaneous Store Retailers	453	8	1%	69	0%
Real Estate	531	14	2%	73	1%
Building Material and Garden Equipment and Supplies Dealers	444	13	2%	80	1%
Motor Vehicle and Parts Dealers	441	8	1%	86	1%
Air Transportation	481	10	1%	93	1%
Rental and Leasing Services	532	5	1%	95	1%
Nonmetallic Mineral Product Manufacturing	327	2	0%	102	1%
Paper Manufacturing	322	3	0%	105	1%
Educational Services	611	4	0%	112	1%
Printing and Related Support Activities	323	13	2%	115	1%

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Appendix

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of Employees in Sector
Computer and Electronic Product Manufacturing	334	6	1%	115	1%
Primary Metal Manufacturing	331	3	0%	129	1%
Amusement, Gambling, and Recreation Industries	713	5	1%	140	1%
Credit Intermediation and Related Activities	522	4	0%	144	1%
Construction of Buildings	236	10	1%	146	1%
Miscellaneous Manufacturing	339	14	2%	189	1%
Electrical Equipment, Appliance, and Component Manufacturing	335	7	1%	201	1%
Plastics and Rubber Product Manufacturing	326	9	1%	210	2%
Machinery Manufacturing	333	24	3%	226	2%
Repair and Maintenance	811	36	4%	245	2%
Electronics and Appliance Stores	443	13	2%	246	2%
Heavy and Civil Engineering Construction	237	3	0%	258	2%
Food Manufacturing	311	7	1%	285	2%
Administrative and Support Services	561	25	3%	323	2%
Wholesale Electronic Markets and Agents and Brokers	425	6	1%	425	3%
Specialty Building Trade Contractors	238	44	5%	658	5%

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of Employees in Sector
Merchant Wholesalers, Nondurable Goods US	424	29	3%	700	5%
Fabricated Metal Product Manufacturing	332	51	6%	946	6.8%
Support Activities for Transportation	488	89	11%	1195	8.6%
Professional, Scientific, and Technical Services	541	75	9%	1262	9.1%
Truck Transportation	484	65	8%	1598	11%
Merchant Wholesalers, Durable Goods US	423	144	17%	2688	19%
<b>TOTALS</b>		<b>847</b>		<b>13,903</b>	

Sources: ESRI, InfoUSA, and *S. B. Friedman & Company*

## **Appendix A-4**

### **County Line Road Industrial Area Employment by Sector**

**Table A-4a: Full County Line Road Industrial Area Employment by Sector**

<b>Sector Name</b>	<b>Sector #</b>	<b>Business Count</b>	<b>% of Count</b>	<b>Adjusted Employee Count</b>	<b>% of</b>
General Merchandise Stores	452	0	0%	0	0%
Other/Unknown	999	0	0%	0	0%
Support Activities for Transportation	488	1	1%	2	0%
Motion Picture and Sound Recording Industries	512	1	1%	2	0%
Credit Intermediation and Related Activities	522	1	1%	2	0%
Religious, Grantmaking, Civic, Professional, and Similar Organizations	813	1	1%	2	0%
Food Services and Drinking Places	722	1	1%	4	0%
Motor Vehicle and Parts Dealers	441	1	1%	5	0%
Wholesale Electronic Markets and Agents and Brokers	425	1	1%	7	0%
Publishing Industries (except Internet)	511	1	1%	7	0%
Waste Management and Remediation Services	562	1	1%	9	0%
Electrical Equipment, Appliance, and Component Manufacturing	335	1	1%	10	0%
Real Estate	531	2	1%	11	0%
Rental and Leasing Services	532	2	1%	11	0%
Utilities	221	1	1%	13	0%

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

Appendix

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of
Nonmetallic Mineral Product Manufacturing	327	1	1%	14	0%
Computer and Electronic Product Manufacturing	334	1	1%	15	0%
Transit and Ground Passenger Transportation	485	1	1%	15	0%
Administrative and Support Services	561	4	2%	16	0%
Nonstore Retailers	454	2	1%	25	1%
Furniture and Related Product Manufacturing	337	5	3%	26	1%
Printing and Related Support Activities	323	4	2%	29	1%
Heavy and Civil Engineering Construction	237	2	1%	35	1%
Miscellaneous Store Retailers	453	1	1%	40	1%
Amusement, Gambling, and Recreation Industries	713	3	2%	41	1%
Electronics and Appliance Stores	443	1	1%	50	1%
Building Material and Garden Equipment and Supplies Dealers	444	2	1%	52	1%
Miscellaneous Manufacturing	339	5	3%	67	2%
Professional, Scientific, and Technical Services	541	10	5%	79	2%
Truck Transportation	484	5	3%	129	3%
Construction of Buildings	236	10	5%	149	4%

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Appendix

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of
Food Manufacturing	311	2	1%	160	4%
Machinery Manufacturing	333	15	8%	174	4%
Primary Metal Manufacturing	331	3	2%	183	5%
Specialty Building Trade Contractors	238	14	7%	220	5%
Plastics and Rubber Product Manufacturing	326	8	4%	226	6%
Repair and Maintenance	811	21	11%	233	6%
Beverage and Tobacco Product Manufacturing	312	1	1%	300	7%
Merchant Wholesalers, Durable Goods US	423	20	10%	339	8%
Fabricated Metal Product Manufacturing	332	30	15%	420	10%
Merchant Wholesalers, Nondurable Goods US	424	8	4%	933	23%
<b>TOTALS</b>		<b>194</b>		<b>4,055</b>	

Sources: ESRI, InfoUSA, and *S. B. Friedman & Company*

**Table A3-3b: County Line Road Industrial Area Employment by Sector – Bensenville Businesses Only**

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of
Support Activities for Transportation	488	1	1%	2	0%
Motion Picture and Sound Recording Industries	512	1	1%	2	0%
Rental and Leasing Services	532	1	1%	2	0%

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

Appendix

Sector Name	Sector #	Business Count	% of Count	Adjusted Employee Count	% of
Administrative and Support Services	561	2	1%	4	0%
Food Services and Drinking Places	722	1	1%	4	0%
Motor Vehicle and Parts Dealers	441	1	1%	5	0%
Furniture and Related Product Manufacturing	337	4	3%	6	0%
Wholesale Electronic Markets and Agents and Brokers	425	1	1%	7	0%
Publishing Industries (except Internet)	511	1	1%	7	0%
Electrical Equipment, Appliance, and Component Manufacturing	335	1	1%	10	1%
Merchant Wholesalers, Nondurable Goods US	424	3	2%	11	1%
Nonmetallic Mineral Product Manufacturing	327	1	1%	14	1%
Computer and Electronic Product Manufacturing	334	1	1%	15	1%
Transit and Ground Passenger Transportation	485	1	1%	15	1%
454 Nonstore Retailers	454	2	1%	25	1%
Printing and Related Support Activities	323	4	3%	29	1%
Truck Transportation	484	4	3%	29	1%
Heavy and Civil Engineering Construction	237	2	1%	35	2%
Miscellaneous Store Retailers	453	1	1%	40	2%
Amusement, Gambling, and Recreation Industries	713	3	2%	41	2%
Electronics and Appliance Stores	443	1	1%	50	3%
Building Material and Garden Equipment and Supplies Dealers	444	2	1%	52	3%
Food Manufacturing	311	1	1%	60	3%
Plastics and Rubber Product Manufacturing	326	4	3%	61	3%
Miscellaneous Manufacturing	339	4	3%	65	3%
Professional, Scientific, and Technical Services	541	8	5%	67	3%
Repair and Maintenance	811	17	11%	122	6%
Primary Metal Manufacturing	331	2	1%	138	7%
Construction of Buildings	236	10	7%	149	8%



## Bensenville Transit Improvement Plan + Station Area/Corridor Study

---

### Appendix

<b>Sector Name</b>	<b>Sector #</b>	<b>Business Count</b>	<b>% of Count</b>	<b>Adjusted Employee Count</b>	<b>% of</b>
Machinery Manufacturing	333	13	8%	169	9%
Specialty Building Trade Contractors	238	14	9%	220	11%
Merchant Wholesalers, Durable Goods US	423	16	10%	246	13%
Fabricated Metal Product Manufacturing	332	25	16%	253	13%
<b>TOTALS</b>		<b>153</b>		<b>1,955</b>	

Sources: ESRI, InfoUSA, and *S. B. Friedman & Company*

## Appendix A-5

### Retail Leakage Analysis for the 10-minute Drive from Downtown Bensenville (all numbers in millions of dollars)

	Sales	Demand Potential	Retail Gap	# of Businesses
Motor Vehicle & Parts Dealers (NAICS 441)	\$ 588	\$ 154	\$ (435)	88
Automobile Dealers (NAICS 4411)	\$ 549	\$ 137	\$ (413)	42
Other Motor Vehicle Dealers (NAICS 4412)	\$ 5	\$ 9	\$ 4	7
Auto Parts, Accessories, and Tire Stores (NAICS 4413)	\$ 34	\$ 8	\$ (26)	39
Furniture & Home Furnishings Stores (NAICS 442)	\$ 28	\$ 24	\$ (4)	39
Furniture Stores (NAICS 4421)	\$ 4	\$ 14	\$ 10	9
Home Furnishings Stores (NAICS 4422)	\$ 24	\$ 10	\$ (14)	30
Electronics & Appliance Stores (NAICS 443/NAICS 4431)	\$ 60	\$ 22	\$ (38)	71
Bldg Materials, Garden Equip. & Supply Stores (NAICS 444)	\$ 38	\$ 28	\$ (10)	76
Building Material and Supplies Dealers (NAICS 4441)	\$ 37	\$ 26	\$ (11)	72
Lawn and Garden Equipment and Supplies Stores (NAICS 4442)	\$ 1	\$ 2	\$ 1	5
Food & Beverage Stores (NAICS 445)	\$ 182	\$ 119	\$ (63)	52
Grocery Stores (NAICS 4451)	\$ 169	\$ 109	\$ (60)	29
Specialty Food Stores (NAICS 4452)	\$ 4	\$ 5	\$ 0	12
Beer, Wine, and Liquor Stores (NAICS 4453)	\$ 9	\$ 6	\$ (3)	11
Health & Personal Care Stores (NAICS 446/NAICS 4461)	\$ 38	\$ 23	\$ (14)	35
Gasoline Stations (NAICS 447/4471)	\$ 144	\$ 93	\$ (51)	35
Clothing and Clothing Accessories Stores (NAICS 448)	\$ 13	\$ 29	\$ 17	33
Clothing Stores (NAICS 4481)	\$ 8	\$ 23	\$ 15	21
Shoe Stores (NAICS 4482)	\$ 2	\$ 3	\$ 1	5
Jewelry, Luggage, and Leather Goods Stores (NAICS 4483)	\$ 3	\$ 4	\$ 1	8
Sporting Goods, Hobby, Book, and Music Stores (NAICS 451)	\$ 9	\$ 9	\$ 0	33
Sporting Goods/Hobby/Musical Instrument Stores (NAICS 4511)	\$ 4	\$ 5	\$ 2	22
Book, Periodical, and Music Stores (NAICS 4512)	\$ 5	\$ 3	\$ (1)	11
General Merchandise Stores (NAICS 452)	\$ 204	\$ 78	\$ (126)	27
Department Stores Excluding Leased Depts.(NAICS 4521)	\$ 18	\$ 37	\$ 20	4
Other General Merchandise Stores (NAICS 4529)	\$ 186	\$ 41	\$ (145)	23
Miscellaneous Store Retailers (NAICS 453)	\$ 33	\$ 11	\$ (21)	84
Florists (NAICS 4531)	\$ 2	\$ 2	\$ (0)	13
Office Supplies, Stationery, and Gift Stores (NAICS 4532)	\$ 5	\$ 2	\$ (3)	25
Used Merchandise Stores (NAICS 4533)	\$ 0	\$ 0	\$ (0)	6

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Appendix

Other Miscellaneous Store Retailers (NAICS 4539)	\$ 25	\$ 7	\$ (17)	41
Nonstore Retailers (NAICS 454)	\$ 165	\$ 42	\$ (123)	20
Electronic Shopping and Mail-Order Houses (NAICS 4541)	\$ 25	\$ 30	\$ 5	2
Vending Machine Operators (NAICS 4542)	\$ 40	\$ 5	\$ (35)	7
Direct Selling Establishments (NAICS 4543)	\$ 99	\$ 7	\$ (92)	12
Food Services & Drinking Places (NAICS 722)	\$ 169	\$ 110	\$ (59)	195
Full-Service Restaurants (NAICS 7221)	\$ 53	\$ 45	\$ (7)	109
Limited-Service Eating Places (NAICS 7222)	\$ 50	\$ 44	\$ (5)	55
Special Food Services (NAICS 7223)	\$ 58	\$ 16	\$ (42)	18
Drinking Places - Alcoholic Beverages (NAICS 7224)	\$ 8	\$ 3	\$ (5)	13
<b>TOTAL</b>	<b>\$ 1,708</b>	<b>\$ 746</b>	<b>\$ (962)</b>	<b>792</b>

Source: ESRI and *S. B. Friedman & Company*

## Appendix A-6

### Study Area Presence/Absence Analysis

Retail Category and Use	Located in Downtown Bensenville	
	Total	No
<b>AUTO-ORIENTED USES/SERVICES</b>		
Auto Rental		x
Auto Service Station - Body, Muffler, Tire Shop	1	
Car Dealer		x
Car Wash		x
Gas Station	2	
Other		
<b>BARS &amp; RESTAURANTS</b>		
White Tablecloth Restaurant		x
Eatertainment		
Bar and Grill	2	
Coffee/Cafe		x
Delicatessen	1	
Dine-In Restaurant	1	
Ice Cream/Frozen Drinks	1	
Take-Out/Fast Food		x
Fast Casual Food		x
<b>CULTURAL/INSTITUTIONAL</b>		
Church/Religious Institution	1	
College/University		x
Hospital/Nursing Home		x
Museum		x
Private Membership Club		x
School/Educational Facility		x
Other	1	
<b>ENTERTAINMENT/RECREATION</b>		
Amusement Park		x
Arena/Spectator Sports Facility		x
Bowling/Billiards/Arcade		x
Community Center		x
Convention Center		x
Dance Hall/Studio		x
Fitness Center		x
Movie Theater	1	
Performing Arts Theater		x

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Appendix

Retail Category and Use	Located in Downtown Bensenville	
	Total	No
Other		
<b>FOOD &amp; LIQUOR STORES</b>		
Bakery	2	
Candy		x
Fruit & Vegetable Market		x
Grocery	2	
Meat or Fish Market		x
Mini-Mart/Convenience Store	1	
Specialty Foods - Ethnic, Organic, etc.		x
Wine/Liquor Store	1	
Other		x
<b>HOTEL/MOTEL</b>		
<b>INDUSTRIAL/WAREHOUSE</b>		
<b>OFFICE SPACE</b>		
	2	
<b>PERSONAL/HOUSEHOLD SERVICES</b>		
Caterers		x
Cleaners/Tailors	3	
Diet Center		x
Driving School		x
Funeral Home	1	
Hair/Nails/Spa	6	
Home Repair/Maintenance		x
Laundromat		x
Medical/Dental	6	
Optician/Hearing	1	
Pet Services		x
Pet Grooming, Kennels		x
Veterinary Services	1	
Photography Studio	1	
Picture Framing		x
Repair Shop - Clocks, Watches, Jewelry		x
Shoe Repair		x
Travel Agency	1	

Retail Category and Use	Located in Downtown Bensenville	
	Total	No
Upholstery		x
Other	2	
<b>PROFESSIONAL/FINANCIAL SERVICES</b>		
Accounting/Bookkeeping	1	
Advertising Signs		x
Architects/Surveyors	1	
Bank	3	
Currency Exchange		x
Insurance Agency	1	
Investments/Mortgage/Financial Services		x
Legal Services	3	
Mail/Packaging Services		x
Phone Company Service Center		x
Printing/Copying		x
Realtors/Sales Office		x
Staffing Resources	1	
Other		
<b>PUBLIC</b>		
Fire/Police Station		x
Library		x
Municipal Center/City Hall	1	
Post Office		x
Train Station/Public Transit Station	1	
Visitors Center/Chamber of Commerce		x
Other		x
<b>RETAIL STORES</b>		
Antiques		x
Apparel/Shoes/Accessories		x
Accessories		x
Children's Apparel		x
General Apparel		x
Men's Apparel		x
Resale/Consignment		x
Bike Shop/athletic/outfitter		x
Shoes		x

## Bensenville Transit Improvement Plan + Station Area/Corridor Study

### Appendix

Retail Category and Use	Located in Downtown Bensenville	
	Total	No
Specialty Clothing - Furs, Leathers, etc.		x
Women's Apparel		x
Art Gallery/Prints		x
Audio-Visual/Electronics/Computers		x
Cellular Phones/Pagers	1	
CD/Record Shop		x
Computers		x
Electronics		x
Auto Parts/Supplies		x
Beauty Supplies/Cosmetics/Wigs		x
Bookstore		x
Camera/Photo Processing		x
Cards/Gifts/Stationery		x
Department Store		x
Drug Store/Pharmacy		x
Florist	2	
Furniture/Appliances		x
Carpets/Rugs/Tile		x
Furniture	1	
Major Appliances		x
Rental Furniture		x
Hardware/Garden Supplies		x
Garden Center		x
Hardware		x
Lumber		x
Paint/Paint Supplies		x
Home Décor Showroom		x
Hobbies/Toys Art Supplies	1	
Cigar Store /Smoke Shop	1	
Crafts		x
Fabric		x
Hobby Shop		x
Pottery Bar		x
Toys		x
Decorative Home Furnishings		x
Housewares		x

Retail Category and Use	Located in Downtown Bensenville	
	Total	No
Jewelry		x
Luggage		x
Medical Supplies		x
Office Supplies	1	
Party Store/Costumes		x
Pets/Pet Food/Pa Accessories	1	
Resale (General Merchandise)/Pawn Shop		x
Sporting Goods/Equipment		x
Variety/Dollar Store	1	
Video Rental		x
Vitamins/Nutritional Supplements		x
Other	1	
<b>VACANT STOREFRONT/BUSINESS</b>		
	19	
<b>OTHER USES</b>		
Parking Lot/Structure	2	
Parks/Open Space	2	
Residential	21	
Vacant Lot	3	

Source: S. B. Friedman & Company



Appendix A-7

For-Sale Residential Projects in Bensenville and Adjacent Communities

Figure A-7a: For-Sale Residential Development Type, Asking Prices, and Close-Out Dates

Project Name	City Name	Housing Type	Lowest Asking Price	Highest Asking Price	Project Close Out Date	Project Units Planned	Project Cancelled?
Venetian Pointe	Addison	Condominium	\$ 253,000	\$364,900	Open	84	
Morgan's Glen	Addison	Single Family	\$ 490,000	\$490,000	11/30/2008	5	Partial
Armitage Pointe	Addison	Single Family	\$ 419,900	\$479,900	Open	32	
Prescott Woods	Addison	Single Family	\$ 675,000	\$675,000	Open	10	
Auburn Hills	Addison	Townhouse	\$ 299,000	\$389,000	Open	35	
Villa Torino	Addison	Townhouse	\$ 299,000	\$349,000	Open	19	
Edgewood Square	Bensenville	Condominium	\$ 129,900	\$165,990	11/30/2008	24	
1003 Argyle	Bensenville	Condominium	\$ 95,000	\$149,000	09/30/2008	18	
Irving Place Townhomes	Bensenville	Townhouse	\$ 340,900	\$340,900	03/31/2008	10	
Park Place Condominiums	Elk Grove Village	Condominium	\$ 229,900	\$269,900	09/30/2008	104	
Terraces Of Elk Grove Village	Elk Grove Village	Condominium	\$ 89,000	\$164,900	Open	427	
Burton Grove Condominiums	Elk Grove Village	Condominium	\$ 121,400	\$159,900	01/31/2010	83	Partial
Essex Place	Elmhurst	Condominium	\$ 256,500	\$354,900	Open	56	
130 Haven	Elmhurst	Condominium	\$ 244,900	\$244,900	02/28/2009	25	
Crescent Court	Elmhurst	Condominium	\$ 254,900	\$350,000	07/31/2009	67	
Crossings At Franklin Station	Franklin Park	Condominium	\$ 200,000	\$298,000	07/31/2009	75	Partial
Grand Avenue Place	Franklin Park	Condominium	\$ 150,000	\$155,000	12/31/2008	10	
One Wood Dale Condominiums	Wood Dale	Condominium	\$ 84,900	\$ 99,900	10/31/2009	10	Partial
Wood Dale Station II	Wood Dale	Condominium	\$ 248,900	\$310,900	Open	47	
Wood Dale Station	Wood Dale	Condominium	\$ 199,900	\$294,900	Open	28	Partial
Morgan's Gate/Sf	Wood Dale	Single Family	\$ 499,000	\$608,900	04/30/2009	9	
Arbor Woods/Sf	Wood Dale	Single Family	\$ 800,000	\$800,000	Open	14	
Bristol Park/Pulte Homes	Wood Dale	Townhouse	\$ 320,990	\$354,990	04/30/2008	121	
Georgetown Street Townhomes	Wood Dale	Townhouse	\$ 285,000	\$295,000	Open	45	
Arbor Woods/Th	Wood Dale	Townhouse	\$ 399,900	\$409,900	07/31/2009	4	
Arbor Woods Row Houses	Wood Dale	Townhouse	\$ 294,900	\$299,900	Open	8	
Morgan's Gate/Th	Wood Dale	Townhouse	\$ 249,990	\$315,990	04/30/2009	26	

Sources: Hanley Wood Market Intelligence and S.B. Friedman & Company

Figure A-7b: For-Sale Residential Development Market Time, Absorption and Square Footage

Project Name	City Name	Housing Type	Project Open Date	Project Close Out Date	Project Units Planned	Average SF	Average Annual Absorption
Venetian Pointe	Addison	Condominium	06/15/2005	Open	84	1,403	16
Morgan's Glen	Addison	Single Family	10/01/2004	11/30/2008	5	3,500	1
Armitage Pointe	Addison	Single Family	02/16/2007	Open	32	2,963	4
Prescott Woods	Addison	Single Family	05/01/2005	Open	10	3,800	1
Auburn Hills	Addison	Townhouse	05/15/2005	Open	35	2,059	3
Villa Torino	Addison	Townhouse	12/16/2006	Open	19	2,144	5
Edgewood Square	Bensenville	Condominium	11/11/2006	11/30/2008	24	944	12
1003 Argyle	Bensenville	Condominium	06/01/2007	09/30/2008	18	700	13
Irving Place Townhomes	Bensenville	Townhouse	10/08/2005	03/31/2008	10	1,940	4.0
Park Place Condominiums	Elk Grove Village	Condominium	11/15/2004	09/30/2008	104	No Data	27
Terraces Of Elk Grove Village	Elk Grove Village	Condominium	12/17/2005	Open	427	No Data	80
Burton Grove Condominiums	Elk Grove Village	Condominium	05/15/2007	01/31/2010	83	No Data	31
Essex Place	Elmhurst	Condominium	10/15/2005	Open	56	1,672	8
130 Haven	Elmhurst	Condominium	09/15/2005	02/28/2009	25	800	7
Crescent Court	Elmhurst	Condominium	03/01/2007	07/31/2009	67	966	28
Crossings At Franklin Station	Franklin Park	Condominium	01/07/2005	07/31/2009	75	No Data	16
Grand Avenue Place	Franklin Park	Condominium	01/16/2008	12/31/2008	10	No Data	10
One Wood Dale Condominiums	Wood Dale	Condominium	05/05/2007	10/31/2009	10	675	4
Wood Dale Station II	Wood Dale	Condominium	02/01/2008	Open	47	1,269	-
Wood Dale Station	Wood Dale	Condominium	10/20/2005	Open	28	1,245	3
Morgan's Gate/Sf	Wood Dale	Single Family	01/27/2007	04/30/2009	9	3,209	4
Arbor Woods/Sf	Wood Dale	Single Family	06/05/2007	Open	14	2,000	1
Bristol Park/Pulte Homes	Wood Dale	Townhouse	09/24/2005	04/30/2008	121	1,888	47
Georgetown Street Townhomes	Wood Dale	Townhouse	10/01/2005	Open	45	2,100	7
Arbor Woods/Th	Wood Dale	Townhouse	07/18/2007	07/31/2009	4	1,500	2
Arbor Woods Row Houses	Wood Dale	Townhouse	06/18/2007	Open	8	1,500	1
Morgan's Gate/Th	Wood Dale	Townhouse	08/19/2006	04/30/2009	26	1,723	10

Sources: Hanley Wood Market Intelligence and S.B. Friedman & Company

