

communities in the project area have the ability through their local planning powers to address new development induced by better transportation with thoughtful planning solutions. As the development proposal is advanced to each of the communities, they have the tools to shape solutions that are compatible with their community values and goals. Many of the communities have established goals and objectives concerning economic development, and these guiding principals will serve to manage their future. These may include accommodating the projected economic growth by promoting residential development to accommodate the increased workforce expected to result from the proposed improvements. New development pressures may cause some communities to revisit their land use plans, goals, and ordinances to determine if they are adequate to guide and manage an influx of new development that is consistent with their vision. Further, communities and the counties may choose to collaborate on a collective action that would produce a unified approach to managing induced growth throughout the area.

3.2.4.3 Permanent Access Changes

There are occasions where the business would not be displaced, but access to the business would be impacted. In these instances, access modifications may be required in order to maintain access to the establishment. Access modification may include relocation of business driveways or the consolidation of driveways that would not adversely affect business activities.

3.3 Land Use

3.3.1 Affected Environment

The project area is highly urbanized with a mix of residential, commercial, industrial, transportation, and recreational land uses. The project corridor is well represented by all the land use types, with some being more dominant than others. Residential areas are most prevalent along the western portion of the Elgin-O'Hare Expressway. Around O'Hare Airport, the land use is primarily industrial. The eastern portion of the Elgin-O'Hare Expressway is largely industrial and commercial. I-90 is a mix of residential, commercial, and industrial land uses. Recreational properties can be found in various locations along the project corridor.

The project corridor is uniquely located near one of the busiest airports in the world (O'Hare Airport) and is within a multimodal transportation network that provides national and regional access to and from a transportation-dependent economic hub. Therefore, its location has substantial economic advantages to the neighboring commercial and industrial facilities. As mentioned in subsection 3.2.1, trade, transportation, and utilities are the industries with the greatest number of employees in the Chicagoland region. Further, 18 percent of all vehicle trips in the Chicago region start, stop, or pass through the project area. The CP railroad's largest yard in the Chicagoland area, the Bensenville Yard, is located within the EO-WB project corridor and serves as a major loading and unloading station.

The EO-WB project corridor also contains large properties with unique uses that require special attention and extensive coordination with the land owners to ensure that impacts to those properties are minimal and that the project is in compliance with policies governing those land uses. These properties include O'Hare Airport, the Bensenville Yard, the

MWRDGC flood storage reservoirs, and radio towers for WBBM and CBS. These special land uses are described in subsection 3.4 and displayed in Exhibit 3-6.

3.3.2 Environmental Consequences

From a land use and community perspective, the Build Alternative would fit well within the community context. The Elgin O'Hare corridor improvements are proposed along an existing transportation corridor in the midst of interstates and arterials; therefore, the context of the area is well suited for transportation facilities with higher travel speed and limited access (e.g., highways, major arterials). The area is rich with commercial and industrial development that is dependent on reliable transportation access and service. The proposed improvements would be well suited to the business community's objective of better transportation that would sustain the competitive position of the area. Similarly, the location of the West Bypass corridor on O'Hare Airport property would be advantageous and result in no disruption to local communities (see subsection 3.4.1.2 for a discussion of the compatibility of the EO-WB project with O'Hare Airport). An analysis of the compatibility of the proposed improvements with existing land use and community plans and policies are described in the following subsections.

3.3.2.1 Compatibility with Land Use Plans

Land use planning is at various stages in the region and communities along the project corridor. The *GO TO 2040 Comprehensive Regional Plan*, a comprehensive regional plan developed by the region's metropolitan planning organization, CMAP, highlights the EO-WB project as a high-priority transportation improvement that will benefit mobility and economic development in the region. Several communities have recently updated their comprehensive land use plans to assume completion of the EO-WB project in the future. In other cases, communities have prepared plan updates for properties close to the proposed EO-WB project corridor, and in some cases, subarea plans are being initiated for properties near the corridor. Below is a description of the land use planning being conducted by local communities and the compatibility of the proposed improvements with the land use plans.

Village of Schaumburg

The Village of Schaumburg, as illustrated in its 1996 Comprehensive Plan, considered access to transportation facilities a critical benefit to the community. While it did not make direct reference to the current EO-WB project, the proposed improvements would not be in conflict with Village plans in the vicinity of the project corridor. Transportation access to and from the industrial facilities along the Elgin-O'Hare Expressway via the roadway was cited as an important component to the success of the industrial area. Existing access locations in this area are being maintained, and capacity is being added to accommodate future traffic growth. Very little new right-of-way would be required at this location, thereby maintaining Schaumburg's expectation that the existing land uses would be retained.

Similarly, access to other nearby transportation facilities is considered by Village planners to be critical. The importance of access to the Schaumburg Regional Airport and Schaumburg Metra station was emphasized in the Village's Comprehensive Plan. Overall, the proposed improvements would maintain and improve access to community business centers and other transportation facilities.

The Village of Schaumburg Comprehensive Plan also highlighted the Schaumburg Bikeway Plan, a system of interconnected bicycle paths and trails throughout the community, with the intent of offering access to recreational amenities and alternatives to motorized transportation. Since the Plan was adopted, components of the Bikeway Plan have been completed, including bicycle paths across the Elgin-O'Hare Expressway along Springinsguth Road and Wright Boulevard in the project corridor. At these locations, the Village's existing bicycle facilities would be incorporated into the new roadway improvements.

In general, the Village of Schaumburg is satisfied with the land use pattern in the vicinity of the project corridor; therefore, the Village would retain the formal land use designations noted in its comprehensive plan and zoning ordinance.

Village of Roselle

The Village of Roselle's 1995 Comprehensive Plan designates residential, commercial, industrial, and open space land uses near the Elgin O'Hare corridor. The proposed improvements do not conflict with the Village's existing or planned land uses. Discussions with Village officials revealed that they view the area surrounding the Roselle Road interchange as a development opportunity. Thus, initial plans for commercial development are being considered that are both automobile oriented and transit oriented.

Elk Grove Village

Elk Grove Village does not have a current comprehensive plan. Village representatives, however, have been actively involved in both Tier One and Tier Two of the EO-WB project development process. During Tier One, Village officials were opposed to the location of alternatives that were disruptive and divided their community (e.g., alternatives that provided north-south travel with IL 83). Extensive community support and documentation was provided supporting their position and preference for the location that was ultimately selected (i.e., Alternative 203D). In their opinion, this alternative provided improved access and travel efficiency while avoiding any serious disruption to their industrial development. The Village is satisfied that the proposed project would be fully compatible with its community values.

Village of Itasca

The Village of Itasca's Comprehensive Plan was last published in 1994. The Plan assumed the eastern extension of the Elgin-O'Hare Expressway as a completed future project. Existing and future land uses included a mix of residential, commercial, and industrial. In Itasca, high quality commercial development exists along the existing Elgin-O'Hare Expressway and Thorndale Avenue. The Village has routinely shown support for the overall concept of better transportation in the area, but has been vocal about maintaining direct access from the access-controlled highway to valued development. Numerous one-on-one meetings have been conducted with the Village discussing local access in the vicinity of the I-290 interchange. The Village has been steadfast in their support for access that approximates existing conditions. Thus, the community's view of the project's compatibility with local land use will be determined by good access provided to valued properties.

City of Wood Dale

Although Wood Dale does not have a communitywide comprehensive plan, it completed a Master Plan for the Thorndale Avenue corridor in 2009. The Plan highlighted the

importance of this corridor as a gateway to the proposed West Terminal of O'Hare Airport and as an important access point to the proposed transit facility associated with the EO-WB project. The City expects that the extension of the Elgin-O'Hare Expressway along Thorndale Avenue at this location and the addition of the proposed West Terminal at O'Hare Airport would provide the opportunity for land use changes and economic improvements of the adjacent area. Once the EO-WB project is completed, Wood Dale envisions that improved transportation provided by the proposed project would spawn a mixed-use development with multi-unit residences, restaurants, business facilities, and recreational amenities onsite or nearby. Historically, the area west of O'Hare Airport has been the location of manufacturing and transportation services for the airport. The combination of the EO-WB project with the proposed West Terminal would cause a shift in the future development in the area with opportunities for diverse, high-quality development.

The EO-WB project would be fully expected to support the goal and objective of the Thorndale Corridor Master Plan. The proposed improvements would be expected to provide the conditions for communities to experience an economic resurgence. Redevelopment of underutilized properties into multi-use development, such as the type discussed in the Thorndale Corridor Master Plan, could maximize the community's ability to attract such economic interest.

An issue raised in the Thorndale Corridor Master Plan is the lack of aesthetic quality along Thorndale Avenue. A set of design guidelines to provide aesthetic enhancements throughout the entire project corridor has been developed. These are described in subsection 3.17.3.

Village of Bensenville

The extension of the Elgin-O'Hare Expressway was included in the Village's 2004 plan as a potential future development. With the extension, the plan encouraged new development to provide office, research, and light-industrial uses along the Thorndale Avenue corridor. The proposed improvements would not conflict with the desired future land uses and, in fact, would be expected to facilitate redevelopment where local communities make the investments necessary to do so. In 2009, the Village developed the *Alternative Redevelopment Strategies Final Report*, in which short-term development strategies were presented for implementation independent of the airport expansion or Elgin O'Hare and West Bypass corridor improvements. The report also suggested that future land uses would be reevaluated if the Elgin O'Hare corridor is approved as a planned transportation facility.

City of Elmhurst

Elmhurst's 2009 Comprehensive Plan contained a reference to the proposed EO-WB project, but it did not identify specific goals to complement the construction of the facility. However, the City included goals to attract mixed land-use opportunities, commercial diversity to facilitate a sustainable economy, and facade improvements to increase marketability. The proposed improvements would be expected to create the opportunity for communities to attract and retain multi-use developers that would provide a diverse economic base. Redevelopment, where possible, would provide an economic advantage to communities that improve the visual quality of employment centers.

City of Northlake

The City of Northlake does not have a comprehensive plan, but it does have land use zoning. The properties adjacent to the proposed improvements are zoned for industrial land uses. The proposed improvements would not be expected to cause any changes in current zoning designations.

Village of Franklin Park

The Village of Franklin Park published its Comprehensive Plan in 1995. There was no mention of the proposed EO-WB project in it, but the proposed improvements would not be in conflict with the planning guidelines contained in the document. The Village of Franklin Park, throughout the EO-WB project development process, has been a staunch supporter for the project. In Tier One, the Village of Franklin Park supported the location of the south leg of the West Bypass in its community. The facility was viewed as an asset to its plans for future development and redevelopment; therefore, the Village representatives were fully supportive of the selected location through a portion of Franklin Park.

The EO-WB project would also be consistent with the Village's goal of improving the aesthetic qualities of transportation systems in the community. The corridor aesthetic design guidelines developed for this proposed project were developed to improve the aesthetic quality of the project features where possible. The focus of the aesthetic improvements is to provide motorists with a sense of the communities they are entering or passing through. The design guidelines are described in subsection 3.17.3.

City of Des Plaines

The City of Des Plaines, in its 2007 Comprehensive Plan, identified the expansion at O'Hare Airport, including access to the proposed West Terminal, as a critical consideration in planning for the southern portion of the City. Des Plaines officials foresee that revitalization of its industrial area on the south side of the City can be influenced by its proximity to O'Hare Airport and by the increased accessibility it would experience when the proposed West Terminal is constructed. This proposed project would assist in that goal by creating direct access via the West Bypass corridor and interchange at the proposed West Terminal. Similarly, Des Plaines is interested in expanding its commercial base by adding services for O'Hare Airport patrons, including hotels, restaurants, and entertainment establishments on the south side of the City. This proposed project, especially in conjunction with the development of the proposed West Terminal, would be expected to provide the conditions for redevelopment in the communities along the project corridor, specifically in industries serving surface transportation and airport-related activities.

Village of Mount Prospect

The Village of Mount Prospect expressed an interest in maximizing the Village's economic vibrancy in its 2007 Comprehensive Plan. The Village is interested in attracting business that provides the greatest employment opportunity and is diversified so that the economic improvements are sustainable. Opportunities for redeveloping and otherwise improving the appearance of aging commercial structures are other ways in which the Village is pursuing economic advancement. The EO-WB project would be expected to spur redevelopment and diversification of existing commercial properties because of its ability to provide access to O'Hare Airport for travelers and improved surface transportation. Therefore, businesses related to surface transportation and the airport service industries would be expected to locate in the area to the west of O'Hare Airport. Also, the improved transportation access

that the proposed project would provide would make the area more attractive to residents and other businesses not in the transportation or airport service industries.

Mount Prospect developed the South Mount Prospect Sub-Area Plan in 2009 to enhance commercial and non-motorized transportation in south Mount Prospect. The EO-WB project was not discussed in this document, but the Village identified goals of attracting and retaining a diverse employment base, as well as upgrading the visual quality of the business properties, consistent with the expected economic vibrancy the proposed improvements would be expected to generate.

DuPage County

DuPage County's 2005 Comprehensive Plan included the Elgin O'Hare and West Bypass corridors as potential future projects. The Plan proposed future uses for the land surrounding the project corridor that would be compatible with the proposed improvements. The County also has prepared the *West O'Hare Economic Development Study*, which is a feasibility-level study that examined improved western access to O'Hare Airport and associated economic development.

The 2010 DuPage County West O'Hare Study was the predecessor of the EO-WB project study, providing some of the initial momentum for advancing the project. As such, objectives are largely compatible with the proposed improvements under the EO-WB project. In the West O'Hare Study, it was stressed that western access to O'Hare Airport would provide widespread travel benefits to the area. The West O'Hare Study's second action item was for the County, communities, and other stakeholders to maintain an active presence while the Elgin O'Hare corridor, West Bypass corridor, proposed West Terminal, and transit facilities are being designed. The EO-WB project has an extensive public involvement process during which DuPage County and communities within the county have been engaged through one-on-one meetings with individual entities, public information meetings, and Corridor Planning Group (CPG) and Task Force meetings. Throughout this process, County and community interests have been well represented in the alternatives selection process and detailed design of the Build Alternative.

Other DuPage County action items included support for the inclusion of transit services in the EO-WB project, and diversification of the economic base. Both transit services and a diverse economic base will be realized by the project.

DuPage County identified another action item to accommodate the ability of community industries to branch out from being primarily industrial businesses and include more service and retail businesses. The EO-WB project would provide communities on the west side of O'Hare Airport with improved transportation access to O'Hare Airport, which may encourage retail, hotel, and restaurant businesses to locate in western communities near the proposed improvements.

The County's final action item was developing gateway concepts that improve the aesthetics of community entrances. The CAAT assembled from EO-WB project team members and representatives from local communities have identified a set of guidelines to apply to the entire corridor to improve the aesthetic quality of the improvements. The guidelines are described in subsection 3.17.3.

3.3.2.2 Community Cohesion

The potential for the proposed improvements to affect community cohesion and create the undesirable effect of a community barrier was evaluated. Community cohesion throughout the project corridor is expected to remain intact. The locations of the Elgin O'Hare and West Bypass corridors are along existing barriers and land use divisions; communities currently do not traverse the locations of the corridors. Elgin-O'Hare Expressway and Thorndale Avenue, as higher-type roadway facilities with several lanes and high traffic levels, already compartmentalize communities to the north and to the south of the roadways. Because the east-west improvements are proposed along these facilities, the project is not expected to cause any new barriers to community cohesion at this location. The location of the West Bypass was chosen in large part because land uses are divided into O'Hare Airport to the east and north and business or residential to the west and south. The portion of the West Bypass between O'Hare Airport and I-294 follows the CP railroad line, an existing barrier to east-west travel in that industrial area of Franklin Park. No barriers to community cohesion will be introduced along the West Bypass either.

Local access along and across the project corridor will be provided by interchanges at major arterials, frontage roads, and grade-separated crossings. Interchanges would be provided at I-290, Park Boulevard, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and the West Bypass corridor. Other arterials would cross over or under the mainline at Mittel Boulevard, Lively Boulevard, and Superior Drive. A one-way frontage road paralleling the eastbound Elgin O'Hare corridor would be provided from Park Boulevard to Prospect Avenue and Mittel Boulevard to York Road. This would be used by area residents and business users on the south side of the Elgin O'Hare corridor for eastbound travel. A one-way frontage road paralleling the westbound Elgin O'Hare corridor would be provided from Supreme Drive to Mittel Road and Prospect Avenue to Arlington Heights Road. This would be used by area residents and business users on the north side of the facility for westbound travel. Residents and business users traveling in the opposite direction would be provided access via the interchanges and crossroads.

The location of the West Bypass corridor on the western edge of O'Hare Airport property would avoid conflict with the proposed OMP improvements and minimize displacement of valued industrial and commercial properties in Elk Grove Village, Des Plaines, Bensenville, and Franklin Park. While some circuitous travel may be introduced by the establishment of a new access-controlled facility where access currently exists, the location of the bypass would minimize alterations to community travel patterns that impair emergency response, school bus routes, or community travel to town and activity centers.

Specific benefits of the West Bypass corridor include:

- On the north leg where a portion of it is immediately west of O'Hare Airport, its location would preserve community cohesion by avoiding bisecting Elk Grove Village's primary industrial area. Similarly, on the south leg of the West Bypass corridor where the facility would be immediately to the south of O'Hare Airport, the facility would provide a barrier between the airport and Bensenville. By locating the facility south of the airport along the east side of the CP railroad, the roadway would maintain the railroad's existing division between industrial facilities on both sides of the railroad rather than adding a new one in a different location.

- On the south leg, community connections would be improved substantially with local roadway enhancements in the vicinity of the Bensenville Yard and intermodal facility. These proposed improvements would include the Taft Avenue Connector and the connection of Franklin Avenue/Green Street to Irving Park Road over the Bensenville Yard. This improvement would create a new connection and travel access between the industrial areas north and south of the rail yard.

3.3.3 Indirect and Cumulative Land Use Impacts

The cumulative effects of the proposed improvements would be expected to bring about land use changes in the project area. Generally, fully access-controlled roadways can lead to modernized land uses. The proposed tollway would dramatically increase traffic volumes passing by adjacent properties that would improve the visibility of these lands. These changing conditions would spur investment in private development. As detailed in subsection 3.2, approximately 5,000 acres (560 potential sites representing approximately 3,200 land parcels) are estimated to be redeveloped over the 30-year period as a result of the proposed roadway improvements. Exhibit 3-5 displays locations where this is forecasted to occur. The communities west of O'Hare Airport (along what are now Thorndale Avenue and the existing Elgin-O'Hare Expressway) could be transformed into a modern employment and business center that includes corporate offices, hotels, business parks, and retail uses. These uses would replace a portion of the current industrial uses that presently exist. The transformation under the Build Alternative would result in a more diverse, higher-quality, and higher-value economic base that is in alignment with long-term economic trends and the potentials associated with proximity to a major airport. Comparing the Build Alternative to the No-Build Alternative, it is estimated that almost nine million square feet of new office, retail, and industrial space, and almost 1,400 additional hotel rooms would be developed as a result of the improvements. This increase in new development would correspond to 41,000 more jobs by the 2040 (see subsection 3.2.3.2).

3.3.4 Measures to Minimize Harm and Mitigation

3.3.4.1 Land Use Planning/Ordinances

Thoughtful land use planning and ordinance implementation encourage organized and meaningful development. The proposed improvements, especially when considered with other notable projects in the area (such as the OMP), are expected to attract businesses and residents. The proposed improvements combined with the other attributes of the area are a prescription for facilitating new and diverse economic development. Community action, either individually or collectively, which includes the use of cutting edge land use planning tools and ordinances, would provide private investors with the confidence that their investment would be part of development that is organized and of quality.

3.4 Special Land Uses

Special land uses are those that have unique characteristics that required particular attention during the design of the proposed improvements. They include public and private lands.

3.4.1 O'Hare Airport

As proposed, approximately 3.6 linear miles of the West Bypass corridor would be located on the western edge of O'Hare Airport's property. The location would be on the extreme

