

# F South Greenway – Notation

The enclosed document was prepared as part of the October 5, 2009, Village Board Workshop, and the October 26, 2009, adoption of the *Village of Glen Ellyn Downtown Strategic Plan*. Any reference to the South Greenway in the strategic plan also must consider the contents of this appendix.

## South Greenway – Notation

The Board held a special workshop on Monday, October 5, 2009 and discussed the Downtown Strategic Plan suggestion by suggestion for reasons stated in the attached ordinance.

Specific to this section 12, the downtown south greenway, below is an outline of the Village President's perception of the Board's decision to remove the south greenway as designed.

- The Board approved the north portion of the greenway;
- The Board favored the idea of a gathering place/town square, etc. (for which the greenway did not provide);
- The Board respected the need for an east-west connection;
- The Board favored making the area much more aesthetically pleasing; and
- The Board was not in favor of the south greenway as proposed due to parking, safety, access, economic, maintenance and other reasons.

The preference of the majority of the board with respect to open space in our downtown was not unlike an enhanced version of the 2001 Village Comprehensive Plan, which, like the Downtown Strategic Plan, many caring residents worked on passionately. In many ways, the Village Board's majority opinion aimed higher for our town than the south greenway did. The majority of the Board believed that the Prairie Path and parking lots could be enhanced, four-season landscaping could be added and the area made more aesthetically pleasing while allowing for a beautiful, permanent place for town gatherings such as the Farmer's Market.

As further explanation of the last bullet point regarding the Village Board's removal of the south greenway, the following summary explains the reasons the Board was not in favor of adopting this component of the *Downtown Strategic Plan*:

- Marketing plans often state that consumers perceive parking spaces as close and convenient if they can see their destination. The parking lots along the south side of the train tracks allow consumer parking and such site lines after 11 a.m. each day and particularly on holidays, nights and weekends, more than any other lot in town, even more so than the proposed garages.
- Metra would most likely not reimburse or pay for replacement parking spaces and all indications are that downtown Glen Ellyn needs more parking.
- These lots are often used by three core markets of our population – commuters, those with strollers and seniors – the latter two of which do not usually prefer to park in parking garages, especially if using wheelchairs or other mobility-aid equipment.
- Spouses, entire families, friends or any combination thereof often pick up commuters from the train in these lots, especially during inclement weather. There is no provision in the proposed south greenway for this activity.
- As with the above, EMS or police service is sometimes required by passing trains – the south greenway as proposed does not allow for this.
- Cyclists and runners from many towns often meet at Prairie Path Park for scheduled runs or tours. As do locals who quickly unload their bikes and children-carriers and go for ride or run. Removing the parking adjacent to the Prairie Path makes this much more of a planned, rather than spontaneous, event, and may cause active people to go elsewhere.
- As above, many people who otherwise would not visit our town – from schoolchildren to families to social groups – use these lots for trips to and from Chicago.
- The lots provide for gridlock relief when a growing number of trains stall traffic, for both residents and perhaps more important, our police officers.

- The lots allow for the success of our village's traditional big events – Taste of Glen Ellyn/Village Fair, the Holiday and Halloween walks, the 4th of July and Jazz Fest, among others.
- Glenbard West offers limited parking. These lots allow for convenient access to school plays, football and basketball games, graduations and special events like Spellapalooza.
- These lots are used for access to the back lots of Duane Street businesses.
- Many other ways exist to enhance the beauty of that area. Chicago is a shining example of using nature to complement hardscapes far greater than those lots. Perhaps those ideas could be incorporated into Glen Ellyn.
- By all accounts, these lots attract people to the Village and thus are economic drivers.