Comprehensive Plan

Village of Glen Ellyn, Illinois

Prepared by Trkla, Pettigrew, Allen & Payne, Inc. • Parsons Transportation Group • April 2001

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Introduction

This report presents the Comprehensive Plan for the Village of Glen Ellyn, Illinois. It sets forth long-range recommendations for the maintenance and enhancement of existing community areas, and for desirable improvements, developments and redevelopments in selected locations.

This final Plan report summarizes the results of a twelve-month planning program in Glen Ellyn, and incorporates much of the material included in previous interim reports and memoranda prepared during the course of the study.

The Glen Ellyn Community

The Village of Glen Ellyn is a mature suburban community with a population of approximately 27,500 persons. It is located in DuPage County, approximately 25 miles due west of downtown Chicago (see Figure 1).

Glen Ellyn is an attractive and desirable community noted for its quality residential neighborhoods, its "small-town" atmosphere, its historic downtown, and its variety of public and institutional amenities.

In terms of physical development, Glen Ellyn is primarily a single-family residential community. Existing residential neighborhoods range from older, historic neighborhoods in the central portion of the Village to newly developed homes and subdivisions around the periphery of the community.

Commercial and office uses are concentrated within and around the historic Downtown, along and near the Roosevelt Road corridor, and in several other locations. Small clusters of multi-family residential development are distributed throughout the community, including along Roosevelt Road, north of the College of DuPage, and around the Downtown.

Glen Ellyn contains a large amount of land devoted to parks, forest preserves, open spaces, public buildings and institutional facilities, all of which add significantly to the Village's special image and character.

There is little vacant land remaining for new development, either within the Village's corporate limits or within adjacent unincorporated areas.

As a built-up community, Glen Ellyn is expected to experience only modest future growth in population and households. Market trends suggest that there will continue to be demand for new residential, commercial and employment development in the future. New development might entail replacement of older existing uses, the redevelopment of marginal and deteriorated properties, and the development of remaining vacant land.

Glen Ellyn's most recent Comprehensive Plan was prepared in 1986. While the Plan has served as an effective guide for improvement and development, a new Plan is now needed to respond to the unique needs and potentials of a mature, built-up community.

Comprehensive Planning Process

In the Fall of 1999, the Village selected a Consultant Team consisting of Trkla, Pettigrew, Allen & Payne, Inc. and Parsons Transportation Group to assist in the preparation of a new Comprehensive Plan.

The planning process in Glen Ellyn has entailed a multi-phase program consisting of: 1) analyzing existing conditions, 2) identifying issues and concerns, 3) establishing an overall "vision" for community, 4) formulating goals and objectives, 5) preparing community-wide plans for land-use, transportation and community facilities; 6) developing plans and policies for key ""target areas;" and 7) preparing final plan and implementation recommendations.

Glen Ellyn's planning program has entailed a high degree of local input and participation. A close working relationship was established between Village staff and the Consultant Team. A 21-member Citizens Advisory Committee was appointed to work with the Consultant throughout the course of the study (see Appendix A). Key person interviews, community workshops and a community survey were undertaken early in the process to elicit ideas and perceptions about issues and potentials within Glen Ellyn. Public meetings were also undertaken at key junctures to present information, discuss findings and conclusions, and establish consensus.

The results of several "community outreach" activities, including a listing of all meetings undertaken during the planning process, are included in the Appendix.

Purpose of the Comprehensive Plan

The Comprehensive Plan is Glen Ellyn's official policy guide for physical improvement and development. It considers not only the immediate needs and concerns of the community, but also projects improvement and development 10 to 15 years in the future.

The Plan is "comprehensive" in both scope and coverage. It encompasses the use of land and buildings, the movement of vehicles and pedestrians, and the provision of parks, schools, utilities and other public facilities. It also addresses residential neighborhoods, commercial areas, public and institutional lands, and public rights-of-way.

The Comprehensive Plan establishes the "ground rules" for private improvement and development. It provides guidelines by which the Plan Commission and Village Board can review and evaluate private development proposals. The Plan also provides a guide for public investments and capital improvements, and can help to ensure that local public dollars are spent wisely.

The Comprehensive Plan provides a basis for refining the zoning ordinance, subdivision regulations and other development codes, all of which are used to implement planning policies and recommendations.

Finally, the Comprehensive Plan can serve as a marketing tool to promote Glen Ellyn's unique assets, and it can be used to help attract new families and desirable new investment and development to the community.

Organization of the Plan Report

The Comprehensive Plan report is divided into five sections, as follows:

- ***SECTION 1: A Vision for the Future.*** This section describes, in general terms, the kind of community that Glen Ellyn should be in the future. It includes a vision statement which describes an "ideal form and function" for the community in the Year 2010, and a list of goals and objectives that provide more specific guidelines for the new Comprehensive Plan.
- ***SECTION 2: Community-Wide Plan.*** The Community-Wide Plan establishes an overall framework for improvement and development within Glen Ellyn over the next 10 to 15 year period. It presents area-wide policies and recommendations for land-use, transportation and community facilities.
- ***SECTION 3: Target Area Plans.*** The Target Area Plans build upon the generalized guidelines established in the Community-Wide Plan, and provide more specific improvement and development recommendations for three geographic areas which are of special concern to the Village: a) Downtown Glen Ellyn, b) the Roosevelt Road corridor, and c) the Five Corners area.
- ***SECTION 4: Implementation.*** This section briefly highlights several next steps that should be undertaken to begin the process of plan implementation.
- ***SECTION 5: Background to the Plan.*** This section compiles a range of information on existing conditions and potentials within Glen Ellyn that provides background to the new Comprehensive Plan. It includes: a) an overview of existing physical development conditions, as of March 2000; b) a review of demographic conditions and characteristics; and c) an overview of market trends and potentials.

The ***Appendix*** includes several additional materials related to the Glen Ellyn planning process.

Maps and Graphics

Glen Ellyn's new Comprehensive Plan emphasizes the use of full-color maps and graphics to document existing community conditions and to highlight planning policies and recommendations.

The Village hopes that this approach will convey planning and development data clearly and concisely, and that it will help make the new Comprehensive Plan "user-friendly" in the years ahead.

Figure 1

Community Setting

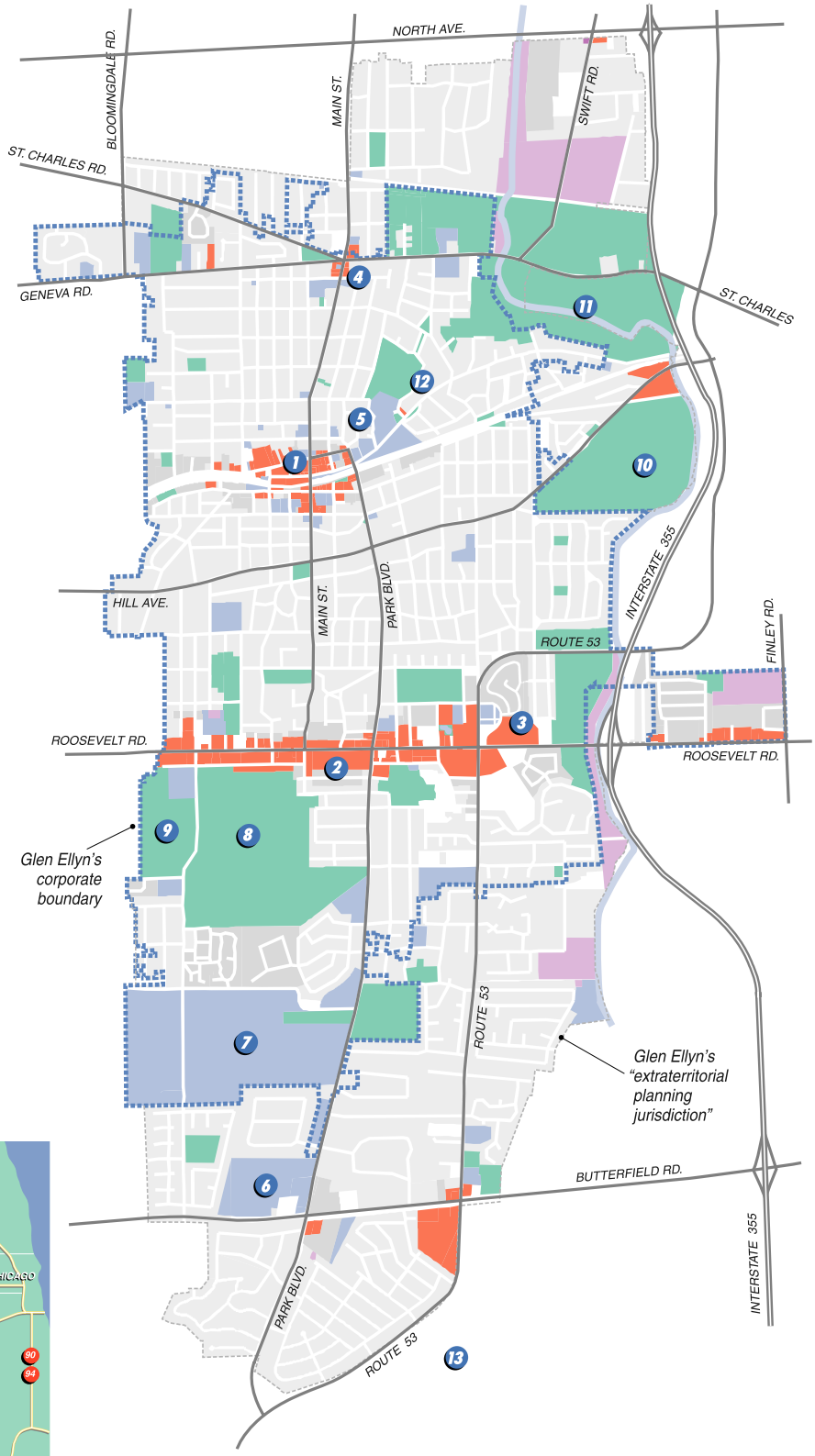
Residential Areas
Commercial & Business Areas
Parks & Open Spaces
Public & Institutional Facilities
Utility Facilities

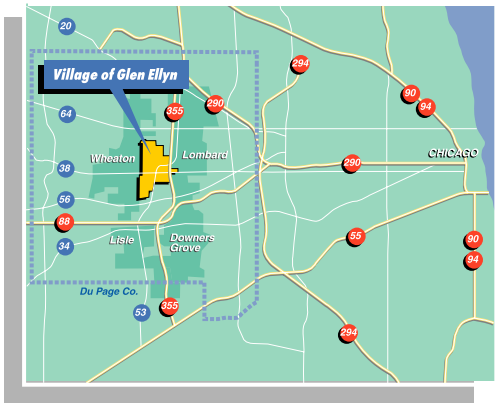
***1** - Downtown Glen Ellyn*
***2** - Roosevelt Road Corridor*
***3** - Baker Hill*
***4** - "Five Corners"*
***5** - Glenbard West High School*
***6** - Glenbard South High School*
***7** - College of DuPage*
***8** - Village Links*
***9** - Lambert Lake/Village Green*
***10** - Glen Oak Country Club*
***11** - Churchill Woods Forest Preserve*
***12** - Lake Ellyn*
***13** - Morton Arboretum*

Village of Glen Ellyn Boundary

Glen Ellyn's "extraterritorial planning jurisdiction"

***NOTE:** The Comprehensive Plan encompasses not only land within Glen Ellyn's corporate limits, but also unincorporated properties within the Village's "extraterritorial planning jurisdiction."*





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Section 1:

A Vision for Glen Ellyn

This section describes, in general terms, the kind of community that Glen Ellyn should be in the future. It includes two parts:

*The **Vision Statement** describes an "ideal form and function" for the community in the Year 2010. It is based on a visioning workshop at which a number of Village residents and officials reviewed existing conditions and potentials and discussed various options for the future. The Vision Statement provides overall focus and direction for the new Comprehensive Plan.*

*The **Goals and Objectives** are designed to help achieve the Vision Statement and provide more specific guidelines for the new Comprehensive Plan. The goals and objectives strive to transform the collective community values expressed in the Vision Statement into operational guidelines for the planning program.*

The materials included in this section express many ideas and concepts which cannot be shown on plan maps or depicted in other plan components. They are considered an important part of Glen Ellyn's new Comprehensive Plan.

Vision Statement

The purpose of the Vision Statement is to describe the Village of Glen Ellyn as it will be ten years in the future.

The Vision Statement is a "retrospective" which chronicles the accomplishments and achievements that have been undertaken in the Village since the Comprehensive Plan was completed in the year 2000.

The Vision Statement provides important focus and direction for the new Comprehensive Plan.

Vision Workshop:

The Vision Statement is based primarily on a special workshop hosted by the Comprehensive Plan Citizens Advisory Committee (CAC) at the Glen Ellyn Civic Center on June 7, 2000. Participants included Glen Ellyn elected officials, appointed officials, Village staff, and members of the CAC.

Vision Workshop Participants:

Workshop participants included Glen Ellyn elected officials, appointed officials, staff, and members of the Citizens Advisory Committee. A list of participants is presented at right.

Elected and Appointed Officials:

Joe Wark, Village President
Cathleen Blackledge, Village Board
Patrick Melady, Village Board
Patrick O'Brien, Village Board
John Mulherin, Chairman, Plan Commission
Mary Jane Chapman, Plan Commission
Julie Worthen, Plan Commission

Citizens Advisory Committee:

Rinda Allison, League of Women Voters
Julie Armantrout, At-Large Delegate
Phil Cronan, Recreation Commission
Daniel Gardner, CAC Chairman, Plan Commission
Vicky Hase, At-Large Delegate
Parker Johnson, Ancel Glink Diamond Bush
Sara Lee, At-Large Delegate
Julie Nolan, School District 89
Mary Parbs, Historical Sites Commission
Janie Patch, Economic Development Corporation
Bill Peterson, Architectural Review Commission
Phyllis Scanlan, Plan Commission
Keith Schoen, Glen Ellyn Park District
Joy Talsma, School District 87
Iryl Tortorella, Chamber of Commerce
John Vivoda, School District 41
Tom Voltaggio, School District 87
Tom Waters, Vision Glen Ellyn/Greening

Village Staff:

Gary Webster, Village Manager
Richard Dunn, Director, Planning & Development
Don Foster, Director, Public Works
Matt Pekarek, Director, Recreation Department
Sandy Williams, Village Planner, Planning & Development
Pete Pointner, Corporate Services, Inc.

Village Residents:

Donna Stalker
Cleo Burtis

VISION STATEMENT

***IN THE YEAR 2010**, Glen Ellyn is a safe, attractive and stable community offering a living, working and leisure environment that distinguishes the Village from neighboring communities. Glen Ellyn is characterized by attractive and well-maintained residential neighborhoods, compatible and viable commercial and business districts, quality parks and schools, and responsive public facilities and services. It is home to a diverse population, and is desirable to young families and senior citizens alike.*

IN THE YEAR 2010:

Glen Ellyn continues to be primarily a residential community. It is composed of attractive and desirable residential neighborhoods that include a range of housing types, styles and prices, and offers a combination of quality and affordability unique within the surrounding area.

Glen Ellyn has a diverse and well-maintained housing stock consisting primarily of single-family homes, but also including compatible and appropriately located townhouses, condominiums and apartments. Housing opportunities for senior citizens, assisted living and young families have increased during the past 10 years.

Village government, builders and developers, and local residents have cooperated to resolve the issue of "residential teardowns." While some older homes continue to be replaced, neighborhood character has been maintained, homes with historic interest have been preserved, and housing improvements and new construction are in keeping with Glen Ellyn's traditional neighborhood scale and character.

Commercial areas are active and economically viable, offering a wide range of goods and services to local residents and the surrounding region. Substantial public improvements and new private developments have occurred within each of the Village's commercial areas during the past 10 years, which have significantly enhanced the Village's tax base.

Glen Ellyn's historic Downtown has been enhanced as an active, pedestrian-oriented area containing an exciting mix of shopping, entertainment, public and residential uses. While Downtown continues to be small and compact and its traditional scale and character have been preserved, the mix of stores

and the variety of businesses have been expanded and parking conditions have been improved.

The Roosevelt Road corridor has been substantially upgraded. Several older, marginal properties have been redeveloped for new retail and business uses. The appearance of the corridor has also been enhanced, including improvements to private properties and the public right-of-way.

Through an area-wide program of historic preservation and compatible new construction, the Five Corners area has emerged as an attractive new northern gateway to the community. Marginal and vacant properties have been replaced with a mix of new commercial, residential and public uses.

High-quality new business and office development has occurred along and near North Avenue in the far northern portion of the community, providing an important boost to the Village's tax base.

Glen Ellyn continues to benefit from a superb regional location, and is easily accessible via the interstate highway system, arterial streets and public transportation. However, Glen Ellyn's Downtown and residential neighborhoods continue to be protected from through traffic, and the Village is safe and convenient for pedestrians and bicyclists.

During the past 10 years, traffic operational conditions have been enhanced along several arterial streets. Route 53 has been improved in a manner that complements the adjacent land development pattern. In addition to traffic enhancements, Route 53 and Roosevelt Road are now more attractive and "friendly" to pedestrians and bicyclists.

A new commuter rail station has been constructed within Downtown and compatible new "transit oriented development" has been undertaken within walking distance of the new station facility. Roadway and traffic operational improvements have been implemented to address the lengthy delays caused by rail traffic within Downtown.

Glen Ellyn is served by public and private schools which not only provide top-quality educational services, but also serve as focal points for community life and activity. The College of DuPage has continued to prosper and now offers even more special facilities, services and programs to local residents.

Glen Ellyn is widely recognized as the "Village in the Park." It maintains a rich variety of parks, open spaces and recreational facilities, and is characterized by tree-lined streets and neighborhoods. During the past 10 years, existing parks have been upgraded, facilities and services for teens have been expanded, and new parks have been provided in the neighborhoods south of Roosevelt Road.

Glen Ellyn is known for its outstanding municipal facilities and services. Fire and police protection are highly rated. Village facilities have been modernized and upgraded. The Library incorporates the latest technological advancements and continues to respond to the "informational needs" of local residents.

During the past 10 years, substantial improvements have been made to the public infrastructure, particularly with regard to stormwater management, drainage facilities and street surface conditions. Additional utility lines within the Village's commercial and residential areas are now located underground.

The Village has worked with area residents and businesses to devise a long-range plan and program for annexation.

While it continues to be comprised of several diverse and recognizable neighborhood areas, a number of programs, services and facilities have been implemented to unite all geographic areas and demographic sectors of Glen Ellyn into a single, unified community. As always, community spirit and "volunteerism" are hallmarks of the community,

The improvements and developments that have occurred within Glen Ellyn during the past 10 years have been the result of significant citizen participation, excellent leadership from Village officials, and a strong partnership between the public and private sectors. Local residents continue to play an active role in formulating planning policies. The Village has undertaken a number of public improvements projects, and has utilized a range of creative techniques to assist the private sector in the implementation of innovative development and redevelopment efforts.

Goals and Objectives

The goals and objectives are designed to help achieve the "Vision Statement" and provide more specific guidelines for Glen Ellyn's new Comprehensive Plan.

Goals and objectives strive to transform the collective community values expressed in the "Vision Statement" into operational guidelines for the planning program.

Goals and objectives each have a different purpose in the planning process:

- ***Goals*** describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.
- ***Objectives*** describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Goals and objectives express many ideas and concepts that cannot be shown on plan maps or depicted in other plan components, and they are an important component of Glen Ellyn's new Comprehensive Plan.

COMMUNITY APPEARANCE and CHARACTER

Goal:

An attractive and distinctive community image and identity that builds upon and enhances Glen Ellyn's traditional qualities and characteristics, and distinguishes it from surrounding communities.

Objectives:

1. Maintain and enhance the Village's "small town" atmosphere and character.
2. Maintain the attractive tree-lined streets, pedestrian scale and other distinguishing qualities of Glen Ellyn's existing residential neighborhoods.
3. Upgrade the image and appearance of existing commercial areas, including buildings, parking lots, signage and the public rights-of-way.
4. Reinforce and strengthen the traditional role of Downtown as the Village's centralized, multi-purpose focal point with a unique charm, appeal and historic character.
5. Undertake design and appearance improvements along the major thoroughfares that pass through the community.
6. Continue to improve and enhance the community gateways through the use of special signage, landscaping and other entry design features.
7. Design and locate public sites and buildings so that they become focal points and landmarks within the community.
8. Emphasize Glen Ellyn's numerous parks and open spaces as distinguishing features of the community.
9. Preserve sites and buildings with local historic and cultural interest and value.
10. Continue the "greening" of Glen Ellyn by maintaining existing trees, reforestation and new landscape plantings.
11. Promote high standards of design and construction for all development within the Village.
12. Work with residents and businesses to devise a long-range plan and program for annexation.
13. Promote continued collaboration and cooperation between the various districts and agencies serving the Village in order to better unite all parts of Glen Ellyn.
14. Establish and update boundary agreements with neighboring communities where appropriate.
15. Sponsor and promote programs, activities, events and celebrations that can stimulate public involvement and participation, foster a strong and unified community spirit and identity, and bring together residents from the various neighborhoods on a regular basis.

Policies and guidelines related to "community character" are presented on pages 14 and 15.

HOUSING and RESIDENTIAL AREAS

Goal:

A housing inventory and living environment that supports the local population, attracts new families, and enhances the overall quality and character of the Village.

Objectives:

1. Maintain the predominant single-family character of the Village.
2. Maintain the scale, quality and character of existing single-family neighborhoods.
3. Undertake public infrastructure improvements within residential areas as required.
4. Protect residential areas from the encroachment of incompatible land uses and the adverse impacts of adjacent activities.
5. Preserve sound existing housing through effective code enforcement and preventive maintenance.
6. Promote the improvement and rehabilitation of deteriorating residential properties.
7. Encourage new residential development that provides for a range of housing types and costs reflecting the needs of the Village's population.
8. Ensure that home improvements, additions and new housing construction are compatible with, complement and enhance existing neighborhood scale and character.
9. Encourage the development of energy efficient housing.
10. Ensure that adequate storm-water management provisions are included in all new residential developments.

Policies and guidelines related to "residential areas" are presented on pages 16 and 17.

COMMERCIAL, RETAIL and OFFICE DEVELOPMENT

Goal:

A system of commercial, retail and office development that provides local residents with employment opportunities and needed goods and services, increases the Village sales and property taxes, and enhances the image and appearance of the community.

Objectives:

1. Maintain and expand the range of retail, commercial and office establishments within the Village.
2. Improve access, parking, traffic circulation, signage and other operational conditions within all existing office, retail and commercial areas.
3. Preserve and strengthen Downtown as the historic, pedestrian-oriented retail, commercial, service and entertainment focal point within the Village.
4. Improve and upgrade Roosevelt Road as a retail and business area serving the Village and surrounding region.
5. Improve Five Corners as a new mixed-use focal point with a historic flavor and an attractive northern gateway to the community.
6. Encourage the corrective maintenance and rehabilitation of older commercial properties in poor condition.
7. Promote the redevelopment of marginal, obsolete and vacant commercial properties.
8. Encourage compatible new office, retail and commercial development in selected locations.
9. Encourage developers to provide enhanced views, such as scale models or computer-generated graphics, which depict proposed buildings or changes in the context of surrounding properties.
10. Ensure that all retail, office, and commercial activities are concentrated within or near areas of similar use.
11. Promote high quality design and construction for all new office, retail and commercial developments.
12. Promote creative site and building design and development solutions that can help off-set the small site sizes and other constraints present within Glen Ellyn's commercial areas.
13. Encourage new office, retail and commercial uses that will utilize the local labor force.
14. Minimize and mitigate any negative impact of office, retail and commercial activities on neighboring land-use areas.
15. Consider the introduction of compatible new light industry and "high-tech" uses within selected commercial areas.

16. Consider the desirability of annexing nearby commercial and business areas, as well as vacant and underutilized properties with commercial development potential.
17. Discourage additional "strip" commercial development within the Village.
18. Encourage the combination and consolidation of small commercial lots to enhance opportunities for coordinated improvements and new developments.
19. Enhance the high-speed communications capacity available to businesses within the community, including fiber optic connections.
20. Promote Glen Ellyn as a desirable, highly accessible and viable location for new commercial property investment and development.
21. Ensure that adequate stormwater management provisions are included in all new commercial developments.

Policies and guidelines related to "commercial areas" are presented on pages 18 and 19, as well as in the *Target Area Plans* (page 39).

TRANSPORTATION

Goal:

A balanced transportation system that provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding development patterns, and enhances regional transportation facilities.

Objectives:

1. Use traffic calming and other techniques to minimize localized traffic congestion, address safety and operational problems, and reduce neighborhood traffic speeds within the community.
2. Minimize non-local and commercial traffic within residential neighborhoods.
3. Address the traffic delays, noise impacts and safety concerns caused by rail traffic within the Downtown.
4. Promote an improvement program for Route 53 that complements adjacent land development, enhances the Village's image and character, and is safe and convenient for bicyclists and pedestrians as well as motorists.
5. Maintain and improve the condition of street surfaces throughout the Village.
6. Encourage the provision of adequate parking for all activity areas.
7. Create a comprehensive system of bicycle facilities and pedestrian walkways which enables safe and convenient movement within the Village and connects with nearby regional systems and facilities.
8. Promote convenient public transportation services within the Village, and between the Village and other nearby communities and destinations.
9. Promote continued improvement and enhancement of the Metra commuter station as an important community asset.

Policies and guidelines related to "transportation" are presented on pages 32 and 33, as well as in the *Target Area Plans* (page 39).

COMMUNITY FACILITIES

Goal:

A system of community facilities that provides for the efficient and effective delivery of public services and enhances the Village as a desirable place in which to live and do business.

Objectives:

1. Maintain effective fire and police protection throughout the Village.
2. Cooperate with the various public and private schools and districts to maintain adequate school sites and facilities within the Village.
3. Maintain the Library as an important focal point and resource for the community.
4. Provide adequate water supply, water distribution and sanitary sewer systems throughout the Village.
5. Improve stormwater management and upgrade storm sewer facilities throughout the Village.
6. Encourage the development of consolidated stormwater management facilities to address area-wide impacts.
7. Ensure effective stormwater management so that new residential and non-residential development does not adversely impact adjacent or nearby properties.

8. Maintain adequate sites and facilities for all Village services; undertake expansion and replacement programs as necessary.
9. Promote the re-use of surplus or outdated public buildings for new uses that benefit the community as a whole.
10. Ensure that all community facility sites and buildings are sound, attractively maintained and compatible with surrounding neighborhoods and development areas.
11. Develop a program for burying overhead cables and utility lines within the Village.
12. Provide special facilities and services for teens, senior citizens, the handicapped and other special needs groups.
13. Cooperate with and support the College of DuPage as a major community amenity and attraction.
14. Consider the need for and desirability of new community facilities that will serve the needs and desires of local residents and businesses.
15. Emphasize facilities, services and programs at locations that serve the entire community and can bring together and unite residents from all of the Village's neighborhood areas.

Policies and guidelines related to "community facilities" are presented on pages 30 and 31; policies and guidelines related to "public utilities" are presented on pages 34 and 35.

PARKS, RECREATION and OPEN SPACE

Goal:

A park and open-space system that meets the recreational and leisure needs of Village residents, and enhances the overall image and character of the community.

Objectives:

1. Promote continued cooperation between the Village and the various park and school districts in the provision of recreational programs and facilities.
2. Encourage a local park system that complements the regional recreational and open space opportunities located within and near the Village.
3. Provide and encourage recreational facilities and programs that respond to the needs of Village residents.
4. Improve and expand programs, facilities and services for teens.
5. Continue to upgrade existing parks and recreational facilities; undertake improvement and replacement programs as required.
6. Encourage the provision of new open spaces throughout the community, particularly in neighborhoods with current open space deficiencies.
7. Promote new plazas and other public open spaces within Downtown and other commercial and business areas.
8. Explore the open space potential of vacant lots and other underused parcels.
9. Preserve the environmental corridor adjoining the East Branch of the DuPage River for aesthetic and recreational purposes, wildlife habitat and flood plain protection.
10. Encourage that sites for future parks or green spaces are provided as a part of any large-scale new residential developments.
11. Continue to preserve significant natural environmental and open space resources throughout the Village.
12. Undertake more extensive landscaping and "greening" programs along major street corridors, and consider these corridors integral parts of the local open space system.
13. Expand, upgrade and promote the use of pedestrian and bicycle paths to provide access to and connections between schools, parks, forest preserves, the Downtown and other key activity areas.
14. Ensure that all parks and open spaces are adequately and attractively maintained and that reforestation is undertaken as required.

Policies and guidelines related to "parks and recreation" are presented on pages 30 and 31.

Section 2:

Community Wide Plan

This section presents the Community-Wide Plan, which establishes an overall framework for improvement and development within Glen Ellyn over the next 10 to 15 year period, consistent with the Vision Statement and the goals and objectives.

The Community-Wide Plan consists of three components: 1) land-use, 2) transportation, and 3) community facilities. Plan recommendations are presented in the series of maps and accompanying text that follow.

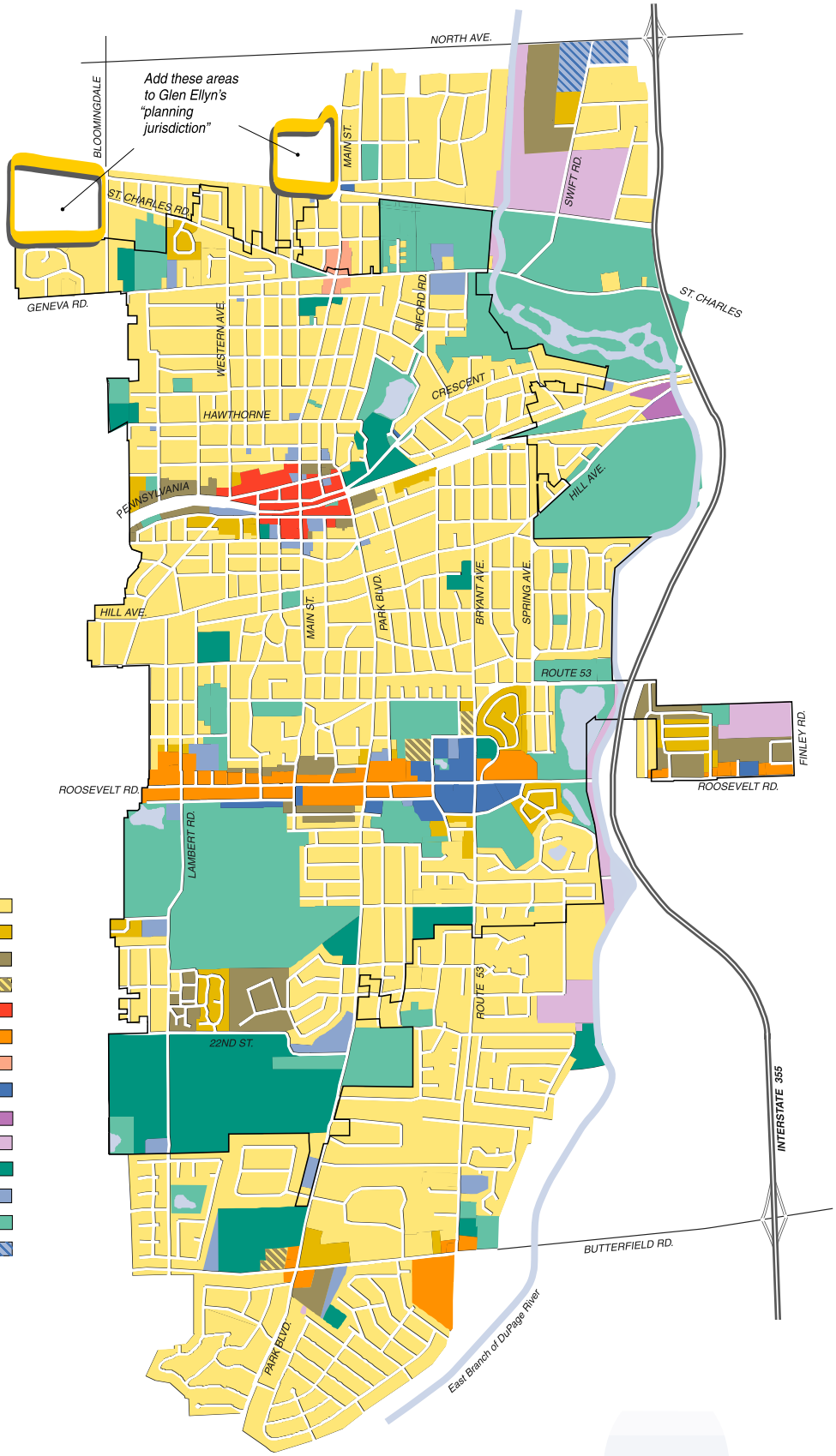
The Community-Wide Plan strives to maintain and enhance the unique and distinguishing features of the community, improve and upgrade areas that are beginning to decline, and promote compatible new development and redevelopment in selected locations.

The Community-Wide Plan is supplemented by more detailed and specific recommendations for Glen Ellyn's three designated "target areas," which are presented in Section 3 of this Plan report.

Figure 2

Community Wide Plan

The Community-Wide Plan provides an overall framework for improvement and development within Glen Ellyn over the next 10 to 15 year period. It establishes long-range policies for key aspects of the Village, consistent with the recently prepared Comprehensive Plan Vision Statement and Goals and Objectives. The Plan strives to maintain and enhance the unique and distinguishing features of the community, improve and upgrade areas that are beginning to decline, and promote compatible new development and redevelopment in selected locations.



Map Legend:

- Single-Family Detached Residential
- Low-Density Attached Residential
- Medium-Density Residential
- Senior Residential
- Downtown Glen Ellyn
- Service Commercial
- Neighborhood Commercial
- Office
- Light Industry
- Utilities
- Schools
- Public/Semi-Public
- Parks and Open Space
- Mixed-Use Development Area

Community Wide Plan

The Community-Wide Plan consists of three components: 1) land-use, 2) transportation, and 3) community facilities.

Community-wide recommendations are briefly highlighted below and in Figure 2. More specific policies and recommendations for each component are presented on the pages that follow.

The Community-Wide Plan is supplemented by more detailed recommendations for Glen Ellyn's three "target areas," which are presented in Section 3 of this Plan report. The Target Areas include: a) Downtown Glen Ellyn, b) the Roosevelt Road corridor, and c) Five Corners.

Overview of the Plan:

Glen Ellyn's 1986 Comprehensive Plan focused on the development opportunities afforded by a number of vacant properties scattered throughout the planning jurisdiction.

Most of the vacant sites highlighted in the 1986 Plan have been developed and Glen Ellyn is now essentially a built-up community.

Even though the Community-Wide Plan also addresses the future use of vacant and underutilized land, it has a somewhat different focus from the 1986 Plan. The new Plan focuses on the unique needs of a "mature" community. It strives to maintain and enhance the traditional form, character and distinguishing features of Glen Ellyn, while still promoting high-quality and compatible improvements and new developments in selected locations.

In particular, the new Plan strives to ensure that all replacement, reconstruction and redevelopment—which are essential if a mature, established community is to remain strong and viable—are compatible with, complement and enhance the existing image and character of the Village.

Land Use:

The Community-Wide Plan provides a guide for future land-use and development within the Village. It identifies which lands should be devoted to residential, commercial and public land uses. It also describes how various land-use areas are to be related and interconnected, and highlights the types of projects and improvements to be undertaken within each area.

Even though Glen Ellyn is primarily a built-up community, there will continue to be demand for a modest amount of new residential, commercial and office development in the future. New development will entail replacement of older existing uses, the redevelopment of marginal and deteriorated properties, and the development of remaining vacant land. In addition, future growth could entail the annexation of currently unincorporated lands, although most of these properties are also developed.

The Plan builds upon the existing land use structure of Glen Ellyn. It strives to reinforce and strengthen the traditional residential character of the community. Single-family residential development should continue to predominate, and the distinctive qualities and characteristics of individual neighborhoods should be enhanced. The current balance of single-family and multi-family housing (which is approximately 60% - 40%) should be maintained.

Commercial uses should continue to be located primarily within Downtown Glen Ellyn, along Roosevelt Road, in the Five Corners area, and along Butterfield Road and North Avenue. Existing commercial areas should be improved and upgraded, and compatible new investment and development should be promoted. Improvements should be made to existing buildings, parking lots and the public rights-of-way.

While Glen Ellyn's planning jurisdiction will continue to have only a limited amount of industrial development, compatible new light industry and "high-tech" uses should be considered within designated business areas.

Transportation:

While Glen Ellyn's roadway system is essentially in place, operational improvements should be undertaken to meet the needs of future development and to preserve and protect the integrity of existing neighborhoods.

The safe and convenient use of transportation corridors by pedestrians, cyclists, public transit and private vehicles should be emphasized. Traffic flow and traffic safety should be improved along key routes without disrupting or adversely impacting adjacent land development or overall community character.

Landscaping and other improvements should be undertaken to enhance the appearance of major roadways.

Adequate parking should be provided to accommodate the needs of Downtown and other commercial areas, with a balance of short-term parking to serve commercial and business patrons and long-term parking to serve employees and commuters.

Community Facilities:

The Village should continue to offer its residents and businesses top quality community facilities and services.

The local parks and recreation system should be enhanced as an important community asset. Existing parks should be improved and upgraded as required. Additional cooperative agreements should be established between the Park Districts, the School Districts and other organizations to enhance the recreational opportunities available to local residents.

The Village should cooperate with public and private schools to ensure that high-quality educational facilities continue to be available. Existing school sites and buildings should be improved and upgraded as required.

Other community facilities, including the Library, the YMCA, fire and police stations, the Civic Center, public works facilities and the College of DuPage, should be improved and enhanced as necessary, and should continue to be important assets of the community.

The Village should continue to upgrade public utilities in order to maintain quality service in the future. Storm water management facilities should be expanded as planned to reduce the adverse impacts of storm water runoff within the community.

Community Character

Glen Ellyn is an attractive and distinctive community characterized by quality neighborhoods, tree-lined streets, an historic Downtown, an abundance of open space, and a variety of public and institutional amenities. This established "community character" helps distinguish Glen Ellyn from neighboring communities and makes it a desirable place to live, work and do business.

As Glen Ellyn experiences the replacement of existing uses and the redevelopment of existing properties which are typical of a mature community, its traditional character may become threatened. Therefore, it is essential that all improvements and developments be compatible with and complement the Village's existing image and character.

Neighborhoods:

Glen Ellyn developed over a period of many years and its neighborhoods reflect the Village's different stages of development. Older neighborhoods with a small-town atmosphere are located in the central portion of the Village. Many homes in these neighborhoods have historic interest. Newer neighborhoods in the southern portion of the Village are characterized by somewhat larger lots, curvilinear streets and suburban development patterns. Neighborhoods to the north range from old to quite new, and a few have a semi-rural, "countryside" character.

Glen Ellyn's neighborhoods are among its most important visual assets, and neighborhood image and character should be preserved and enhanced. Homes in poor condition should be repaired. Yards, driveways and landscaping should be well maintained. Residential improvements and new developments must be compatible with existing neighborhood character.

Awards might be given to recognize development projects that significantly enhance "community character."

Residential Teardowns:

Glen Ellyn is experiencing a trend common to many mature, affluent communities. It consists of the replacement of existing homes with larger structures. A related trend is the construction of major additions to smaller existing homes.

While residential improvements and new construction are good for the local economy and serve to upgrade the community's housing stock, the Village should ensure that the density and intensity of improvements and new developments complement neighborhood character in terms of bulk, setback, building height and lot coverage.

The Village should continue to monitor residential "teardowns" to determine if additional controls are necessary to protect historic homes and traditional neighborhood character.

Business Districts:

Glen Ellyn's commercial and business areas occupy highly visible locations along the major streets that pass through the community.

While a number of improvements have already been undertaken within Downtown and Glen Ellyn's other business districts, additional projects and improvements should be implemented to further upgrade the appearance of sites, buildings, parking areas and the public right-of-way. See Section 3 of this Plan report for more detail.

Historic Resources:

Glen Ellyn has a number of homes, commercial buildings and public facilities that have historic and/or architectural interest and these add to the charm and character of the community. Historic markers are scattered throughout the community commemorating special sites, events and environmental features.

The Village should consider more formal procedures for recognizing and designating structures and districts with historic value and explore new techniques that could help maintain and preserve these structures for future generations. Property owners should be encouraged to retain and restore historic structures.

Street Corridors:

Street corridors are among the most visible parts of Glen Ellyn and they are major determinants in how the community is perceived by residents, visitors and passing motorists.

While tree-lined streets are a distinguishing feature of Glen Ellyn's neighborhoods, more attractive treatments should continue to be undertaken along key roadways, particularly Roosevelt Road and Route 53. Improvements might include improved sidewalks, new trees and light fixtures, distinctive signage, and underground utilities.

"Welcome" signs have been installed at several locations where roadways enter the Village. More extensive lighting and landscaping treatments might be provided at selected locations. "Pathfinder" signage should also be installed to better direct motorists to Downtown and other activity areas.

Many visitors and passing motorists get their first impression of Glen Ellyn via views from the I-355 Expressway. All development visible from the expressway should be well maintained and attractively landscaped. The Village should work with the Tollway Authority to intensify landscaping along I-355 to help screen and buffer the facility from the adjacent community.

Other Distinguishing Features:

Many other features add to the image and character of Glen Ellyn, including a strong "community spirit," a tradition of volunteerism, and many attractive public and institutional properties.

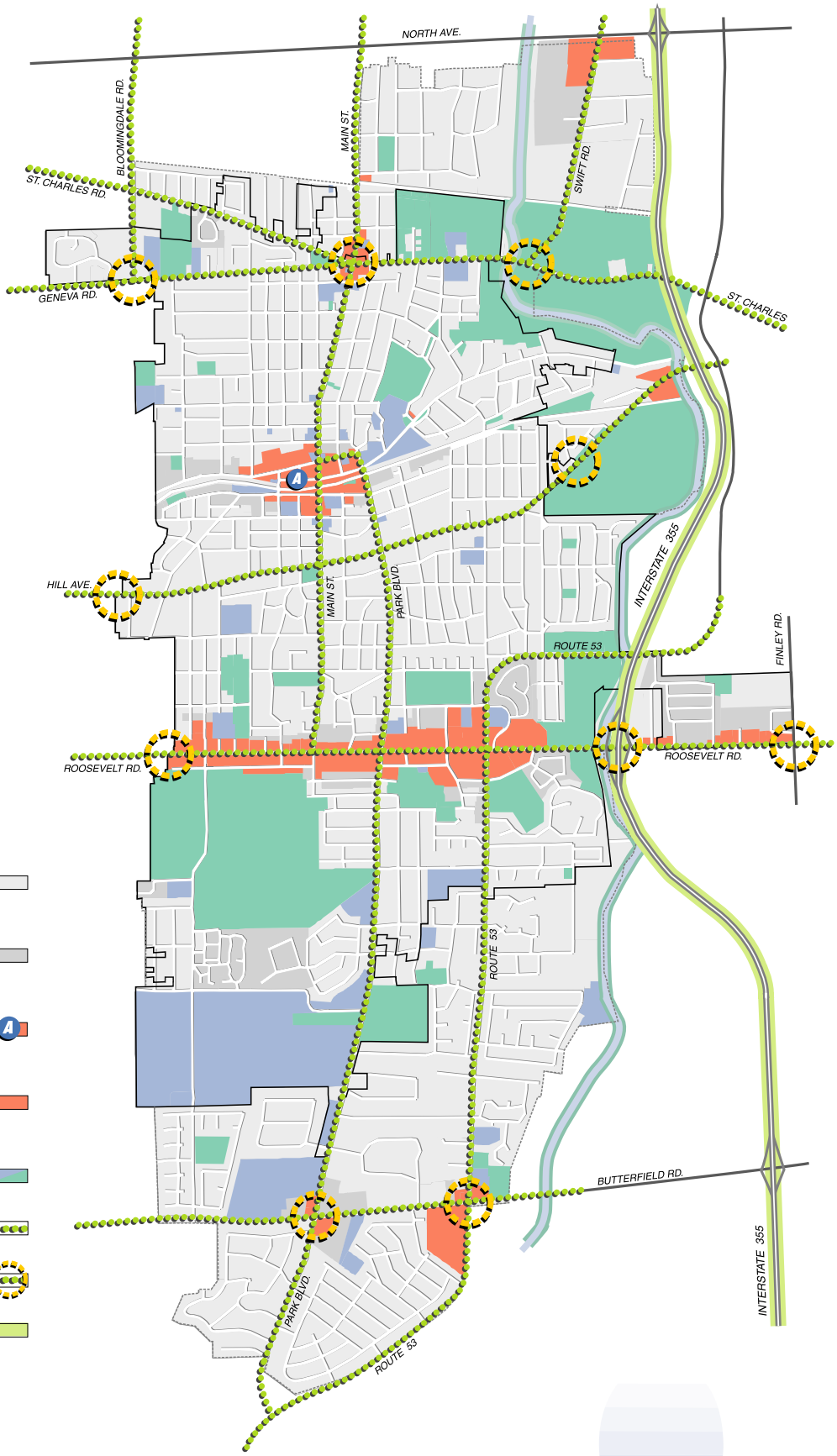
Numerous parks, open spaces and nature preserves provide unique recreational and visual amenities for residents and visitors. Schools, churches and governmental buildings are distributed throughout the Village, providing attractive visual focal points for various neighborhoods and activity areas.

Public sites and buildings should be attractive and well maintained and new facilities should be designed and located to provide new focal points and landmarks within the community. The volunteer Fire Department is also a source of pride and a factor in Glen Ellyn's special "community character."

Figure 3

Community Character

The Community-Wide Plan emphasizes the need to protect and enhance Glen Ellyn's established image and appearance. Each component of the Plan strives to ensure that future improvements and developments are compatible with and complement the traditional character of the community. Figure 3 summarizes several of the features mentioned in the Plan that contribute to the appearance and character of Glen Ellyn. The Plan promotes increased public awareness of this important aspect of Glen Ellyn and encourages new discussion and consideration of "community character" in the future.



Map Legend:

- *Maintain the traditional distinguishing characteristics of existing neighborhoods.*
- *Ensure that new residential development is compatible with existing neighborhoods.*
- *Reinforce the historic scale, character and pedestrian orientation of Downtown.*
- *Improve the appearance of other commercial, business and mixed-use areas.*
- *Enhance parks, open spaces and public buildings as focal points and landmarks.*
- *Upgrade the appearance of Route 53 and other major street corridors.*
- *Improve community "gateways" and "wayfinding" signage.*
- *Work with the Tollway Authority to enhance the I-355 corridor.*

Figure 4

Residential Area Policies

The Community-Wide Plan strives to maintain and protect existing neighborhoods, improve and strengthen residential properties that are beginning to decline, and promote high-quality new residential development that enhances existing neighborhood character.

Map Legend:

***Single-Family Detached Residential**, reflecting densities up to 5 units per acre.*

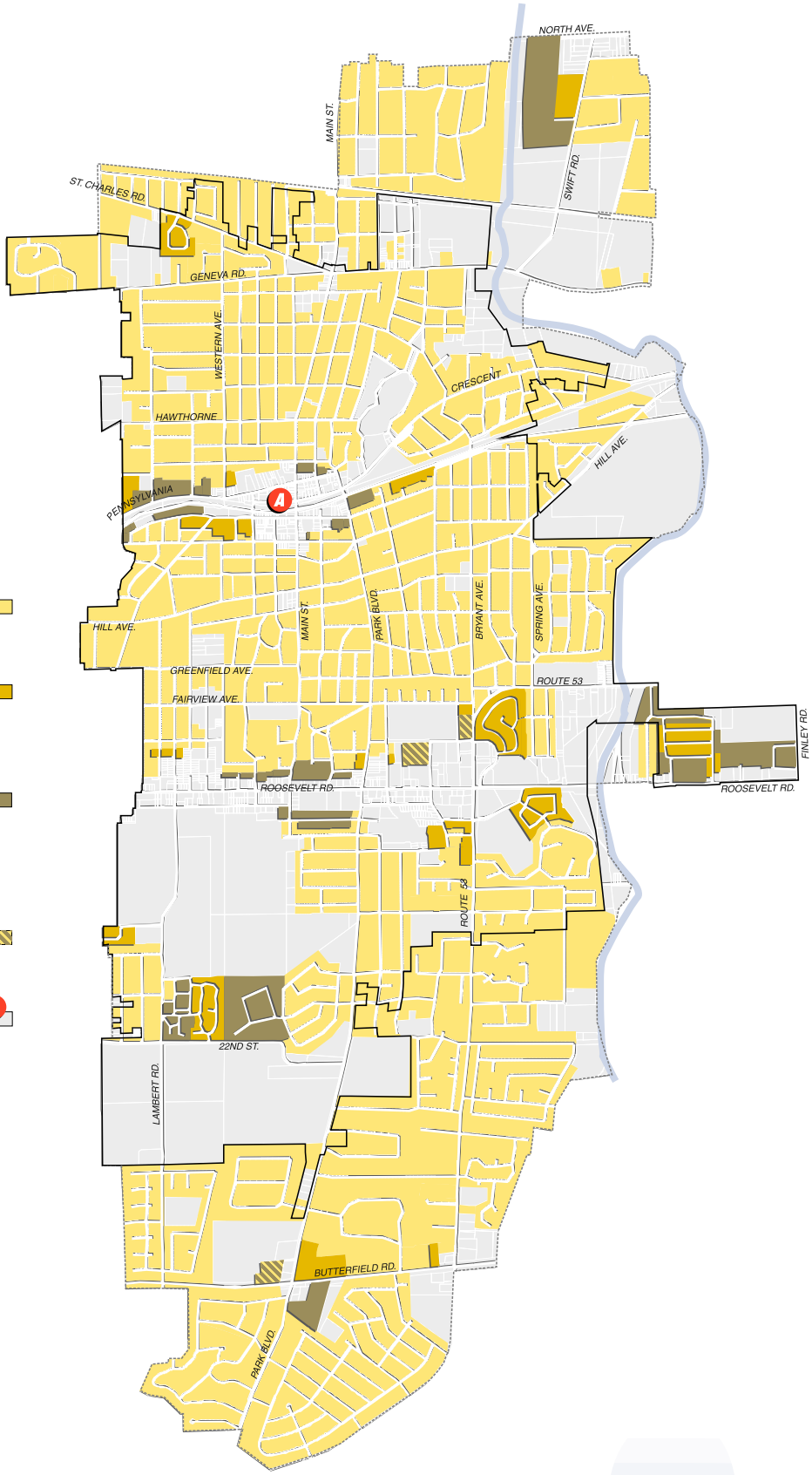
***Low-Density Attached Residential**, including town-homes and cluster homes, reflecting densities of 5 to 10 units per acre.*

***Medium-Density Residential**, including walk-up and elevator multiple-family developments, reflecting densities of 10 to 18 units per acre.*

***Senior Residential**, including senior housing, assisted living, and extended care.*

***Downtown Glen Ellyn**: Somewhat higher densities may be considered, but height and density should be reevaluated as a part of updating the Zoning Ordinance. Residential units are also appropriate on the upper floors of Downtown commercial buildings.*

***NOTE:** Residential densities are used in the Comprehensive Plan for overall guidance only. Zoning will continue to govern densities on specific parcels. When the Zoning Ordinance is updated following adoption of the Plan, allowable densities within zoning districts should be reviewed.*



Residential Area Policies

Glen Ellyn is primarily a residential community. The Village is comprised of several distinct neighborhood areas, each with somewhat different physical characteristics such as street configuration, landscaping, lot sizes and housing construction. Much of the Village's special image and identity is due to the unique character of its neighborhoods, and these distinguishing features should be preserved and enhanced.

The Community-Wide Plan builds upon Glen Ellyn's established neighborhood structure and promotes improvements and developments that will maintain and strengthen this traditional structure in the future.

Since Glen Ellyn is a built-up community, most new residential development will consist of new homes constructed on vacant lots and new housing occurring as the result of the redevelopment of existing uses.

Improvement Guidelines:

Several principles should guide neighborhood improvement and development within Glen Ellyn.

Neighborhoods should be designed primarily for residential use. Shopping and services, elementary schools, and parks and playgrounds should be easily accessible by pedestrians and bicycles as well as vehicles. The boundaries between neighborhoods and adjoining land-use areas should be clearly defined, and screening and buffering should be provided as required.

Through-traffic should be routed around residential neighborhoods, along either "village arterial" or collector streets. Pedestrian walkways and bikeways should connect homes with schools and neighborhood facilities. The Village should strive to maintain a neighborhood atmosphere in which all residents feel safe and secure.

Glen Ellyn should continue to offer a diverse housing stock that will accommodate a diverse population. The current balance of single-family and multi-family units should be essentially maintained in the future.

Multi-family uses should be located on the edge of single-family neighborhoods and near major activity areas. Sufficient parking should be provided to serve all multi-family development.

All new residential development, including additions and remodelings, should be characterized by high-quality design and construction and should be compatible with the scale and character of the surrounding neighborhood.

Stormwater management should be addressed on a comprehensive basis within all residential areas.

New residential developments of over one acre in size should continue to be developed as planned unit developments. The PUD technique, which gives the Village maximum control over residential area design and development, is particularly useful in situations where normal zoning may not be sufficient to promote desirable new development.

Single-Family Neighborhoods:

Existing single-family neighborhoods should be strengthened where necessary through community facility and infrastructure improvements. Improvement and rehabilitation of older housing should be promoted. Housing rehabilitation and code enforcement activities should continue to be undertaken. Historic homes, tree-lined streets and other distinguishing neigh-borhood characteristics should be protected. Neighborhoods throughout the Village should feel "open" because of the layout and relationships of homes on properties and adjoining lots.

Several of Glen Ellyn's neighborhoods are experiencing pressure due to "teardowns" of existing homes and new construction. The Plan recognizes the value and importance of Glen Ellyn's older existing housing stock in terms of image, character, stability and affordability. While the replacement of some older housing is both normal and desirable, the Village should continue to monitor this situation to ensure that changes are sensitive to and reflective of existing neighborhood character.

Although Glen Ellyn's neighborhoods are essentially "built-out," several vacant lots and land parcels are scattered throughout the planning jurisdiction where compatible new residential development could occur in the future.

Low-Density Attached Residential:

Low-density residential development, including townhouses, attached single-family homes, cluster homes and similar developments, should be located along major streets and near activity centers. For example, existing low-density developments are located near Downtown, the Roosevelt Road corridor, and the College of DuPage.

Low-density residential development should be located on small sites occupying locations between commercial areas and single-family neighborhoods. These sites are intended to provide for small-scale townhouse or similar development as a "transition" between the commercial and neighborhood areas. New development in these locations should be of a scale and character compatible with nearby existing single-family homes. New low-density development should reinforce and enhance overall neighborhood quality rather than detract from it.

Medium-Density Residential:

Medium-density residential development should be located near major activity centers. Existing medium-density residential, including walk-up and elevator multiple-family developments, are located adjacent to the Downtown, in the Surrey Drive area, near the Roosevelt Road corridor, north of the College of DuPage, west of Swift Road, and at the intersection of Butterfield Road and Park Boulevard.

The design and development of all new multi-family residential development should be carefully controlled to ensure compatibility with surrounding uses, adequate screening and buffering, and a quality living environment.

Senior Residential:

Senior residential, including senior housing, assisted living and extended care facilities, should be provided in convenient locations to accommodate the needs of senior citizens within Glen Ellyn. Compatibly scaled new senior housing would also be acceptable in the areas designated for low- and medium-density residential.

Commercial Area Policies

The Community-Wide Plan designates five types of commercial and business areas: 1) Downtown, 2) service commercial, 3) office, and 4) neighborhood commercial, and 5) light industry.

Generalized recommendations for commercial and business areas are presented in Figure 5. More specific improvement and development recommendations for Downtown, Roosevelt Road and Five Corners are presented in Section 3 of this Plan report.

Improvement Guidelines:

Each of Glen Ellyn's existing commercial and business areas should be strengthened and upgraded. Viable existing stores and businesses should be improved and enhanced. New uses, particularly retail and convenience commercial uses that serve the needs of local residents, should be promoted.

New commercial, business and mixed-use development should be of a size and scale compatible with the established image and character of Glen Ellyn. Commercial and business development should be characterized by the highest possible standards of design and construction.

Since commercial and business areas are located along important traffic routes, access to individual properties should be carefully controlled to minimize conflicts with through traffic. The consolidation of access drives for adjacent properties should be encouraged.

Adequate off-street parking should be provided within all commercial and business areas. The consolidation of parking facilities for two or more businesses should be encouraged. Parking lots should be attractively landscaped, particularly along major streets.

The image and appearance of commercial and business areas should also be upgraded. Projects should be undertaken to improve the appearance of the public rights-of-way, including landscaping, lighting, signage, sidewalks, crosswalks and pedestrian amenities. Enhancements to private properties should include façade, parking lot and signage improvements.

Commercial and business areas should not adversely impact adjacent neighborhoods. Screening and buffering should be promoted between commercial and residential areas, including landscaping and attractive fencing. Commercial traffic and parking should not be allowed to "spill over" into the neighborhoods. Noise, safety and grounds maintenance should also be carefully monitored within commercial areas.

Downtown Glen Ellyn:

Glen Ellyn's Downtown is the traditional commercial and service focal point for the Village. It not only contains a range of retail, service, office and housing uses, but is also the site of several important public and institutional buildings.

The Plan strives to strengthen and enhance the historic character and traditional role of Downtown. It should be maintained as Glen Ellyn's multi-purpose commercial and service focal point. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of its pedestrian orientation and the range of businesses, services and other activities it offers to the community.

Compatible and high-quality new retail, service and mixed-use development and redevelopment should be promoted in selected locations within the Downtown, as described in Section 3.

Service Commercial Areas:

Service commercial areas, including Roosevelt Road and small clusters along Butterfield Road in unincorporated Glen Ellyn, should contain a range of retail, service, office and business activities that serve the community and surrounding region..

The Roosevelt Road corridor should continue to accommodate retail, convenience and auto-oriented commercial uses. The redevelopment and replacement of older, obsolete and marginal commercial properties should be promoted, as described in Section 3.

The clustering or grouping of commercial buildings within the same block should be promoted to allow for shared access drives, parking areas and pedestrian amenities.

Since the size of most lots along commercial corridors is limited, the consolidation of two or more smaller parcels should be encouraged to enable somewhat larger developments with improved access, parking, building placement, and overall design and appearance.

Glen Ellyn should explore the possibility and desirability of annexing the unincorporated commercial areas along Butterfield Road, Hill Avenue and North Avenue/Swift Road in order to supplement the local tax base and establish Village control over future development in these areas.

Office and Industrial Areas:

Office development has been increasing within Glen Ellyn in recent years. Most existing office development is located within or near the Downtown, along Roosevelt Road, and in smaller locations along Butterfield Road. Quality new office development should continue to be promoted.

The small cluster of industrial and business uses located along Hill Avenue just outside the Village is designated in the Plan as "light industrial." This area should be improved and upgraded as a limited and self-contained business area.

Compatible new light industrial and high-tech uses would also be appropriate within Glen Ellyn's office areas.

Neighborhood Commercial Area:

"Five Corners" should be revitalized as a neighborhood service area, a showcase for local history, and an attractive gateway to the Glen Ellyn community. The southwest quadrant of the intersection of Main Street and St. Charles Road should be promoted as a local Historical Center centered on Stacy's Tavern and other historic buildings. Traffic operational improvements should be undertaken, and the overall image and appearance of the area should also be enhanced. See Section 3 for more detailed recommendations.

Figure 5

Commercial Area Policies

The Community-Wide Plan strives to strengthen and reinforce the role and function of Glen Ellyn's commercial and business areas. The Plan establishes policies for improving and upgrading Downtown, Roosevelt Road, and other existing commercial areas, and for promoting compatible new commercial and office development in selected locations.

Map Legend:

Strengthen Downtown as Glen Ellyn's multi-purpose, pedestrian-oriented retail and service focal point. (A)

Upgrade Roosevelt Road as a location for retail, convenience and auto-oriented commercial uses. (B)

Continue to promote quality new office development within Glen Ellyn's business areas. (C)

Maintain the small cluster of business uses along Hill Avenue as a limited light industrial area. (D)

Revitalize Five Corners as a neighborhood service area, a showcase for local history, and an attractive gateway to the community. (E)

Promote new commercial and office development as a part of the the "Mixed-Use Development Areas" at North Avenue and Swift Road. (F)

Support Commonwealth Edison's plans to upgrade training, office and power distribution facilities. (G)

Explore the possibility of annexing nearby unincorporated commercial and business areas. (H)

NOTE: *See Section 3 for more detailed recommendations related to Downtown, Roosevelt Road and Five Corners.*

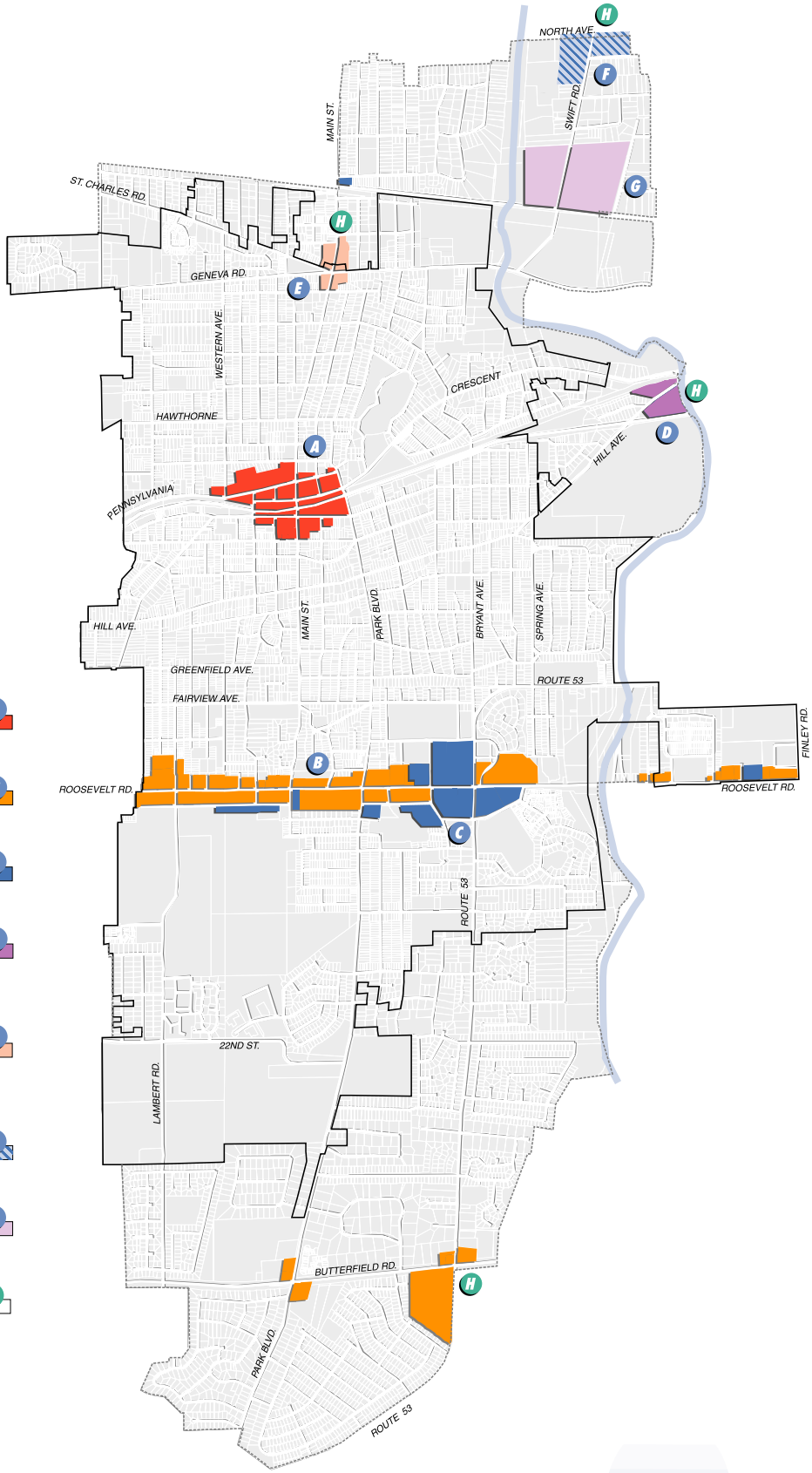


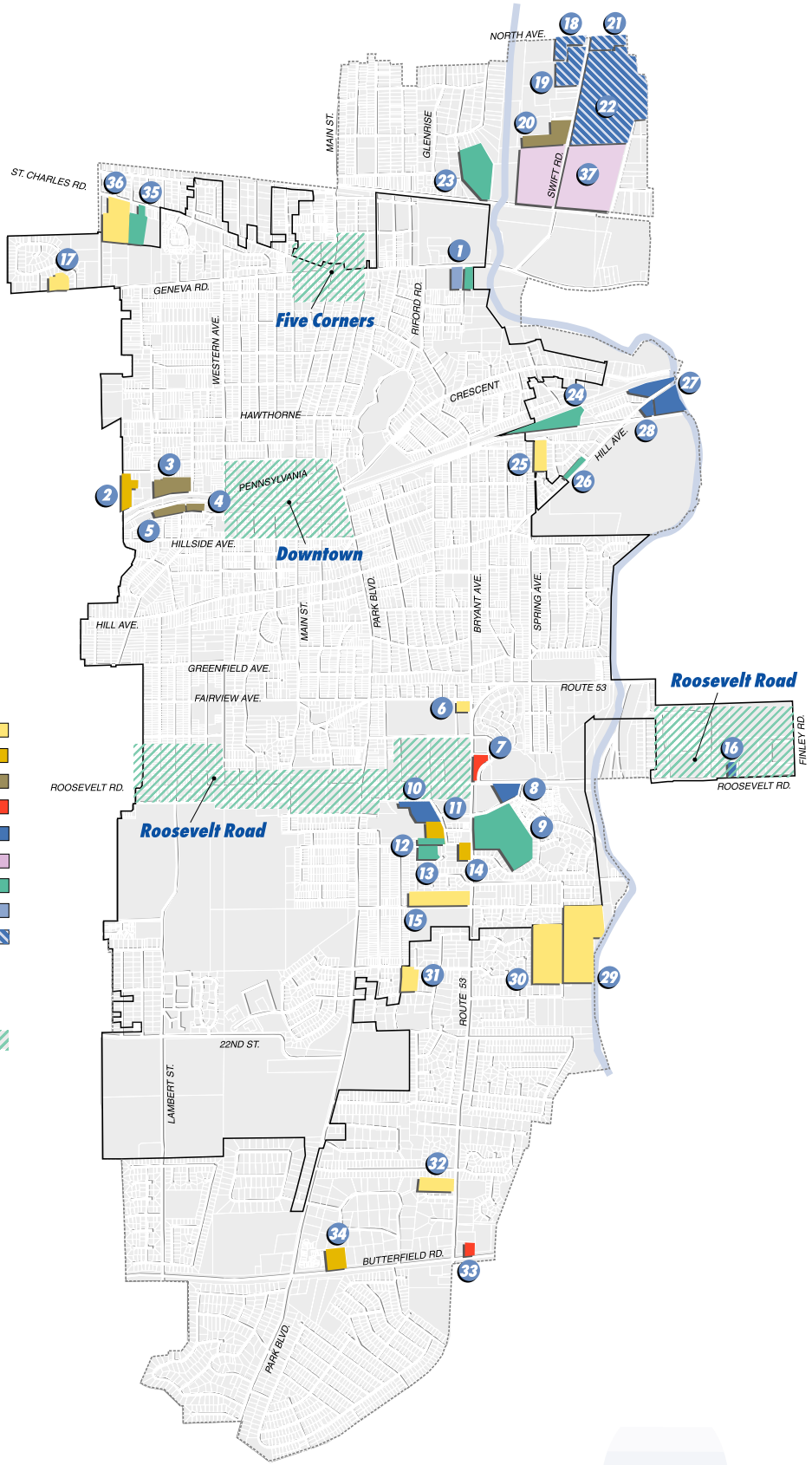
Figure 6

Potential Development Sites

Even though Glen Ellyn is a mature, built-up community, there are several vacant properties scattered throughout the planning jurisdiction where new development might occur in the future. In addition, a few developed areas are characterized by underutilization and may be subject to intensification or redevelopment. Potential development sites within the planning jurisdiction are highlighted in Figure 6.

Map Legend:

- *Single-Family Residential*
- *Low-Density Residential*
- *Medium-Density Residential*
- *Commercial*
- *Office and Business*
- *Commonwealth Edison*
- *Parks and Open Space*
- *Public/Institutional*
- *Mixed-Use Development Area*
- *Potential Development Site (see **Table 1**)*
- *"Target Areas" (see **Section 3**)*



Note:

*The characteristics of the **Potential Development Sites** are presented in Table 1. The table also indicates the land-use recommendation for each site.*

Potential Development Sites

While new development and redevelopment could conceivably occur anywhere within the Village, Figure 6 highlights several properties that appear to have potential for residential, commercial, business or open space improvement, development or redevelopment in the future.

It should be emphasized that the inclusion of sites in Figure 6 does not imply that development will occur or that development is necessarily recommended as a part of the Comprehensive Plan. Rather, it suggests that these properties appear "susceptible" to change in the near future. Because of this, it is important that the new Plan specify the type and character of new development to be promoted within these areas if change does indeed take place.

Single-Family Sites:

Several vacant parcels scattered throughout Glen Ellyn's planning jurisdiction may have potential for new single-family residential development. In addition, there are also a number of vacant lots within existing neighborhoods that are not shown on the map that may also be subject to development in the future.

Several of the vacant sites designated for single-family development are characterized by soil concerns, difficult topography or other environmental constraints. If any of these sites prove to be unsuitable for building development, they should be maintained as open space.

A few of the sites highlighted in Figure 6 are currently occupied by semi-rural or large-lot single-family homes. Even though existing homes are in good condition and could remain, these areas may be subject to re-subdivision or redevelopment in the future.

In general, all new homes should enhance the image and character of the neighborhoods in which they are located.

Low- and Medium-Density Sites:

Several sites within the planning jurisdiction may have potential for new low- and medium-density residential development.

Multi-family housing is currently under construction in the unincorporated area near the intersection of Swift Road and North Avenue.

Figure 6 also highlights small clusters of existing apartments and townhomes along Pennsylvania and Duane Avenues just west of Downtown Glen Ellyn. While the existing developments are generally sound and well maintained, several are becoming old and "dated" and may be subject to redevelopment. These areas are convenient to commercial services and public transportation and are ideal locations for new multi-family development.

Commercial and Office Sites:

Most opportunities for new commercial and office development will be within the three target areas, as described in Section 3 of this Plan report.

The small cluster of light industrial uses located on Hill Avenue on the far eastern edge of the planning jurisdiction should be maintained as a self-contained business area. While this area is not highly visible, additional landscaping and screening would be desirable around parking and storage areas visible from the street. This area might also undergo small-scale expansion along the south side of Hill Avenue.

The Village should also encourage continued improvement and expansion of Commonwealth Edison's training and office facilities along Swift Road.

Open Space Sites:

A few sites are highlighted as potential public open spaces. These include the Maryknoll site that is scheduled for park development and the planned expansion of Churchill Park.

As mentioned above, several sites indicated for residential or commercial development may prove to be unsuitable for new building construction. If these properties remain vacant, they should be considered "open spaces" and should be maintained and cleaned up on a regular basis so that they do not detract from the neighborhoods in which they are located.

Potential Mixed-Use Development Areas:

The area near the intersection of North Avenue and Swift Road may represent an opportunity for new mixed-use office, commercial and residential development in the future.

This area has excellent accessibility and visibility. It is currently underdeveloped and consists of a mixture of older commercial and semi-rural, large-lot residential uses. New multi-family residential development is already taking place on the west side of Swift Road.

It is suggested that the western quadrant of the intersection be considered as a location for new office or commercial development. Older commercial and residential properties could be assembled and combined to create an attractive site for new planned development.

High-quality new development at North and Swift could become an attractive new entrance to the community in the future.

The eastern quadrant of the intersection, which is somewhat more intensely developed, may represent a similar–although longer-range–opportunity for new mixed-use development.

Table 1: POTENTIAL DEVELOPMENT SITES

Glen Ellyn Comprehensive Plan

Area Number	Existing Use	Surrounding Uses	Current Zoning	1986 Comp. Plan	Vehicular Accessibility	Utility Service		Environmental Considerations	Future Development Potential	Preliminary Consultant Recommendation
Sites within the Village of Glen Ellyn:										
1	Vacant land (east); semi-rural residential (west)	North: Ackerman Park South: SF residential East: Forest Preserve West: Cemetery	Glen Ellyn: R-2	Single-family residential (west); park (east)	Frontage on St. Charles Road (minor arterial); Eastern Avenue is a discontinuous local street	Currently served by Glen Ellyn sewer facilities; water service could be extended	➪	Floodplain along the east side of Eastern Avenue; lightly wooded site	Limited. Environmental conditions render the eastern portion unsuitable for development; older homes on the west are marginal and in poor condition.	**Cemetery** (west) and **Forest Preserve** (east). The Cemetery has already begun purchasing property along the west side of Eastern Avenue.
2	Church; Wheaton College	North: SF residential South: Railroad East: MF residential West: SF residential	Glen Ellyn: C-4	Medium-density multi-family residential	Frontage on Pennsylvania Avenue (major collector)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns	Limited. Existing structure is sound and well maintained. However, if this property becomes available, it would have good potential for reuse or redevelopment.	**Low-density attached residential.** While the existing use may be retained, the property should be designated for townhomes or similar housing in the event it becomes available in the future.
3	Mix of multi-family, single-family and office	North: SF residential South: Railroad East: Office West: MF residential	Glen Ellyn: R-4	Medium-density multi-family residential	Frontage on Pennsylvania Avenue (major collector)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns	Fair. While most of the existing uses are sound and viable, some of the older homes and multi-family properties are becoming tired and dated and may be subject to replacement.	**Medium-density residential.** Existing multi-family properties might be retained and upgraded or redeveloped. New housing should be similar in character to nearby development.
4	Single-family (east); Industrial use (west)	North: Railroad South: SF residential East: Commuter parking West: MF residential	Glen Ellyn: C5B	CBD Commercial	Frontage on Duane Street (local street)	Currently served by Glen Ellyn water and sewer facilities	➪	Redevelopment of industrial property would likely require environmental investigation	Fair. The existing uses are marginal and incompatible and should eventually be replaced. Small site size, limited accessibility and environmental concerns are constraints.	**Medium-density residential.** Good location for small new multi-family development in close proximity to Downtown.
5	Multi-family residential	North: Railroad South: SF residential East: Industrial West: Danby Park	Glen Ellyn: R-4	Medium-density multi-family residential	Frontage on Duane Street (local street)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns	Limited. While most of the existing uses are sound and viable, some of the older multi-family properties are becoming tired and dated and may be subject to replacement.	**Medium-density residential.** Existing properties might be retained and upgraded or redeveloped. New housing should be of a scale and character similar to nearby development.
6	Vacant land	North: SF residential South: Assisted Living East: MF residential West: Newton Park	Glen Ellyn: R-2	Planned Residential Development Area	Frontage on Bryant (major collector), Fairview (minor collector) and Carleton (local street)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns; lightly wooded site	Good. Small site occupying a "transitional" location between high intensity uses and a neighborhood to the north. Relatively good accessibility and attractive location.	**Single-family detached residential.** Plans for a small new single-family development have recently been approved.
7	Vacant land	North: Rock School South: Healthtrack East: Baker Hill Center West: Office	Glen Ellyn: C-6	Mixed-Use Development Area	Frontage on the Baker Hill access road (major collector)	Currently served by Glen Ellyn water and sewer facilities	➪	Difficult topography may represent a concern	Limited. Small site size and irregular configuration are significant constraints.	**Service commercial.** May be a suitable location for small out-lot development. If development is not possible, it might be more extensively landscaped as a visual focal point for Baker Hill.
8	Vacant land	North: Baker Hill Center South: MF residential East: MF residential West: HealthTrack	Glen Ellyn: C-4	Office	Frontage on Route 53, but access from Pershing Avenue (major collector)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns	Good. Excellent visibility and relatively good accessibility. No significant constraints other than small site size.	**Office.** Good location for office development, as called for in the approved Planned Unit Development for this area.
9	Vacant Maryknoll property	North: HealthTrack South: SF residential East: MF residential West: MF residential	Glen Ellyn: R-1	Medium-density multi-family residential	Frontage on Route 53 (major arterial) and Pershing Road (major collector)	Currently served by Glen Ellyn water and sewer facilities	➪	Demolition of seminary building currently underway	Committed. New park is currently underway.	**Park and open space.** Park development currently underway by the Glen Ellyn Park District; this will be a major new addition for the neighborhoods south of Roosevelt Road.

Table 1: Potential Development Sites (continued)

Area Number	Existing Use	Surrounding Uses	Current Zoning	1986 Comp. Plan	Vehicular Accessibility	Utility Service	Environmental Considerations	Future Development Potential	Preliminary Consultant Recommendation
10	Predominantly vacant; a few older single-family homes	North: Commercial South: Panfish Park East: Office West: Panfish Park	Glen Ellyn: C-4	Office	Frontage on Taft Avenue (minor collector) and Nicoll Way (major collector)	Currently served by Glen Ellyn water and sewer facilities	Includes wetland area; lightly wooded site	Good. Site with relatively good accessibility and attractive frontage on Panfish Park.	**Office.** Good location for small-scale office development, as suggested in the 1986 Plan. As an alternative, this site might be suitable for townhomes or similar multi-family development.
11	Vacant land	North: Vacant land South: Vacant land East: SF - MF residential West: Panfish Park	Glen Ellyn: R-3	Low-density multi-family residential	Frontage on Nicoll Way (a local street south of Wilson)	Currently served by Glen Ellyn water and sewer facilities	Floodplain and poor soils in western portion; lightly wooded site	Good. Small site occupying a "transitional" location between commercial to the north and residential to the south. Townhomes have already been discussed for this site.	**Low-density attached residential.** Good location for small townhome development of a scale and character compatible with the existing homes to the south and east.
12	Vacant land	North: Vacant land South: Vacant land East: SF - MF residential West: Panfish Park	Glen Ellyn: CR	Park/open space	Frontage on Nicoll Way (a local street south of Wilson)	Currently served by Glen Ellyn water and sewer facilities	Floodplain and poor soils in western portion; lightly wooded site	Poor. Floodplain and poor soils make this a difficult site for building development.	**Park and open space.** This site could be used as an open space entrance to Panfish Park from Nicoll Way. Alternatively, it might become part of the townhome development at Site 11.
13	Vacant land	North: Panfish Park South: SF residential East: SF residential West: SF residential	Glen Ellyn: R-2	Park/open space; single-family residential	Frontage on Montclair Avenue and Brentwood Court (local streets)	Currently served by Glen Ellyn water and sewer facilities	Low, "marshy" area; poor soils; possible wetland; lightly wooded site	Poor. Deed restrictions preclude building development on this property.	**Park and open space.** This site should be retained as open space.
14	Vacant land	North: MF residential South: SF residential East: SF / Park West: SF residential	Glen Ellyn: R-2	Single-family residential	Frontage on Route 53 (major arterial)	Currently served by Glen Ellyn water; sewer service could be extended	Wooded site	Fair. Good accessibility, although small site size will be a constraint for new development.	**Low-density attached residential.** Possible location for small townhome development similar in scale to the existing development to the north. Single-family homes may also be acceptable.
15	Vacant land; one single-family property	North: SF residential South: Glen Crest School East: SF residential West: SF residential	Glen Ellyn: R-2	Single-family residential	Frontage on Sheehan Avenue (minor collector) and Route 53 (major arterial)	Currently served by Glen Ellyn water and sewer facilities	Wooded site; existing stormwater detention/retention area on east side of site	Fair. Relatively good size and accessibility, although this site contains a stormwater management facility and may be characterized by additional environmental concerns.	**Single-family detached residential.** If this site cannot be developed, it should be maintained as open space; possible site for a consolidated stormwater management facility.
16	Vacant bank building	North: MF residential South: Lombard East: Office West: Commercial	Glen Ellyn: C-3	Office	Frontage on Roosevelt Road (major arterial)	Currently served by Glen Ellyn water and sewer facilities	No known environmental concerns	Good. Good accessibility and visibility. Existing vacant building appears to be in good condition and may have reuse potential.	**Service commercial/office.** Suitable location for small, freestanding office or service use, perhaps utilizing the existing building.
17	Vacant land	North: SF residential South: SF residential East: SF residential West: SF residential	Glen Ellyn: R-2	Outside the 1986 planning area	Frontage on Geneva Road (minor arterial)	Currently served by Wheaton Sanitary District and Citizens Utilities Water	Lightly wooded site	Good. Good accessibility and visibility. Other than small site size, no apparent constraints.	**Single-family detached residential.** New housing development is currently under review by the Village.
Sites within unincorporated DuPage County:									
18	Mix of residential and commercial uses; vacant land	North: Glendale Heights South: SF residential East: Commercial West: MF residential	County: B-1 (west) B-2 (east)	Outside the 1986 planning area	Frontage on North Avenue (major arterial) and Swift Road (minor arterial)	Currently served by DuPage County water and sewer collection system; Glenbard Wastewater Authority treatment	Redevelopment of commercial uses would likely require environmental investigation	Potentially good. Good accessibility and visibility; could become a highly desirable development site, particularly if combined with Site 19; land assembly and clearance would be required.	**Mixed-use development area.** Suitable for office, commercial and perhaps hotel development. If possible, this site should be combined with Site 19 to create a more attractive mixed-use development parcel.

Table 1: Potential Development Sites (continued)

Area Number	Existing Use	Surrounding Uses	Current Zoning	1986 Comp. Plan	Vehicular Accessibility	Utility Service	Environmental Considerations	Future Development Potential	Preliminary Consultant Recommendation
19	Semi-rural residential; vacant land	North: Commercial/SF South: MF residential East: SF residential West: MF residential	County: R-4	Outside the 1986 planning area	Frontage on Swift Road (minor arterial)	Currently served by DuPage County water and sewer collection system; Glenbard Wastewater Authority treatment	Lightly wooded site	Potentially good. Good accessibility; could become a highly desirable development site, particularly if combined with Site 18; land assembly and clearance would be required.	**Mixed-use development area.** Suitable for office and multi-family housing. If possible, this site should be combined with Site 18 to create a more attractive mixed-use development parcel.
20	Semi-rural residential; vacant land	North: MF residential South: Com. Edison East: SF residential West: MF residential	County: R-4	Outside the 1986 planning area	Frontage on Swift Road (minor arterial)	Currently served by DuPage County water and sewer collection system; Glenbard Wastewater Authority treatment	Lightly wooded site	Fair. Adequate size and accessibility; presence of older homes and proximity to Commonwealth Edison plant represent constraints; multi-family housing already under construction to the north.	**Medium-density residential.** Appropriate location for new townhomes, apartments or condominiums; must be screened and buffered from Commonwealth Edison.
21	Mix of residential and commercial uses; vacant land	North: Glendale Heights South: SF residential East: I-355 expressway West: Commercial	County: B-2 (west) R-4 (east)	Outside the 1986 planning area	Frontage on North Avenue (major arterial) and Swift Road (minor arterial)	Currently served by DuPage County water and sewer collection system	Lightly wooded site; difficult topography in eastern portion	Potentially good. Good accessibility and visibility, although size, configuration and topography are more difficult than Site 22; land assembly and clearance would be required.	**Mixed-use development area.** Suitable for office and commercial development. In the long-term, this site might be combined with Site 22 to create an attractive mixed-use development parcel.
22	Semi-rural residential; vacant land	North: Commercial/SF South: Com. Edison East: I-355 expressway West: SF - MF residential	County: R-4	Outside the 1986 planning area	Frontage on Swift Road (minor arterial), with interior local street system	Currently served by DuPage County water and sewer collection system	Lightly wooded site	Fair. Good size and visibility, although a number of semi-rural homes are located in the interior; frontage properties are more marginal and subject to redevelopment.	**Mixed-use development area.** Appropriate for a mix of housing types, with higher densities along the Swift Road frontage; combination with Site 21 would enhance commercial use opportunities.
23	Vacant land	North: SF residential South: Ackerman Park East: Com. Edison West: SF residential	County: R-4	Single-family residential	Limited frontage on Eastern Avenue (local street)	Currently served by DuPage County water and sewer collection system	Lightly wooded site; floodplain; difficult topography	Limited. Good size, but limited accessibility and environmental constraints. This site was purchased by DuPage County as a Wetland Bank Site.	**Open space.** This site should be maintained as open space and as a wetland bank site.
24	Vacant land	North: Railroad South: Prairie Path East: SF residential West: Railroad	County: R-4	Park/ open space	Not accessible from a public street	No utility service at present; could be served by Glen Ellyn water and sewer extensions	Wooded site; difficult topography	Poor. "Land-locked" parcel with difficult topography and configuration.	**Park and open space.** This site should be maintained as open space. If the issues related to access, topography and stormwater management can be resolved, low-density residential development might be considered.
25	Vacant land	North: Prairie Path South: SF residential East: SF residential West: SF residential	County: R-4	Single-family residential	Not currently accessible from a public street; access from Acorn (local street) might be possible	No utility service at present; could be served by Glen Ellyn water and sewer extensions	Wooded site	Limited. Good size, but poor accessibility and environmental concerns represent constraints.	**Single-family detached residential.** If this site cannot be developed, it should be maintained as open space.
26	Vacant land	North: SF residential South: Glen Oak Club East: Glen Oak parking West: SF residential	County: R-4	Park/ open space	Frontage on Hill Avenue	No utility service at present; could be served by Glen Ellyn water and sewer extensions	Wooded site	Limited. Small site size will most likely preclude new building development.	**Park and open space.** If this site is used as parking for Glen Oak Country Club (as is the parcel to the east), it should be attractively screened and landscaped along Hill Avenue.
27	Several light industrial uses	North: Railroad South: Prairie Path East: I-355 expressway West: SF/MF residential	County: I-1	Office	Frontage on Hill Avenue	No utility service at present; could be served by Glen Ellyn water and sewer extensions	Redevelopment of any existing uses would likely require environmental investigation	Limited. Current uses are generally sound and viable and this area is not likely to change in the near future.	**Office.** This area should be designated for office and light-industrial uses; to the extent possible, existing properties should be more attractively screened and landscaped.

Table 1: Potential Development Sites (continued)

Area Number	Existing Use	Surrounding Uses	Current Zoning	1986 Comp. Plan	Vehicular Accessibility	Utility Service		Environmental Considerations	Future Development Potential	Preliminary Consultant Recommendation
28	Multi-family residential	North: Light industrial South: Prairie Path East: Light industrial West: Glen Oak Club	County: R-4	Office	Frontage on Hill Avenue	Private well and septic systems	➪	No known environmental concerns	Fair. Small, older multi-family housing units are subject to redevelopment; small site size and proximity to existing business uses will limit the range of uses appropriate in this location.	**Office.** If redeveloped, this site should allow for small-scale expansion of the existing business area; new business uses should be screened from nearby residential areas.
29	Single-family residential	North: SF residential South: Wastewater plant East: Utility easement West: SF residential	County: R-3	Single-family residential	Frontage on Sunnybrook Road (local street)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns; drainage swale passes through northern portion	Limited. Existing homes are generally sound and well maintained, although the large lots in this area may be subject to re-subdivision or redevelopment.	**Single-family detached residential.** Existing homes could remain or compatible new homes could be constructed. Stormwater management should be monitored and improved.
30	Single-family residential	North: SF residential South: SF residential East: SF residential West: SF residential	County: R-3	Single-family residential	Frontage on Sunnybrook Road (local street)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns; drainage swale passes through northern portion	Limited. Existing homes are generally sound and well maintained, although the large lots in this area may be subject to re-subdivision or redevelopment.	**Single-family detached residential.** Existing homes could remain or compatible new homes constructed. Stormwater management should be monitored and improved.
31	Vacant Church	North: SF residential South: SF residential East: SF residential West: SF residential	County: R-4	Public/ Institutional	Frontage on Buena Vista (local street)	Currently served by Glen Ellyn water and sewer facilities	➪	No known environmental concerns	Good. The vacant structure is characterized by deferred maintenance; would be an attractive site for infill housing.	**Single-family detached residential.** Plans for a small new single-family project are currently under review.
32	Vacant land, vacant church building	North: SF residential South: SF residential East: SF residential West: SF residential	County: R-3	Single-family residential	Limited frontage on Route 53 (major arterial)	Currently served by Citizens Utility Water and Glenbard Wastewater Authority sewer	➪	Lightly wooded site; difficult topography	Limited. Limited frontage, difficult topography and long, narrow configuration represent constraints for new development; vacant structure in poor condition.	**Single-family detached residential.** If this site cannot be developed, it should be maintained as open space. Vacant structure should be removed.
33	Vacant land	North: Meritor Academy South: Forest Preserve East: Greenbriar Park West: Commercial	County: B-1	Commercial	Limited frontage on Butterfield Road (major arterial)	Currently served by Citizens Utility Water and Glenbard Wastewater Authority sewer	➪	Lightly wooded site	Limited. Small site size represents a constraint for new development.	**Service commercial.** This site may be large enough for a small office or service use, or it might be combined with the corner property to create a somewhat larger commercial site.
34	Vacant land	North: SF residential South: MF residential East: SF residential West: MF residential	County: R-3	Single-family residential	Frontage on Butterfield Road (major arterial)	Currently served by Citizens Utility Water and Glenbard Wastewater Authority sewer	➪	Lightly wooded site	Good. Generally good accessibility, with adequate size for small new residential development; new cluster homes recently constructed to the west of this site.	**Low-density attached residential.** This site would be suitable for cluster homes similar in size and scale to the homes to the west; single-family homes would require driveways on Butterfield.
35	Predominantly vacant land	North: SF residential South: Churchill Park East: MF residential West: SF residential	County: R-4	Single-family residential	Limited frontage on St. Charles Road (minor arterial)	Currently served by Glen Ellyn water and sewer facilities	➪	Lightly wooded site	Limited. Interior property with limited little frontage on St. Charles Road.	**Park and open space.** This site is scheduled for development as an expansion to Churchill Park. Potential site for consolidated stormwater management facility.
36	Semi-rural residential; vacant land	North: SF residential South: Churchill School East: Park expansion West: SF residential	County: R-4	Single-family residential	Frontage on St. Charles and Bloomingdale Roads (both minor arterials)	Currently served by Glen Ellyn water and sewer facilities	➪	Lightly wooded site	Good. Good accessibility and site size, although land assembly and some clearance would be required.	**Single-family detached residential.** Existing homes could remain or compatible new residential construction could take place; there is already developer interest in this property. Potential site for consolidated stormwater management facility.
37	Commonwealth Edison	North: SF / vacant South: Forest Preserve East: SF / vacant West: DuPage River	County: I-1	Outside the 1986 planning area	Frontage on Swift Road (minor arterial)	Currently served by DuPage County water and sewer collection system	➪	Current use would require environmental investigation	Limited. Commonwealth Edison has recently invested in this property and a change in land-use is not likely in the near future.	**Utility/Office.** The Village should encourage Commonwealth Edison to continue to upgrade and expand its office and training facilities at this site; improved screening and landscaping would also be desirable along Swift Road as the surrounding area redevelops in the future.

Community Facilities Policies

In general, Glen Ellyn is well served by community facilities and no major new public building projects are anticipated during the next few years. The emphasis in the immediate future should be on improving and enhancing existing sites and buildings, and on undertaking upgrades, replacements and expansions as required.

The Village should continue to promote cooperation, interaction and collaboration among the various agencies and organizations that serve Glen Ellyn, including School Districts, Park Districts, the College, the Forest Preserve District, DuPage County, and others.

Improvement Guidelines:

All community facilities within Glen Ellyn should be well-maintained and repairs should be undertaken as required. If facilities become inadequate or obsolete, they should be updated or replaced. If existing public buildings are closed, reuse of these facilities for new activities that are of benefit to the community should be considered.

Community facilities should be compatible with surrounding uses and should enhance the character of the neighborhoods in which they are located. Sites should be attractively landscaped, and screening and buffering should be provided if necessary. Traffic generated by community facilities should not adversely impact surrounding areas. Adequate off-street parking should be available at all community facility sites.

The Village should be attuned to the changing needs and requirements of local residents and businesses, and new facilities and services should be provided if they become necessary or desirable in the future.

New public facilities should be viewed as opportunities to create new civic landmarks within Glen Ellyn. Where possible, new facilities should be located, designed and developed as focal points and "signature" projects within the Village.

Public & Private Schools:

Conditions within all of the school districts serving Glen Ellyn are similar. All districts have been experiencing slight, steady increases in enrollment during the past few years, and this is expected to continue in the immediate future. Some private schools have waiting lists.

Existing school facilities are in good condition, although some are becoming old and periodic improvements will be required. Several schools have a shortage of land for outdoor recreation and off-street parking, and some experience traffic congestion during pick-up/drop-off periods.

The Plan encourages continued cooperation and collaboration between the Village and the public and private schools in exploring opportunities for enhancing school sites and buildings and in addressing mutual concerns.

Parks and Open Spaces:

In order to maintain Glen Ellyn's tradition as a strong and desirable residential community, the Village should support improvement and enhancement of the parks and open space system.

There should be continued cooperation between the Village, the Park Districts, the School Districts and various regional agencies in the provision of recreational facilities. Sites and facilities should be shared, and programs and services should be coordinated to the extent possible.

Since Glen Ellyn is a built-up community, the existing park system should be used efficiently and effectively. Existing park sites should be developed more intensively. New facilities should be developed on existing sites. Older facilities should be upgraded or replaced. Program offerings should be expanded, particularly for teens. Sites should be attractively landscaped and landscaping should be maintained and revitalized as required.

Village Links, Panfish Park and Village Green should continue to be improved and enhanced as recreational focal points within the Village.

Construction is underway on a park at the Maryknoll property. The Village and Park Districts should explore the possibility for acquiring additional new open space sites in the southern portion of the planning jurisdiction. Several vacant lots indicated in the Plan as single-family residential could be retained as public open spaces, depending upon ownership, development interest, and neighborhood needs and desires.

The recreational potential of the East Branch of the DuPage River should be more fully captured. While this corridor should remain essentially undeveloped, it does provide an attractive greenway that extends through the Village's planning jurisdiction from Churchill Woods to the Morton Arboretum. It should be improved for environmental education, passive recreation, and as a multi-use trail.

The Village should continue to acquire or otherwise preserve floodplain areas. While development of these areas should not be permitted, they may represent opportunities for new public open spaces.

Other land areas characterized by poor soils, drainage problems or other conditions that render them unsuitable for building construction should also be considered for open space use.

Other Community Facilities:

Other public sites and buildings, including fire and police facilities, the Civic Center, the Library, and the two Post Offices, are in good condition and should be adequate to serve the community in the immediate future.

The Village should consider the need to upgrade or expand Reno Center, located on Lambert Road south of Roosevelt Road, to better accommodate public works buildings, storage areas, off-street parking and other operations.

Interior remodeling is now underway at the YMCA, located on Lambert Road just north of Roosevelt Road, and exterior expansion is also being considered for this facility.

The College of DuPage should continue to be recognized as a major asset within Glen Ellyn, and the Village should continue to work with the College to address issues of mutual concern.

Figure 7

Community Facilities Policies

Glen Ellyn has traditionally been known for its quality community facilities and services. Community facilities provide important focal points for neighborhood life and activity, and contribute significantly to the overall quality of life within the Village. The Community-Wide Plan presents guidelines for maintaining and enhancing parks, schools, public buildings and other community facilities. The Village should recognize and market these facilities as important assets that can help attract new families and businesses to the community.

Map Legend:

- Improve and enhance the local park and open space system.
- Protect forest preserves and nature conservancies as important open space assets.
- Cooperate with and support public and private schools.
- Continue to enhance the College of DuPage as a major community focal point.
- Maintain and improve governmental sites and buildings as required.
- Maintain and improve utility facilities as required.
- Work with and support local churches and service organizations.
- Existing Bicycle Trails.
- Proposed Bicycle Trails.

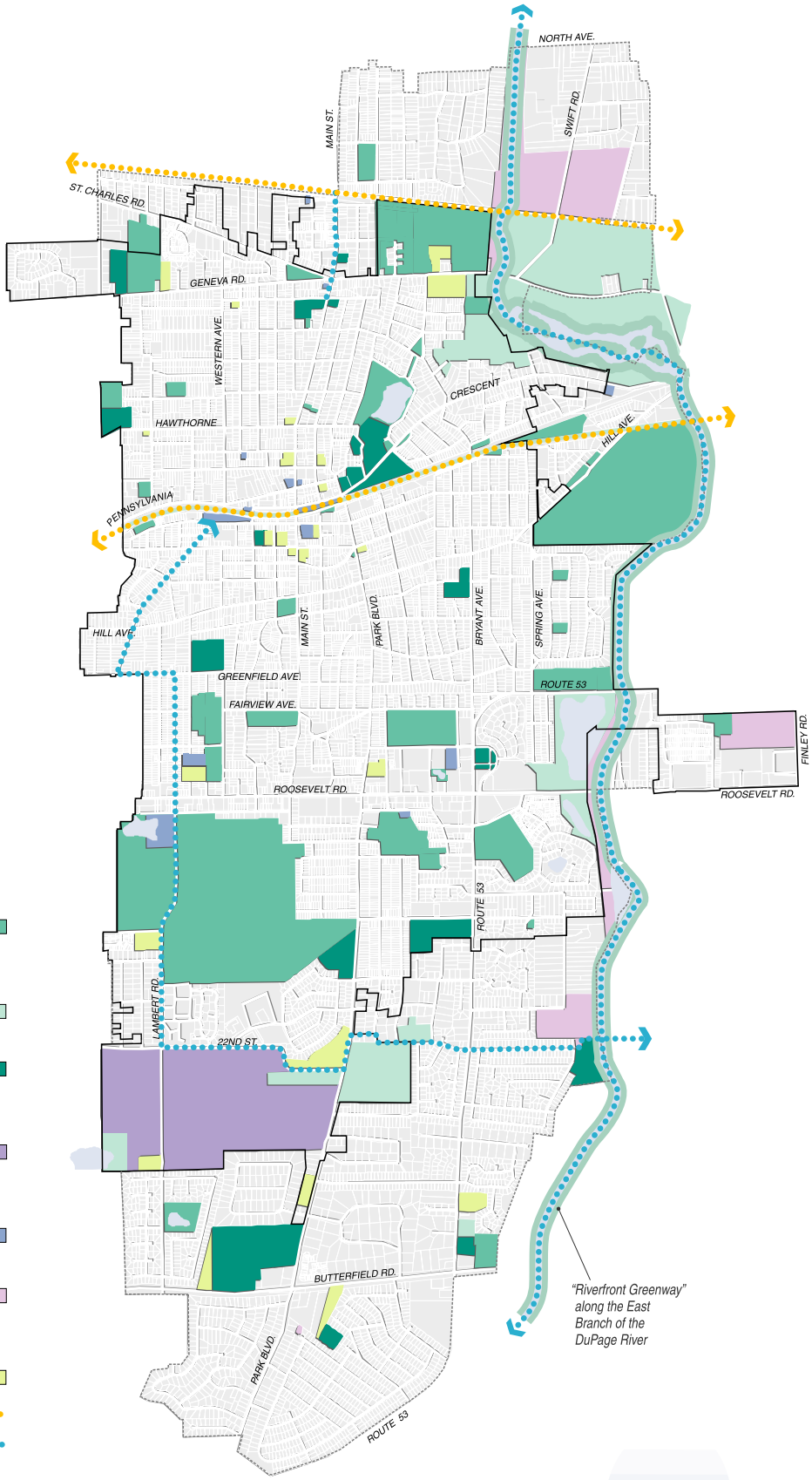


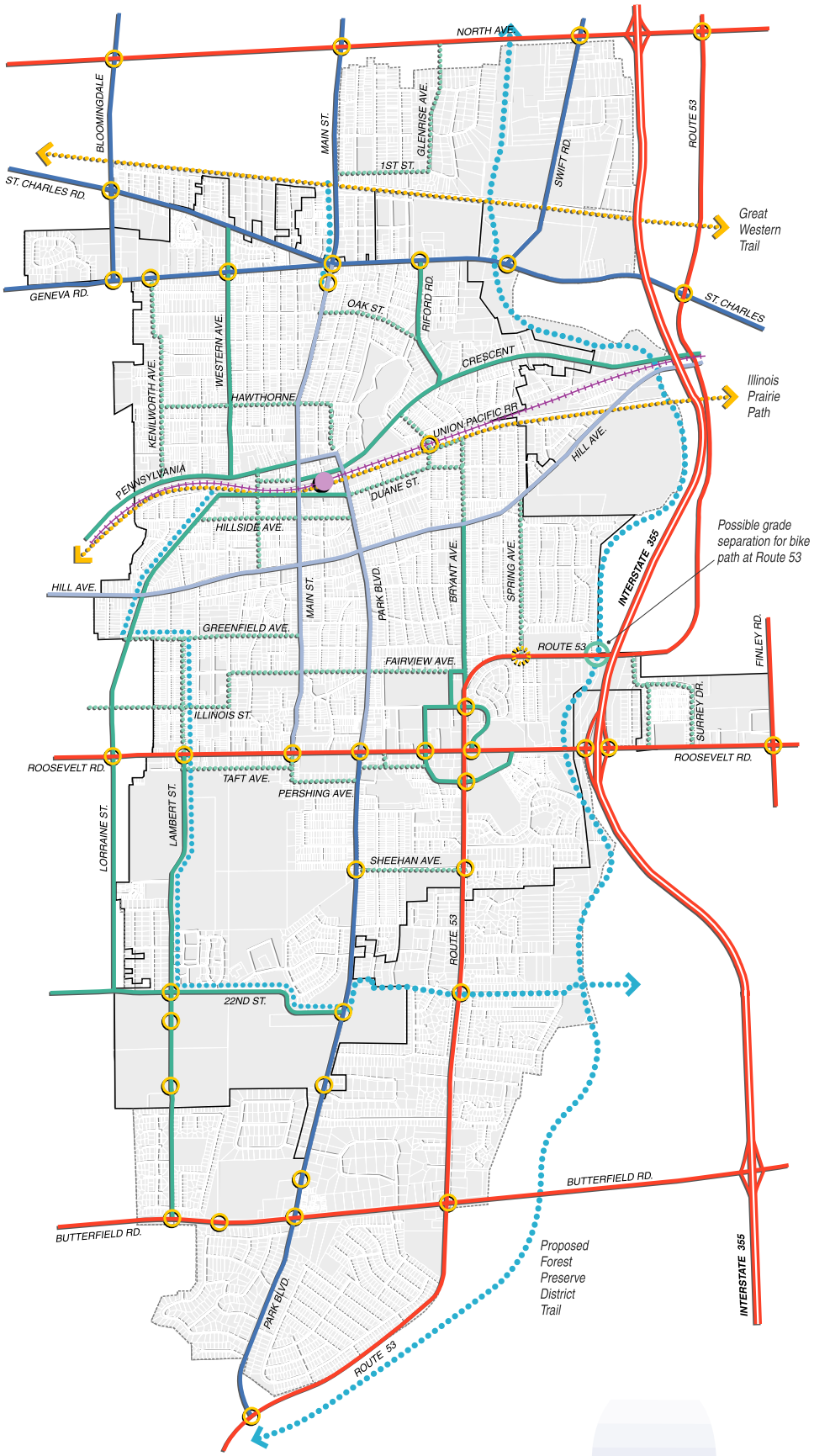
Figure 8

Transportation Policies

Glen Ellyn is a built-up community with a well-developed transportation system. The Community-Wide Plan strives to maintain and protect the structure and character of the existing transportation system, while providing enhancements to address the changing needs of the community and the effects of area-wide traffic. The Plan presents guidelines for the maintenance and upgrade of existing streets, parking, and commuter facilities and the enhancement of neighborhood traffic management and pedestrian and bicycle access throughout the community.

Map Legend:

- Expressway
- Regional Arterial Street
- Local Arterial Street
- Village Arterial Street
- Community Collector Street
- Neighborhood Collector
- Local Street
- Existing Traffic Signal
- Proposed Traffic Signal
- Union Pacific Rail Line
- Commuter Rail Station
- Existing Bicycle Trails
- Proposed Bicycle Trails



Transportation Policies

In general, Glen Ellyn is well served by a system of streets, parking, sidewalks, and commuter facilities. As a mature community, the transportation infrastructure is well developed and the primary street system is in place.

The guidelines presented below and highlighted in Figure 8 address the entire Village. More detailed recommendations for Downtown, Roosevelt Road and Five Corners are presented in Section 3 of this Plan report.

Streets and Highways:

The street system in Glen Ellyn contains various types of facilities including highways, arterial, collector, and local streets. This functional classification separates streets into various categories based on their traffic-carrying role and connectivity within the overall transportation system. No major changes to the primary street system are expected in the future.

The I-355 Tollway is a limited-access highway that provides good regional access and serves a significant amount of traffic in the region.

Arterial streets consist of regional, local, and Village arterials. They are intended to serve vehicle trips beyond the Village boundaries (regional arterials) and longer trips within the Village (local and Village arterials). The "Village arterial" is a new classification which is intended to recognize and enhance the unique role, character and configuration of the arterial routes passing through or near Downtown Glen Ellyn.

Collector streets are intended to provide access to activity centers in Glen Ellyn. Community collector streets provide connections between activity centers, while neighborhood collectors provide access within a neighborhood to local centers.

Arterials and collectors are highlighted in the map at left. The remaining streets in Glen Ellyn are local streets intended to serve the traffic access and intra-neighborhood circulation needs.

The Village should work with IDOT to promote an appropriate cross-section for the Route 53 corridor. The highway should have a three-lane cross-section with accommodations for separate bicycle access. The improved corridor should also be more "pedestrian friendly." Land uses and access drives should be developed with adequate setbacks to allow for landscape buffers and separate bicycle facilities.

The Village should enhance pedestrian facilities in the Taylor Street viaduct to provide a safer condition for pedestrians without promoting additional vehicular traffic.

The Village should encourage the use of appropriate traffic calming techniques to reduce vehicle speeds in residential areas and to discourage non-local traffic through neighborhoods. Traffic control plans should be developed for local schools to better manage traffic around facilities that experience significant traffic backups.

Parking:

The Village should promote the provision of adequate parking for all activity centers. Opportunities for shared parking facilities should be promoted to minimize the overall number of spaces that need to be provided and maximize the use of facilities that are developed.

Zoning requirements for Downtown parking should be reviewed to determine if the current parking ratios are appropriate.

The Village should study the desirability of a Downtown parking structure. A carefully designed and appropriately scaled structure could provide necessary parking for commercial uses and have ground floor retail or service space to provide an attractive streetscape.

The Village should work with District 87 to develop a plan for addressing the increasing parking needs at Glenbard West High School.

Transit and Commuter Facilities:

The downtown commuter station is a key asset to the Village. Enhancement or replacement of the station facility should be encouraged. Compatible new transit-oriented and community-related services should also be considered.

The Village should work with PACE and other agencies to promote improved bus and shuttle service in the future. New senior housing and assisted-living housing may generate new demand for shuttle service, and continued residential development within the Downtown may also result in an increased need for transit service.

Pedestrian and Bicycle Facilities:

To maintain a safe and convenient environment for pedestrians, the Village should promote the provision of sidewalks or side paths along all streets where practical, especially along school access routes and collector streets.

Glen Ellyn has access to two premier bicycle and pedestrian trails: the Illinois Prairie Path and the Great Western Trail. While these trails provide good east-west regional access, the community should provide a more defined system of intra-community routes and trails to provide good north-south access through the community.

The proposed Forest Preserve District trail along the I-355 corridor from Churchill Woods Forest Preserve through the Morton Arboretum and the proposed trail between College of DuPage, the Prairie Path and Downtown Glen Ellyn will provide improved regional north-south access. The Village should promote new grade-separated pedestrian/bicycle crossings at major streets and other appropriate locations along trail systems. DuPage County has recently developed a Bicycle Plan, and the Village should continue working with the County to identify all key corridors where bicycle access should be enhanced. These corridors should provide safe access to schools and community facilities.

Because Glen Ellyn is a mature community, the majority of the bicycle system will consist of on-street routes. Attention should be given to ensuring safe crossings at busy streets and to controlling traffic speeds on streets where bicycle traffic is promoted.

The maintenance and upkeep of bicycle and pedestrian trails is also very important. Stores and businesses which back onto a public trail should be encouraged to provide rear entrances.

Utility System Policies

The Village provides water and sewer services to most of its incorporated area and some adjacent unincorporated sections. Maintenance and upgrade of the existing systems and some limited service expansions are the key issues in the community. Increasing capacity for both water system storage and stormwater runoff must be addressed.

Of particular importance is adequate funding to provide timely regular maintenance and upgrade of facilities and to address deferred projects.

Stormwater management has always been of great concern within the Village. The location of many parts of the Village in areas susceptible to flooding has placed significant emphasis on better ways to control stormwater. Expansion of storage facilities and addressing additional runoff from development areas must be addressed.

The Village is not planning any significant extensions or expansion of the water and sanitary sewer systems except in response to development activity and to complete some system lines. Expansion of the storm sewer system is expected to continue to address both existing problems and new development needs.

Water System:

Water services are provided through a combined system of DuPage Water Commission and municipal well supply. The Village should continue to provide this high-quality system through regular maintenance and upgrade of the system.

Some areas of the Village are serviced by other agencies or by private systems. The Village should identify areas within Glen Ellyn's planning jurisdiction that may be connected to Village services and identify the infrastructure requirements necessary to service those areas.

The Village should continue to provide and maintain a high-quality system of water storage facilities. To meet the Village's contract requirements with the City of Chicago for water system storage, an additional facility should be considered in the future as warranted by actual usage. A possible site for a new water facility has been identified near the DWC water line.

The Village should also continue to conduct regular maintenance on existing storage facilities and conduct any necessary repairs or replacements, especially the Newton elevated storage tank. Back-up pumping facilities should also be maintained in the event that they are required to back-up or supplement the DWC system.

The Village should program the replacement of any older and/or deteriorated sections of the water supply system. The current master plan provides a timetable for replacement. The Village should continue to coordinate replacement and maintenance work with the street replacement plan.

Sanitary Sewer System:

The Village should continue to maintain and upgrade the existing system of sanitary sewers. The Village should continue to provide adequate funding to allow for maintenance and, if necessary, replacement through a 20-year capital program. The Village should continue to review the capacity of the current system and identify any changes necessary to accommodate new development and sites currently on private systems that may be added to the system.

The Village should continue to conduct regular maintenance and repairs to minimize the amount of groundwater infiltration that occurs. This will reduce the amount of "clear water" being treated and the Village's total cost of wastewater treatment.

As the lead agency in the GWA, the Village should consider annexation of the Treatment Plant, which is currently located outside the Village limits.

Storm Drainage System:

The Village should continue to identify and develop areas for additional stormwater storage. Areas targeted for development warrant priority consideration. The Village should continue to work with developers to provide additional on-site storage as part of new developments. The Village should more closely review and address the drainage impacts of teardowns and other residential expansion. The Village should encourage property owners to develop on-site mitigation to minimize the cumulative effects of additional runoff.

The *2000 Stormwater Master Plan* identified priority drainage basins with deferred maintenance. The Village should continue to provide adequate funding to address deferred maintenance and regularly scheduled needs. The Village has recently adopted and funded a 20-year capital program for maintenance and replacement.

The Village should continue to identify and, when practical, develop additional stormwater storage sites. The Village should identify locations where facilities can be combined with recreational opportunities such as open space or recreational fields.

Other Utilities:

The Village should continue to work with electric, telephone and cable providers to move utilities underground. A plan to relocate all overhead utilities should be developed and coordinated with the street reconstruction plan.

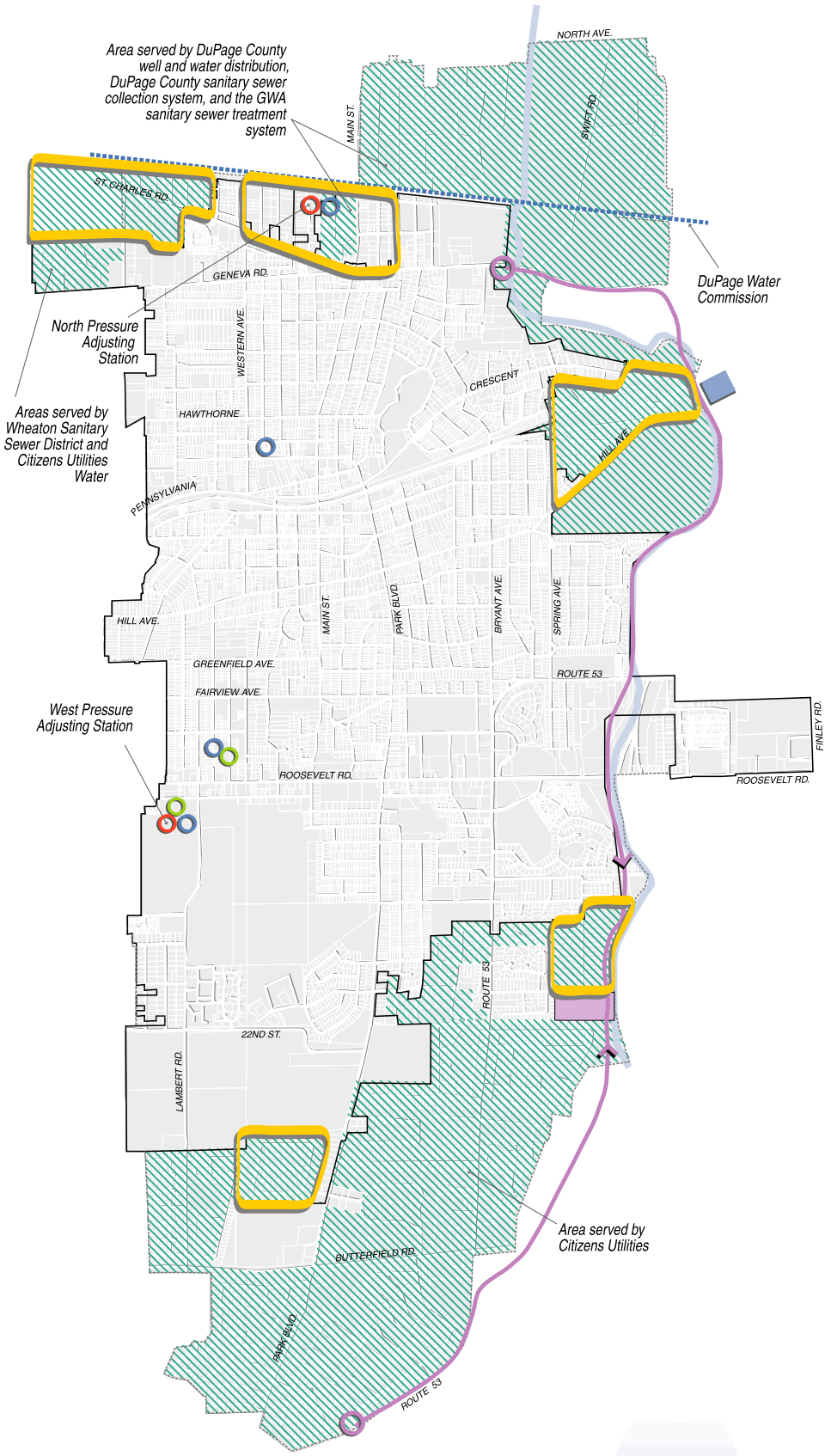
All new utility services should be placed underground. Underground utilities are required as part of the current subdivision ordinance.

The Village should consider the benefits of working with high-speed Internet service providers and broadband communications companies in assuring that Glen Ellyn is at the forefront of providing these capabilities to businesses and residents. The ability to provide access to the latest technology can be an important factor in attracting and maintaining some businesses. The placement of infrastructure that supports these services may best be accomplished as part of the Village's own infrastructure maintenance program. In addition to the providers assuming the majority of the expense, State assistance may also be available.

Figure 9

Utility System Policies

Glen Ellyn provides municipal services to most of its incorporated area. Water and sewer services are provided through a system of local and regional facilities including the Glenbard Wastewater Authority. Storm water has been and will continue to be an important issue for Glen Ellyn. The Community-Wide Plan strives to maintain and protect the services currently provided and addresses the need for possible expansions and upgrades to address continuing concerns.



Map Legend:

- Water Transmission Line
- Water Pressure Adjusting Station
- Glen Ellyn Water Storage Tanks
- Aquifer Wells
- Glenbard Wastewater Treatment Center
- Glenbard Wastewater Transmission Line
- Lift Station
- Area Not Fully Served By Glen Ellyn Utilities
- Glenbard Combined System Overflow Treatment Facility
- Potential Future Village Service Area

(Back of Figure 9)

Section 3:

Target Area Plans

The Target Area Plans build upon the generalized guidelines established in the Community-Wide Plan, and provide more detailed and site specific improvement and development recommendations for three geographic areas which are of special concern to the Village:

1) Downtown Glen Ellyn,

2) the Roosevelt Road corridor, and

3) the Five Corners area.

The Target Area Plans address: a) the overall role and function of each area; b) land use, development and redevelopment; c) traffic circulation and parking; and d) appearance and character.

Introduction

This section presents improvement and development recommendations for three designated "target areas" within Glen Ellyn: 1) Downtown, 2) the Roosevelt Road corridor, and 3) the Five Corners area.

The Target Area Plans focus on: a) the role and function of each area; b) land use, development and redevelopment; c) traffic circulation and parking; and d) appearance and character.

The Target Area Plans build upon the generalized guidelines established in the Community-Wide Plan, and provide more detailed and site-specific recommendations for these important parts of the Glen Ellyn community.

Identification of the Target Areas:

The three "target areas" were selected for several reasons. The three areas contain a diverse range of land uses and are among the most intensely developed portions of the Village. They also include important transportation facilities that connect destinations within Glen Ellyn and the surrounding region. The three areas are highly visible to passing motorists and transit patrons, and are primary determinants in how the community is perceived by residents and visitors alike. Finally, each area has vacant and/or underutilized land that may be subject to development or redevelopment in the future.

The three Target Areas include:

- ***Downtown Glen Ellyn***, which is generally bounded by Anthony Street on the north, Park Boulevard on the east, Hillside Avenue on the south, and Western Avenue/Melrose Avenue on the west. Downtown contains a range of retail, service, office, residential and institutional uses, and is the historic commercial and multi-purpose focal point for the community.
- The ***Roosevelt Road Corridor***, which encompasses the properties along the north and south sides of Roosevelt Road as it passes through the community. Roosevelt Road is a major east-west arterial and is also an intensely developed land-use corridor providing sites for a wide range of retail, office and service uses that serve the community and surrounding region.
- The ***Five Corners*** area, which encompasses the blocks around the intersection of Main Street, St. Charles Road and Geneva Road, occupies a highly visible "gateway" location within Glen Ellyn. It is also the site of several proposed roadway and land development projects, and is the focus of local historic preservation efforts centered on Stacy's Tavern.

Organization of the Target Area Section:

Each of the three Target Areas is discussed on the following pages, including:

a) A review of planning influences, including existing land-use, building conditions, zoning, access and circulation, parking, and appearance and character;

b) A listing of recommended improvement and development guidelines related land-use, sites and buildings, transportation, parking, and appearance and character;

c) A discussion of potential improvement and development sites; and

d) Full-color illustrations summarizing planning influences and plan and policy recommendations.

Downtown Glen Ellyn

Target Area 1 consists of Glen Ellyn's Downtown, which is generally bounded by Anthony Street on the north, Park Boulevard on the east, Hillside Avenue on the south, and Western Avenue/Melrose Avenue on the west.

Downtown is the historic commercial and multi-purpose focal point for the Glen Ellyn community. It not only contains a wide range of retail, service, office and residential uses, but also is the site of several important public and institutional buildings.

While the Downtown is fully developed and a number of improvements have been undertaken in recent years, much could be done to further enhance the area within and around Downtown and to promote compatible, high-quality redevelopment in the future.

Planning Influences

Several factors will influence opportunities for improvement and development within Downtown Glen Ellyn. Planning influences, highlighted in Figures 10 and 11, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

- ***Existing Land-Use.*** Downtown consists of a diverse mix of land uses located in a relatively compact geographic area. While retail and service uses predominate, the area also includes offices, public uses, institutional properties, and single-family and multi-family housing.

  Most primary retail uses are located along Main Street between Pennsylvania and Hillside, and along Crescent Boulevard. Downtown includes a number of small, locally owned stores and shops and a few national retailers. Office and service uses are scattered throughout Downtown, with a cluster of larger service establishments, including Glen Ellyn Clinic, in the northwest quadrant of the Target Area. Downtown is bordered on all sides by mature residential neighborhoods, and several condominium developments have been constructed in recent years adjacent to the commercial area.

- ***Building conditions.*** The structural condition of buildings within Downtown is generally very good. Few buildings are characterized by major deficiencies, although a number of structures would benefit from minor maintenance and repair.

  Even though they are structurally sound, a few existing properties are underutilized and may represent opportunities for redevelopment.

- ***Zoning.*** The major portion of Downtown is zoned C5B, which accommodates a variety of retail, service and office uses. Multi-family housing is a "special use" in this district. There are no front setback, side yard or lot coverage requirements for commercial uses within the C5B District. While the maximum building height is 55 feet, building heights up to 65 feet can be obtained with zoning bonuses.

  The central portion of Downtown, including the Main Street shopping area, is zoned C5A. This district is intended to accommodate ground floor retail and pedestrian-oriented service uses; offices and housing units are limited to the upper floors of buildings. Building height, yard and lot coverage requirements are very similar to those of C5B, except for a maximum building height of 45 feet or 3 or 4 stories, depending on the specific site. In addition, no off street parking is required in C5A.

  Several properties around the periphery of Downtown are within the R4 District, which is designed for townhouses, apartments and condominiums, with a height limit of 35 feet.

- ***Access and circulation.*** Downtown has relatively good accessibility from the surrounding community. Main Street and Park Boulevard are classified as Village arterial streets, and provide north-south connections to other activity areas and highways. Pennsylvania, Crescent, Duane, Western and Hillside are collector streets that provide connections to the surrounding community.

  Most streets within Downtown carry two-way traffic, except for a few short one-way segments within the commercial area and adjacent neighborhoods.

  Glen Ellyn's commuter station is the most heavily used station on the Union Pacific West Line, which extends from Geneva to Chicago, and it is a major Downtown attraction and activity generator.

The primary traffic issues within Downtown relate to the delays caused by rail traffic along the Union Pacific line that passes through the heart of the commercial area. While Downtown is served by three at-grade crossings, the delays at these crossings are a concern to many residents and business persons and a constraint to emergency vehicle response.

- ***Parking.*** Parking within Downtown is provided by a series of off-street parking lots and curb parking spaces along most streets. In addition to a number of private parking lots that serve specific businesses, the Village operates twelve municipal parking lots located both north and south of the railroad. Spaces in several municipal lots are designated for commuters.

  A recent parking study undertaken by the Glen Ellyn Economic Development Corporation determined that, while there is an adequate number of total parking spaces to serve Downtown, parking is not well distributed, particularly within the heart of the commercial area. Parking concerns will increase in the future as Downtown continues to experience new development.

- ***Appearance and Character.*** Downtown has an attractive appearance and character due in part to its small, compact size; a number of buildings with architectural and historic interest; the area's pedestrian orientation; recent streetscape improvements along several streets and walkways; the presence of the Prairie Path; and the close proximity of attractive and well maintained institutional properties and residential neighborhoods.

  However, several improvements could be undertaken to further upgrade the image, appearance and convenience of the Downtown streets, buildings, parking lots and open spaces.

Improvement and Development Guidelines

Downtown should continue to be improved and enhanced as the historic, pedestrian-oriented shopping, service and multi-purpose focal point for Glen Ellyn. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of the mix of uses and the range of businesses, services and other activities it offers to the community.

The traditional image and character of Downtown should be maintained and enhanced, existing uses and properties should be improved and upgraded, public improvements should be undertaken to enhance the public rights-of-way, and compatible new development and redevelopment should be promoted in selected locations.

Improvement and development recommendations for Downtown Glen Ellyn are described below and highlighted in Figures 12 and 13. Recommendations relate to: a) land-use, b) existing buildings, c) new construction, d) streets and transportation, e) parking, f) streetscape and pedestrian amenities, and g) open spaces.

LAND-USE:

- Downtown should consist of an exciting mix of retail, service, entertainment, office and public uses, as well as housing units. It should continue to be oriented primarily to the needs of the Glen Ellyn community.
- Downtown should remain relatively small and compact, and the present character of the area should essentially be maintained. However, the intensity of use could be increased in several blocks through the redevelopment of vacant properties, selected parking lots and other existing uses.
- The commercial portion of Downtown should be generally bounded by the properties along the north side of Pennsylvania Avenue on the north, Western Avenue and Prospect Avenue on the west, Duane and Hillside on the south, and Park Boulevard on the east (see the Land-Use Plan in Figure 12). The Downtown commercial area should not undergo expansion into adjacent neighborhoods.
- The central portion of Downtown should continue to be reserved primarily for retail and pedestrian-oriented service uses. It should include an attractive mix of local and national stores and businesses.
- Main Street between Pennsylvania and Hillside Avenue, and Crescent Boulevard between Main and Forest, should continue to be enhanced as the "pedestrian shopping area."

Figure 10

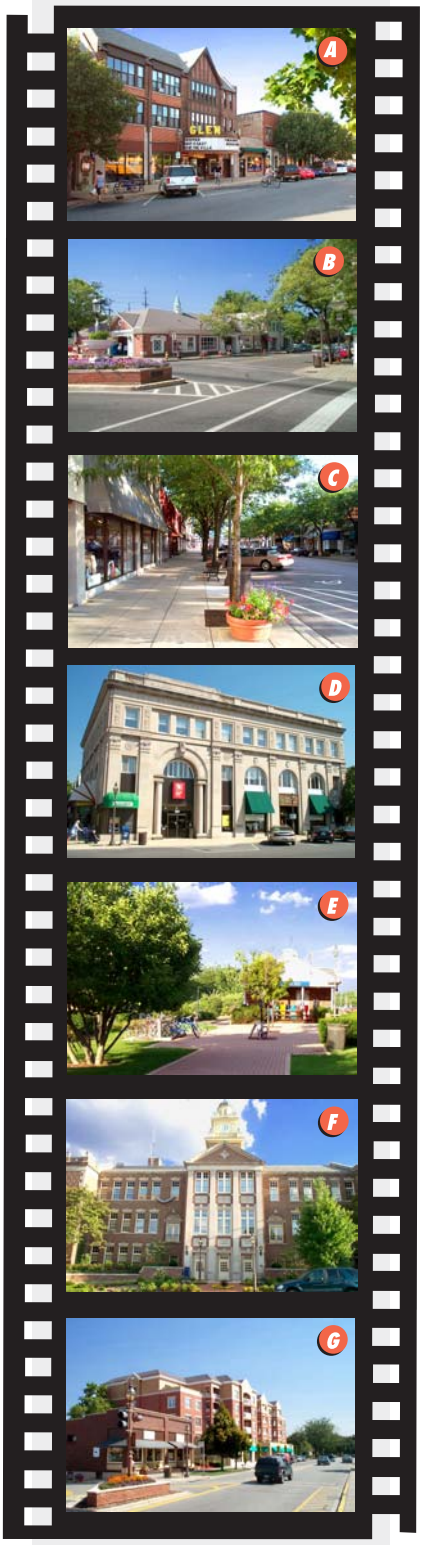
Downtown: Planning Influences

Downtown is the historic commercial and multi-purpose focal point for the Glen Ellyn community. It consists of a diverse mix of land uses located in a relatively compact geographic area. While retail and service uses predominate, Downtown also includes offices, public uses, institutional properties and housing.

While the Downtown is fully developed and a number of improvements have been undertaken in recent years, much could be done to further enhance the area and promote compatible, high-quality redevelopment in the future.

Several factors will influence opportunities for improvement and development within Downtown Glen Ellyn. Planning influences, highlighted in Figure 10, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

Character of Downtown

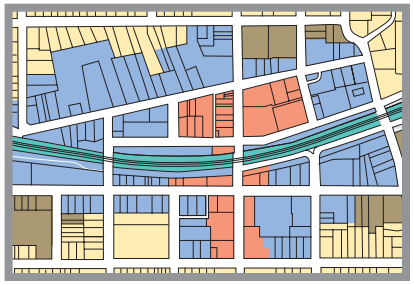


Character of Downtown...

Downtown Glen Ellyn's attractive scale and character is partly due to:

A - A compact commercial area with a diverse mix of uses and activities;
B - A pleasant "small-town" scale and character;
C - A pedestrian orientation with attractive streetscapes;
D - Buildings with historic interest;
E - Convenient access to the commuter rail station;
F - The presence of attractive public and institutional facilities; and
G - A strong residential base, including several new multi-family developments.

Current Zoning

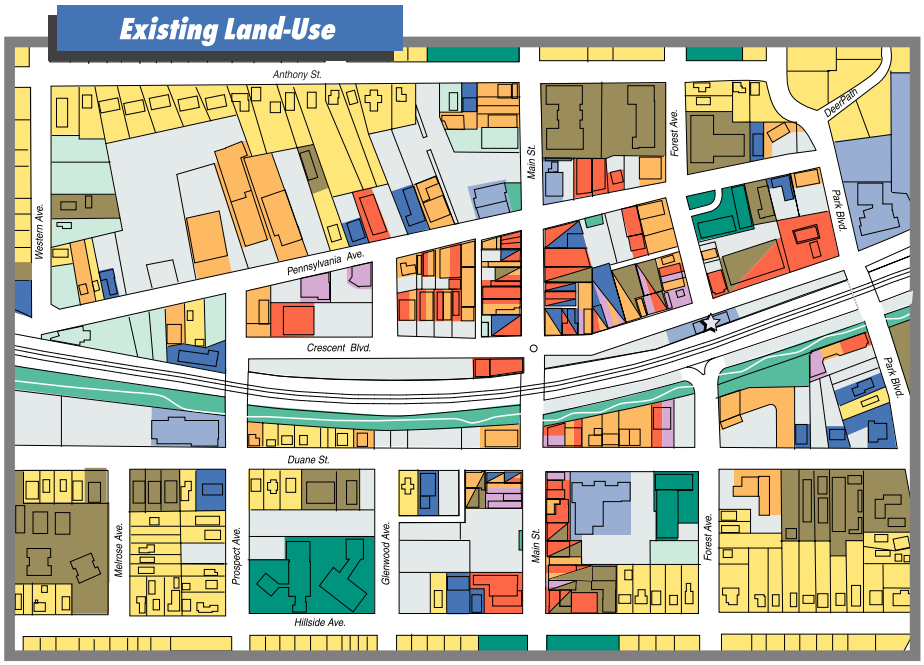


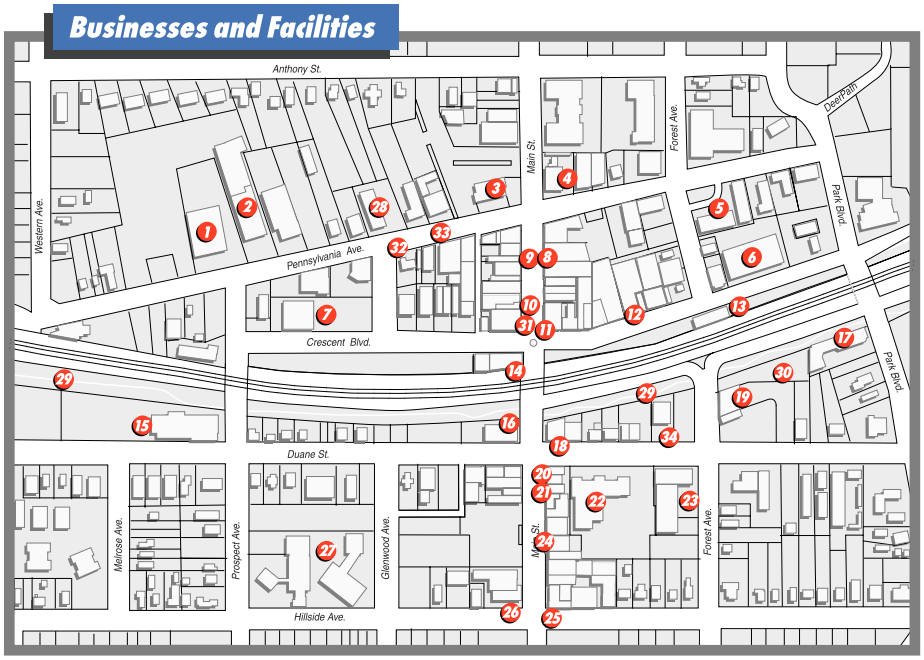
Current Zoning:

- **C5A** - CBD Retail Core
- **C5B** - CBD Service
- **CR** - Conservation/Recreation
- **R2** - Single-Family Residential
- **R4** - Multi-Family Residential

Figure 11

Downtown: *Existing Uses and Facilities*





Existing Land-Use:

- *Retail*
- *Commercial service*
- *Restaurant*
- *Office*
- *Public/governmental*
- *Church*
- *Parking*
- *Parks and open space*
- *Single-family residential*
- *Multi-family residential*
- *Upper floor use*
- *Vacant land or building*
- *Commuter station*

Businesses & Facilities:

1 - *Ameritech*
2 - *Glen Ellyn Clinic*
3 - *Fire Station*
4 - *Post Office*
5 - *Grace Lutheran Church*
6 - *Glenstone Condominiums*
7 - *McChesney & Miller Supermarket*
8 - *Banyan Tree Mall*
9 - *Country Curtains*
10 - *Firstar Bank*
11 - *Harris Bank*
12 - *Glen Ellyn Theater*
13 - *Commuter Rail Station*
14 - *Little Hands Toys*
15 - *Public Library*
16 - *Citibank*
17 - *Glen Crossing*
18 - *Einstein's Bagels*
19 - *Firstar Bank*
20 - *Glen Ellyn Brewing Company*
21 - *Katy's Boutique*
22 - *Glen Ellyn Civic Center*
23 - *First United Methodist Church*
24 - *True Value Hardware*
25 - *Craig Family Pharmacy*
26 - *Giesche Shoes*
27 - *St. Petronille Church/School*
28 - *Schmid Pharmacy*
29 - *Prairie Path*
30 - *Prairie Path Park*
31 - *Daffy Down Dilly*
32 - *Oak Brook Bank*
33 - *Superior Bank*
34 - *FloorOpedics*

- Efforts should also be made to expand the "east-west dimension" of the pedestrian shopping area along Pennsylvania, Duane, and Crescent west of Main Street. Several potential redevelopment sites along these east-west streets are highlighted in a following section. Retail and pedestrian-oriented service uses should be located on the ground floor of all buildings within this area.
- To the extent possible, offices and freestanding service uses should be located around the periphery of the commercial area. Offices would also be appropriate on the upper levels of commercial buildings throughout Downtown.
- The northwest quadrant of Downtown should be reorganized and redeveloped as a coordinated office and service area anchored by the Glen Ellyn Clinic, Ameritech and other uses.
- The Glen Theater, which adds to the character and vitality of Downtown and represents an important entertainment attraction within the area, should be maintained and enhanced.
- Attractively designed and compatibly scaled multi-family residential uses should continue to be located at appropriate perimeter sites, providing a transition between commercial uses and adjacent neighborhoods. Residential uses contribute significantly to the overall character of Downtown, add life and vitality to the area, and provide a built-in market for many Downtown stores and shops. Safe, attractive and convenient sidewalk connections should be maintained between nearby residential areas and the commercial area.
- Public and institutional uses also contribute to the character of Downtown and help make it a true "multi-purpose" focal point for the entire community. Public buildings and churches should continue to be accommodated on sites around the periphery of the commercial area. Compatible new public and social service facilities would also be appropriate in these locations.

EXISTING SITES and BUILDINGS:

- Buildings with architectural and historic interest should be preserved and protected where possible. Much of the Downtown's charm is due to the concentration of early 20th century buildings and these structures should be recognized as important community resources.
- The overall level of building maintenance within Downtown should be improved. Many buildings, including several with historic interest, are characterized by deferred maintenance, and repairs should be undertaken where feasible.
- Small existing commercial buildings add to the interest, diversity and character of Downtown. Small commercial spaces should continue to be made available for start-up businesses, niche market stores and other small businesses. However, marginal, underutilized and obsolete properties could be redeveloped for new retail, service, office, residential or open space uses.
- In addition to structural repairs, the storefronts of existing buildings should be improved to enhance the image and appearance of the Downtown, and to help visually unify stores and businesses within the same block. Storefront improvements might include special façade treatment and the coordination of colors, materials, signage, awnings and canopies, and related design features.
- In most cases, improvements and additions to older existing buildings should reinforce and enhance the original architectural qualities, characteristics and proportions rather than apply new or different stylistic treatments.
- The predominant color for most Downtown buildings should be relatively subtle; the natural brick and stone colors of red, buff and cream should predominate. Very dark and very bright colors should be discouraged unless there is a clear historic precedent. The selection of colors on individual buildings should complement the predominant hues of adjoining buildings.
- The rear portions of all commercial properties should be clean and well maintained. Rear entrances to stores and shops should be encouraged, particularly in blocks where public parking or pedestrian walkways are located behind the buildings. Trash receptacles, dumpsters, service areas and outdoor storage facilities should be well maintained and attractively screened.
- The use of landscaping and other attractive screening should be encouraged to improve the ap-

pearance of properties along the rail line, including parking lots and the rear portions of sites and buildings. These properties are highly visible to commuters on a daily basis, and many people base their impression of Downtown—and the community as a whole—on their view from the train.

NEW CONSTRUCTION:

- While new buildings need not be historic replicas, they should offer high quality and compatible interpretations of the predominant architectural styles now present within the Downtown. In particular, new buildings should reflect the attractive architectural detailing, quality of workmanship and traditional building materials that characterize Downtown's historic structures.
- New construction should respect the existing scale of Downtown and avoid extreme differences in building height. Two- and three-story buildings should predominate, although the height of buildings on specific parcels should continue to be governed by zoning.
- The Village should review building height requirements within the C5A and C5B zoning districts, while still supporting desirable retail and mixed-use development. A range of factors should be considered when determining the height of new Downtown buildings, including: a) the height of nearby existing buildings, b) the pedestrian scale and orientation of Downtown, c) the proximity of new buildings to residential neighborhoods, d) topography, e) the economics of Downtown development, and f) sight lines in relation to prominent visual landmarks and historic features.
- New commercial buildings within the pedestrian shopping area should be located at or very near the sidewalk line in order to maintain close contact between pedestrians and the adjacent stores, shops and display windows. If buildings are set back from the sidewalk, landscaping and/or decorative amenities should be provided to maintain this pedestrian orientation .
- Buildings within the pedestrian shopping area should "front" the street. The placement of buildings at odd or irregular angles to the street should be discouraged within the this area. However, buildings at key intersections may incorporate angled corners or other small setbacks.
- Most older Downtown commercial buildings have relatively small "footprints" and are located on lots with narrow widths. However, many contemporary commercial uses require larger spaces, more generous floor areas, and higher ceiling heights than are afforded by these older buildings. The Village should encourage the provision of larger spaces to accommodate new commercial uses, either as a part of new construction or through the interior remodeling and interconnection of several adjacent existing stores and shops.
- New construction should respect the predominant scale and proportion of existing Downtown buildings. Architectural details such as columns, pilasters, and window and door placement should be used to articulate the façades of large new buildings into several smaller vertical "segments" to reflect the scale and proportion of adjacent existing buildings.
- New buildings should be constructed of traditional building materials such as brick and stone in the red and buff color ranges.
- Parking garages, if constructed, should complement the appearance of existing Downtown buildings in terms of scale, bulk, materials and façade articulation. The ground floor of parking structures within the pedestrian shopping area should be used for stores or pedestrian-oriented service establishments.

STREETS and TRANSPORTATION:

- The existing Downtown street system should be essentially maintained and no significant modifications are recommended. While opportunities to improve traffic safety and traffic flow should continue to be explored, pedestrians should receive priority within the Downtown area.
- The Village should use the new street classification established in the Comprehensive Plan—the "Village arterial"—as a guide for arterial streets passing through or near the Downtown. While the Village arterial should provide access to Downtown in a manner similar to the "minor arterial," it should be oriented to community traffic and should be characterized by an overall image, appearance and cross-section in keeping with the central portion of Glen Ellyn.

Figure 12

Downtown:
Land-Use Plan

Downtown should continue to be improved and enhanced as the historic, pedestrian-oriented shopping, service and multi-purpose focal point for Glen Ellyn. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of the mix of uses and the range of businesses, services and other activities it offers to the community.

The traditional image and character of Downtown should be maintained, existing uses and properties should be improved and upgraded, public improvements should be undertaken to enhance the public rights-of-way, and compatible new development and redevelopment should be promoted in selected locations.

Land-Use Plan

Land-Use Plan:

The Land-Use Plan designates Downtown as a mixed-use, multi-purpose area suitable for a range of retail, service, office, institutional and residential uses. It differs from the 1986 Plan in several ways:

- The blocks in the heart of Downtown are designated as the pedestrian-oriented shopping and service area;
- In recognition of their importance to the Downtown, public and institutional facilities are highlighted in the new Plan;
- The south side of Anthony Street east of Western and the north side of Hillside between Prospect and Melrose are designated for single-family residential use.

Land-Use Plan Legend:

- Downtown Commercial
- Public/Governmental
- Church
- Medium-Density Residential
- Low-Density Attached Residential
- Single-Family Detached Residential
- Park/Open Space

1986 Comprehensive Plan

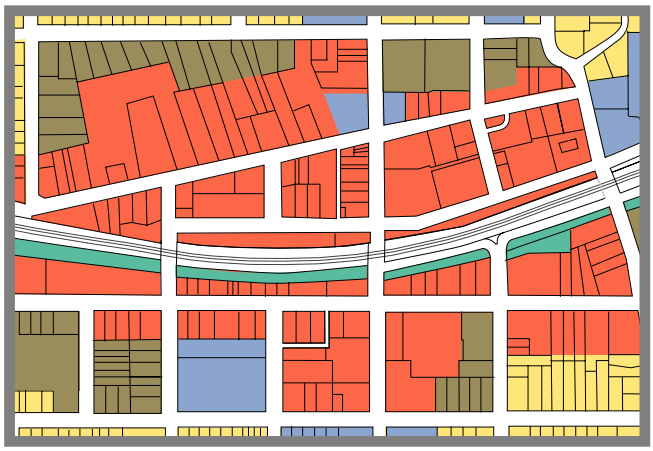
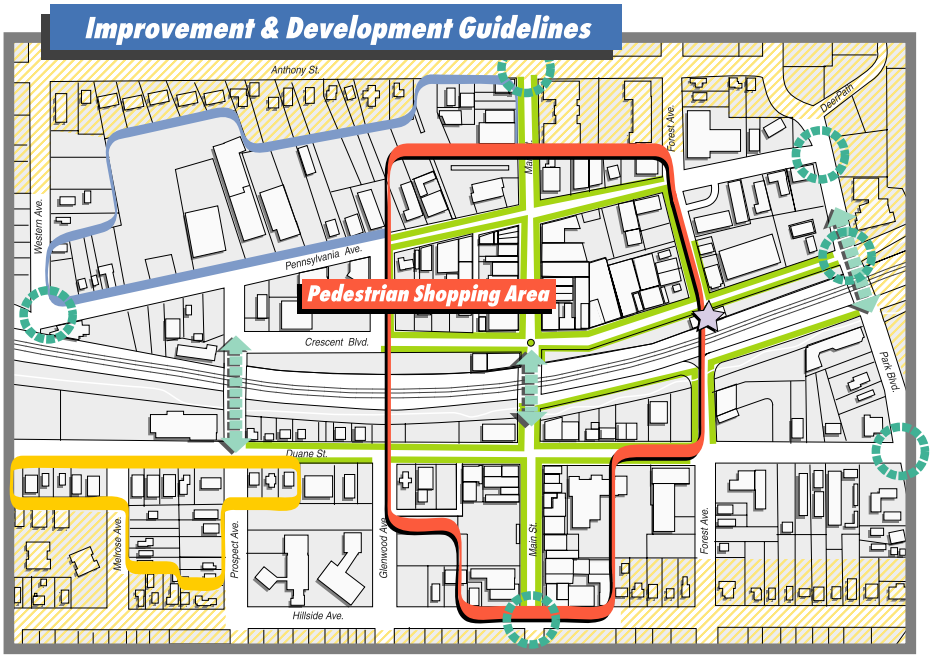
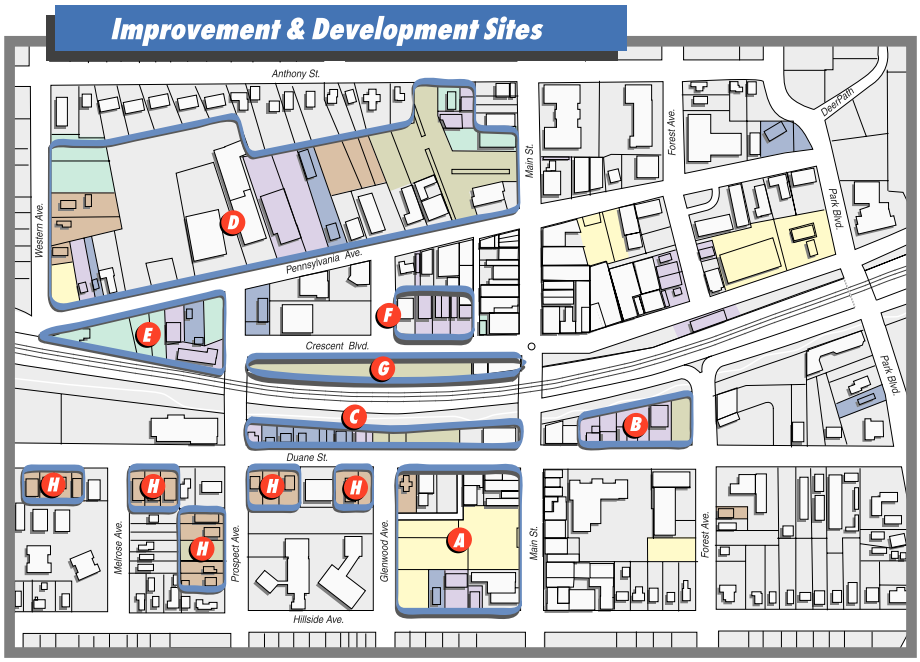


Figure 13

Downtown: *Improvement Guidelines*





Improvement Guidelines:

Continue to improve and enhance the heart of Downtown as a pedestrian-oriented shopping and business area.

Reorganize and redevelop the northwest quadrant of Downtown as an attractive and convenient office and service area.

Continue streetscape and other design enhancements, particularly along the east-west streets within Downtown.

Provide "gateway" design features that denote entry into the Downtown and delineate its boundaries.

Work with Metra to replace the existing commuter station with a new Downtown facility.

Improve pedestrian connections between the north and south sides of Downtown.

Promote replacement of older structures with high-quality townhomes and similar multi-family developments.

Maintain, preserve and protect surrounding neighborhoods.

(See text for additional improvement and development guidelines)

Improvement & Development Sites:

Projects either underway or being discussed (see accompanying text).

Vacant buildings and land parcels should be reused or redeveloped.

Marginal and underutilized properties should be reused and upgraded or replaced with new development.

Residential properties that may be subject to redevelopment.

Surface parking lots along the frontage of primary shopping streets should be considered for new development.

Sound and viable businesses that would benefit from building or site improvements.

Clusters of properties that may represent special opportunities for improvement or development (see text).

- Traffic within Downtown should continue to be controlled by stop signs and similar traffic control techniques. Traffic lights, which would alter the basic character and "ambiance" of Downtown, should not be installed.
- Proposals for major new developments within Downtown should include a traffic impact analysis in order to ensure that the traffic generated by new development can be adequately accommodated by the Downtown street system.
- Street surfaces in poor condition should be repaired. While surface conditions do not necessarily affect traffic circulation or safety, they do detract from the overall image and appearance of the Downtown.
- Several streets within Downtown should be designated as "bike routes," and these should connect with designated bike routes in the surrounding community. More bicycle parking should also be provided in the Downtown.
- To the extent possible, the barrier effect created by the Union Pacific Railroad within Downtown should be minimized. While the possibility of a new vehicular overpass or underpass was considered in the planning process, it is not recommended at this time due to the impact of such a project on existing stores and businesses, traffic circulation and on the image and character of Downtown. However, at a minimum, additional landscaping and the improvement of pedestrian routes should be used to help visually minimize the separation between the north and south sides of Downtown. In addition, if a new commuter station is constructed, a pedestrian underpass or overpass might be considered as a part of the new station facility.
- The Village should work with Metra to replace the existing commuter station with a new facility within Downtown. As a part of this project, the possibility of incorporating new retail and service uses into the new station should be explored. In addition, the provision of a new green space adjacent to the station and public restroom facilities open to Downtown shoppers should also be considered.
- Where safety standards and requirements permit, the design and appearance of railroad crossing gates and fencing within the Downtown should be improved and enhanced.

PARKING:

- To the extent possible, off-street parking should be evenly distributed throughout the Downtown so that all areas are well served. Parking should also be located convenient to the uses generating the major parking demands. There may be opportunities for small new public parking lots immediately north and south of the railroad.
- Surface parking lots should be located behind buildings or at mid block. Parking in front of buildings or at corner locations within the Downtown should be discouraged. Landscaping and decorative amenities should be installed along the edges of surface parking lots that border public walkways.
- Small, separate parking lots within the same block should be combined and consolidated where possible. Curb cuts and access drives should be minimized, particularly along pedestrian shopping streets and arterial routes.
- Some church parking lots and other facilities are used primarily during off-peak periods or on an intermittent basis. The possibility of making these parking spaces available to surrounding businesses during certain time periods should be explored.
- On-street parking should be allowed throughout Downtown.
- The Village should study Downtown parking on a comprehensive, area-wide basis. Issues to be explored include:
  a) The possibility of one or more parking structures to meet the long-term needs of Downtown. If carefully designed and located, parking structures would not only increase the supply of parking spaces but could also conserve valuable land, create opportunities for new building development, and enhance the image and character of the commercial area. Possible locations for a new parking structure include the Giesche block, the Civic Center parking lot, and several other sites discussed below.
  b) The possibility of establishing a "parking fund" into which a developer could contribute in lieu of providing on-site parking. This fund might then be used by the

Village to upgrade existing parking lots and provide new facilities in the future.

c) A review of the parking requirements for the C5A and C5B zoning districts to determine if the current parking ratios are appropriate.

STREETSCAPE and PEDESTRIAN AMENITIES:

- Streetscape treatments should be used to visually unify the Downtown area and make it more attractive and convenient for pedestrians. Building on its existing guidelines, the Village should establish a comprehensive "streetscape design system" which defines a "family" of streetscape facilities to be applied in various parts of the Downtown. This system should address street trees, light fixtures, paving materials, banners, bollards, benches, public signage, public art, and other features.
- Once installed, it is important that all Downtown streetscape amenities and open spaces be adequately and attractively maintained. Trees and landscaping should be pruned, trimmed and upgraded on a regular basis. Damaged and defective amenities should be repaired or replaced as required.
- Public and directional signage should be improved. Attractive new signs should direct motorists and visitors to the Downtown from other parts of the community, and to public parking lots and other key destinations within the Downtown.
- Additional pedestrian amenities such as benches, bike racks, trash receptacles and other pedestrian conveniences should be provided within the commercial area. The Village should also consider providing or promoting the provision of public restrooms to serve Downtown shoppers and visitors.
- Downtown "gateway" design features should be provided at several key locations. Gateways might include distinctive signage, landscaping and/or lighting.
- Overhead utility lines within the Downtown should be placed underground where possible.
- The Village should explore the possibility of developing a fiber optic system within the Downtown area.

OPEN SPACES:

- Parks, plazas and other open spaces provide variety and enrich the Downtown environment. Since the 1986 Comprehensive Plan was completed, Prairie Path Park has been improved as a pedestrian focal point, the Prairie Path has become more clearly defined and delineated within the Downtown, and the Floral Clock has been developed along the west side of Main Street just north of Hillside. In addition to these recent improvements, more extensive landscaping and lighting should be considered along the Prairie Path as it passes through Downtown.
- Opportunities for small new parks, plazas and open spaces should be considered as a part of future redevelopment projects. For example: a) if the properties along the north side of Duane Street east of Main Street are redeveloped (as described below), a small new plaza should be considered as a "forecourt" to the Civic Center; b) if the Main Street parking lot is redeveloped (as described below), a small new plaza might be considered along Glenwood across from St. Petronille Church; c) a small new green space might be provided as a part of a reconstructed commuter station; and d) a portion of the Civic Center parking lot might be "decked" to allow for a new public plaza on top of or adjacent to the parking structure.
- To complement Downtown's open spaces, additional street trees and landscaping on public and private properties should be encouraged to bring more "green" into the Downtown and enhance the area's overall "park-like" setting.
- Sidewalk cafes and small outdoor eating areas, which add life and vitality to a downtown, should be considered where space permits.
- Glen Ellyn has several small design highlights and ornamental features at various Downtown locations, including the traffic diverters at Main and Crescent and at Crescent and Forest, and the new floral clock at the Main Street parking lot. Additional opportunities for small design accents should be explored in order to make Downtown even more enjoyable and "hospitable" for shoppers, employees and visitors alike.

Potential Improvement and Development Sites

Even though Downtown Glen Ellyn is fully developed and most existing uses are sound and viable, there will continue to be interest in and pressure for new development and redevelopment. In addition, the needs and requirements of Downtown businesses and customers will also change over time.

While development and redevelopment could conceivably occur anywhere within Downtown, there are several properties that appear to be susceptible to change in the future. They include vacant parcels and buildings; marginal and underutilized buildings and properties; and properties where reuse or redevelopment is already being discussed.

It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur or that redevelopment is necessarily recommended as a part of the Comprehensive Plan. Rather, it suggests that these properties appear "susceptible" to change in the near future, or that they represent opportunities for new development. Because of this, the new Plan specifies the type and character of new development to be promoted, if change does indeed take place.

Potential improvement and development sites within Downtown, highlighted in Figure 13, include the following:

- ***Projects underway or under discussion.*** Several projects are either underway or being discussed within the Downtown, including:
  a) The Glenstone Condominiums, with ground-floor retail space, which was recently completed on Crescent just east of Forest;
  b) The proposed Crescent Station Condominiums on the gas station site at the northwest corner of Crescent and Park;
  c) A one-story dental office has been approved for the northeast corner of Western and Pennsylvania;
  d) Plans are being considered for combining the existing Shock Square municipal parking lot with the private parking lot to the east;
  e) The United Methodist Church intends to construct a parking lot on the vacant parcel along the west side of Forest between Duane and Hillside; and
  f) Discussions are ongoing regarding a possible mixed-use project, including a parking structure, in the block bounded by Main, Hillside, Glenwood and Duane.
- ***Vacant properties.*** There are a few vacant buildings and land parcels scattered throughout Downtown. Vacant properties should be reused or redeveloped for commercial or mixed-use purposes, parking or public open space.
- ***Marginal or underutilized properties.*** While Downtown has few truly "incompatible" uses, a few properties are occupied by uses, buildings or activities that are not ideally located in a Downtown area, or which represent an underutilization of prime Downtown land. These properties should eventually be replaced with new development.
- ***Incompatible residential properties.*** This category highlights isolated residential properties that are surrounded by non-residential uses. These should eventually be converted to commercial use or redeveloped for new businesses, parking or open space. If properties with historic homes are to be redeveloped, consideration should be given to relocating the historic structures to another part of the community, perhaps within the Five Corners area.
- ***Surface parking lots.*** Downtown has a significant amount of land devoted to surface parking. Whereas adequate parking is essential, it can represent an underutilization of land, particularly in the heart of Downtown. If replacement parking can be provided in other convenient locations, surface parking lots located along the frontage of Downtown's primary shopping streets might be better used as building sites.
- ***Other sites in need of improvement***. This category includes other sites currently occupied by sound and viable businesses that would benefit from either building or site improvements in the future. It is conceivable that these properties could be redeveloped or combined with nearby properties for redevelopment.

OPPORTUNITY SITES:

Figure 13 highlights several clusters of properties within Downtown that may represent opportunities for new retail, service, office, and residential or mixed-use development during the 10-year "horizon" of the new *Comprehensive Plan*. The overall type, quality and character of new development to be considered at each location is described below. The Village should continue to review and analyze these sites in the future.

- ***Site A*** includes the block bounded by Main Street, Hillside Avenue, Glenwood Avenue and Duane Street. It currently contains public and private parking, Giesche Shoes, and several other small commercial and residential properties. This site is already being considered for new development, although no formal proposals have been submitted to the Village.

  Site A would be an ideal location for a new mixed-use retail, residential and/or parking project to anchor the south end of Downtown. As much of the block as possible should be combined to accommodate planned new development, including church parking, municipal parking, and the retail and commercial properties along Main, Duane and Hillside.

  While the entire block should be combined for planning purposes, some of the existing structures might be retained and upgraded, particularly the buildings with historic interest at the corner of Main and Duane. In addition, several existing uses in this block could become tenants in the new facility.

  In general, retail and pedestrian-oriented service uses should be located along the Main Street and Duane Street frontages. Residential uses might be located along the Hillside frontage, of a scale and character compatible with the existing neighborhood to the south. A small plaza or open space might be considered along Glenwood, across from the entrance to St. Petronille Church.

  This project could also include structured parking located in the interior of the block and on the upper levels. Parking should be adequate to serve adjacent churches and new tenants, as well as provide parking support to the surrounding commercial area.

  Even though this project could include multiple uses, it should be designed to be in scale and character with existing buildings along Main Street in this portion of Downtown.

  Site A is considered to be a key block in Downtown. Redevelopment at this location could become a true "signature" project for Glen Ellyn in the future. It is recommended that the Village approach this project with vision and creativity and not be satisfied with limited or piece-meal redevelopment.

- ***Site B*** includes the north side of Duane Street, across from the Civic Center. It currently contains several small commercial uses and a municipal parking lot at Forest Avenue.

  Site B would be an ideal location for a new retail and pedestrian-oriented service development, perhaps with residential units or offices on the second floor. As much of this block as possible could be combined to accommodate new development, except for the corner buildings at Main Street, which have historic interest. Several of the existing uses could become tenants in the new facility.

  In general, retail and pedestrian-oriented service uses should be located along the Duane Street frontage, with parking to the rear and at the east end of the block. A small plaza or open space might be provided across from the Civic Center, perhaps framed by stores, shops and cafes. A pedestrian linkage should be provided between Duane Street and the Prairie Path, perhaps via an arcade through the new development.

  New construction in this location should be designed and scaled to maintain the visual prominence of the Civic Center.

- ***Site C*** includes the north side of Duane Street, between Main Street and Prospect Avenue. It currently contains Citibank, underutilized parking, and a number of small residential structures, a couple of which have been converted to commercial use.

  The limited depth of lots along Duane Street will be a major constraint to redevelopment. Therefore, as many properties as possible might be combined to help create a more useable site for new development.

  Site C would be a suitable location for small offices, service establishments, townhouses, and/or surface parking. The small existing residential structures might conceivably be converted

and reused for commercial purposes, or the existing properties might be redeveloped.

If the Citibank property becomes available for redevelopment, the eastern portion of Site C should be reused for retail, restaurant or pedestrian-oriented service uses, with frontage along both Main Street and Duane Street.

If new building development takes place, buildings should be positioned at street corners and other highly visible locations within the block.

If existing buildings and/or uses are retained, the northern edge of all properties should be upgraded and more attractively landscaped in order to improve views from the commuter train.

- ***Site D*** includes the block bounded by Main Street, Pennsylvania Avenue, Western Avenue and Anthony Street, except for the single-family properties along the south side of Anthony. It currently contains a diverse mix of public and private parking, retail stores, offices and service establishments.

  While Site D includes a number of important existing uses that should be retained, several marginal uses, vacant buildings and parcels, underutilized properties, and a disorganized development pattern also characterize this area.

  The Village should encourage area-wide reorganization, improvement and redevelopment of Site D as an attractive and desirable Downtown employment center providing sites for commercial and office uses. Although many existing uses may remain, as much of the block as possible should be included in the planning and reorganization process.

  In general, retail and pedestrian-oriented service uses should be located along the Main Street frontage, with buildings located at the edge of the sidewalk. Commercial and office uses should be located along Pennsylvania, although parking and setbacks could be acceptable along this frontage. Existing uses such as Glen Ellyn Clinic should be encouraged to enhance and expand their facilities as "anchors" in this area.

  The vacant Cottington Furniture Store, which occupies a prominent location along the Main Street frontage, should be reused or redeveloped for retail or service use.

  Parking should be located primarily in the interior of the block, with parking lots interconnected and combined to increase efficiency. This block could also be appropriate for structure parking in the future.

  Single-family residences should be maintained along Anthony Street, and these should be well screened and buffered from the commercial area.

  While the existing fire station could be retained, the corner of Main and Pennsylvania would be more appropriate for retail and pedestrian-oriented service uses. As part of a larger development project or program, the Village might wish to consider future relocation of the fire station to another site on the edge of Downtown.

  Like Site A, Site D is considered to be a key block in Downtown. Reorganization and redevelopment of this site would significantly improve the north side of Downtown, and help retain and enhance several important existing uses.

- ***Site E*** includes the south side of Pennsylvania Avenue west of Prospect. It currently contains a vacant commercial building, a records storage facility for Glen Ellyn Clinic, a small commercial building and an historic residential structure.

  A triangular shape and difficult topography have been constraints to redevelopment of this site in the past. Therefore, as many parcels as possible should be combined and consolidated to help create a more useable site for new development.

  Site E would be a suitable location for small office or service uses, developed either as a small center or as two or three free-standing buildings. This site might also be used for parking, perhaps to support the office and service uses recommended for Site D to the north.

  The historic residential structure might be considered for relocation to the Five Corners area, as discussed in a following section of this report.

  Any improvement or development within this block should ensure adequate sight lines for motorists approaching the intersection of Pennsylvania and Prospect.

- ***Site F*** includes the north side of Crescent Boulevard, from Glenwood Avenue east to the alley. It currently contains several small buildings with retail and service uses.

  Site F should be upgraded and improved for retail and pedestrian-oriented service use, which would help strengthen the east-west dimension of the pedestrian shopping area.

  A desirable long-term redevelopment pattern for this block would entail new stores and shops along the Crescent Boulevard sidewalk, with parking located to the rear of the buildings.

- ***Site G*** includes the south side of Crescent Boulevard between Main Street and Prospect Avenue. It currently contains Little Hands Toys, other commercial uses, and surface parking.

  While this site would be a suitable location for retail or service uses, the limited depth of lots will be a major constraint to redevelopment. However, the site might be considered for a small parking deck, perhaps including some ground floor commercial space.

  If new building development takes place, buildings should be positioned at street corners and other highly visible locations within the block. The one-story commercial building that houses Little Hands Toys adds to the image and character of Downtown and should be retained if possible.

  If existing surface parking is retained, the lot should be extensively landscaped in order to improve views from the commuter train.

- ***Site H.*** Several areas in the southwest portion of Downtown are designated as "Site H." Each of these areas includes older single-family homes or multi-family structures that are showing signs of age and deferred maintenance. These properties have excellent proximity to a wide range of Downtown facilities and services as well as public transportation, and could be suitable locations for new townhomes or small condominium buildings, of a scale and character similar to the newer existing multi-family developments already located within this immediate area.

Roosevelt Road

Target Area 2 encompasses the frontage properties along the north and south sides of Roosevelt Road. While the Target Area Plan focuses on the blocks west of Route 53 and the blocks east of I-355, which appear most susceptible to change, the improvement and development recommendations presented here apply to the full length of the corridor as it passes through the community.

Roosevelt Road is a major east-west arterial street that connects Glen Ellyn to nearby communities and the regional highways system. It is also an intensely developed land-use corridor providing sites for a wide range of retail, office and service uses.

While the Roosevelt Road corridor is fully developed, a number of improvements and developments have been undertaken during the last ten years. These improvements, both public and private, have changed the appearance of the corridor significantly. The improvements include shopping center renovation, landscaping, sidewalks with brick pavers, sign markers and decorative fencing. More could be done to further improve and revitalize this mixed-use corridor in the future, particularly east of I-355.

Planning Influences

Several factors will influence opportunities for improvement and development along Roosevelt Road. Planning influences, highlighted in Figures 14 and 15, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

- ***Existing Land-Use.*** The Roosevelt Road corridor contains a diverse mix of land uses including retail stores, service establishments and offices. A number of multi-family residential developments are located just north and south of the commercial area, as are several important public facilities and parks and recreational areas.

  Baker Hill Shopping Center was recently constructed along the north side of Roosevelt Road just east of Route 53. Baker Hill, anchored by Dominick's, Hollywood Video, Soccer Post, American Mattress, First American Bank, Sears Optical and the Pancake Café, has become a major commercial anchor along the corridor and within the overall community.

  The blocks between Route 53 and Nicoll Avenue are the site of large-scale office developments, including the Glen Hill North and Roosevelt Glen Corporate Center. A new multi-story office development has been proposed north of Roosevelt Road and west of Nicoll Avenue. Smaller free-standing office uses are scattered along the Roosevelt Road frontage, and along Taft Avenue just south of Roosevelt Road.

  The major commercial developments along Roosevelt Road west of Route 53 are Market Plaza and Pickwick Place. These are mixed-use shopping centers located just west and east of Park Boulevard respectively. Jewel/Osco, Blockbuster, Dollar Tree and Fashion Bug anchor Market Plaza. Walgreen's (relocating soon to Roosevelt and Lambert Road), Trader Joe's, and PJ Camera anchor Pickwick Place.

  The west end of Roosevelt Road is the site of two automobile dealerships. The Village is currently reviewing plans for a new Walgreen's development at the northeast corner of Roosevelt and Lambert Road.

  The major commercial uses east of I-355 are the Holiday Inn, located at Finley Road, and the 4-story Royal Glen Office Center.

  With the exception of the two shopping centers, most blocks along Roosevelt Road between Nicoll Avenue and Lambert Road are characterized by smaller, freestanding retail and commercial establishments located on small lots with very limited lot depths. This is also true of the commercial properties along Roosevelt Road east of I-355. In general, the frontage lots along the south side of Roosevelt Road are somewhat larger than the lots along the north side. The small lot sizes represent constraints for many contemporary commercial uses, particularly retail establishments.

While no residential uses front Roosevelt Road, the Maryknoll residential area just east of Route 53 and the Iron Gate Apartments at Surrey Drive "back up" to Roosevelt Road. In addition, several multi-family developments are located just north and south of the commercial properties, particularly in the blocks between Park Boulevard and Main Street. Of special note is The Meadows, a five-story luxury condominium development for senior citizens, located north of Roosevelt and west of Nicoll Avenue.

Even though the corridor is intensely developed, there are several vacant land parcels and vacant structures scattered along the length of Roosevelt Road.

- ***Building conditions.*** The structural condition of buildings along Roosevelt Road is generally good. While few buildings are characterized by major deficiencies, a number of structures would benefit from minor maintenance and repair. Several of the vacant structures are characterized by more severe condition problems.
- ***Zoning.*** The major portion of the commercial frontage along Roosevelt Road is zoned C3: Service Commercial, which accommodates a wide range of retail, service and office uses. Site requirements within this district include a 40-foot front yard. Maximum building height ranges from 45 to 55 feet.

  Office areas along and near Roosevelt Road are zoned C4, which is designed primarily for office uses, although limited sales and services are permitted within office buildings. Site requirements for this district are very similar to C3.

  Most multi-family properties adjacent to the commercial corridor are within the R4 District, which is designed for townhouses, apartments and condominiums, with a height limit of 35 feet.
- ***Access and circulation.*** Roosevelt Road is designated State Route 38 and is under the jurisdiction of the Illinois Department of Transportation (IDOT). Roosevelt Road is designated a Strategic Regional Arterial by IDOT, and it has significant regional continuity. It extends from downtown Chicago west to Geneva and beyond. It carries relatively heavy traffic as it passes though Glen Ellyn, and much of this traffic has neither origin nor destination within the community.

  Roosevelt Road has a five-lane cross section throughout its length in Glen Ellyn, with the center lane functioning as a left turn lane. Traffic signals exist at Finley Road, Baker Hill Drive, Nicoll Avenue, Park Boulevard, Main Street, Lambert Road, and the ramps to and from the I-355 expressway.

  Because of its width and the amount of traffic it caries, Roosevelt Road creates a barrier between the north and south sides of Glen Ellyn. The corridor is difficult to negotiate for both pedestrians and bicyclists.

  Similarly, the I-355 expressway divides the east and west ends of Roosevelt Road. The presence of the forest preserve, the river corridor, and the Commonwealth Edison easement add to this east-west separation.
- ***Parking.*** While the shopping centers and office parks are served by large, consolidated parking lots, most commercial uses along Roosevelt Road have small, separate off-street parking lots served by individual access drives. Most parking lots are located either in front or at the side of commercial buildings.

  Curb parking is not permitted along Roosevelt Road or along any of the north-south street segments that pass through the commercial area.
- ***Appearance and Character.*** While several of the newer buildings along Roosevelt Road are attractively designed and served by well-landscaped parking lots, some properties along the corridor have a "tired" and "dated" appearance and have little landscaping or green space. Few of the individual buildings are visually related to adjacent or nearby structures.

  The Village has installed new sidewalks, decorative fencing, street trees and landscaping along the Roosevelt Road right-of-way in order to enhance the appearance of the corridor and make it more "pedestrian friendly." Decorative street lighting will be installed at a later date.

  While many improvements have already been undertaken, more could be done to further upgrade the image and appearance of buildings, parking lots and signage, and to help visually unify the corridor as it passes through the Glen Ellyn community.

Figure 14

Roosevelt Road: Planning Influences

Roosevelt Road is a major east-west arterial street that connects Glen Ellyn to nearby communities and the regional highway system. It is also an intensely developed land-use corridor providing sites for a wide range of retail, office and service uses.

While the Roosevelt Road corridor is fully developed and a number of improvements and developments have been undertaken in recent years, much could be done to further upgrade and revitalize this mixed-use corridor in the future.

Several factors will influence opportunities for improvement and development along Roosevelt Road. Planning influences include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

NOTE: See Figure 18 for planning influences related to Roosevelt Road east of I-355.

Character of Roosevelt Road

Character of Roosevelt Road...

A - Shopping centers anchor the central portion of Roosevelt Road;
B - New streetscape improvements will enhance the appearance of the corridor;
C - Small, free-standing commercial buildings characterize much of Roosevelt Road;
D - Office parks are located near Route 53 and Nicoll Way;
E - Parks and open spaces are located adjacent to and buffer the commercial corridor; and
F - Residential areas, including new senior housing, border the commercial area.

Current Zoning:

- **C3** - Service Commercial
- **C4** - Office District
- **C6** - Commercial/Multi-Use
- **CR** - Conservation/Recreation
- **R2** - Single-Family Residential
- **R3** - Residential
- **R4** - Multi-Family Residential

Current Zoning

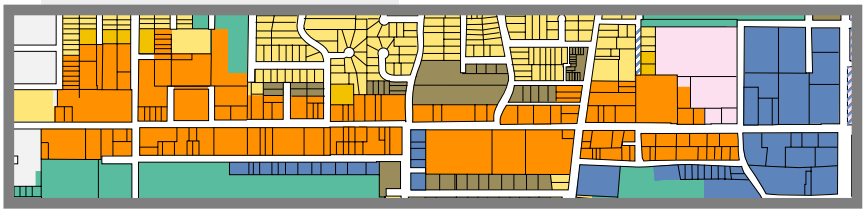


Figure 15

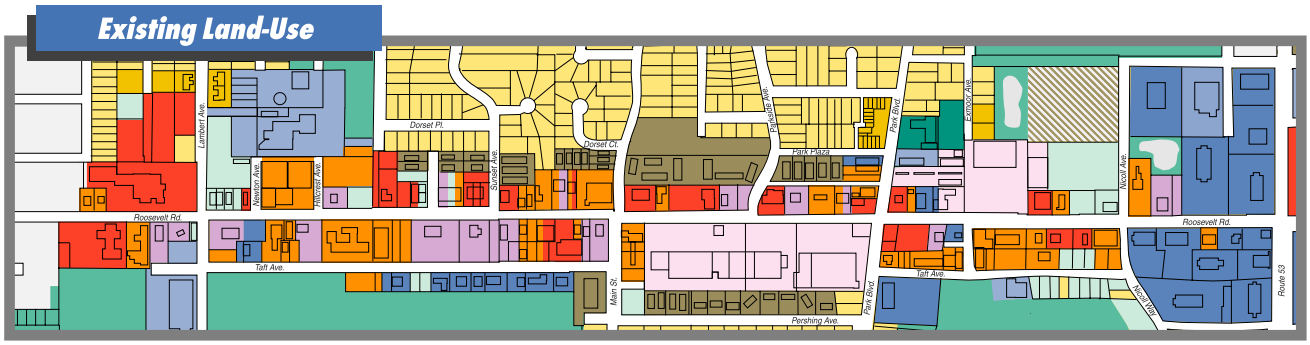
Roosevelt Road:
Existing Uses and Facilities

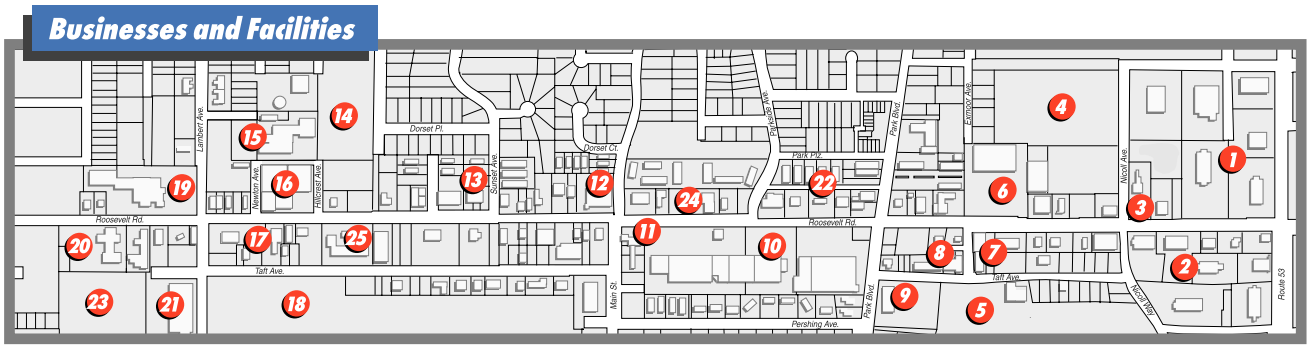
Existing Land-Use:

- *Retail*
- *Commercial Service*
- *Restaurant*
- *Office*
- *Shopping Center*
- *Public/Governmental*
- *Churches*
- *Parks and Open Space*
- *Single-Family Detached Residential*
- *Low-Density Attached Residential (Townhomes, cluster homes, etc)*
- *Medium-Density Residential (Apartments and condominiums)*
- *Senior Residential*
- *Vacant Land/Building*

Selected Businesses and Facilities:

1 *- Glen Hill North Office Park*
2 *- Roosevelt Glen Corporate Center*
3 *- Firstar Bank*
4 *- Brookdale: The Meadows*
5 *- Panfish Park*
6 *- Pickwick Place*
7 *- Super 8 Motel*
8 *- Best Western Motel*
9 *- 45 South Park Office*
10 *- Market Plaza*
11 *- Bank One*
12 *- Hinsbrook Bank & Trust*
13 *- Walter E. Smithe Furniture*
14 *- Glen Ellyn Manor Park*
15 *- YMCA*
16 *- Dreisilker Electric Motors*
17 *- Community Bank*
18 *- Village Links*
19 *- Haggerty Chevrolet*
20 *- Webb Dodge*
21 *- Public Works Reno Center*
22 *- LaSalle Bank*
23 *- Lambert Lake*
24 *- Motor World*
25 *- Enterprise Rental and Sales*





Improvement and Development Guidelines

Roosevelt Road should be upgraded as an attractive and convenient mixed-use corridor that serves and supports the Glen Ellyn community and the surrounding region. It should be improved as a major traffic carrier, a site for a wide range of land uses, a shopping and business areas for nearby residents, an employment center, and a more safe and convenient area for pedestrians and cyclists.

The image and appearance of Roosevelt Road should continue to be improved. Since it carries large numbers of motorists on a daily basis, it is perhaps the most highly visible part of the Village. It serves as the "front door" to the Village and several neighborhoods.

Too often, major traffic corridors create physical barriers and become obstacles to community life and activity. Corridors usually function as "separators" between neighborhoods and land-use districts. However, Roosevelt Road should become a "connector" which links together and unites the north and south sides of Glen Ellyn, as well as the neighborhoods east and west of the I-355 expressway.

Improvement and development recommendations for Roosevelt Road are described below and highlighted in Figures 16 through 19. Recommendations relate to: a) land-use, b) sites and buildings, c) traffic circulation, d) parking, and e) streetscape.

LAND-USE:

- Roosevelt Road should continue to be the site of a wide range of retail stores, business and personal services, restaurants, and offices. It should accommodate both community-wide and highway-oriented commercial uses, and many of the businesses should continue to be oriented to motorists utilizing this important regional route.
- The basic land-use pattern and development character of Roosevelt Road is essentially established. Most existing buildings are in adequate structural condition and major land-use changes are unlikely. However, the Village should encourage the enhancement of existing businesses and the improvement of properties in decline, and promote high-quality new development and redevelopment in selected locations.
- Office uses should continue to be promoted, particularly in the blocks near the existing office parks and along Taft and Pershing on the southern edge of the commercial area. Office uses are appropriate in the blocks east of I-355.
- The Market Plaza and Pickwick Place shopping centers should be maintained and should continue to be improved and upgraded as focal points along the corridor. These centers are quite important in terms of the services they offer and the revenues they generate for the Village. Store mix, the appearance of buildings and parking lots, commercial signage, and site landscaping should continue to be addressed.
- While Roosevelt Road will continue to be oriented to auto traffic, there are several blocks with concentrations of retail and service establishments where the pedestrian environment should be improved. In particular, the blocks between Market Plaza and Pickwick Place should be better connected and made more convenient for pedestrians. Possible improvements include special sidewalk treatment, small-scale street furniture, pedestrian-scale lighting, pedestrian crosswalks, and related projects.
- Opportunities for new development and redevelopment along Roosevelt Road include vacant parcels and vacant buildings, and marginal and low-intensity uses. Since many of these properties occupy very small sites, the combination and consolidation of multiple properties should be encouraged in order to create more attractive redevelopment sites for contemporary commercial uses. Specific redevelopment sites are highlighted in a following section.
- While retail and commercial uses that serve the needs of nearby neighborhoods and the surrounding community are preferred for most commercial blocks along Roosevelt Road, many of the small sites may prove to be more marketable for uses that require less parking and customer access, such as free-standing office/research or "high-tech" businesses. These uses should be considered for the blocks along the north side of Roosevelt Road between Main Street and Newton Avenue, and for blocks just east of I-355.
- Several of the multi-family residential properties located north and south of the commercial area are characterized by deferred maintenance, excessive land coverage, a lack of open space, physical separation from other residential areas, and other

concerns. These properties should either be substantially improved or redeveloped for new uses.

SITES and BUILDINGS:

- Although most existing commercial buildings along Roosevelt Road are sound and well maintained, a few are characterized by deferred maintenance. All deficient buildings should be repaired and rehabilitated as required.
- A number of buildings along the corridor are also characterized by a tired and dated appearance and would benefit from a "facelift." Appearance improvements should focus on exterior surface materials, signs, colors, awnings and canopies, and related design features. Updated storefront treatments would do much to improve the image and appearance of individual buildings and the corridor as a whole.
- While Roosevelt Road will continue to be characterized by many individual free-standing buildings, more design consistency and compatibility should be promoted among adjacent buildings and buildings within the same block. At a minimum, signage, colors and materials should be similar or compatible.
- Although most existing commercial buildings are occupied, several vacant buildings are scattered along the corridor. Vacant buildings should be reused for new businesses, or be removed to allow for new development.
- The Village should promote high-quality building and site design for all new construction along Roosevelt Road. Architectural design, building materials, signage and site landscaping should all be matters of concern. A good example of a quality new development is the 45 South Park office building, which is characterized by attractive architecture, quality building materials, and attractively landscaped off-street parking.
- Buildings along Roosevelt Road, including "out-lot" buildings within shopping centers, should be set back from the front property line so that they do not obstruct the sight lines of passing motorists or customers entering or exiting commercial properties along the corridor.
- As improvements and redevelopment take place along Roosevelt Road, the Village should encourage the grouping and clustering of buildings within the same block to permit the coordination of buildings, parking areas, access drives and pedestrian amenities.
- In addition to new street trees and landscaping along the public right-of-way, more extensive landscaping of private properties should be encouraged. Landscaping can effectively screen and buffer parking and service areas, and emphasize major access points to commercial properties. Small landscaped areas in front of commercial buildings are also desirable along Roosevelt Road.
- There are a few poorly screened and unattractive outdoor storage areas along Roosevelt Road. Landscaping and special fencing should be used to screen storage areas that are visible from the street. However, chain-link fencing, which is currently used in several locations, is not appropriate along Roosevelt Road.
- The Village should work with property owners along the south side of Roosevelt Road west of Main Street to relocate the existing utility line that extends east-west through this block. Ideally, the utility line should be placed underground. As an alternative, the line might be relocated to the southern edge of the block, along Taft Avenue.
- The Village should encourage Commonwealth Edison to better screen and landscape the periphery of the existing electrical substation located just west of the I-355 expressway. This site occupies a highly visible gateway location and should be improved.
- The Village should continue to work with property owners and developers to address stromwater management on a comprehensive basis.

TRAFFIC CIRCULATION:

- Even though the basic function and cross section of Roosevelt Road will not change, and no significant traffic modifications are suggested, the Village should continue to cooperate with IDOT in monitoring turning movements and the adequacy of traffic signals and other controls along Roosevelt Road to ensure that traffic moves smoothly and efficiently through the community.

Figure 16

Roosevelt Road:
Land-Use Plan

Roosevelt Road should be upgraded as an attractive and convenient mixed-use corridor that serves and supports the Glen Ellyn community and the surrounding region. It should be improved as a traffic carrier, a site for a wide range of land uses, a shopping and business area for nearby residents, an employment center, and a safe and convenient area for pedestrians. The appearance of Roosevelt Road should also be improved. Since it serves as the "front door" to the Village and several neighborhoods, it should reflect the high-quality image and character of the Glen Ellyn community.

Land-Use Plan:

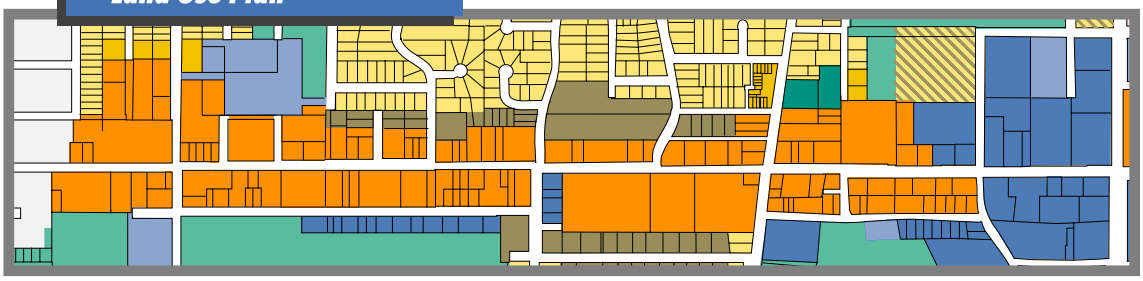
The Land-Use Plan designates Roosevelt Road as a mixed-use commercial corridor which should accommodate a range of retail, service, restaurant and office uses.

The recommended Land-Use Plan is very similar to the 1986 Comprehensive Plan, with modifications to reflect recent improvements and developments. However, the guidelines and site recommendations which accompany the Land-Use Plan provide significantly more detail regarding the type and character of improvements and developments to be promoted along Roosevelt Road in the future.

Land-Use Plan Legend:

- *Service Commercial*
- *Office*
- *Mixed-Use Development*
- *Public/Governmental*
- *Park/Open Space*
- *Single-Family Detached Residential*
- *Low-Density Attached Residential*
- *Medium-Density Residential*
- *Senior Residential*

Land-Use Plan



1986 Comprehensive Plan

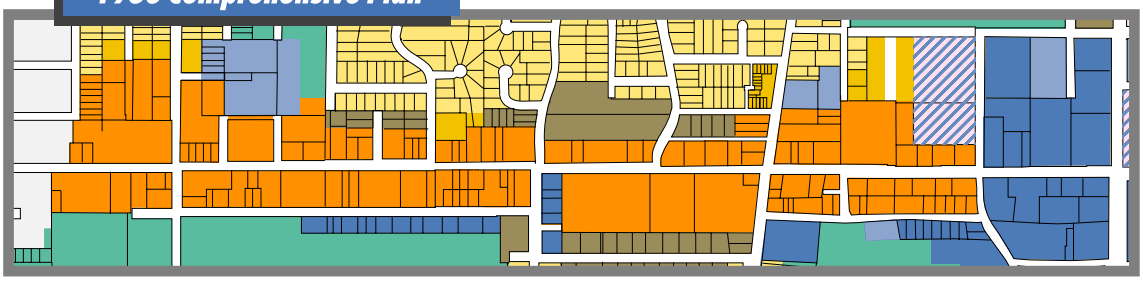


Figure 17

Roosevelt Road:
Improvement Guidelines

Improvement Guidelines:

Maintain Roosevelt Road as a major arterial route.

Combine and consolidate access drives to enhance traffic flow.

Continue streetscape improvements along the full length of Roosevelt as it passes through the Village, including the area east of the I-355 expressway.

Provide more extensive "gateway" design treatments where Roosevelt Road enters the Glen Ellyn community.

Provide additional design enhancements at major intersections along the corridor.

Maintain and enhance the existing office parks located near Route 53 and Nicoll Avenue/Nicoll Way.

Upgrade the major portion of the corridor for retail and service use, including the blocks east of I-355. Encourage property owners to improve buildings, sites and parking lots.

Improve pedestrian linkages between the commercial area and nearby parks.

Preserve and protect adjacent residential neighborhoods.

Maintain multi-family uses as a transition between the commercial area and nearby single-family areas.

(See text for additional improvement and development guidelines).

Improvement Sites:

Projects either underway or being discussed (see accompanying text).

Vacant buildings and land parcels should be reused or redeveloped.

Marginal and underutilized properties should be replaced with new development.

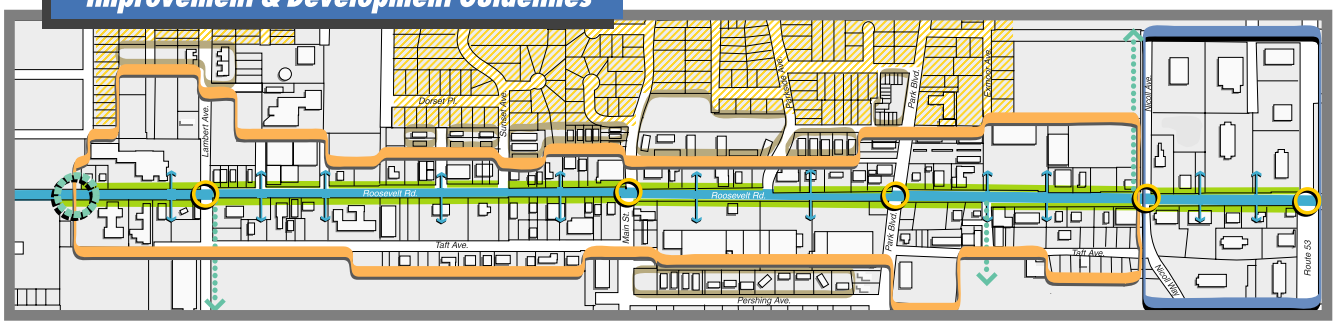
Shopping centers should be maintained and enhanced; explore opportunities for long-term revitalization.

Sound and viable businesses that would benefit from building or site improvements.

Residential properties that should be improved and upgraded.

Properties that may represent special opportunities for improvement or development (see text).

Improvement & Development Guidelines



Improvement & Development Sites

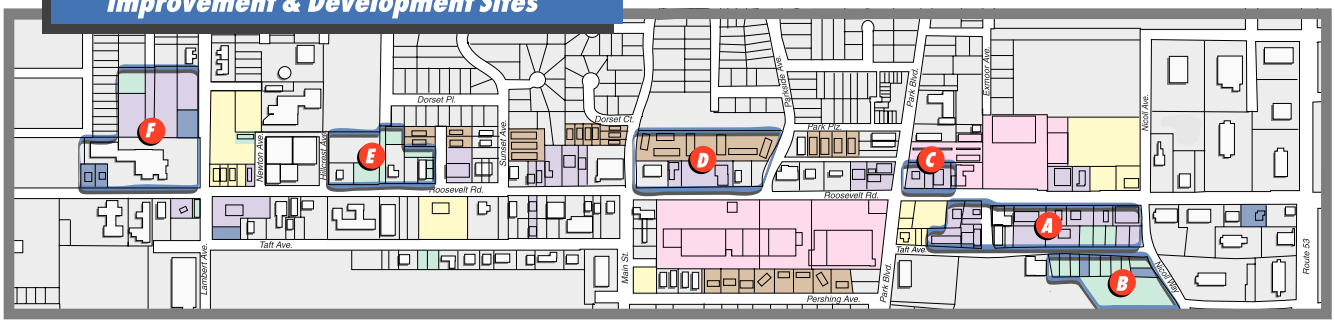


Figure 18

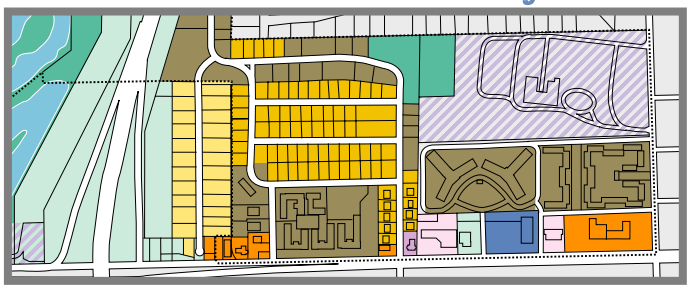
East Roosevelt Road: Planning Influences

While all of the improvement and development recommendations presented for Roosevelt Road also apply to East Roosevelt Road, Figure 14 highlights several additional policies and guidelines for the blocks east of I-355.

East Roosevelt Road should be upgraded as a mixed-use corridor providing sites for a range of retail, service, office and residential uses. It should be improved as a traffic carrier, a convenient and accessible shopping and business corridor, and a safe and attractive residential area.

To the extent possible, the commercial and residential areas east of I-355 should be more strongly connected to the remainder of Glen Ellyn. Design and appearance improvements, public services and facilities, and special events and programs should be considered to improve linkages between the east and west sides of the Village

Existing Land-Use



Selected Uses & Businesses

Existing Land-Use:

- Commercial Service
- Restaurant
- Office
- Shopping Center
- Public Utility
- Parks and Open Space
- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Vacant

Selected Uses & Businesses:

1 - Holiday Inn
2 - Village Commons
3 - Royal Glen Office Park
4 - Rodeo Drive
5 - AmeriMark Bank
6 - Iron Gate Apartments
7 - Royal Glen Condominiums
8 - Glen Ellyn Apartments
9 - NICOR Gas
10 - Surrey Park

Current Zoning:

- C3 - Service Commercial
- C4 - Office District
- CR - Conservation/Recreation
- R3 - Residential
- R4 - Multi-Family Residential

Current Zoning

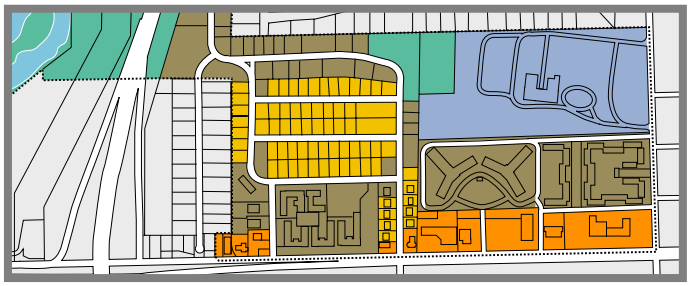
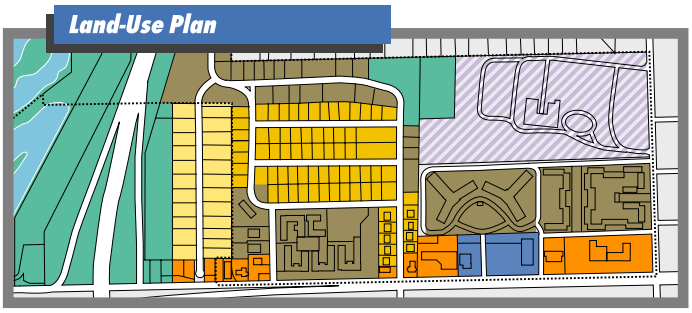
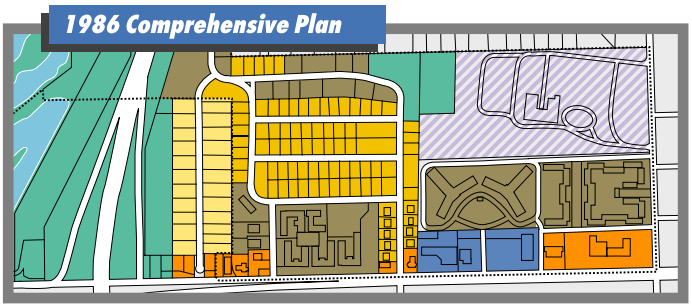


Figure 19

East Roosevelt Road: Land-Use Plan

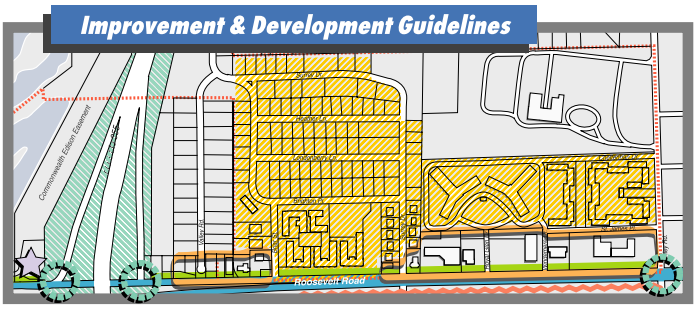


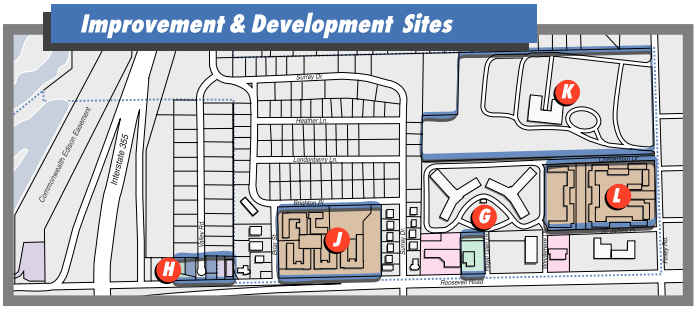


Land-Use Plan:

The Land-Use Plan designates East Roosevelt Road as a mixed-use corridor which should accommodate a range of retail, service, office and residential uses. The recommended Land-Use Plan is very similar to the 1986 Comprehensive Plan, with minor modifications to reflect recent improvements and developments.

- *Service Commercial*
- *Office*
- *Utilities*
- *Park/Open Space*
- *Single-Family Detached Residential*
- *Low-Density Attached Residential*
- *Medium-Density Residential*





Improvement Guidelines:

Maintain East Roosevelt Road as a major arterial route.

Continue streetscape improvements along the full length of Roosevelt Road as it passes through the Village.

Cooperate with the Village of Lombard to create a more consistent visual image and appearance along both the north and south sides of East Roosevelt Road.

Provide more extensive "gateway" design treatments where East Roosevelt Road enters the Glen Ellyn community.

Work with the Tollway Authority to provide more extensive landscaping and other design enhancements along the I-355 access ramps.

Encourage Commonwealth Edison to better screen and landscape the electrical substation just west of I-355.

Maintain most East Roosevelt Road frontage properties for retail, service and office use. Encourage property owners to improve buildings, sites and parking lots.

Upgrade existing multi-family areas as attractive and desirable residential environments.

Enhance the appearance and convenience of Roosevelt Road as a means of improving linkages and connections between the east and west side sides of the Glen Ellyn community.

(See text for additional improvement and development guidelines).

Improvement Sites:

Vacant buildings and land parcels should be reused or redeveloped.

Marginal and underutilized properties should be replaced with new development.

Shopping centers should be maintained and enhanced; explore opportunities for long-term revitalization.

Sound and viable businesses that would benefit from building or site improvements.

Residential properties that should be improved and upgraded.

Properties that may represent special opportunities for improvement or development (see text).

- A number of commercial blocks along Roosevelt Road have multiple curb cuts, which not only hamper traffic flow but also are inefficient in terms of land development. Where possible, parking and service areas within the same block should be reconfigured to allow for the consolidation of curb cuts and access drives. Access drives in certain blocks might be relocated to the north-south streets or to a parallel east-west street, such as Taft Avenue. In addition, alleys could also be used to provide access to commercial properties in several blocks.
- If the number of curb cuts can be reduced and access drives consolidated, the Village should work with IDOT to determine if new median treatments might be appropriate at certain locations along Roosevelt Road. Landscaped medians at selected locations would not only improve traffic flow and traffic safety, but would dramatically improve the image and appearance of the corridor.
- It is currently difficult for pedestrians to cross Roosevelt Road, and improved crosswalks would be desirable. This is important not only for the convenience of shoppers and business patrons, but for the safety of children and other residents moving between different parts of the community. Special paving materials and median treatment should be used to designate crosswalks. Grade-separated pedestrian and bicycle crossings might also be considered as a part of major redevelopment projects.
- There has been concern on the part of some local residents about cut-through traffic in the neighborhoods north of Roosevelt Road. If this condition becomes a significant problem, the Village should explore the possibility of traffic diverters or other traffic management or traffic calming techniques to discourage through-traffic within the neighborhoods. However, the closure of north-south streets at Roosevelt Road, which could adversely impact traffic flows and neighborhood character, is not recommended.
- The Village should work with IDOT to ensure that the condition of street surfaces, curbs and gutters along Roosevelt Road conform to the standards of other streets within Glen Ellyn. Surfaces in poor condition should be repaired. While this does not necessarily affect traffic circulation or safety, it can detract from the overall image and appearance of the corridor.

PARKING:

- Because of the linear character of the Roosevelt Road commercial area, off-street parking lots are among the most prominent visual features. Where possible, the appearance of parking areas should be improved through screening and buffering, landscaping strips around the periphery of lots, and interior landscaped islands.
- A few existing parking lots along Roosevelt Road are characterized by cracked or gravel surfaces, holes or depressions, poor drainage, and general disrepair. Existing lots should be repaired, resurfaced and improved where necessary.
- Where possible, existing parking lots within the same block should be combined and redesigned to improve access and internal circulation and to provide additional parking spaces. Certain lots might require only re-striping of existing surfaces, while others could require more extensive redesign.

STREETSCAPE:

- The Village should continue its ongoing program of streetscape improvements along Roosevelt Road. The program should encompass sidewalks, curbs and gutters, landscaped parkways, street trees, light fixtures, public signage, and pedestrian amenities. The long-range objective should be a complete and consistent streetscape treatment for the entire length of Roosevelt Road as it passes through the Glen Ellyn community.
- The Village should work with the Village of Lombard to develop a coordinated streetscape program for the north and south sides of Roosevelt Road between Finley Road and the I-355 expressway. While each community should have its own unique "design palette," certain streetscape features might be the same and the overall schemes should be complementary.
- More than any other single improvement, additional street trees would help unify the appearance of Roosevelt Road. Selection of the size, shape, placement and species of trees should also consider the visibility needs of stores and businesses along

the corridor. Of special importance is the upkeep of street trees along both sides of Roosevelt Road.

- Banners and graphics attached to streetlight fixtures should be considered along Roosevelt Road. Banners could be seasonal, or could signify special community events, celebrations or promotional activities. Civic and cultural organizations might participate in the banner program. Bold colors and graphic designs can add a sense of life and vitality, as well as help visually unify the corridor.
- Even though small "welcome" signs already exist, more extensive gateway design features should be considered where Roosevelt Road actually enters the Village. Gateway design features could include a special sign utilizing the Village logo, trees, shrubs, flowers, and perhaps a sculptural element.
- To supplement the corridor streetscape program, additional improvements should be undertaken at selected "nodes" along Roosevelt Road. For example, additional rows of street trees, accent landscaping, small seating areas, kiosks and other amenities should be considered at Park Boulevard, Main Street and other key intersections and development "nodes."
- To the extent possible, streetscape and other design improvements should highlight Roosevelt Road as the geographic center of Glen Ellyn and should emphasize directions and linkages to points of interest both north and south of the corridor. For example, signs at Park and Roosevelt might direct motorists and pedestrians north to Downtown and south to Village Links and the College of DuPage. Certain streetscape features, such as sidewalk treatments, might also be installed along key north-south streets to further emphasize linkages and connections.
- The Village should work with the Forest Preserve District to explore the possibility of new trails and other amenities within the Forest Preserve lands adjacent to the Roosevelt Road corridor.
- The Village should work with the Tollway Authority to more extensively landscape the I-355 interchange area at Roosevelt Road. This is one of Glen Ellyn's primary gateway locations and it should reflect the image and character of the community. This would also help minimize the visual separation between Roosevelt Road east and west of the expressway.

Potential Improvement and Development Sites

Even though the Roosevelt Road corridor is fully developed and most existing uses are sound and viable, there will continue to be interest in and pressure for new development and redevelopment.

While change could conceivably occur anywhere along Roosevelt Road, there are several properties that appear to be susceptible to change in the future. They include vacant parcels and buildings; marginal and underutilized properties; older and/or obsolete buildings; and properties where reuse or redevelopment is already being discussed.

It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur or that redevelopment is necessarily recommended as a part of the Comprehensive Plan. Rather, it suggests that these properties appear "susceptible" to change in the near future, or that they represent opportunities for new development. Because of this, the new Plan specifies the type and character of new development to be promoted, if change does indeed take place.

Potential improvement and development sites along Roosevelt Road, highlighted in Figures 17 and 19, include the following:

- ***Projects underway or under discussion.*** Several development projects are either underway or being discussed for sites along Roosevelt Road, including
  - *a)* A proposed Walgreen's Pharmacy on the vacant property at Roosevelt and Lambert Road;
  - *b)* Proposed expansion of the existing YMCA, located north of Roosevelt and east of Lambert;
  - *c)* Proposed replacement of the existing McDonald's along the south side of Roosevelt with a new McDonald's restaurant;
  - *d)* A proposed apartment building at Main and Taft, sponsored by the Community Housing Association of DuPage (CHAD);
  - *e)* Proposed expansion of Glen Ellyn Animal Hospital at Park and Taft Avenue;
  - *f)* Shell Gas expansion, which is underway at Roosevelt and Park Boulevard; and

g) A proposed five-story office building north of Roosevelt and west of Nicoll Avenue.

- ***Vacant properties.*** There are a few vacant buildings and land parcels scattered along the Roosevelt Road corridor. Vacant properties should either be reused or redeveloped for new stores or businesses.
- ***Marginal or underutilized properties.*** While Roosevelt Road has few truly "incompatible" uses, several parcels are occupied by uses or buildings that are not ideally located along the corridor, or which represent an underutilization of prime frontage properties. These properties should eventually be replaced with new development.
- ***Shopping Center properties.*** As mentioned previously, the Market Plaza and Pickwick Place shopping centers are important anchors along the corridor. In addition to near-term improvement and enhancement, The Village should cooperate with the owners of these properties to consider longer-term opportunities for more significant modification, reconfiguration or even redevelopment of the two commercial centers.
- ***Other commercial sites in need of improvement***. This category includes other sites currently occupied by sound and viable businesses that would benefit from either building or site improvements in the future. It is conceivable that these properties could be redeveloped or combined with nearby properties for redevelopment.
- ***Residential properties in need of improvement.*** This category highlights several multi-family properties located north and south of the commercial area that are characterized by deferred maintenance and other concerns. As mentioned above, these properties should either be substantially improved or redeveloped for new uses. While high-quality new multi-family development is the preferred use for most of these properties, a few might be combined with frontage properties along Roosevelt Road to create larger, more attractive sites for new office or commercial development

OPPORTUNITY SITES:

Figures 17 and 19 highlight several clusters of properties along Roosevelt Road that may represent opportunities for new retail, service or office development during the 10-year "horizon" of the new *Comprehensive Plan*. The overall type, quality and character of new development to be considered at each location is described below. The Village should continue to review and analyze these sites in the future.

- ***Site A*** includes the south side of Roosevelt Road between Nicoll Way and the Best Western Motel. It currently contains two motels, a number of small retail and service establishments and a vacant land parcel.

  Good accessibility and visibility, a somewhat larger size, and secondary frontage on Taft Avenue should enhance the development potential of this site. However, the presence of several auto-related uses may require clean-up prior to new development.

  Site A would be a suitable location for new office development or for retail and service development. Various properties might be redeveloped separately, or several parcels might be combined to accommodate larger-scale new development. The Super 8 and Best Western Motels are viable uses and might continue to be improved and enhanced as "anchors" within this portion of the corridor.

  Site A occupies a prominent location at an important intersection along the corridor. Any new development should be characterized by high-quality design and construction. In addition, landscaping, site and building improvements should be undertaken to enhance the appearance of any existing businesses to remain within this area.
- ***Site B*** includes the south side of Taft Avenue between Nicoll Way and the fire station, and the west side of Nicoll Way between Taft and Pershing. It is primarily vacant, although an older single-family home is located along the Taft Avenue frontage and an older single-family home is located along the Nicoll Way frontage.

  This site occupies an attractive location adjacent to Panfish Park and would be an ideal location for new office development, as was suggested in the 1986 Comprehensive Plan. As an alternative, townhomes or similar multi-family development might be considered, oriented toward the park. New development within Site B should be sensitive

to the presence of wetlands within and near the park.

- ***Site C*** includes the northeast corner of Roosevelt Road and Park Boulevard. It currently contains several small retail and service establishments.

  While Site C is quite small and it is occupied by viable businesses, it has excellent visibility and could be an attractive location for retail or service development. The retail use at the corner could become a tenant in the new development.

  If the site is redeveloped, it might be connected to Pickwick Place, which abuts this property to both the north and east.

  This site occupies a prominent location at an important intersection along the corridor. Any new development should be characterized by high-quality design and construction. If redevelopment does not occur, landscaping, site and building improvements should be undertaken to enhance the appearance of existing businesses.

- ***Site D*** includes the north side of Roosevelt Road between Parkside Avenue and Main Street. It currently contains a small restaurant, several auto-oriented sales and service establishments, and the Parkside Apartments.

  Automotive sales and service uses, while not "incompatible," are not the preferred uses for this block, which is located across Roosevelt from Market Plaza. This particular area would be more suitable for primary retail, business or personal services, or restaurant uses.

  Similarly, while multi-family uses are not inappropriate for the properties immediately adjacent to the commercial area, this particular development is characterized by condition problems, little useable open space, and a poor overall image and appearance. Furthermore, it is accessed from the alley behind the commercial properties, is physically separated from other residential uses, and is not part of a larger neighborhood area.

  The Village might consider long-term redevelopment of this site. Commercial uses should continue to be located along the Roosevelt Road frontage. The existing apartments might be replaced with higher-quality multi-family development. As an alternative, consideration might be given to combining and consolidating the entire site to create a larger and much more attractive commercial development site.

  If the existing uses are to remain in this area, landscaping, site and building improvements should be undertaken to enhance the appearance of the commercial and residential areas.

- ***Site E*** includes the north side of Roosevelt Road between Hillcrest Avenue and Greenwood Street. It currently contains three small commercial establishments, a vacant building, vacant land, and a parking lot used by Dreisilker Electric Motors.

  Site E would be a suitable location for office development or for retail and service development. Various properties might be redeveloped separately, or several parcels might be combined to accommodate larger-scale new development. The occupied commercial structures might remain, or the businesses might become tenants in a coordinated new development.

  At a minimum, this site should be reorganized and redesigned upgrade existing properties and to permit additional economic development.

- ***Site F*** includes the northwest corner of Roosevelt Road and Lambert Road. It currently contains Haggerty Chevrolet, two small marginal commercial uses, and an isolated single-family home.

  The existing automobile dealership is an important and viable use, and the Village should work with Haggerty to continue improvement, enhancement and expansion of its facilities.

  Since a major portion of this site is used for car storage, Haggerty might explore reorganizing or reconfiguring its facilities in order to determine if land could be made available for related new commercial development. The site occupies a prominent location at the western "gateway" to Glen Ellyn and should have significant potential for commercial uses.

  It is also recommended that screening and buffering be improved between the commercial uses in this block and the residential properties to the north and west.

- ***Site G*** includes the northwest corner of Roosevelt Road and Royal Glen Drive. It currently contains a vacant commercial building.

  While Site G is quite small, it has excellent visibility and accessibility and should be an attractive location for office or service use. The existing building appears to be in good structural condition and may have reuse potential.

  The northern portion of this site should be maintained as open space in order to provide a buffer between the commercial frontage and the Royal Glen Condominiums located to the north.

- ***Site H*** includes the frontage properties along the north side of Roosevelt Road, both east and west of Valley Road. It currently contains a plumbing company, outdoor storage, one older single-family home, and vacant land.

  Site H would be a suitable location for small new office or service development. Ideally, all of the properties should be combined and consolidated to accommodate new development.

  Site H occupies a prominent and highly visible location along the corridor. Any new development should be characterized by high-quality design and construction. At a minimum, the unsightly outdoor storage area should be landscaped and screened from view, and the deteriorated home should either be substantially upgraded or removed.

  If Site H is redeveloped, the cul-de-sac at the south end of Valley Road should be relocated to the north, and Valley should continue to provide access to existing homes in this area. However, Valley Road should not intersect with Roosevelt Road or provide access to the commercial area.

- ***Site J*** includes the Iron Gate Apartment Homes, located on the north side of Roosevelt Road generally between Surrey Drive and Briar Street.

  While multi-family uses are not inappropriate at this location, this particular development would benefit from minor site and building repairs and enhancements. At a minimum, the existing stockade fence along Roosevelt Road, which is highly visible to passing motorists, should be replaced with more attractive fencing and landscaping treatment. In addition, more extensive landscaping should also be encouraged along the northern and eastern sides of this development.

  The Village might consider long-term redevelopment of this site. The existing apartments might be replaced with higher-quality multi-family development. As an alternative, this site might be redeveloped for office or commercial use, with access off Roosevelt Road. If the property is redeveloped for commercial use, landscaping and screening should be provided along the northern edge in order to buffer the site from the residential area to the north.

- ***Site K*** includes the NICOR gas facility, located on the west side of Finley Road north of Roosevelt Road.

  While the NICOR facility is presumed to be sound and viable, the Village should encourage more attractive landscaping along the Finley Road frontage. If this site becomes available for reuse in the future, it should be redeveloped as a small office or business park development.

- ***Site L*** includes the Glen Ellyn Apartment Homes, located on the west side of Finley Road between the Holiday Inn and the NICOR facility.

  While multi-family uses are not inappropriate at this location, this particular development is characterized by building and site maintenance concerns, little useable open space, and image and appearance concerns. At a minimum, site and building repairs and enhancements should be undertaken within this development.

  The Village might consider long-term redevelopment of this site. The existing apartments might be replaced with higher-quality multi-family development. If the NICOR facility becomes available for redevelopment, Sites K and L might be combined to create a larger and more attractive site for office or business park development.

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Five Corners

Target Area 3 consists of Five Corners, a small grouping of commercial, public, institutional and residential properties near the intersection of Main Street, St. Charles Road and Geneva Road, at the northern "gateway" to the Village. It encompasses land within Glen Ellyn as well as properties within unincorporated DuPage County.

Five Corners has traditionally functioned as a small neighborhood service area for Glen Ellyn's northern neighborhoods, the adjacent unincorporated area, and passing motorists. It is also the site of Stacy's Tavern Museum, which is listed on the National Register of Historic Places.

While Five Corners is fully developed, it is characterized by a few vacant properties, deferred maintenance, traffic circulation concerns, and a less than desirable overall image and appearance. Much could be done to revitalize Five Corners as a neighborhood service area, a showcase for local history, and an attractive gateway to the Glen Ellyn community.

Planning Influences

Several factors will influence opportunities for improvement and development within Five Corners. Planning influences, highlighted in Figures 20 and 21, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

- ***Existing Land-Use.*** The Five Corners area consists of commercial, residential, public and institutional uses.

  Commercial uses are located along the Main Street frontage from Emerson Avenue south to Elm Street. Existing uses include a White Hen Pantry, two dry cleaning establishments, a real estate office, a gas station, two auto repair shops, and other small retail and service uses.

  Single-family residential uses border the commercial area on all sides. Residential areas include Glen Ellyn's attractive and well-maintained neighborhoods south of St. Charles/Geneva Road, and unincorporated neighborhoods to the north. There have been several new homes constructed on "in-fill" lots both within and outside the Village.

  Five Corners also includes several notable public and institutional uses including Forest Glen Elementary School, the Administrative Center for School District #41, the Montessori Academy, and Stacy Park.

  Stacy's Tavern Museum is located on Geneva Road just west of Main Street. The Glen Ellyn Historical Society has prepared a long-range plan to assemble and redevelop adjacent properties as a local "Historical Center" focused around Stacy's Tavern and a reconstructed Yalding House, which was moved from its original location and is now in storage.

- ***Building conditions.*** While there appear to be few major structural deficiencies, a number of buildings within Five Corners would benefit from minor maintenance and repair. These include several commercial properties along Main Street, several homes in the unincorporated area, and a few homes along St. Charles/Geneva Road in Glen Ellyn.

- ***Zoning.*** Current zoning generally reflects the existing land-use pattern.

  Commercial properties within the Village are zoned C2: Community Commercial. This district is intended to accommodate limited neighborhood retail, community and neighborhood services, and offices. There are no front yard, side yard or lot coverage requirements within this district. The maximum building height varies from 35 to 45 feet, depending on site conditions.

  Residential properties in Glen Ellyn are zoned R2, which is the Village's predominant single-family zoning district.

  DuPage County zoning regulates the unincorporated portion of Five Corners. Commercial properties are zoned either B1: Local Business, or B2: General Business, and residential properties are zoned R4: Single-Family.

- ***Access and circulation.*** The Five Corners area has good accessibility. St. Charles Road, Geneva Road and Main Street north of St. Charles Road are all classified as minor arterial streets. Main Street south of St. Charles Road is classified as a Village arterial. These streets provide convenient connections to other activity areas and highways. Traffic signals exist at the intersection of Main Street, St. Charles Road and Geneva Road, and at the intersection of Main and Elm Streets.

  The primary traffic issues within Five Corners relate to the intersection of Main Street, St. Charles Road and Geneva Road.

Several streets carrying relatively heavy traffic converge at this intersection, creating significant capacity problems during peak travel periods. In addition, the "five corners" configuration of the intersection is difficult to signalize because of the number of different crossing movements.

The Village is currently working with the DuPage County Division of Transportation to devise an improvement plan for the Five Corners intersection that would simplify traffic operations and increase traffic capacity.

- ***Parking.*** Commercial uses within Five Corners are served by small, separate off-street parking lots served by individual access drives. Most parking lots are located either in front or at the side of commercial buildings, and several have deteriorated or gravel surfaces. Curb parking is not permitted within Five Corners.
- ***Appearance and Character.*** While the neighborhoods south of St. Charles/Geneva Road are attractive and well maintained, other parts of Five Corners are characterized by a less than desirable image and character.

  Most of the commercial buildings have a tired and dated appearance and several are in need of repair. Parking lots are not well screened or landscaped, and some have surfaces in poor condition. A few of the commercial uses have unattractive outdoor storage areas that are highly visible from the street.

  There are no distinctive streetscape treatments along the roadways that pass through Five Corners, and several street surfaces are in poor condition. Traffic signals and public signage are outdated, overhead utility lines cross the area, and there are few pedestrian amenities. Most streets within the unincorporated neighborhoods do not have curbs, gutters or sidewalks, and the parkways along most of these streets are poorly maintained.

Improvement and Development Guidelines

Five Corners should be revitalized as a neighborhood service area, a showcase for local history, and an attractive gateway to the Glen Ellyn community.

Existing businesses should be upgraded, and limited and compatible new commercial development should be promoted. Existing public and institutional uses should be maintained and enhanced as focal points within the area. Residential areas in need of improvement should also be upgraded.

The overall image and appearance of Five Corners should be significantly improved, including sites and buildings, public and private signage, and design treatments along the public rights-of-way. The southwest quadrant of the intersection of Main Street and St. Charles Road should be improved as a local Historical Center centered on Stacy's Tavern and other historic buildings.

Improvement and development recommendations for Five Corners are described below and highlighted in Figures 22 and 23. Recommendations relate to: a) land-use, b) sites and buildings, c) streets and transportation, d) parking, and e) streetscape and open spaces.

LAND-USE:

- Five Corners should continue to consist of a mix of small retail, service, residential, public and institutional uses.
- The commercial portion of Five Corners should remain small and compact. Commercial uses should be limited to the frontage properties along Main Street from Emerson Avenue south to Elm Street, and the properties that "turn the corner" at the intersection of Main Street and St. Charles Road. The Five Corners commercial area should not undergo expansion into the adjacent neighborhoods.
- The Village should encourage the enhancement of existing businesses and the improvement of properties in decline, and should promote high-quality new development and redevelopment in selected locations.
- Commercial uses should be oriented primarily to the needs of surrounding residents and motorists who pass through the area. Five Corners should not compete with or detract from the commercial prominence of nearby Downtown Glen Ellyn.
- Plans should continue to be refined for reorganizing the southwest quadrant of Five Corners as an Historical Center focused around Stacy's Tavern and the Yalding House, as described in more detail below.

Figure 20

Five Corners: Planning Influences

Five Corners is a small grouping of commercial, institutional and residential properties near the intersection of Main Street, St. Charles Road and Geneva Road, at the northern "gateway" to the Village. It encompasses land within Glen Ellyn, as well as properties within unincorporated DuPage County.

Five Corners has traditionally functioned as a neighborhood service area for Glen Ellyn's northern neighborhoods, the adjacent unincorporated area, and passing motorists. It is also the site of Stacy's Tavern Museum, a structure with local historic interest.

Several factors will influence opportunities for improvement and development within Five Corners. Planning influences, highlighted in Figure 15, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

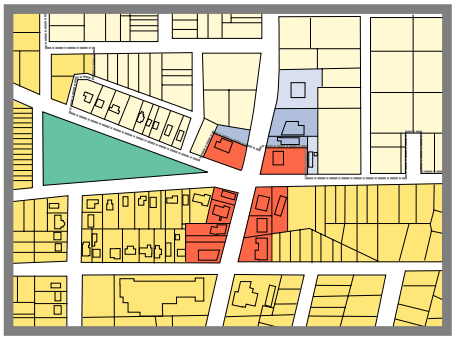
Character of Five Corners

Character of Five Corners...

Five Corners has a traditional "small-town" image and character:

A - Five Corners serves as the northern "gateway" to the Village of Glen Ellyn;
B - An "Historical Center" has been proposed adjacent to Stacy's Tavern Museum;
C - Several arterial routes converge at the Five Corners intersection;
D - Most existing commercial buildings need site and building improvements;
E - Forest Glen Elementary School is an important neighborhood focal point;
F - Older neighborhoods border Five Corners, and many homes have historic interest; and
G - Stacy Park is an attractive open space and recreational area.

Current Zoning

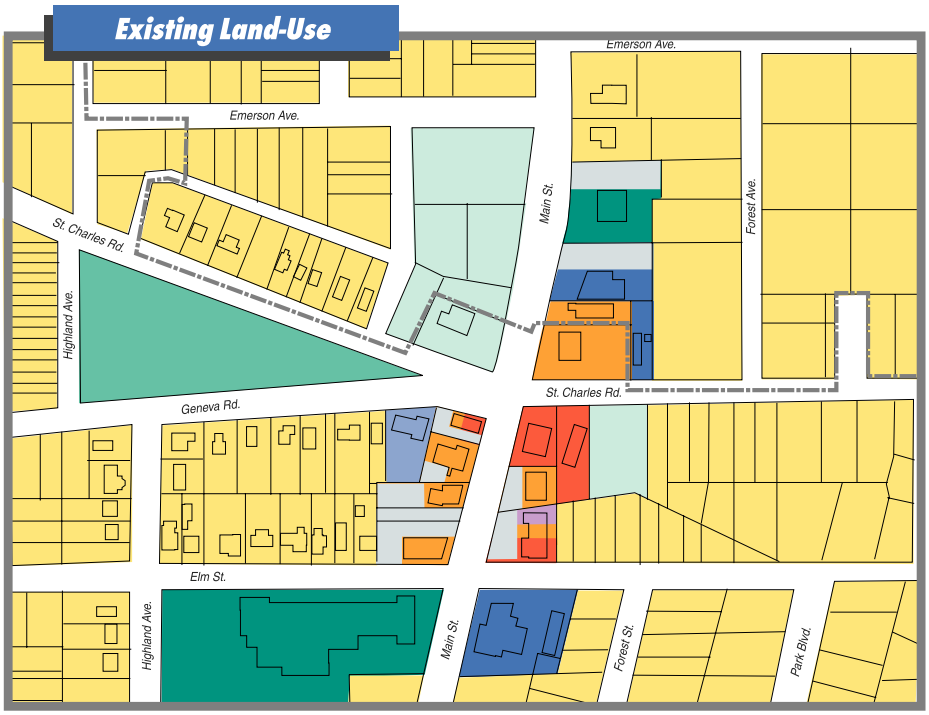


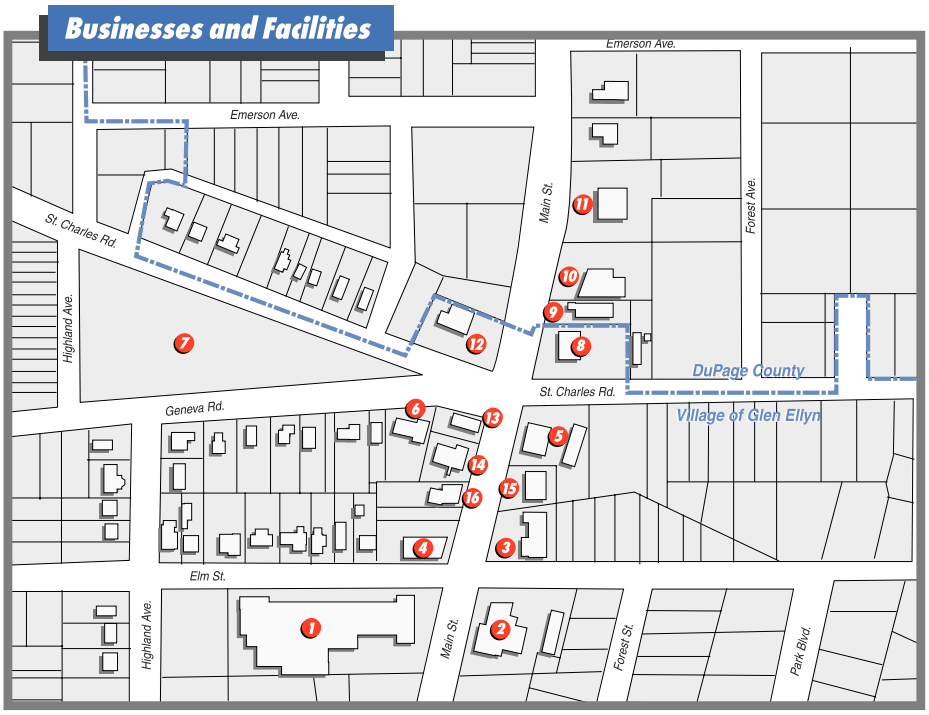
Current Zoning: Glen Ellyn
- **C2** - Community Commercial
- **R2** - Single-Family Residential
- **CR** - Conservation/Recreation

Current Zoning: DuPage County
- **B1** - Local Business
- **B2** - General Business
- **R4** - Single-Family Residential

Figure 21

Five Corners: *Existing Uses and Facilities*





Existing Land-Use:

- *Retail*
- *Commercial service*
- *Restaurant*
- *Office*
- *Public*
- *Educational*
- *Parking*
- *Parks and open space*
- *Single-family residential*
- *Vacant land or building*

Businesses & Facilities:

1 *- Forest Glen Elementary School*
2 *- Administrative Center for School District #41*
3 *- White Hen Pantry, Barber Shop, Pizzeria*
4 *- Century 21 Real Estate*
5 *- Speed Way Gas*
6 *- Stacy's Tavern Museum*
7 *- Stacy Park*
8 *- Village Garage*
9 *- Larry's Auto Body*
10 *- KCW Environmental Consultants*
11 *- Montessori Academy*
12 *- Vacant Gas Station*
13 *- Five Corners Florist, Photographer*
14 *- Five Corners Cleaners*
15 *- Main Cleaners*
16 *- Chiropractor, Nail Salon*

- New uses that would strengthen, enhance and complement the historical focus and character of Five Corners should be encouraged. For example, small restaurants and gift shops might be developed to serve visitors of the proposed Historical Center.
- Adjacent residential neighborhoods, which contribute to the overall character of Five Corners, should be maintained and protected. Homes in poor condition should be repaired. It should be noted that Churchill Park Subdivision, a new residential development currently being reviewed for the southeast corner of St. Charles and Bloomingdale Roads just west of Five Corners, will further strengthen and enhance the residential quality and character of this portion of Glen Ellyn.
- The Village should consider annexing the unincorporated properties immediately adjacent to Five Corners in order to ensure direct control over the type, quality and character of future improvements and developments in the area. While this is particularly important for the commercial properties, it is also desirable in residential areas as well.

SITES and BUILDINGS:

- Although most existing commercial and residential buildings within Five Corners appear to be structurally sound, several are characterized by deferred maintenance. All deficient buildings should be repaired and rehabilitated as required.
- Most commercial buildings are characterized by a tired and dated appearance and would benefit from a "facelift." Appearance improvements should focus on exterior surface materials, signs, colors, awnings and canopies, and related design features. Updated storefront treatments would do much to improve the image and appearance of individual buildings and the Five Corners area as a whole.
- More design consistency and compatibility should be promoted among buildings within the same block. At a minimum, signage, colors and materials should be similar or compatible.
- Building improvements and new developments should help promote a new traditional scale and character for Five Corners. Buildings should be one- to two-stories in height and should complement the scale and character of adjacent neighborhoods. Traditional exterior building materials such as brick, shingles, limestone and wood clapboard siding should be encouraged. Pitched roofs, which are representative of the traditional character of buildings in Glen Ellyn, should be promoted.
- As commercial improvements and redevelopment take place, the Village should encourage the grouping and clustering of buildings within the same block to permit the coordination of buildings, parking areas, access drives and pedestrian amenities.
- In addition to new street trees and landscaping along the public right-of-way, more extensive landscaping of private properties should be encouraged. Landscaping can effectively screen and buffer parking and service areas, and can emphasize major access points to commercial properties.
- The rear portions of commercial properties should be clean, well maintained and clear of trash and debris. Trash receptacles, dumpsters, service areas and outdoor storage facilities should be well maintained and attractively screened. Chain-link fencing is not appropriate within Five Corners.
- The Village should work with property owners and developers to address storm water planning within Five Corners on a comprehensive, area-wide basis.

STREETS and TRANSPORTATION:

- The Village should continue to work with DuPage County to implement improvement plans for the intersection of Main Street, St. Charles Road and Geneva Road that will improve traffic flow and traffic safety, and complement and enhance land development plans for the Five Corners area.
- Street surfaces in poor condition should be repaired. While surface conditions do not necessarily affect traffic circulation or safety, they do detract from the overall image and appearance of the Five Corners. The replacement of older traffic signals with more distinctive new fixtures should also be considered.
- Pedestrian crosswalks should be improved within Five Corners. This is important for the safety of children and other residents moving between different parts of the community. Special paving materials might be used to designate crosswalks.

- The Village should work with DuPage County to determine if limited new median treatments might be appropriate as part of the traffic operational improvements near the intersection of Main Street and St. Charles / Geneva Road. A small landscaped median could help improve traffic flow, enhance pedestrian safety, and improve the image and appearance of the intersection.
- The Village should also work with DuPage County to develop a bicycle facility along Main Street extending from the Great Western Trail south to Elm Street to provide improved bicycle access to the area.
- The condition of streets and rights-of-way within currently unincorporated residential neighborhoods should be improved. If these areas are annexed into the Village, neighborhood streets should be equipped with curbs, gutters and sidewalks on at least one side of the street.

PARKING:

- An adequate supply of parking should be provided on-site to serve all commercial, public and institutional uses within Five Corners. Where possible, parking lots should be located behind buildings or in mid-block locations. Parking lots along major streets should be attractively edged with landscaping and decorative amenities.
- Small, separate parking lots within the same block should be combined and redesigned to improve access and internal circulation, and to provide additional spaces.
- A few existing parking lots within Five Corners are characterized by cracked or gravel surfaces, holes or depressions, poor drainage, and general disrepair. All parking areas should be paved, striped and have surfaces in good condition, unless there are compelling historic reasons for retaining unimproved parking in certain locations.

STREETSCAPE and OPEN SPACES:

- Streetscape improvements should be undertaken to visually unify the Five Corners area and make it more attractive and convenient for visitors and pedestrians. The Village should establish guidelines for street trees, light fixtures, paving materials, signs, and other streetscape features. Streetscape treatments should reflect the traditional and historic qualities of the Five Corners area.
- Public and directional signage should be improved. New signage should better direct motorists and visitors to points of interest within Five Corners, such as the Historical Center, and also to other Glen Ellyn destinations, such as Downtown.
- Pedestrian amenities such as benches, bike racks, trash receptacles and other conveniences should be provided where space permits, particularly in proximity to the proposed Historical Center.
- Even though small "welcome" signs already exist, more extensive gateway design features should be considered where Main Street actually enters the Village. Gateway design features could include a special sign utilizing the Village logo, trees, shrubs, flowers, and perhaps a sculptural element.
- To supplement the gateway signs, additional improvements should be undertaken at Main Street and St. Charles Road to emphasize the historic importance of this intersection. Small design treatments would be desirable at each corner of the intersection, perhaps including signage and accent landscaping. Special paving materials or decorative design treatment might also be considered for the street surface at this key intersection.
- Stacy Park is an important recreational and visual amenity for the Five Corners area. The proposed Historical Center will be an important new open space addition. Additional opportunities for small parks, plazas and open space accents should be explored in the future. For example, a new design element might be considered at the east end of Stacy Park as a more prominent focal point for the area.

In addition to the recommendations outlined above, it is further suggested that the Village consider renaming Five Corners to "Stacy's Corners," as suggested by the Historical Society, to further promote historical connotations and enhance the distinctive character of this particular area.

Potential Improvement and Development Sites

Even though Five Corners is fully developed and most existing uses are viable, there will be opportunities for development and redevelopment in the future.

Figure 22

Five Corners: Land-Use Plan

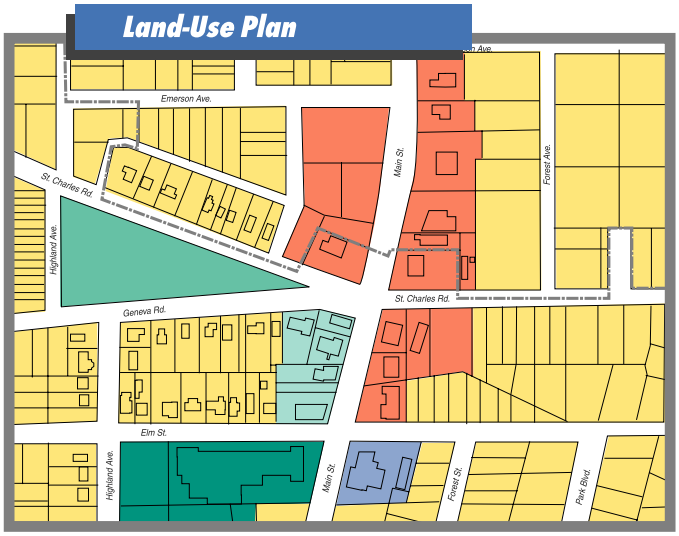
Five Corners should be revitalized as a neighborhood service area, a showcase for local history, and an attractive gateway to the Glen Ellyn community.

Existing businesses should be upgraded, and limited and compatible new commercial development should be promoted. Existing public and institutional uses should be maintained and enhanced as focal points within the area. Residential areas in need of improvement should also be upgraded.

The overall image and appearance of Five Corners should be significantly improved, including sites and buildings, public and private signage, and design treatments along the public rights-of-way.

Land-Use Plans:

- Neighborhood Commercial
- School
- Public/Semi-Public
- Mixed-Use "Historical Center"
- Multi-family Residential
- Single-Family Residential
- Park/Open Space



Land-Use Plan:

While the Land-Use Plan for Five Corners is similar to the 1986 Comprehensive Plan, it differs from the previous plan is several ways:

- The southwest quadrant of Five Corners is designated as a mixed-use local "Historical Park" suitable for museum and recreational uses and limited commercial development;
- The frontage along both sides of Main Street between St. Charles Road and Emerson Avenue is designated for commercial use;
- The small vacant parcel along the south side of St. Charles Road just east of Main Street is designated for commercial use; and
- The west side of Highland Avenue between St. Charles and Geneva Roads is maintained for single-family use.

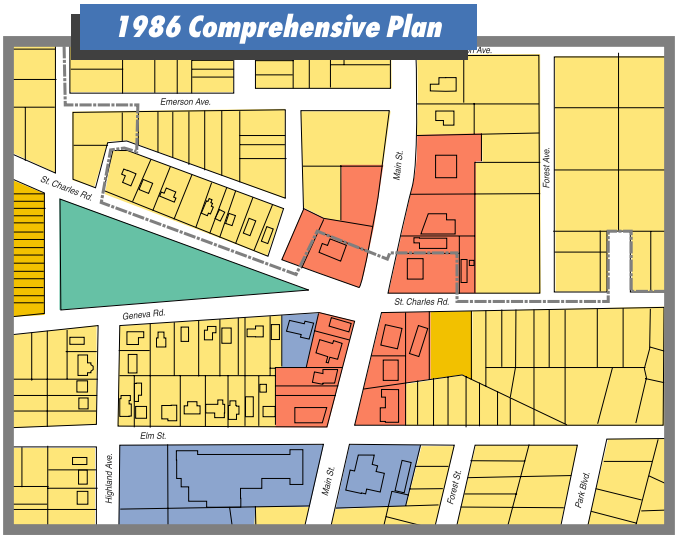
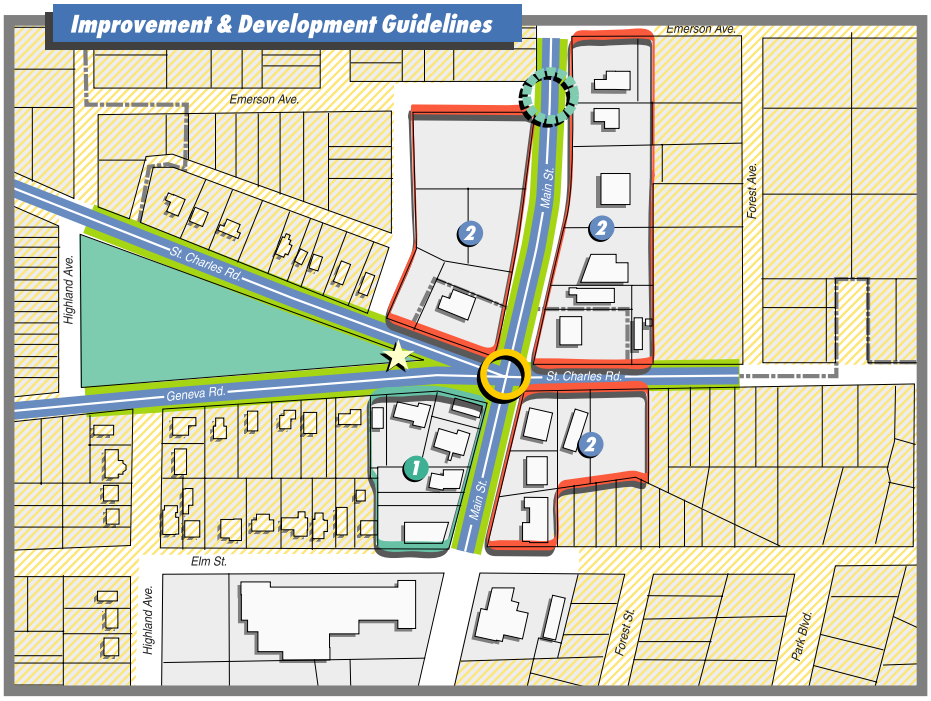
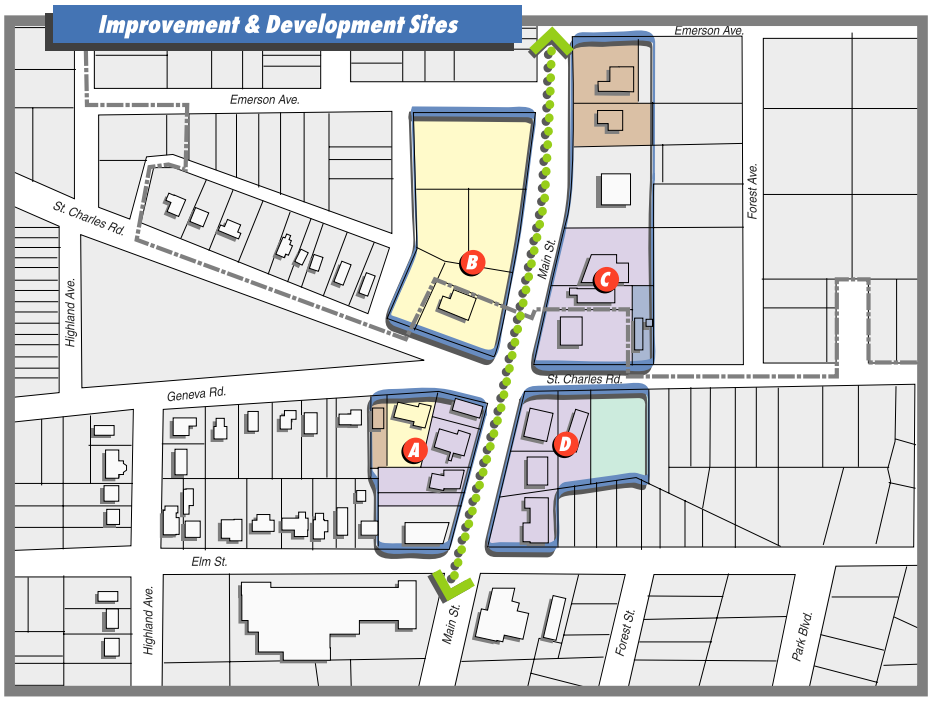


Figure 23

Five Corners: *Improvement Guidelines*





Improvement Guidelines:

Work with DuPage County to improve traffic flow and safety at the Five Corners intersection.

Undertake streetscape improvements along each of the primary roadways that converge at Five Corners.

Work with the Historical Society to refine plans for an Historical Center near Stacy's Tavern Museum.

Improve and enhance the other three quadrants of Five Corners for neighborhood-oriented retail and service uses; promote improvement of existing businesses and compatible redevelopment.

Provide more extensive "gateway" design treatments where Main Street enters the Glen Ellyn community.

Undertake additional unifying design enhancements at each corner of the Five Corners intersection.

Consider providing a new design element at the east end of Stacy Park.

Maintain, protect and upgrade adjacent neighborhoods.

Consider annexing the commercial properties within Five Corners to ensure Village control over future development.

Improvement & Development Sites:

Projects either underway or being discussed (see text).

Vacant buildings and land parcels should be reused or redeveloped.

Marginal and underutilized properties should be replaced with new development.

Residential properties that may be subject to redevelopment.

Sound and viable businesses that would benefit from building or site improvements.

Clusters of properties that may represent special opportunities for improvement or development (see text).

Proposed bicycle facility.

While change could conceivably occur anywhere within Five Corners, there are several properties that appear to be susceptible to change in the future. They include vacant parcels and buildings; marginal and underutilized properties; older and/or obsolete buildings; and properties where reuse or redevelopment is already being discussed.

It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur or that redevelopment is necessarily recommended as a part of the Comprehensive Plan. Rather, it suggests that these properties appear "susceptible" to change in the near future, or that they represent opportunities for new development. Because of this, the new Plan specifies the type and character of new development to be promoted, if change does indeed take place.

Potential improvement and development sites within Five Corners, highlighted in Figure 23, include the following:

- ***Projects underway or under discussion.*** A few projects are either underway or being discussed within Five Corners:
  a) A Walgreen's store, possibly including one or more additional commercial uses, has been proposed for the vacant block bounded by Main, St. Charles, Stacy and Emerson;
  b) The Village and the DuPage County Division of Transportation are currently developing plans for improving traffic circulation at the intersection of Main Street, St. Charles Road and Geneva Road; and
  c) The Historical Society has prepared preliminary plans for reorganization and redevelopment of the southwest quadrant of the Five Corners intersection as a local Historical Center.
- ***Vacant properties.*** There are a few vacant buildings and land parcels scattered throughout Five Corners. Vacant properties should be reused or redeveloped for building development, parking or public open space.
- ***Marginal or underutilized properties.*** While Five Corners has no truly "incompatible" uses, buildings or activities that may represent an underutilization of land in this particular area occupy several properties. These properties should eventually be replaced with new development.

  While the redevelopment of marginal and underutilized properties should be encouraged, it should be noted that Five Corners has historically been a location for gas stations, repair shops, dry cleaners and other uses that typically require environmental remediation prior to redevelopment.
- ***Other commercial sites in need of improvement***. This category includes other sites currently occupied by sound and viable businesses that would benefit from building or site improvements in the future. It is conceivable that these properties could be redeveloped or combined with nearby properties for redevelopment.
- ***Residential areas in need of improvement.*** This category highlights several single-family areas that are characterized by deferred maintenance and other concerns. In general, these properties should be improved, upgraded and enhanced.

OPPORTUNITY SITES:

Figure 23 highlights several clusters of properties within Five Corners that may represent opportunities for small new retail, service, office and public use development during the 10-year "horizon" of the *Comprehensive Plan*. The overall type, quality and character of new development to be considered at each location is described below. The Village should continue to review and analyze these sites in the future.

In essence, each site encompasses one quadrant of the Main Street, St. Charles Road, Geneva Road intersection. To the extent possible, it is recommended that each quadrant be planned, improved and upgraded as an overall unit, regardless of whether existing uses are retained or redeveloped.

- ***Site A*** encompasses the southwest quadrant of the intersection. It currently includes several commercial buildings along Main Street, which house a florist, a dry cleaner, a beauty salon, a chiropractor, and a real estate office, as well as paved and unpaved parking lots. In addition, Stacy's Tavern Museum is located along Geneva Road just west of Main Street.

  The Village should work with the Historical Society to refine plans for a local Historical Center in Site A. The Historical Center should be focused around

Stacy's Tavern, the reconstructed Yalding House, and other indoor and outdoor facilities.

While the Historical Society's initial plans called for removal of most of the commercial buildings along Main Street, the possibility of including a small commercial component adjacent to the park should be considered, either within existing buildings or new construction. Commercial buildings should be designed to reflect the historic character of the park. The Village should also ensure that adequate, convenient and attractively designed off-street parking is provided to serve the new Historical Center.

As the Historical Center concept is refined during the next few years, consideration might be given to retaining small sites in the area to accommodate historic structures now located elsewhere in Glen Ellyn that might require relocation for various reasons in the future.

- ***Site B*** includes the northwest quadrant of the intersection. It currently includes a vacant gas station property and vacant land.

  The Village should continue negotiations with Walgreen's for a new pharmacy and related convenience commercial uses at this site. The Walgreen's project should be viewed a major new focal point for Five Corners and it should demonstrate a strong new commitment to improvement and revitalization of this neighborhood service area.

  The Village should work with Walgreen's to achieve distinctive, high-quality building construction and site design for this project. In particular, building and site improvements should reflect the traditional scale and historic character that the Village wishes to promote in the Five Corners area.

- ***Site C*** encompasses the northeast quadrant of the intersection. It currently includes two auto repair shops, two office uses, the Montessori Academy and two single-family homes that front Main Street just south of Emerson Avenue.

  Site C is a suitable location for convenience retail, service or office uses. While the site contains several sound and viable existing uses, it may also have potential for redevelopment in the future. Various properties might be redeveloped separately, or several parcels might be combined to accommodate larger-scale new development.

  Good accessibility and visibility, a somewhat larger size, and extended frontage along Main Street should enhance the development potential of this site. However, the presence of several auto-related uses may require clean-up prior to new development.

  Since this site occupies a prominent and highly visible location, all improvements and new developments should be characterized by high-quality design and construction. Landscaping, site and building improvements should be undertaken to enhance the appearance of any existing businesses to remain. Parking lots and storage areas should be upgraded and landscaped more attractively.

  The small converted residential structure along the north side of St. Charles Road just east of Main Street should eventually be removed.

  In addition, a consolidated stormwater storage facility should be considered in or adjacent to Site C.

- ***Site D*** encompasses the southeast quadrant of the intersection. It currently includes a gas station, a dry cleaning establishment, and a small convenience center with a White Hen Pantry and two other commercial uses. In addition, a small vacant land parcel is located along the south side of St. Charles Road just east of the gas station.

  Site D is a suitable location for convenience retail, service or office uses. While the site contains several viable existing uses, it may also have potential for redevelopment. Various properties might be redeveloped separately, or several parcels might be combined to accommodate larger-scale new development.

  Since this site occupies a prominent and highly visible location, all improvements and new developments should be characterized by high-quality design and construction. Landscaping, site and building improvements should be undertaken to enhance the appearance of any existing businesses to remain. Parking lots and storage areas should be upgraded and landscaped more attractively.

  The small vacant parcel along the south side of St. Charles Road should be designated for commercial use, which would allow for expansion of the existing business or create a larger, more attractive site for redevelopment.

Section 4:

Implementation

This section briefly highlights several "next steps" that should be undertaken to begin the process of implementing the Glen Ellyn Comprehensive Plan.

Next steps include:

a) Adopt and use the Comprehensive Plan on a day-to-day basis;

b) Review and update the Zoning Ordinance;

c) Review other codes and ordinances as needed;

d) Promote cooperation and participation among various agencies, organizations, community groups and individuals;

e) Prepare an implementation "action agenda;"

f) Explore possible funding sources and implementation techniques;

g) Enhance public communication; and

h) Update the Comprehensive Plan on a regular basis.

Implementation

The Comprehensive Plan sets forth an agreed-upon "road map" for community improvement and development within the Village of Glen Ellyn during the next ten to fifteen year period. It is the product of considerable effort on the part of the Comprehensive Plan Citizens Advisory Committee, Village staff, the Plan Commission, the Village Board, and the Glen Ellyn community. The final Plan represents the consensus of all involved.

However, in many ways the planning process in Glen Ellyn has just begun. Completion of the Comprehensive Plan is only the first step, not the last.

This section briefly highlights several next steps that should be undertaken to begin the process of plan implementation.

Adopt and Use the Plan on a Day-to-Day Basis:

The Comprehensive Plan should become Glen Ellyn's official policy guide for improvement and development. It is essential that the Plan be adopted by the Village Board and then be used on a regular basis by Village staff, boards and commissions to review and evaluate all proposals for improvement and development within the community in the years ahead.

Review and Update the Zoning Ordinance:

Zoning is one of the most common regulatory measures used by governmental units to implement planning policies. Zoning divides the community into a series of districts and sets forth regulations for the use of land within these districts, including permitted uses, lot size, building height, density, etc.

Immediately following adoption of the Comprehensive Plan, the Village should undertake a review and update of the Zoning Ordinance to ensure that it supports and complements the new Plan. Special attention should be given to regulations that govern Downtown Glen Ellyn, since many participants in the planning process have expressed concerns regarding the height of buildings and the density of residential developments within the Downtown.

Review Other Codes and Ordinances:

In addition to zoning, Glen Ellyn has a number of other codes and ordinances that govern land and building development, including the Subdivision Regulations, Building Code, Appearance Guide, Sign Code Ordinance, Flood Plain Ordinance, Stormwater Management Ordinance, etc. All of these codes should be reviewed and updated as needed.

Of special note is the Appearance Guide, which should become a key technique for implementing the design and appearance guidelines established in the new Comprehensive Plan for Downtown, Roosevelt Road and Five Corners. The Appearance Guide should be reviewed for conformance with the Plan and to determine if additional design guidelines or requirements are warranted.

Promote Cooperation and Participation:

The Village of Glen Ellyn should assume the leadership role in implementing the new Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Village may choose to administer a variety of programs available to local residents, businesses and property owners.

However, in order for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Village, other public agencies, the local business community, various neighborhood groups and organizations, and the private sector.

The Village should be the leader in promoting the cooperation and collaboration needed to implement the new Comprehensive Plan. The Village's "partners" should include:

- ***Local agencies and service districts***, such as the park districts, the school districts, the Library Board, the Historical Society, the utility districts, etc;
- ***Other governmental and quasi-governmental organizations***, such as the Illinois Department of Transportation (IDOT), the DuPage County Highway Department, the Development and Environmental Concerns Department, Metra, RTA, the Forest Preserve District, etc;

- ***Local institutions***, such as the College of DuPage and various churches and religious organizations;
- ***The Chamber of Commerce and the Economic Development Corporation (EDC)***, which play important roles in marketing and promoting the community, and in organizing improvement efforts within the various commercial and business areas.
- ***Local banks and financial institutions***, which can provide assistance in upgrading existing properties and facilitating desirable new development;
- ***Builders and developers***, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and
- ***The Glen Ellyn community***, since all residents and neighborhood groups should be encouraged to participate in the ongoing planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.

Prepare an Implementation Action Agenda:

The Village should prepare an implementation "action agenda" which highlights the improvement and development projects and activities to be undertaken during the next few years. For example, the "action agenda" might consist of:

a) A detailed description of the projects and activities to be undertaken;

b) The priority of each project or activity;

c) An indication of the public and private sector responsibilities for initiating and participating in each activity; and

d) A suggestion of the funding sources and assistance programs that might potentially be available for implementing each project or activity.

In order to remain current, the "action agenda" should be updated once a year.

Explore Funding Sources and Implementation Techniques:

While many of the projects and improvements called for in the Comprehensive Plan can be implemented through administrative and policy decisions or can be funded through normal municipal programs, other projects may require special technical and/or financial assistance.

The Village provides for a full range of municipal services, and it also funds substantial public infrastructure improvements throughout the community.

The Village should continue to explore and consider the wide range of local, state and federal resources and programs that may be available to assist in the implementation of planning recommendations.

Enhance Public Communication:

The Village should prepare a brief summary version of the new Comprehensive Plan and should distribute it widely throughout the community. It is important that all local residents, businesses and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might prepare a new informational brochure on how to apply for zoning, building, subdivision and other development-oriented permits and approvals. It might also consider special newsletter or Web page features that focus on frequently raised questions and concerns regarding planning and development.

Update the Plan on a Regular Basis:

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Comprehensive Plan should be reviewed every two years to reflect the changes that have occurred and to incorporate the recommendations that have been accomplished. In addition, a major update to the Plan should be undertaken at least every 10 years.

Section 5:

Background to the Plan

This section compiles a range of data and information on existing conditions and potentials within Glen Ellyn that provides background to the new Comprehensive Plan. It includes:

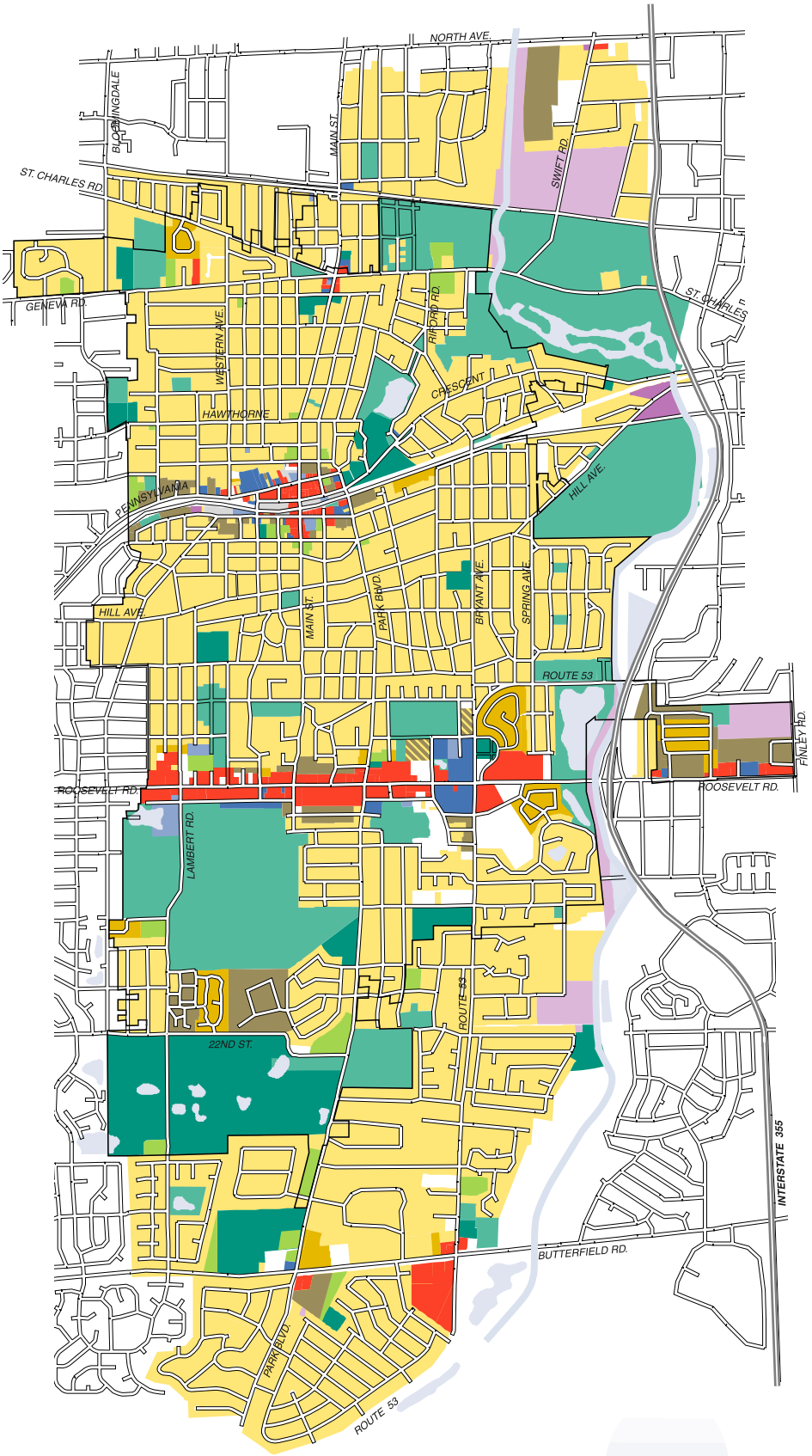
- *Maps and accompanying text describing: a) generalized existing land-use; b) existing parks and open spaces; c) existing public & private schools; d) other existing community facilities; e) existing streets and transportation; and f) existing public utilities.*
- *An overview of historic trends in population within Glen Ellyn, as well as an analysis of detailed characteristics of the residents who live there, such as household composition, age, race and income.*
- *An analysis of the demand potentials for market-related land uses within the community. The analysis encompasses residential, industrial, office and commercial uses.*

NOTE: *The information included in this Section was compiled by the Consultant Team and Village staff in February and March, 2000.*

Figure 24

Existing Land-Use

The Village of Glen Ellyn contains a wide range of residential, commercial, public and institutional land uses. Since Glen Ellyn is a mature community and most of the Village's planning jurisdiction is already developed, the existing land-use pattern is an important consideration in the new Comprehensive Plan. Figure 24 highlights generalized existing land-use, based on field surveys undertaken by the Consultant in February and March, 2000.



Map Legend:

- Single-Family Detached Residential
- Low-Density Attached Residential
- Medium-Density Residential
- Senior Residential/ Assisted Living
- Retail and Service Commercial
- Office
- Industrial
- Public Utilities
- Parking
- Governmental
- Schools
- Other Institutional
- Parks and Open Space
- Vacant

Existing Land-Use

Single-Family Residential:

Glen Ellyn is primarily a single-family residential community and its existing neighborhoods are among its most important physical assets.

The Village is composed of several different residential neighborhoods, each of which has somewhat different characteristics such as street configuration, lot sizes, age of housing, and size and price of homes. Recent single-family developments are scattered throughout the planning jurisdiction, including several in the St. Charles/ Geneva Road and Sheehan / Sunnybrook Road areas.

Most of the land within existing neighborhoods is developed and very few vacant lots remain. Most neighborhoods are sound and well maintained, although some residential structures are showing signs of deferred maintenance.

In recent years there has been a trend toward replacing older homes with new construction, particularly in the neighborhoods surrounding Downtown. There is some concern that these "teardowns" are resulting in the loss of affordable housing and that many of the new homes are not in keeping with the existing scale and character of the neighborhoods.

Multi-Family Residential:

Glen Ellyn contains a number of multi-family residential developments, including townhouses, apartments and condominiums.

Smaller multi-family developments are located in the blocks adjoining the Downtown commercial area, and in several locations adjacent to Roosevelt Road. Somewhat larger multi-family developments are located just north of the College of DuPage, along Roosevelt Road east of I-355, north of Baker Hill, and along Swift Road. Most multi-family uses are well maintained, although a few older properties are showing signs of deferred maintenance.

Much of the recent residential construction in Glen Ellyn has been multi-family units and "senior housing." Of particular note are the Sunrise and Meadows developments that provide new housing opportunities for senior citizens within the community.

Commercial Uses:

Most commercial uses within the planning jurisdiction, including retail, office and service establishments, are located within and around the Downtown and along Roosevelt Road.

Glen Ellyn's historic Downtown is a small, compact, pedestrian-oriented commercial area located both north and south of the Union Pacific railroad near Main Street. Downtown is occupied by a mix of locally owned stores, shops, restaurants and businesses, as well as a few national retailers. Several public, institutional and multi-family residential uses also add to the life and vitality of Downtown.

The Roosevelt Road corridor contains a diverse mix of businesses that serves adjacent neighborhoods, passing motorists, and the surrounding region. Commercial centers include Baker Hill, anchored by Dominick's, and Market Plaza, anchored by Jewel. A Holiday Inn is located at the far east end of the corridor, and Haggerty Chevrolet and Webb Dodge at the far west end. Roosevelt Road is also the site of significant office development, particularly near the intersection of Nicoll Way.

Efforts have been made in recent years to upgrade and enhance the Roosevelt Road corridor. Of particular note is the recently completed Baker Hill mixed-use development at Route 53 and Roosevelt Road. The Village is also in the process of improving the corridor with landscaping, sidewalks and other public improvements.

However, many blocks along Roosevelt Road are still characterized by small lot sizes, a "tired" and "dated" appearance, marginal uses and scattered vacancies.

Smaller commercial "nodes" include "Five-Corners" located near the intersection of Main Street and Geneva Road; the Route 53 and Park Boulevard intersections along Butterfield Road; and the North Avenue and Swift Road area. Except for Five Corners, these smaller commercial nodes are located outside the Village.

Industrial Uses:

Glen Ellyn has very little industrial development. A small cluster of light industrial and service commercial uses is located along east Hill Avenue, just outside the Village.

Parks and Open Space:

Glen Ellyn has a significant amount of land devoted to parks, recreation and open space, and these areas are an important part of the overall "ambience" of the Village.

Parks and open spaces, which are considered to be among the Village's most important assets, are described in more detail in Figure 25: Existing Parks & Open Space.

Public and Institutional Uses:

Public and institutional areas, including public and private schools, governmental facilities and churches, are widely distributed throughout Glen Ellyn. Of particular note is the 265-acre College of DuPage, located at Park Boulevard and 22nd Street. Public and institutional uses are described in more detail in Figure 26: Existing Schools and Figure 27: Other Existing Community Facilities.

Vacant Properties:

Glen Ellyn is a mature, built-up community with very little privately-owned vacant land still remaining. A few vacant parcels and vacant buildings are scattered throughout the residential neighborhoods, the commercial areas and the surrounding planning jurisdiction. However, several of these vacant areas are currently being discussed for improvement or development.

Existing Parks & Open Space

Glen Ellyn Park District:

The majority Glen Ellyn's planning jurisdiction is served by the Glen Ellyn Park District, which serves an area that extends beyond the Village limits.

The Park District, which was established in 1919, maintains 27 parks totaling approximately 300 acres. Park sites range from small tot-lots of less than one acre to the 64-acre Ackerman Park. The District offers a wide range of programs for infants to senior citizens including music, crafts, computer technology, performing arts, sports, fitness, day camps, after school programs, swimming, softball, basketball, football and soccer leagues. The athletic programs have the largest participation.

The Park District, in conjunction with the Village, the Forest Preserve District and the State, recently acquired the vacant 25-acre Maryknoll property. Plans are underway to remove the former seminary building and develop a new park at this location.

According to a recent survey undertaken by the District, recreational needs include: a) an indoor pool; b) an in-line skating park; c) more public access to the high school gymnasiums; and d) upgraded playgrounds. The District also notes the need for additional parkland south of Roosevelt Road, and a larger gymnasium.

Village of Glen Ellyn Recreation Department:

The Recreation Department, established in 1965, operates five facilities totaling 316 acres. All properties are also part of the Village's storm water detention system. Improvement plans currently under consideration include: a) reconfiguration of Village Green as a family recreation center including baseball fields, a golf driving range and mini-golf; and b) the addition of basketball courts and parking lot improvements at Panfish Park.

According to the Department, future needs in Glen Ellyn include more activities for teenagers; the need to add and upgrade baseball fields; the need for additional facilities south of Roosevelt Road; and the need for new funding sources to support expanding facilities and programs. The department also notes the growing popularity of golf and the increasing usage of Village Links.

Butterfield Park District:

The Butterfield Park District, established in 1965, serves the portion of Glen Ellyn generally between Butterfield Road and 16th Street, east of Route 53. This District operates 6 park sites totaling approximately 45 acres, and offers a variety of programs for toddlers through senior citizens. Two of the parks, Glenbriar Park and Pool and Orchard Glen Park, are located in Glen Ellyn's planning jurisdiction. While existing facilities are considered adequate, the District would like to obtain additional parkland along or near Route 53.

Other Resources:

Regional Facilities and Preserves. A number of regional open spaces and nature preserves are located within and around Glen Ellyn, including almost 700 acres of forest preserve land, the Morton Arboretum, and several smaller wildlife and nature preserves. While these contain few developed recreational facilities, their wooded areas, trails, pathways and natural beauty allow for a range of leisure time experiences and add significantly to the overall image and character of the community.

Recreational Trails and Bicycle Paths. The Prairie Path traverses the Village near the Union Pacific rail line. This popular trail system passes through Downtown and has several small open spaces and resting areas along its route. In addition, the Great Western Trail has been developed along an abandoned rail line in the far northern portion of the planning jurisdiction. A new bike path is planned along 22nd Street and Lambert Road, as shown on Figure 18. Several streets in and around Glen Ellyn are classified as "bicycle suitable roadways" by the Chicagoland Bicycle Federation. The DuPage River corridor also has significant recreational potential.

In general, bicycle facilities should be improved in Glen Ellyn, including: a) new north-south bike routes to complement the two east-west bike trials already in place; b) bicycle connections to schools, parks and other activity centers; and c) linkages between the local bicycle system and nearby regional facilities.

Public schools play an important role in providing local recreational services. School yards are available for active recreation. Indoor school facilities also have potential for youth services and community-wide programs. The Glen Ellyn Park District has formal cooperative agreements with School Districts 41 and 87 which allow local groups to use gymnasiums, art rooms and athletic fields.

Private recreational facilities include the YMCA, Glen Oak Country Club, HealthTrack, Glen Ellyn Ice Skating Rink, and Center Ice. These facilities supplement the public park and recreation system for certain activities.

Open Space Standards:

Basic minimum standards have been established by various public agencies to help communities measure their local open space system. These standards establish guidelines for the number of acres of parkland per capita.

It should be emphasized that open space standards are for guidance only. Many communities strive to exceed recommended standards, while others find it impossible to meet all recommended minimums. However, they do provide a useful "target" toward which most communities strive.

The Northeastern Illinois Planning Commission (NIPC) recommends a minimum of 10 acres of "local" recreational open space per 1,000 population; Glen Ellyn currently has over 11 acres of local open space per 1,000 people, excluding forest preserves, nature preserves and Village Links. NIPC also recommends an additional 10 acres of "regional" open space per 1,000 population; Glen Ellyn currently has between 25 and 50 acres of regional open space per 1,000 people, depending on how much nearby forest preserve land is included.

Figure 25

Existing Parks & Open Spaces

Glen Ellyn has a significant amount of land devoted to parks, recreation and open space, and the recently prepared Vision Glen Ellyn promotes the community as the "Village in the Park." According to many residents, the parks and open space system is one the Village's most important assets. Existing parks and recreation areas are highlighted in Figure 25.

Glen Ellyn Park District:
- **1** - Spalding *
- **2** - Churchill
- **3** - Stacy
- **4** - Ackerman
- **5** - George Ball
- **6** - Sam Perry
- **7** - Babcock Grove
- **8** - Benjamin Gault
- **9** - Lake Ellyn
- **10** - Ellynwood
- **11** - Walnut Glen
- **12** - Johnson Center
- **13** - Danby
- **14** - Prairie Path Park
- **15** - Pfeutze
- **16** - Main Street Center
- **17** - Glen Oak
- **18** - Ulhorn/Presidents
- **19** - Sunset
- **20** - Newton
- **21** - Glen Ellyn Manor
- **22** - Surrey Park
- **23** - Lake Foxcroft *
- **24** - Spring Ave. Center
- **25** - Maryknoll

Glen Ellyn Recreation Department:
- **26** - Village Links
- **27** - Lambert Lake & Village Green
- **28** - Panfish
- **29** - Co-Op

Butterfield Park District:
- **30** - Greenbriar *
- **31** - Orchard Glen

Other:
- **32** - Churchill Woods *
- **33** - Hoddinot Wildlife Refuge
- **34** - East Prairie and Ecological Study
- **35** - Willowbrook Wildlife Center
- **36** - Glen Oak * Country Club
- **37** - Western Acres * Golf Course
- **38** - Morton * Arboretum

Existing Bicycle Route

Proposed Bicycle Route

"Bicycle Suitable Roadway"

* Denotes parks and open spaces located outside Glen Ellyn's corporate limits.

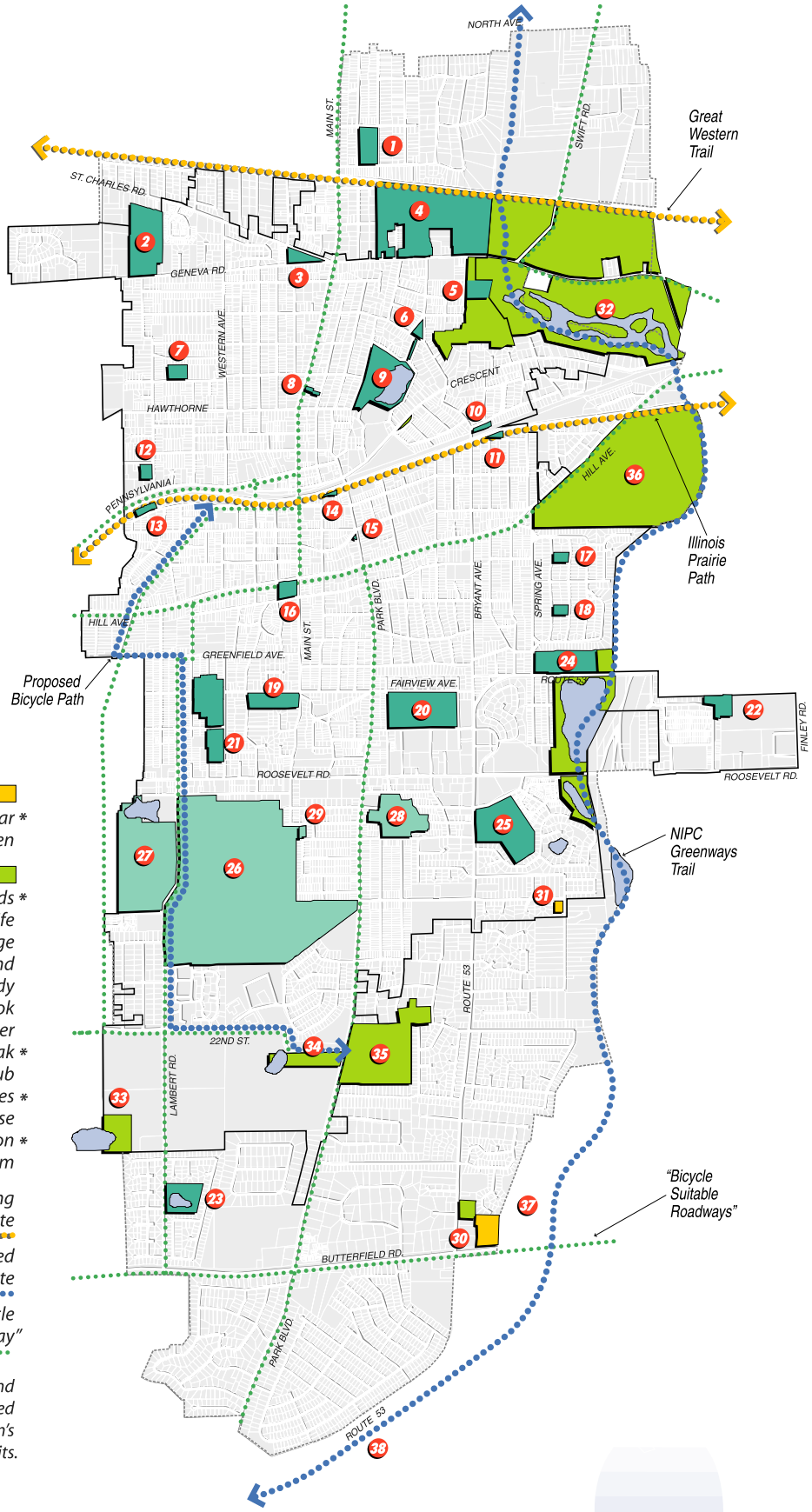


Figure 26

Existing Schools

Schools are among the most important community facilities, especially in predominantly residential communities such as Glen Ellyn. They not only provide educational services, but also play important recreational, cultural and social roles within the community. Figure 26 highlights existing school facilities, based on information received from the various school districts and institutions in March 2000.

Public Schools

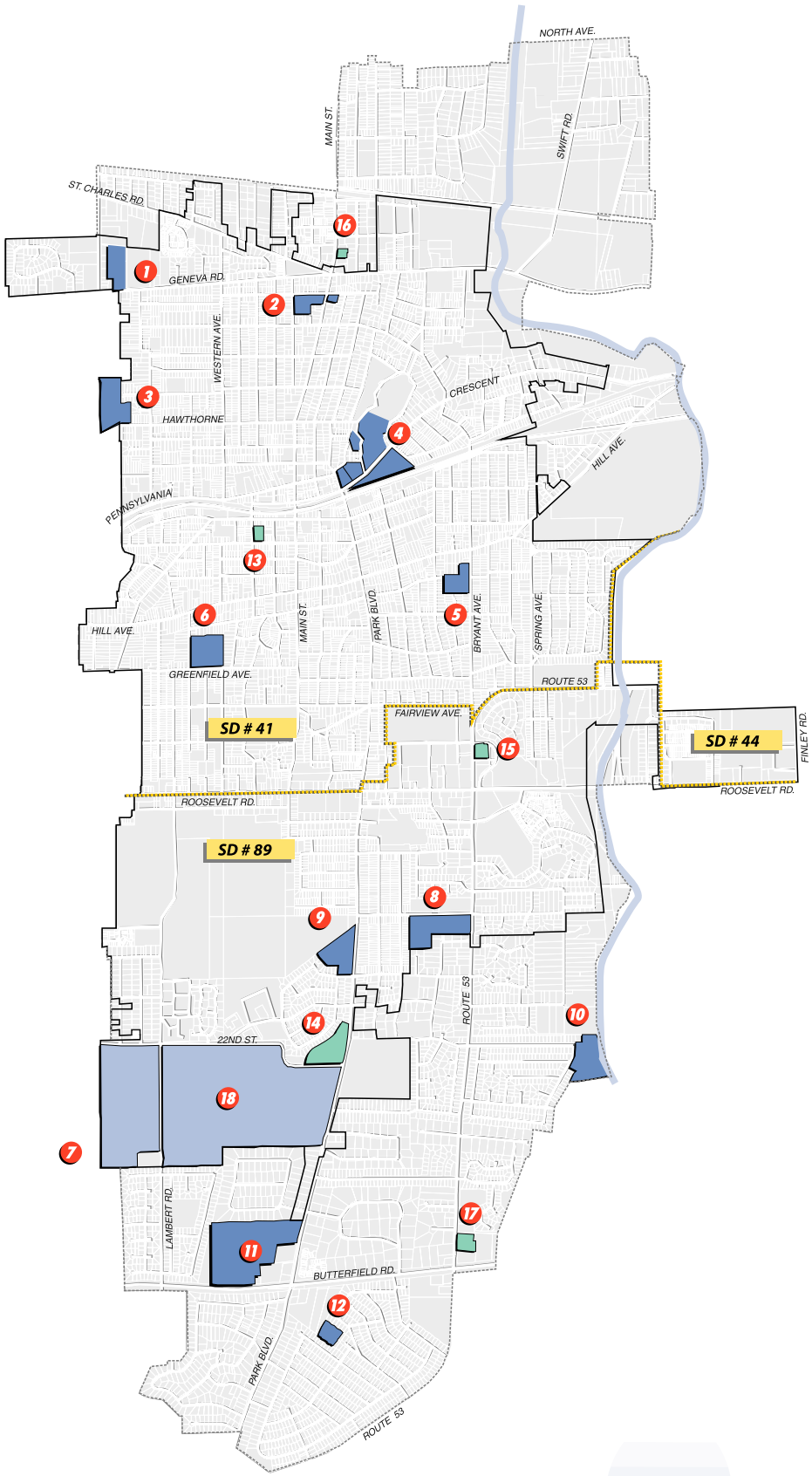
1. *Churchill Elementary*
2. *Forest Glen Elementary*
3. *William Hadley Junior High*
4. *Glenbard West High School*
5. *Benjamin Franklin Elementary*
6. *Abraham Lincoln Elementary*
7. *Briar Glen Elementary **
8. *Glen Crest Middle School*
9. *Park View Elementary*
10. *Westfield Elementary **
11. *Glenbard South High School **
12. *Arbor View Elementary **

Private Schools

13. *St. Petronille School*
14. *St. James the Apostle*
15. *Philip J. Rock Center*
16. *Montessori Academy **
17. *Meritor Academy **

18. College of DuPage

** Denotes school facilities located outside Glen Ellyn's corporate limits.*



Existing Schools

General Conditions:

Glen Ellyn is served by three public elementary school districts, one high school district and several parochial and special-purpose school facilities.

All of the public and parochial school districts share several common conditions. After several years of declining enrollments, all districts have been experiencing increases during the past few years, a trend which is expected to continue in the near future. All existing school facilities within the Village are in good condition, although some are becoming old and will require periodic improvements. None of the districts foresees the need for new school sites during the next 5 to 10 years, unless major new housing construction occurs.

School District 41 serves the northern portion of Glen Ellyn, generally north of Roosevelt Road. The district operates four elementary schools (Abraham Lincoln, Benjamin Franklin, Churchill and Forest Glen) and one junior high school (Hadley), all of which are located in Glen Ellyn. While all schools have been renovated during the past few years, renovation and repair is needed at the Administration Center. Several of the schools have a shortage of space for outdoor recreation and off-street parking, and some experience traffic congestion during pick-up/drop-off periods. It should be noted that SD # 41 retained control of the former Spalding School property in the event that new development in the northern portion of the district warrants a new school facility in the future.

School District 89 serves the southern portion of Glen Ellyn, generally south of Roosevelt Road. The district operates four elementary schools (Arbor View, Briar Glen, Park View and Westfield) and one junior high school (Glen Crest), all of which are located in Glen Ellyn except for Briar Glen. All school facilities are considered to be in good condition and no major renovations or additions are anticipated for the immediate future. A couple of the schools would benefit from additional outdoor recreational land and/or off-street parking.

School District 44, which is primarily a Lombard District, serves the portion of Glen Ellyn north of Roosevelt Road and east of I-355. Students in Glen Ellyn attend Madison Elementary and Glenn Westlake Middle School, both located in Lombard. SD # 44 is completing several building renovations and additions, which should meet near-term needs within the district.

High School District 87 operates two high schools in Glen Ellyn, Glenbard West and Glenbard South. Several additions and renovations are in progress which should accommodate the district's anticipated enrollment growth. Glenbard West is an older facility constructed in the 1920s with numerous additions and renovations. While the facility is in adequate condition and is an important community landmark, it is very near capacity and has limited land available for outdoor recreation and off-street parking. District 87 administrative offices are located in the former library building at Park and Crescent Boulevards.

St. Petronille School serves students residing primarily north of Roosevelt Road. Enrollment has been increasing and the school is now at capacity with a waiting list for primary grades. While some renovation was completed in 1998, additional work is scheduled, including demolition of the Rectory and construction of a new Parish Center.

St. James the Apostle School serves students residing primarily south of Roosevelt Road. Enrollment has been increasing, the school is near capacity, and many of the classes have a waiting list. While the church is undergoing a major expansion program at present, additional work may be needed on the school facility in the near future.

Philip J. Rock Center and School was created by a special legislative enactment in the State legislature and it receives funding from the State of Illinois. It is a residential center for deaf or blind individuals with one or more handicaps. The school was constructed in the early 1960's and is in good condition with no plans for major renovations or expansions.

The ***College of DuPage***, which occupies a 265-acre campus in the southern portion of Glen Ellyn, is a two-year "commuter college" serving all of DuPage County. Current enrollment at the Glen Ellyn campus is 7,500 full-time and 18,000 part-time students. While enrollment fluctuates with the economy, officials do not anticipate major changes in the near future.

Recent facility improvements include a new computing center and additions to the Student Resource Center. The College is currently updating its Facilities Master Plan, which will most likely call for replacement of some original campus buildings and a reallocation of certain uses and activities.

Because of its size and the facilities and services it offers, many of which are available to local residents, the College is a major focal point within Glen Ellyn. Of special note is the McAninich Arts Center, which represents a unique community asset.

Other Existing Community Facilities

Fire Department:

The Glen Ellyn Fire Department is an independent department with an all-volunteer force of 60 members.

The Department operates two fire stations: Station 1 at Main and Pennsylvania within the Downtown, and Station 2 at 681 Taft Avenue in the southern part of the community. Station 1 was recently remodeled and upgraded and both stations are considered to be in good condition. While the two stations provide adequate service to the community at the present time, major new development near Buttterfield Road might require new or expanded facilities in the future.

Glen Ellyn has a fire insurance rating of 4, which compares favorably with neighboring communities.

It should be noted that the far eastern portion of Glen Ellyn is served by the Glenbard Fire Protection District.

Civic Center:

The Glen Ellyn Civic Center, located at 535 Duane Street, houses Village Administration, Planning and Development, Management Services, Facilities Maintenance, and the Police Department. The facility also has a range of meeting rooms and a gymnasium and is used extensively by the public.

The Civic Center building, which was constructed as a junior high school in 1927, was refurbished for Village use in 1972 and has undergone several remodelings. The building is considered to be in good condition and no major changes are anticipated for the near future. However, because the Civic Center is located on a small site within the Downtown, off-street parking can be a problem.

Police Department:

The Glen Ellyn Police Department currently employs a total of 52 persons, including 31 police officers and 9 police supervisors.

All police operations are conducted out of the Police Station, which is located in the Civic Center. The existing facilities are considered to be good and there are no plans for major alterations or renovations. The Police Department is also equipped to set up and operate up to four substations in the event of a disaster or other major emergency.

Public Works Department:

The Glen Ellyn Public Works Department, which currently employs 35 full-time persons, is in charge of street construction and maintenance, water distribution, sewage collection and treatment, storm sewer operations, tree maintenance, and equipment services for all Village vehicles.

Most Public Works operations are conducted from the Reno Center, a 2.6-acre site on Lambert Road just south of Roosevelt Road. While the facility is in good condition, Department officials indicate that additional land would be desirable to better accommodate buildings, storage areas, off-street parking and other operations.

Public Works also operates two water towers and two pumping stations, as highlighted in the map at left. These facilities are considered to be in good condition and adequate to serve the needs of the community.

Public Library:

The Glen Ellyn Public Library, which was first established in 1912, provides information assistance, recreational reading, computer facilities, viewing and listening services for all ages within the community. The Library has more than 175,000 books and other materials, a collection that is ever increasing.

The Library building is located on Duane Street just west of Downtown. This new facility, constructed in 1995, represents a major new addition to Glen Ellyn and should serve community needs well into the future.

Other Facilities:

The ***YMCA*** operates a 55,000 square foot facility just north of Roosevelt Road and east of Lambert Road. Interior remodeling is now underway and exterior expansion is also being considered.

The Glen Ellyn Historical Society operates Stacy's Tavern Museum, located in an historic 1840s stagecoach inn on Geneva Road in the "five-corners" area. The Society recently dismantled the Jonathan Yalding house and hopes to rebuild the house on a site adjacent to Stacy's Tavern. The long-term objective is to create an "historic park" in this area to showcase local history.

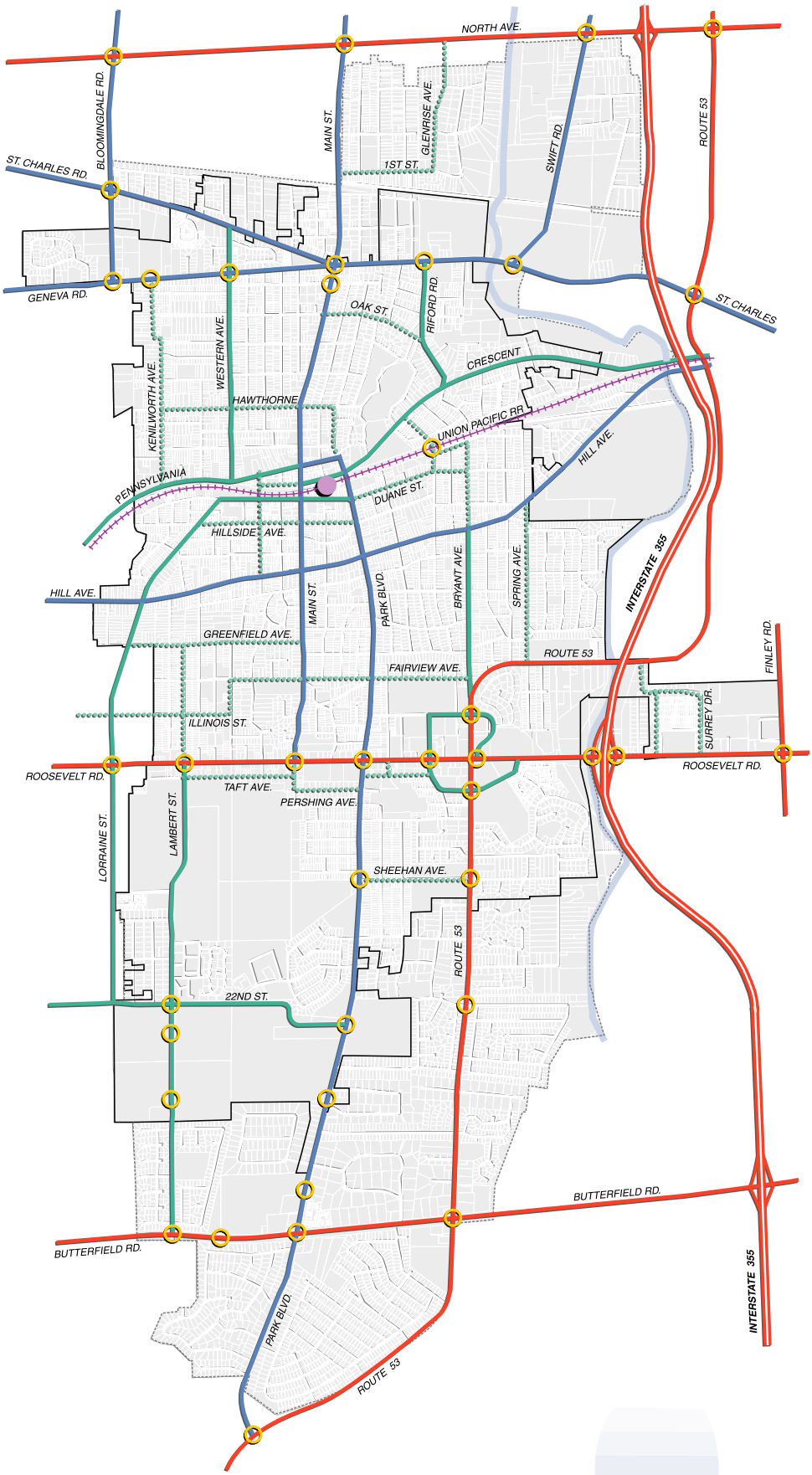
The US Post Office operates two facilities in Glen Ellyn, one on Main Street at the north end of Downtown, and the second on DuPage Boulevard just west of Route 53. Both facilities are considered to be in good condition and no expansion or major renovations are anticipated.

Glen Ellyn is also home to a number of churches that add to the overall quality and character of the community. Several churches have recently been improved or expanded. Several also have architectural and/or historic interest and serve as focal points within the community. Some residents have expressed concern regarding the lack of sufficient parking at churches within the community.

Figure 28

Existing Transportation

The transportation system in Glen Ellyn consists of streets, public transportation, and pedestrian and bicycle circulation facilities. The system provides access to the Village from surrounding areas and enables the movement of people and vehicles within and around the Village. The efficiency and convenience of this system significantly affects the quality of life within the community. Figure 28 provides an overview of existing transportation within Glen Ellyn. It is based on interviews with Village staff and regional agencies, and field surveys undertaken by the Consultant in March 2000.



Streets and Transportation:

- Expressway
- Major Arterial Street
- Minor Arterial Street
- Major Collector Street
- Minor Collector Street
- Local Street
- Traffic Signal Location
- Union Pacific Rail Line
- Commuter Rail Station

NOTE: *See Figure 25 for existing and proposed bicycle trails and facilities.*

Figure 27

Other Existing Community Facilities

In addition to parks and schools, several other community facilities provide important services to the residents of Glen Ellyn and add to the overall "quality of life" within the Village. These include fire and police stations, the Civic Center, the Library, public works facilities, and various other institutions. Existing community facilities are highlighted in Figure 27.

Public Sites and Buildings

1. Civic Center
2. Fire Station 1
3. Fire Station 2
4. Public Library
5. Reno Center (Public Works)
6. YMCA
7. Stacy's Tavern Museum
8. US Post Office

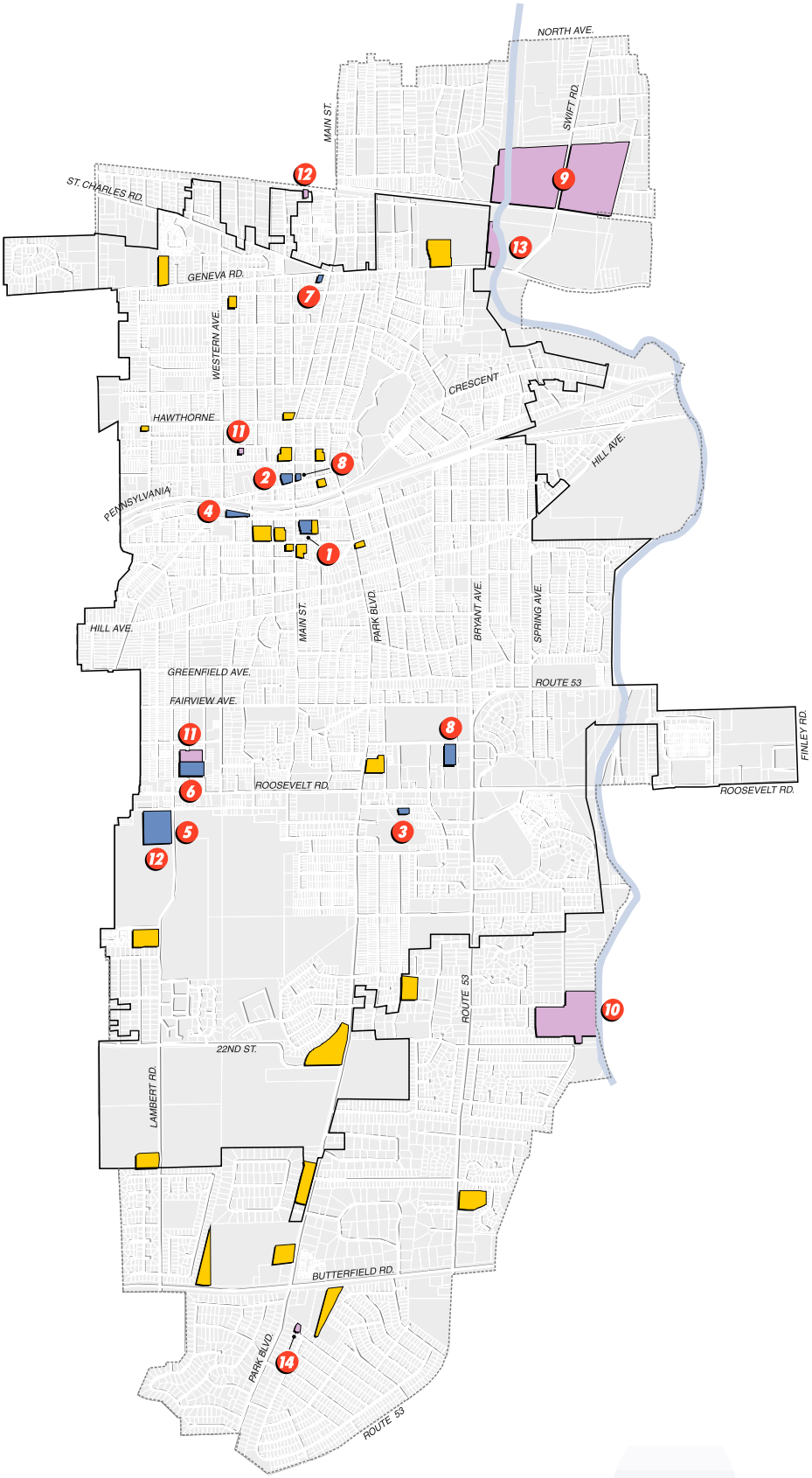
Public Utilities

9. Commonwealth Edison Plant *
10. Glenbard Wastewater * Treatment Facility
11. Glen Ellyn Water Tower
12. Glen Ellyn Pumping Station
13. DuPage County Water Tower *
14. Citizen's Utility Water Facility *

Churches

* Denotes community facilities located outside Glen Ellyn's corporate limits.

NOTE: See Figure 29 for other utility facilities.



Existing Transportation

Street System:

The Village has over 80 miles of streets, ranging in classification from interstate highways to local residential streets.

Typical of most communities in DuPage County, early development in Glen Ellyn was characterized by an "east-west" orientation focused on access to and from Chicago. Glen Ellyn's grid pattern of streets reflects this historic orientation. Most major routes are east-west streets. North-south routes are fewer, less continuous, and more narrow in width.

While the lack of continuous north-south routes causes some inconvenience, it also serves to limit the amount of "cut-through" traffic within the Village. Many motorists traveling to points north or south of Glen Ellyn choose to use the regional roadways located just outside the community.

In many ways, the lack of through-traffic enhances Glen Ellyn's "small town" character and charm. This condition has a particularly beneficial impact on the Downtown, which is less impacted by regional traffic than most suburban downtowns. Another feature that enhances this "ambience" is the lack of traffic signals in the central portion of the community.

The most significant transportation change since the previous Comprehensive Plan has been construction of I-355 just east side of the Village. I-355 provides excellent regional accessibility and offers convenient access to Glen Ellyn via interchanges at North Avenue, Roosevelt Road and Butterfield Road. However, some residents have expressed the desire for "sound buffers" along this high-speed route.

Street Classification:

The previous Comprehensive Plan recommended a hierarchy of streets, based on the role and function of the various streets with the community. While this classification system, outlined below, was adopted by the Village, it has been revised in the new Community-Wide Plan (see Figure 8).

- ***Major Arterial Streets*** are intended to serve vehicle trips oriented beyond the Village boundaries. The major arterial has regional importance because of its alignment, continuity, capacity, and connection with other regional traffic carriers. It also serves a significant portion of trips generated by land uses within the Village.
- ***Minor Arterial Streets*** are intended to serve vehicle trips generated by land uses within the Village and adjacent communities. While this street should not serve long-distance trips (i.e., greater than 5 miles), it does have importance in terms of traffic capacity and service to the community.
- ***Collector Streets*** are intended to collect and distribute traffic between the neighborhoods and community and regional streets, and should serve only vehicle trips generated by the neighborhoods they serve.
- ***Local Streets*** are intended to serve only vehicle trips generated by land uses abutting that street.

Public Transportation:

Glen Ellyn is served by the Union Pacific Railroad's West Line which extends from Chicago to Geneva. This line accommodates over 50 commuter trains and numerous additional freight trains on a normal weekday basis. A commuter station is located between Main Street and Park Boulevard in Downtown. There has been some discussion with Metra regarding renovation of the station.

While commuter service is a major community asset, the number, frequency and noise of freight trains has become a concern to many residents, particularly within Downtown. These conditions are complicated by the lack of grade-separated street crossings.

The Village is served by six Pace bus routes. Five routes travel between the commuter station and various parts of the community. One route provides daily service within the Village, and includes stops at the commuter station and the College of DuPage. There is some concern that Pace may reduce bus service within the Village in the near future.

Other Considerations:

- Traffic congestion occurs at the "Five-Corners" intersection because of traffic volumes and the irregular street configuration. DuPage County is studying alternatives for reducing congestion.
- The Illinois Department of Transportation (IDOT) is considering widening Route 53 along its entire length through Glen Ellyn. There is local concern that this will attract more traffic to the corridor and divide the neighborhoods east and west of Route 53. There are also concerns regarding safety, especially for children, and for the overall design, appearance and character of Route 53.
- Roosevelt Road, which carries significant traffic, creates a physical barrier between the north and south portions of Glen Ellyn. Roosevelt is difficult to negotiate for pedestrians and bicyclists. The Village is installing new sidewalks, decorative street lighting and landscaping along Roosevelt Road which should help make the corridor somewhat more "pedestrian-friendly."
- Many streets within Glen Ellyn have sidewalks on one or both sides, and sidewalks are required for all new construction. Where feasible, efforts are made to obtain sidewalks within existing developments. Special effort is made to provide sidewalks leading to schools and within the Downtown.
- There is some resident concern regarding traffic control in several neighborhoods, especially at intersections that have no traffic control. Concerns include the speed of vehicles and the volume of traffic attempting to "cut through" some neighborhoods.
- More parents are driving their children to and from school. According to the Police Department, this has resulted in traffic congestion at some schools, particularly Franklin, Forest Glen, Lincoln, Parkview, Churchill and St. Petronille.

Existing Public Utilities

Water System:

Glen Ellyn's water system has changed significantly since the completion of the previous Comprehensive Plan. In 1992, the Village changed from a system of shallow aquifer wells to Lake Michigan water provided by the DuPage Water Commission (DWC). Two DWC transmission lines provide water to the Village: one located along the Great Western Trail bikeway right-of-way in the northern portion of the community; and the second extending into the central portion of the Village from Wheaton.

Two shallow wells and pumping stations from the previous system are used as backup facilities in the event that one or both of the Lake Michigan lines should be shut down. In total, the two wells can provide between 65 and 75 percent of the average daily water flow needed to supply the Village. Since conversion to the DWC lines, no failures of the system have occurred.

Pumping and Storage Facilities:

Existing pumping and storage facilities consist of two elevated towers, two ground storage facilities, and two pressure adjusting stations. One of the elevated storage facilities is a 500,000-gallon tank located on Cottage Avenue, and the second is a 750,000-gallon tank located on Newton Avenue. The ground storage tanks, each with a million-gallon capacity, are located at the pressure adjusting stations. The Newton Avenue storage tank is in need of repair or replacement.

The Village currently does not have enough storage capacity based on its agreement with the DWC. The Village is required to provide a capacity of approximately twice the average daily flow in the Village, which is about three million gallons. The Village estimates that it needs about 1.5 million gallons of additional storage to meet its obligation. The Village currently owns property near the north pressure adjusting station for a new water storage facility.

The pressure adjusting stations are located where water is drawn from the DWC transmission lines. The stations adjust the water pressure from the transmission lines, if needed, to an appropriate pressure for the Village's distribution system.

While the system provides water to Glen Ellyn and a majority of the Village's planning jurisdiction, several unincorporated areas to the north and south are served by Citizens Utilities and DuPage County water. In addition, a few locations, such as the Glen Oak Country Club, still use well systems.

Distribution System:

A portion of Glen Ellyn's water pipe system has been replaced in recent years. The current master plan outlines a replacement program for pipes in key areas of the community. This plan is being implemented and pipe replacement is being undertaken annually. In addition, the Village is currently working on completing loop projects to provide service to new development areas and some areas that could be annexed into the Village.

Sanitary Sewer System:

Separate sanitary and storm sewer systems serve Glen Ellyn. Wastewater treatment is provided through the Glenbard Wastewater Authority (GWA), which was established through an intergovernmental agreement between the Villages of Glen Ellyn and Lombard. The authority's wastewater treatment plant is located in the southeast portion of Glen Ellyn's planning jurisdiction.

The collection system is primarily owned and maintained by the Village of Glen Ellyn. Several unincorporated areas to the north are served by the DuPage County sanitary sewer collection system, which is tributary to the GWA treatment plant.

The wastewater treatment plant is fed through an interceptor line that runs north-south along the DuPage River corridor. Two lift stations pump wastewater from the various neighborhoods in business areas via gravity-fed lines to the treatment plant. The lift stations are located along St. Charles Road in the northern portion of the community and along Route 53 in the southern portion. The treated effluent produced at the plant is released into the DuPage River, and solid-material byproducts are used as agricultural fertilizer for non-human consumption products.

A current issue with the sewer system is infiltration of groundwater, especially during heavy rains. This infiltration results in a significant amount of "clear" groundwater being processed at the Glenbard treatment plant at a significant cost to the Village.

A study of the Village's sewer system recommends a 20-year maintenance program that will coordinate replacement of deteriorating portions of the municipal systems, as well as increased maintenance and/or replacement in some locations.

Storm Drainage System:

Glen Ellyn's storm drainage system has been significantly improved since the previous comprehensive plan was completed. Collection and storage facilities have been increased to accommodate larger amounts of storm runoff. While some older portions of the community still experience temporary street flooding during heavy rains, the improved detention and retention capabilities of some newer developments have reduced strain on the overall system and have improved conditions throughout the community.

Adequate funding for the replacement of some deteriorated sections of the system is a key issue in the Village. A recently completed study of the system recommends a 20-year improvement program that would step-up the replacement of deteriorating storm sewer lines and manholes. In November 2000, the Village passed a referendum for the issuance of General Obligation Bonds to fund street and storm sewer repairs and improvements.

It should be noted that an overflow treatment facility is located near the intersection of Route 53 and Hill Avenue. This plant treats storm water from Lombard that cannot be handled by the Bemis Road Treatment Plant. The treated water is released into the DuPage River.

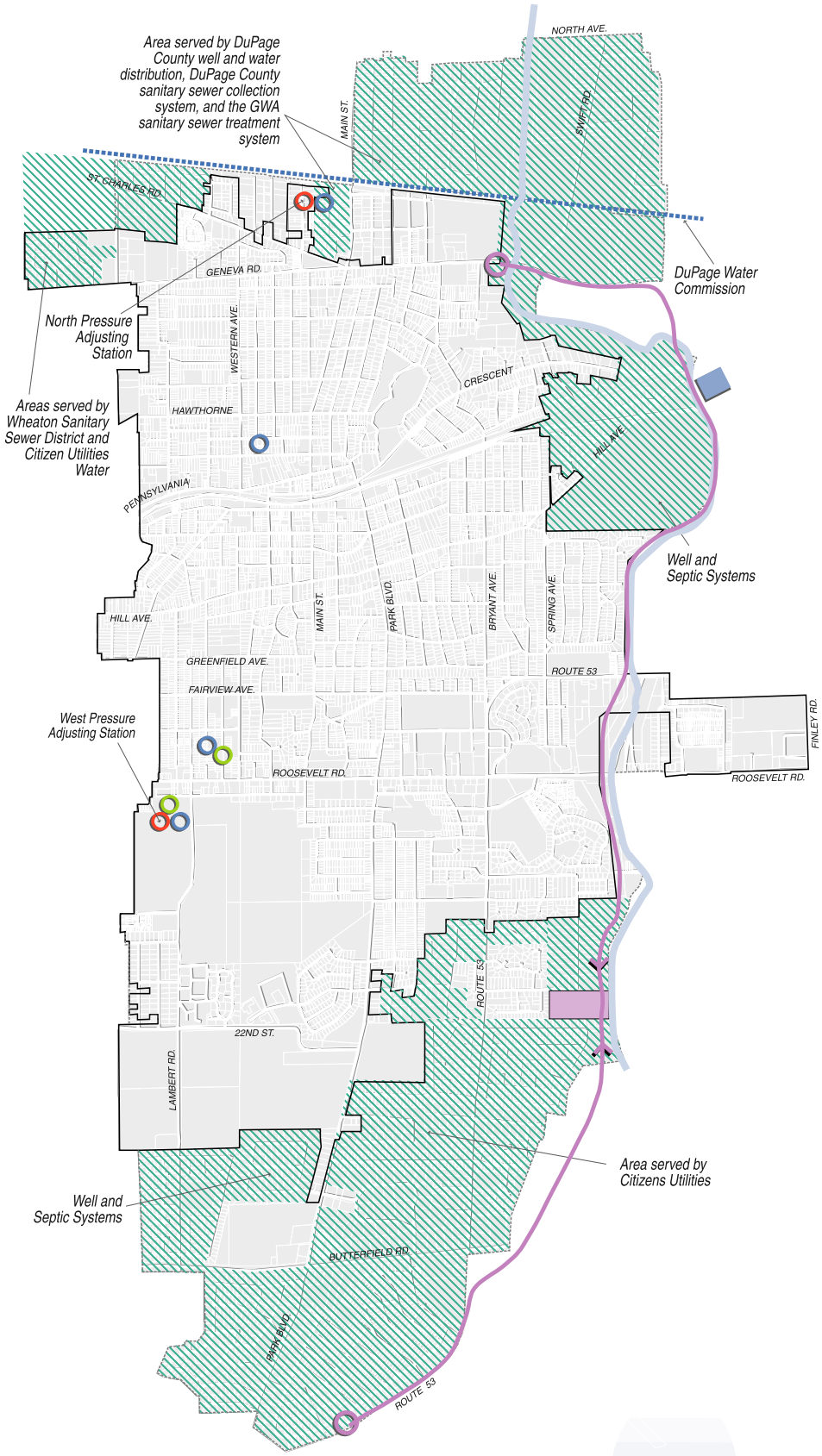
Figure 29

Existing Public Utilities

Figure 29 provides an overview of the existing public utility systems serving Glen Ellyn, including the water, sanitary sewer, and storm drainage systems. The information presented here is based on interviews with Village staff, recent studies conducted by and for the Village, and a field survey undertaken by the Consultant in March 2000.

Selected Utility Facilities:

- Water Transmission Line
- Water Pressure Adjusting Station
- Glen Ellyn Water Storage Tanks
- Aquifer Wells
- Glenbard Wastewater Treatment Center
- Glenbard Wastewater Transmission Line
- Lift Station
- Area Not Fully Served By Glen Ellyn Utilities
- Glenbard Combined System Overflow Treatment Facility



(back of Figure 22)

Demographic Overview

This section provides an overview of historic trends in population within the Village of Glen Ellyn, as well as an analysis of the demographic characteristics of the residents who live in the community. It encompasses household composition, age, race, occupational employment, and income. An understanding of the growth and composition of the local population provides an important foundation for Glen Ellyn's new Comprehensive Plan.

The demographic overview includes an assessment of: (1) population and household trends and forecasts, (2) selected population and employment characteristics, and (3) housing unit trends and characteristics. The analysis is based on interviews with persons knowledgeable about Glen Ellyn, the local economy and real estate markets, as well as secondary source material from: the Village of Glen Ellyn; U.S. Bureau of the Census; Northeastern Illinois Planning Commission (NIPC); and CACI Marketing Systems, a national demographic statistical service. The analysis also highlights key findings and conclusions reached by the Consultant Team.

For purposes of the demographic analysis, Glen Ellyn is compared statistically to five neighboring communities, as well as DuPage County. For population, number of households, household size, age, race or ethnicity, and income trends, comparisons have been made with Downers Grove, Lisle, Lombard, Naperville, Wheaton, and DuPage County. For resident employment trends and housing unit characteristics, comparisons have been made with DuPage County alone.

In terms of land development and physical infrastructure, Glen Ellyn is a "mature" suburban community and is anticipated to experience only a modest future growth in population, households and employment. Demographic trends will impact the Village with regard to housing, schools, shopping patterns and other issues addressed in the new Comprehensive Plan.

It should be noted that the demographic analysis is based on 1990 Census data, and should be updated when the decennial year 2000 Census data becomes available.

Supporting statistical information related to the demographic analysis is presented at the end of this section.

Population *(Tables 2, 3)*

- Glen Ellyn's population in 1990 was 24,944 persons. The Village's special censuses of 1994 and 1996 counted 25,673 and 26,093 persons respectively. Glen Ellyn's current population is estimated to be approximately 27,458 persons, reflecting a 10.1 percent increase in population over the 1990-2000 period. Slightly more than 30 percent of the estimated gain in population over this period can be attributed to recent-year (1996-1999) annexations, which increased the Village's housing inventory by 160 dwelling units.
- From 1970 to 1990, Glen Ellyn's population increased by 13.9 percent. Glen Ellyn's growth pace over the past three decades has been declining, a trend attributable to the community's continuing maturation, as well as an increasing scarcity of developable land within both the Village's corporate limits and adjacent unincorporated areas.
- The resident population of Glen Ellyn is projected to increase by only 2.7 percent to 28,186 persons by the year 2010, and by 2.3 percent over the 2010-2020 period. NIPC projects that by 2020, Glen Ellyn's population level will approximate 28,845 persons. This forecast assumes some additional annexations and residential land-use intensification during the next two decades.
- The southern half of DuPage County, consisting of six townships (Downers Grove, Lisle, Milton, Naperville, Winfield and York), comprises a region characterized by growth, a rising affluence, and a "settled" historic charm. Over the next two decades Glen Ellyn, which is essentially developed, is projected to increase its resident base by less than half the growth rate forecast for the south DuPage region as a whole, which has significantly more vacant land. South DuPage's population gain during the 1980-2000 period is estimated at 35.9 percent, compared to the County's 35.3 percent and Glen Ellyn's 16.1 percent. The six township area's 2000-2020 population growth is forecast at 13.2 percent, compared to the County's 18.1 per-

cent and Glen Ellyn's 5.1 percent.

- Over the past three decades, only Lombard experienced a population increase pattern similar to that which occurred in Glen Ellyn. Substantially higher population gains were experienced in Downers Grove, Lisle, Naperville and Wheaton. During the next two decennial periods, however, all of the comparable communities anticipate population growth rates that are significantly reduced from those experienced over the past two decades, as these communities approach their full development capacity.

Households *(Tables 4, 5, 6)*

- Household formation generally exceeds the rate of population growth, largely as a result of longer life expectancies, an increase in single-person households, single-parent households and the rate of divorce. A by-product of these trends is a decreasing household size. However, current demographic trends indicate that the household formation rate is slowing and divorce rates are stabilizing. Moreover, in areas where there are growing minority populations, average household size is stabilizing or even rising. Glen Ellyn has generally followed these household trends.
- In 1990, Glen Ellyn had 9,413 households, reflecting a 17.4 percent gain over 1980. Currently, Glen Ellyn has an estimated 10,238 households. By 2020, the Village is projected to have 10,880 households, representing an increase of 6.3 percent over the present year 2000 estimate.
- Average household size in Glen Ellyn and its comparison communities declined over the 1970 to 1990 period. Household size is projected to continue to decline over the foreseeable future in all of the comparison areas, but the decrease is expected to be minimal. Specifically, Glen Ellyn's average household size, which was 2.64 persons in 1990, is currently estimated at 2.63 persons, and is projected to be 2.62 persons by the year 2004. NIPC forecasts suggest that Glen Ellyn's average household size will approximate 2.60 by the year 2020.

Age Distribution *(Table 7)*

- Since 1970, Glen Ellyn's residents, like those in neighboring villages, have been "growing older." The median age of Glen Ellyn's residents in 1990 was 34.2 years, compared to 27.9 years in 1970. It is projected that Glen Ellyn residents will have a median age of 38.1 years in 2004, which is older than the median of 35.3 years forecast for DuPage County, but comparable to the median ages forecast for neighboring villages.
- Since 1970, Glen Ellyn has generally had a declining percentage of children 17 years and under, and a rising share of persons aged 65 years or over. However, recent information from local school districts indicates a modest overall increase in school age children. Other age-related trends are expected to continue through and beyond the forecast year of 2004. It is projected that in the years to come, Glen Ellyn will experience a growing percentage of persons between 45 and 64 years and a decreasing share between the ages of 25 and 44 years.

Racial / Ethnic Composition *(Tables 8, 9)*

- The great majority of Glen Ellyn's residents are white, although this share has been decreasing since 1970. The number of persons of other races has been increasing. These trends are mirrored in neighboring communities and are anticipated to continue in the years ahead. According to the 1990 Census, the racial composition of Glen Ellyn in 1990 was 94.0 percent White, 2.0 percent Black, and 4.0 percent "other" races. By the year 2004, the Village's resident base is projected to have a 90.0%-2.4%-7.6% White/Black/Other racial profile.
- Glen Ellyn's most notable racial profile change trend is its growing number of Asian-American residents. Since the 1990 Census, Asian Americans are believed to have advanced from 3.1 percent of the Village's population to 5.7 percent in 1999. By 2004, this group is expected to comprise 5.9 percent of Glen Ellyn's resident base.
- The Census Bureau counts persons of Hispanic origin separately from race. In Glen Ellyn, the percentage share of residents of Hispanic origin has been rising. This growth is expected to continue through the

year 2004 and beyond. In 1990, 2.6 percent of Glen Ellyn's residents were of Hispanic origin. By 2004, 4.8 percent is forecast.

Income Distribution

(Tables 10, 11)

- Currently, the median income level of Glen Ellyn's resident households is somewhat higher than the median income estimated for DuPage County *(Note: current levels reflect 1999 estimates).* Glen Ellyn's resident base is currently supported by a median household income of $71,760, which is 7.3 percent higher than the $66,906 estimated for DuPage County. Also, on a per capita income basis, Glen Ellyn's $37,604 level currently exceeds DuPage County's $33,012 level by 13.9 percent.
- With respect to neighboring communities, Glen Ellyn's current income levels are generally comparable to those estimated for Lisle, Naperville and Wheaton, and are somewhat higher than those estimated for Downers Grove and Lombard.
- In 1989, Glen Ellyn had a per capita income of $24,151 and a median household income of $51,916. For DuPage County, these income levels were $21,155 and $48,876 respectively. *(Note: The 1990 Census data reflects 1989 incomes).* The 1990 Census showed that in Glen Ellyn only 30.0 percent of the Village's households had incomes of less than $35,000, and 27.9 percent had incomes of $75,000 and over, compared to 30.1 percent and 22.1 percent, respectively, in DuPage County overall.

Employment *(Tables 12, 13)*

- Since 1980, Glen Ellyn, like DuPage County and many other nearby communities, has seen the employment profile of its residents change. In 1980, manufacturing (20.1%), services (32.4%) and retail trade (16.1%) were the three largest employers of Glen Ellyn residents. Due to major restructuring in the local, regional, national and international economies, the employment profile of Glen Ellyn's residents has shifted. By 1990, manufacturing had declined to 14.5 percent, while services had increased to 36.0 percent. Retail trade remained the third largest employment sector at 17.3 percent.
- In 1990, approximately 81.2 percent of Glen Ellyn residents were employed in the white-collar occupations. Of these, the majority was employed in the professional specialty occupations, followed by the executive/managerial positions, sales occupations, and administrative support/clerical occupations. For those with blue-collar occupations (18.8 percent), the majority was employed in services and precision production, craft and repair-related occupations. Similarly, about 73.6 percent of DuPage County's residents were employed in the white-collar occupations, with the majority in executive, administrative support, professional specialty, and sales jobs.
- It is estimated that 11,844 persons are currently employed at places of work within Glen Ellyn. Of this total, it estimated that 18 percent are employed by the governmental sector, including the Village, the school and park districts, the Library, the College of DuPage, the utility companies, etc. In addition, there are an estimated 2,244 part-time workers and 483 seasonal workers employed at these work places.
- Based on historic trends and *NIPC Projections for Municipalities, Townships and Counties*, it is projected that employment in Glen Ellyn should rise to about 13,200 workers in 2020, which reflects an increase of approximately 12.1 percent over the current estimated employment level.

Housing Trends *(Table 14)*

- Glen Ellyn had 9,747 housing units in 1990, reflecting a 3,173-unit increase over 1970. Between 1970 and 1990, owner-occupancy decreased from 75.6 percent to 70.2 percent, while renter occupancy increased from 21.2 percent to 26.4 percent. The vacancy rate in 1990 was 3.4 percent, a slight increase from the 1970 vacancy rate of 3.2 percent. This suggests a persistently strong, pent-up demand for housing units in the Village.
- Between 1970 and 1990, Glen Ellyn experienced growth in the number of single-family dwellings and in dwellings with two or more units. Single-family dwellings comprise the dominant housing type in the Village, but its share of the total housing

supply has decreased over the past twenty-five year period.

- At present, it is estimated that Glen Ellyn has a total of 10,631 occupied dwelling units. Of this total, it is estimated that approximately 60 percent are single-family, and approximately 40 percent are multi-family.
- It is further estimated that Glen Ellyn currently has 267 non-market rate housing units, which represents approximately 2.5 percent of the total housing units in the community. Most non-market rate units are located within or around Downtown and the Roosevelt Road corridor.
- Glen Ellyn is experiencing a trend common to many mature, affluent communities. It consists of the replacement of existing homes with larger structures. According to Village records, approximately 220 "teardowns" occurred in Glen Ellyn between the years 1993 and 2000. Forty-six of these took place in the year 2000. A related trend is the construction of major additions to smaller existing homes.

  While residential improvements and new construction are good for the local economy and serve to upgrade the community's housing stock, there is some concern that these "teardowns" are resulting in the loss of affordable housing and that many of the new homes are not in keeping with the existing scale and character of the neighborhoods.

Market Overview

This section presents an overview of the demand potentials for market-related land uses in the Village of Glen Ellyn. The projections included in this analysis provide a basis for the land development and redevelopment recommendations presented in the new Comprehensive Plan.

While the market analysis focuses on residential, office and commercial uses, we have also included, at least for discussion purposes, "light industrial" development. Even though Glen Ellyn has not promoted traditional industrial development in the past, certain types of clean and compatible "light" industry—such as office/research and high-tech development—might be a consideration in the future.

Generally, market demand potentials are based upon: (1) projected population, household and employment growth trends; and (2) an inventory of the housing units and square footage of retail, office and industrial uses already existing in a community. Demand potential is then statistically expressed in projected dwelling units and square footage needed over and above a predetermined base year.

Glen Ellyn is essentially a "built-up" community and has little vacant land available for growth and development. However, the market overview indicates that there will continue to be demand for a modest amount of new residential, commercial and "light industrial" development within the community in the future. New development might entail replacement of older existing uses, the redevelopment of marginal and deteriorated properties, and the development of remaining vacant land.

It should be emphasized that the floor area and site acreage development potentials highlighted in this analysis are not predictions of the amount of new construction that will actually take place in Glen Ellyn in the future. Rather, they indicate the "capacity" of the local market to support new development, given the trends and assumptions outlined in this analysis. As such, they provide useful "benchmarks" for the planning process.

However, if desirable sites and competitive opportunities are not made available within Glen Ellyn's planning jurisdiction, this new development will take place in locations outside the Glen Ellyn community. On the other hand, if the Village assumes a more "proactive" economic development posture, it may conceivably attract even greater amounts of new development than suggested in this analysis.

It should also be noted that public, quasi-public and institutional land uses are generally not market-oriented. However, these uses are nevertheless "value-generating" in that they enhance the "quality of life" amenities and the desirability of a particular community as a place in which to live and work. These include municipal facilities, educational facilities, parks and playgrounds, churches and other institutions. Land-use decisions regarding these uses are subject to local goals, priorities, planning practices and political decisions, rather than the marketplace.

Key findings and conclusions related to the market overview are highlighted below. The tables at the end of this section present land use forecasts in more detail. The development potentials for each land use category have been expressed in terms of gross additional acres needed over and above the base year of 2000. The years 2005, 2010 and 2020 are used as key horizon points.

Residential Land-Use Demand *(Table 15)*

- Future residential demand in a given community is directly related to the growth in households which could be expected to occur therein. Glen Ellyn currently has an estimated 10,238 households, a base projected to grow modestly but steadily over the next 20 years to approximately 10,880 households by the year 2020. This growth will create the demand for additional housing units, which will be further increased by the need for replacement housing necessitated by demolitions, structural conversions and natural causes.
- The projection of Glen Ellyn's housing demand begins with the population level forecasts for the Six Township Area, of which Glen Ellyn is an integral part. Beginning with the Census year 1990 and keying on the baseline year of 2000, projections for the years of 2005, 2010 and 2020 were estimated. Population in housing units was determined next, based on historic census data trends. Then, the forecasted

population per occupied housing unit ratio (diminished over time to reflect the prevailing trend) was applied to identify the approximate number of occupied housing units needed to accommodate the housing unit population expected over the forecast period. Finally, the application of a vacancy rate typical of a healthy and active urban housing market yields the approximate number of total housing units needed within the Six Township Area (STA) as of 2000 and key future years.

- The share of total STA housing unit needs attributable to Glen Ellyn was estimated, based on historic population and housing unit share relationships. By subtracting Glen Ellyn's estimated current housing unit inventory (which will diminish slightly over time as a result of net unit losses due to a variety of factors), a measure of the approximate additional housing unit need within the Village's existing corporate boundaries was determined.
- Table 15 shows that in 2020, Glen Ellyn is projected to need 1,277 additional housing units to accommodate its forecasted household gains over the 2000-2020 period. At a blended single-family and multi-family average density of 6.0 units per acre, an estimated 212 acres of land would be required to accommodate the additional housing units. This reflects an average annual absorption expectation of 64 housing units needing an average of 10.6 acres for all forms of residential development. Since there is little vacant land remaining with single-family areas, it is expected that much of this new housing construction will be expressed in the form of attached single-family homes, townhomes, condominiums, apartments, and market-rate senior citizen housing facilities.
- Even though Glen Ellyn has little remaining vacant land, home buyers continue to be attracted to Glen Ellyn because of its quality neighborhoods, fine schools, historic Downtown, superior municipal services, excellent parks and recreational facilities, and transportation advantages. While the type and location of new housing to be promoted within the Village will be addressed later in the planning process, possibilities for new housing development include:

  a) Small "fill-in" parcels within the Village and in the adjoining unincorporated areas to the north and south;

  b) Replacement of older homes with new housing stock;

  c) The adaptive reuse of non-residential buildings for residential use; and

  d) New development on remaining vacant parcels within and around the Village.

  e) Future annexations will also account for some of this housing unit absorption potential.

Office Land-Use Demand

(Table 16)

- Table 16 presents a demand forecast for office space within the Village of Glen Ellyn. The forecast begins with a projection of total at place of work private sector employment within DuPage County. As noted, the percent of this employment which is office-related (i.e. including finance, insurance, real estate business/legal and professional services) has been determined. The additional office employment level over the year 2000 was calculated next. Glen Ellyn's proportional share of the County's office employment forecast was then estimated, based upon NIPC's employment forecast for the Glen Ellyn community.
- Glen Ellyn's additional office employment forecast levels for the years 2005, 2010 and 2020 were then multiplied by the typically applied square foot per worker norm used by office space designers. An average annual office space development potential of 21,600 square feet is indicated for the 2000-2020 period within Glen Ellyn, suggesting an average annual site acreage need of 1.65 acres per annum, assuming a typical suburban floor area ratio of .30.
- Over the next 20 years, the Glen Ellyn community could be expected to support approximately 432,000 square feet of additional office development. This could involve the development and/or redevelopment of 33 acres.

- New office development is most likely to occur on land parcels within existing commercial and business areas in and around Glen Ellyn.

Retail / Services Land-Use Demand *(Table 17)*

- In fiscal 1998 – 1999, Glen Ellyn received from the State a sales tax revenue totaling $2,389,900. This payback comprised 1.0 percent of the total sales generated by all of the retail merchants doing business within Glen Ellyn. Therefore, it is estimated that retail sales within the Village during the 1998-99 period totaled $238,990.000. The Glen Ellyn Economic Development Corporation estimates that the Village includes a total of approximately 1,000,000 square feet of retail space. About 60 percent of this space is contained within multi-tenant shopping centers (i.e. Baker Hill, Market Plaza, Pickwick Place, etc.), and approximately 25 percent is comprised of freestanding merchants. The reminder, or about 150,000 square feet, is concentrated within the downtown area. This downtown space is capable of achieving approximately $200 per square foot or $3,000,000 in annual sales. Accordingly, an estimated 12.5 percent of the Village's retail sales tax revenue could be attributable to the downtown business area.
- Table 17 presents a simplified methodology for estimating Glen Ellyn's retail and commercial services space demand potentials. The development potentials forecast begins with a projection of the Six Township Area's population levels for 2000, 2005, 2010, and 2020. The past and present retail/services sales per capita levels (i.e. applicable to the STA population) were then determined, followed by a projection of these per capita spending levels over the forecast period. Multiplication of the population levels by the per capita expenditure levels yields an indication of the approximate retail/services sales or spending volumes that will be generated by the STA population in the years 2000, 2005, 2010 and 2020.
- The additional sales over the 2000 forecast for the 2000-2005, 2000-2010 and 2000-2020 periods were next determined, based on past-year sales and population share relationships. Glen Ellyn's potential share of these added sales was then estimated, to which levels were applied using average sales per square foot production norms that will be applicable to the full array of re tail and commercial services establishments included in the Standard Industrial Classification Code. Estimates of the additional retail/services square foot levels warranted over 2000 result, as noted on the table. These spatial need levels have been converted to their equivalent acreage requirements, based on a commonly accepted development standard of 7,400 square feet of building space per gross acre.
- Over the next 20 years, the Glen Ellyn community could support approximately 477,000 square feet of new retail and commercial service development. This would entail a near-term (i.e. 2000-2005) development opportunity requiring 20 acres, and a long-term (i.e. 2000-2020) development potential totaling 64 acres.
- Most of this additional commercial development would most likely be allocated to existing commercial areas such as Downtown and Roosevelt Road through the filling of vacant spaces in existing centers, site redevelopments, and existing facility expansions. However, it should be noted that both Downtown and Roosevelt Road are characterized by certain "impediments" to attracting new commercial development, such as the lack of undeveloped land, limited site sizes, older buildings that are difficult to convert to contemporary uses, the shortage of off-street parking, and other concerns
- Small-scale new retail and service development may also take place in the Five Corners area, which is being considered as the site for a new Walgreen's facility.
- The opportunity may arise during future years to annex commercial use parcels situated in unincorporated areas, such as along Butterfield Road, North Avenue and Swift Road. Well-anchored existing commercial "nodes" within the adjacent unincorporated area might be expanded as well, such as the Wal-Mart center at Route 53 and Butterfield Road.

Light Industrial Land-Use Demand *(Table 18)*

- Even though Glen Ellyn has not promoted traditional industrial development in the past, certain types of clean and compatible "light" industry—such as office/research and high-tech uses—might be considered in the future. Therefore, for review and discussion purposes, we have prepared an overview of the potential for new industrial development.
- Table 18 presents a needs forecast for light industrial land uses within Glen Ellyn, beginning with a DuPage County total at-place-of-work private sector employment forecast, based on employment projection data prepared by NIPC and the Illinois Department of Employment Security. Since the principal users of industrial land are manufacturing, transportation, communication, utility and wholesale trade businesses, the share of total employment held by these industry classifications has been estimated for the subject related area. This leads to a calculation of industrial type jobs in DuPage County, as shown.
- The application of a worker per net site acre norm to the industrial job levels leads to estimates of the total industrial net acreage needs over the forecast period for DuPage County. Glen Ellyn's potential share of the indicated County-wide industrial net acreage need has then been estimated, based on the Village's proportional expected industrial job increase level. This is followed by a calculation of the gross additional acres that will be needed over the 2000-2020 period in the community. As indicated, Glen Ellyn could conceivably achieve an annual absorption of 13.0 gross acres of industrial land over the 2000-2020 period, or 260 acres overall.
- Some of this industrial use potential (i.e. light manufacturing, office/ware-house, high tech/research, etc.) may be allocable to reusable properties along Swift Road or within the underutilized public utility properties in and around the Village. There may also be the opportunity to introduce new high tech/research type business uses into Glen Ellyn's office districts (i.e. Glen Hill North Office Park, Roosevelt Glen Office Center, etc.), and into the area at the east end of Hill Avenue. Such businesses may be attracted to the Village because of its locational attributes, business amenities, and transportation advantages.

Table 2

POPULATION TRENDS: 1970-2020

Year	DuPage County*	South DuPage Townships*	Village of Glen Ellyn	Village Share of: County	Village Share of: SDPT*
Census					
1970	490,788	373,278	21,909	4.46%	5.87%
1980	658,800	473,070	23,649	3.59%	5.00%
1990	781,666	562,510	24,944**	3.19%	4.43%
Estimates					
2000	891,472	642,840	27,458	3.08%	4.27%
Projections					
2010	986,812	689,390	28,186	2.86%	4.09%
2020	1,053,206	787,484	28,845	2.74%	3.96%

Change in Population - Absolute and Percent

Period	DuPage County Absolute	DuPage County Percent	S. DuPage Townships Absolute	S. DuPage Townships Percent	Glen Ellyn Absolute	Glen Ellyn Percent
Decennial						
1970 - 1980	168,012	34.2%	99,792	26.7%	1,740	7.9%
1980 - 1990	122,866	18.6%	89,440	18.9%	1,295	5.5%
1990 - 2000	109,806	14.0%	80,330	14.3%	2,514	10.1%
2000 - 2010	95,340	10.7%	46,550	7.2%	728	2.7%
2010 - 2020	66,394	6.7%	38,094	5.5%	659	2.3%
To/From Current						
1980 - 2000	232,672	35.3%	169,770	35.9%	3,809	16.1%
2000 - 2020	161,734	18.1%	84,644	13.2%	1,387	5.1%

** Includes six contiguous townships: Downers Grove, Lisle, Milton, Naperville, Winfield and York.*
***Official count of 1990 Census. Adjustment to 24,919 was made as of 4/94.*

***Sources**: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau. The 2000 estimates and 2010 - 2020 projections are based on NIPC forecasts.*

Table 3

COMPARATIVE COMMUNITY POPULATION TRENDS: 1970 - 2020

Community	Census 1970	Census 1980	Census 1990	Estimate 2000	Forecast 2010	Forecast 2020
Glen Ellyn	*21,909*	*23,649*	*24,944*	*27,458*	*28,186*	*28,845*
Downers Grove	32,781	39,274	46,858	49,705	51,983	54,623
Lisle	5,329	13,625	19,512	22,168	24,293	26,757
Lombard	34,043	37,295	39,408	41,291	42,986	44,544
Naperville	27,924	42,330	85,351	113,261	138,382	161,686
Wheaton	31,138	43,043	51,464	55,142	58,452	61,496
Six Communities*	153,094	199,216	267,537	309,025	344,282	377,951
Glen Ellyn as % of Six Communities:	14.3%	11.9%	9.3%	8.9%	8.2%	7.6%

Change in Population - Percent

Community	1970 - 1980	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020
Glen Ellyn	*7.9%*	*5.5%*	*10.1%*	*2.7%*	*2.3%*
Downers Grove	19.9%	19.3%	6.1%	4.6%	5.1%
Lisle	155.7%	43.2%	13.6%	9.6%	10.1%
Lombard	9.6%	5.7%	4.8%	4.1%	3.6%
Naperville	51.6%	101.6%	32.7%	22.2%	16.8%
Wheaton	38.2%	19.6%	7.2%	6.0%	5.2%
Six Communities*	30.1%	34.3%	15.5%	11.4%	9.8%

** Includes Glen Ellyn, Downers Grove, Lisle, Lombard, Naperville and Wheaton.*

***Sources**: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau; Forecasts are based on NIPC projections.*

Table 4

HOUSEHOLD TRENDS: 1970 – 2020

Year	DuPage County	South DuPage Townships*	Village of Glen Ellyn	Village Share of: County	Village Share of: SDPT*
Census					
1970	136,251	106,182	6,360	4.67%	5.99%
1980	222,014	162,478	8,444	3.80%	5.20%
1990	279,344	205,487	9,413	3.37%	4.58%
Estimates					
2000	320,299	226,518	10,238	3.20%	4.52%
Projections					
2010	360,539	245,446	10,591	2.94%	4.32%
2020	393,462	262,845	10,880	2.77%	4.14%

Change in Households - Absolute and Percent

Period	DuPage County Absolute	DuPage County Percent	S. DuPage Townships Absolute	S. DuPage Townships Percent	Glen Ellyn Absolute	Glen Ellyn Percent
Decennial						
1970 - 1980	85,763	62.9%	56,296	53.0%	2,084	32.8%
1980 - 1990	57,330	25.8%	43,009	26.5%	969	11.5%
1990 - 2000	40,955	14.7%	21,031	10.2%	825	8.8%
2000 - 2010	40,240	12.6%	18,928	8.4%	353	3.5%
2010 - 2020	32,923	9.1%	17,399	7.1%	289	2.7%
To/From Current						
1980 - 2000	98,285	44.3%	64,040	39.4%	1,794	21.2%
2000 - 2020	73,163	22.8%	36,327	16.0%	642	6.3%

** Includes Downers Grove, Lisle, Milton, Naperville, Winfield and York Townships.*

***Sources**: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau. The 2000 estimates and 2010 - 2020 projections are based on NIPC forecasts.*

Table 5

COMPARATIVE COMMUNITY HOUSEHOLD TRENDS: 1970 – 2020

Community	Census 1970	Census 1980	Census 1990	Forecast 2000	Forecast 2010	Forecast 2020
Glen Ellyn	*6,360*	*8,444*	*9,413*	*10,238*	*10,591*	*10,880*
Downers Grove	10,099	15,282	17,660	18,918	20,050	21,091
Lisle	1,470	5,090	7,833	8,865	9,794	10,647
Lombard	9,853	12,981	15,046	16,296	17,421	18,454
Naperville	6,382	13,043	29,101	39,030	47,966	56,179
Wheaton	8,589	14,379	17,770	18,927	19,968	20,925
Six Communities*	42,753	69,219	96,823	112,274	125,790	138,176
Glen Ellyn as % of Six Communities:	14.9%	12.2%	9.7%	9.1%	8.4%	7.9%

Change in Households - Percent

Community	1970 - 1980	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020
Glen Ellyn	*32.8%*	*11.5%*	*8.8%*	*3.5%*	*2.7%*
Downers Grove	51.3%	15.6%	7.1%	6.0%	5.2%
Lisle	246.3%	53.9%	13.2%	10.5%	8.7%
Lombard	31.7%	15.9%	8.3%	6.9%	5.9%
Naperville	104.4%	123.1%	34.1%	22.9%	17.1%
Wheaton	67.4%	23.6%	6.5%	5.5%	4.8%
Six Communities*	61.9%	39.9%	16.0%	12.0%	11.0%

** Includes communities of Glen Ellyn, Downers Grove, Lisle, Lombard, Naperville and Wheaton.*

***Sources**: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau. The estimates for 2000, and 2010 - 2020 forecasts are based on NIPC projections.*

Table 6

HOUSEHOLD SIZE TRENDS: 1970 - 2004

Area/HH Size	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
GLEN ELLYN					
1 Person	11.0%	21.0%	23.2%	25.2%	26.3%
2 Person	26.3%	30.7%	31.7%	32.6%	33.1%
3 - 4 Person	36.5%	34.8%	34.4%	34.1%	33.9%
5+ Person	26.2%	13.5%	10.7%	8.1%	6.7%
Average HH Size	3.44	2.80	2.64	2.63	2.62
In Group Quarters	57	0	52	202	538
DUPAGE COUNTY					
1 Person	9.0%	17.6%	20.4%	22.2%	23.2%
2 Person	25.4%	30.3%	31.0%	31.9%	32.8%
3 - 4 Person	38.0%	36.9%	36.5%	36.2%	35.8%
5+ Person	27.6%	15.2%	12.1%	9.7%	8.2%
Average HH Size	3.56	2.93	2.76	2.75	2.75
In Group Quarters	6,673	9,509	9,859	10,165	10,335

Comparative Communities - Average Household Size

Community	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
Glen Ellyn	*3.44*	*2.80*	*2.64*	*2.63*	*2.62*
Downers Grove	3.24	2.76	2.63	2.61	2.61
Lisle	3.63	2.64	2.45	2.46	2.45
Lombard	3.64	2.86	2.60	2.61	2.60
Naperville	3.64	3.18	2.89	2.91	2.90
Wheaton	3.43	2.79	2.74	2.74	2.73

***Sources**: U.S. Census Bureau; CACI Marketing Systems; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 7

AGE DISTRIBUTION: 1970 - 2004

Area/Age Profile	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
GLEN ELLYN					
0 - 5 Years	10.5%	7.4%	9.6%	9.2%	8.8%
6 - 17 Years	28.5%	22.0%	16.5%	16.7%	16.3%
18 - 24 Years	7.7%	10.2%	8.7%	7.8%	8.0%
25 - 44 Years	25.7%	29.8%	34.2%	31.8%	29.0%
45 - 64 Years	21.1%	21.8%	20.6%	24.1%	27.3%
65+ Years	6.5%	8.8%	10.4%	10.4%	10.6%
Median Age	27.9	31.7	34.2	36.8	38.1
Percent Female	51.6	51.4	50.9	51.0	51.1
DUPAGE COUNTY					
0 - 5 Years	11.6%	8.9%	9.7%	8.7%	8.5%
6 - 17 Years	27.8%	20.7%	16.7%	17.2%	17.0%
18 - 24 Years	9.0%	12.0%	9.5%	9.4%	9.6%
25 - 44 Years	27.1%	32.7%	36.8%	34.5%	31.8%
45 - 64 Years	18.9%	18.7%	18.6%	21.7%	24.5%
65+ Years	5.7%	7.0%	8.7%	8.5%	8.6%
Median Age	27.3	29.4	32.3	34.5	35.3
Percent Female	50.7	50.6	50.7	50.8	50.9

Comparative Communities - Median Age

Community	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
Glen Ellyn	*27.9*	*31.7*	*34.2*	*36.8*	*38.1*
Downers Grove	28.2	31.7	34.6	37.0	38.2
Lisle	24.6	27.5	30.5	32.6	33.7
Lombard	25.9	30.2	33.3	35.9	37.3
Naperville	24.6	30.1	31.8	34.3	35.0
Wheaton	25.3	29.6	32.7	35.0	35.9

***Sources**: U.S. Census Bureau; CACI Marketing Systems; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 8

RACE AND ETHNIC DISTRIBUTION: 1970 – 2004

Area/Ethnicity	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
GLEN ELLYN					
White	99.2%	96.5%	94.0%	90.4%	90.0%
Black	0.4%	1.0%	2.0%	2.3%	2.4%
Asian/Pacific Is.	0.3%	1.9%	3.1%	5.7%	5.9%
American Indian	0.0%	0.1%	0.1%	0.1%	0.1%
Other	0.1%	0.5%	0.8%	1.5%	1.6%
Hispanic Origin	1.0%	1.2%	2.6%	4.0%	4.8%
DUPAGE COUNTY					
White	99.2%	94.8%	91.4%	88.6%	87.3%
Black	0.3%	1.2%	2.0%	2.2%	2.3%
Asian/Pacific Is.	0.2%	3.0%	5.0%	6.9%	7.6%
American Indian	0.1%	0.1%	0.1%	0.1%	0.1%
Other	0.2%	0.9%	1.5%	2.2%	2.7%
Hispanic Origin	1.8%	2.6%	4.4%	6.3%	7.3%

***Sources**: U.S. Census Bureau; CACI Marketing Systems; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 9

COMPARATIVE COMMUNITY RACIAL PROFILES: 1970 - 2004

Area/Ethnicity	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
GLEN ELLYN					
White	99.2%	96.5%	94.0%	90.4%	90.0%
Black	0.4%	1.0%	2.0%	2.3%	2.4%
Other	0.4%	2.5%	4.0%	7.3%	7.6%
Hispanic Origin	1.0%	1.2%	2.6%	4.0%	4.8%
DOWNERS GROVE					
White	99.3%	95.8%	93.2%	90.6%	89.6%
Black	0.2%	1.1%	1.7%	1.9%	1.9%
Other	0.5%	3.1%	5.1%	7.5%	8.5%
Hispanic Origin	0.9%	1.4%	2.4%	3.8%	4.5%
LISLE					
White	99.6%	93.6%	90.5%	87.7%	86.7%
Black	0.2%	3.0%	2.9%	2.9%	2.9%
Other	0.2%	3.4%	6.6%	9.4%	10.4%
Hispanic Origin	0.6%	1.4%	3.0%	4.8%	5.6%
LOMBARD					
White	99.5%	96.7%	93.9%	91.9%	90.9%
Black	0.1%	0.7%	1.3%	1.4%	1.4%
Other	0.4%	2.6%	4.8%	6.7%	7.7%
Hispanic Origin	1.1%	1.7%	2.8%	4.2%	5.0%
NAPERVILLE					
White	99.2%	96.6%	92.6%	90.2%	89.0%
Black	0.2%	0.7%	2.1%	2.3%	2.5%
Other	0.6%	2.7%	5.3%	7.5%	8.5%
Hispanic Origin	0.6%	1.0%	1.8%	2.7%	3.3%

Table 9 - Continued

COMPARATIVE COMMUNITY RACIAL PROFILES: 1970 – 2004

Area/Ethnicity	Census 1970	Census 1980	Census 1990	Estimate 1999	Projection 2004
WHEATON					
White	97.6%	94.9%	93.0%	90.7%	89.6%
Black	1.9%	2.5%	2.5%	2.7%	2.9%
Other	0.5%	2.6%	4.5%	6.6%	7.5%
Hispanic Origin	1.7%	2.0%	2.0%	3.4%	3.7%
DUPAGE COUNTY					
White	99.2%	94.8%	91.4%	88.6%	87.3%
Black	0.3%	1.2%	2.0%	2.2%	2.3%
Other	0.5%	4.0%	6.6%	9.2%	10.4%
Hispanic Origin	1.8%	2.6%	4.4%	6.3%	7.3%

***Sources**: U.S. Census Bureau; CACI Marketing Systems; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 10

*HOUSEHOLD INCOME DISTRIBUTION TRENDS: 1980 - 2004**

Area/Income Class	Census 1980	Census 1990	Estimate 1999	Projection 2004
GLEN ELLYN				
Less than $15,000	20.5%	9.4%	4.2%	3.0%
$15,000 to $24,999	20.6%	9.0%	4.6%	3.2%
$25,000 to $34,999	20.5%	11.6%	7.1%	5.1%
$35,000 to $49,999	21.7%	17.5%	15.0%	13.3%
$50,000 to $74,999	8.3%	24.6%	21.4%	19.4%
$75,000 to $99,999	6.1%	13.4%	16.6%	17.0%
$100,000 and Over	2.3%	14.5%	31.1%	39.0%
Per Capita	$11,886	$24,151	$37,604	$46,664
Median Household	$29,420	$51,916	$71,760	$82,126
DUPAGE COUNTY				
Less than $15,000	18.1%	7.8%	3.5%	2.5%
$15,000 to $24,999	17.6%	9.6%	4.3%	2.7%
$25,000 to $34,999	20.5%	12.7%	7.2%	5.2%
$35,000 to $49,999	20.8%	21.2%	15.6%	12.6%
$50,000 to $74,999	11.4%	26.6%	26.4%	24.0%
$75,000 to $99,999	8.4%	11.9%	17.8%	18.7%
$100,000 and Over	3.2%	10.2%	25.2%	34.3%
Per Capita	$10,473	$21,155	$33,012	$41,232
Median Household	$27,509	$48,876	$66,906	$77,978

** Census years reflect 1979 and 1989 household income levels. Current income levels are reflected in 1999 estimates.*

***Sources**: U.S. Census Bureau; CACI Marketing Systems, Trkla, Pettigrew, Allen & Payne, Inc.*

Table 11

*COMPARATIVE COMMUNITY INCOME LEVELS: 1980 - 2004**

Community	Census 1980	Census 1990	Estimate 1999	Projection 2004
Per Capita Incomes				
Glen Ellyn	*$11,886*	*$24,151*	*$37,604*	*$46,664*
Downers Grove	$10,998	$20,891	$32,537	$40,373
Lisle	$10,886	$23,952	$37,301	$46,282
Lombard	$9,752	$18,281	$27,667	$33,500
Naperville	$11,142	$23,934	$37,678	$48,145
Wheaton	$10,672	$22,433	$36,369	$44,367
Mean Household Incomes				
Glen Ellyn	*$29,420*	*$51,916*	*$71,760*	*$82,126*
Downers Grove	$27,923	$48,226	$65,114	$76,148
Lisle	$26,123	$49,712	$67,113	$78,491
Lombard	$25,911	$44,210	$61,129	$70,782
Naperville	$34,147	$60,979	$85,065	$101,013
Wheaton	$27,996	$52,208	$72,393	$83,220
Index:				
Glen Ellyn	*100*	*100*	*100*	*100*
Downers Grove	95	93	91	93
Lisle	89	96	94	96
Lombard	88	85	85	86
Naperville	116	117	119	123
Wheaton	95	101	101	101

** Census years reflect 1979 and 1989 income levels. Current income levels are reflected in 1999 estimates.*

***Sources**: U.S. Census Bureau; CACI Marketing Systems; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 12

EMPLOYMENT OF RESIDENTS BY INDUSTRY: 1980 – 1990

Area/Industry	Census 1980	Census 1990	Percent Distribution 1980	1990
GLEN ELLYN				
Construction/Other*	704	737	5.9%	5.5%
Manufacturing	2,409	1,944	20.1%	14.5%
TCPU(1)	908	928	7.6%	6.9%
Wholesale Trade	731	826	6.1%	6.2%
Retail Trade	1,928	2,322	16.1%	17.3%
FIRE(2)	1,067	1,508	8.9%	11.3%
Services	3,882	4,816	32.4%	36.0%
Public Administration	348	313	2.9%	2.3%
TOTAL	11,977	13,394	100.0%	100.0%
DUPAGE COUNTY				
Construction/Other*	18,090	24,565	5.3%	5.7%
Manufacturing	83,464	78,437	24.6%	18.3%
TCPU(1)	28,375	37,973	8.3%	8.8%
Wholesale Trade	20,801	30,588	6.1%	7.1%
Retail Trade	59,091	69,998	17.4%	16.3%
FIRE(2)	25,705	41,382	7.6%	9.6%
Services	95,199	136,863	28.0%	31.9%
Public Administration	9,121	9,279	2.7%	2.2%
TOTAL	339,846	429,085	100.0%	100.0%

** Includes agriculture, forestry and fisheries.*
(1) *TCPU is Transportation, Communications, Public Utilities.*
(2) *FIRE is Finance, Insurance, Real Estate.*

***Sources**: U.S. Census Bureau; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 13

EMPLOYMENT BY OCCUPATION OF RESIDENTS: 1980 – 1990

Area/Occupation	Census 1980	Census 1990	Percent Distribution 1980	1990
GLEN ELLYN				
Executive, Managerial	2,631	2,843	22.0%	21.2%
Professional Specialty	2,327	3,099	19.4%	23.1%
Technicians	336	360	2.8%	2.7%
Sales Occupations	1,806	2,462	15.1%	18.4%
Administrative Support	2,239	2,110	18.7%	15.8%
White Collar	*9,339*	*10,874*	*78.0%*	*81.2%*
Service Workers	967	923	8.1%	6.9%
Precision-Production, Craft/Repair	757	903	6.3%	6.7%
Operators, Assemblers, Inspectors	403	203	3.4%	1.5%
Transportation, Moving	146	194	1.2%	1.5%
Handlers, Laborers(1)	365	294	3.0%	2.2%
Blue Collar	*2,638*	*2,520*	*22.0%*	*18.8%*
TOTAL	11,977	13,394	100.0%	100.0%
DUPAGE COUNTY				
Executive, Managerial	57,080	81,544	16.7%	18.9%
Professional Specialty	51,361	73,424	15.1%	17.1%
Technicians	12,084	17,733	3.5%	4.1%
Sales Occupations	44,584	66,057	13.1%	15.3%
Administrative Support	66,420	78,187	19.5%	18.2%
White Collar	*231,529*	*316,945*	*67.9%*	*73.6%*
Service Workers	29,991	34,367	8.8%	8.0%
Precision-Production, Craft/Repair	39,102	39,922	11.5%	9.3%
Operators, Assemblers, Inspectors	18,409	16,352	5.4%	3.8%
Transportation, Moving	10,504	10,876	3.1%	2.5%
Handlers, Laborers(1)	11,579	12,061	3.4%	2.8%
Blue Collar	*109,585*	*113,578*	*32.1%*	*26.4%*
TOTAL	341,114	430,523	100.0%	100.0%

(1) Includes farmers and farm laborers., ***Sources**: U.S. Census Bureau; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 14

HOUSING INVENTORY CHARACTERISTICS: 1970 – 1990

Area/Occupation	Census 1970	Census 1980	Census 1990	Percent Distribution 1970	1980	1990
GLEN ELLYN						
NUMBER OF HU's:						
Owner Occupied	4,970	6,032	6,844	75.6%	67.4%	70.2%
Renter Occupied	1,390	2,412	2,569	21.2%	27.0%	26.4%
Vacant	214	507	334	3.2%	5.6%	3.4%
TOTAL	6,574	8,951	9,747	100.0%	100.0%	100.0%
HU's IN STRUCTURE:						
1 Unit	5,196	6,397	6,556	79.0%	71.5%	67.3%
2 or More Units	1,378	2,548	3,147	21.0%	28.5%	32.3%
Mobile Homes	--	4	44	0.0%	0.0%	0.5%
TOTAL	6,574	8,951	9,747	100.0%	100.0%	100.0%
DUPAGE COUNTY						
NUMBER OF HU's:						
Owner Occupied	108,405	164,689	207,956	76.1%	70.1%	71.1%
Renter Occupied	27,846	57,325	71,388	19.6%	24.4%	24.4%
Vacant	6,134	12,863	13,193	4.3%	5.5%	4.5%
TOTAL	142,385	234,877	292,537	100.0%	100.0%	100.0%
HU's IN STRUCTURE:						
1 Unit	115,399	175,089	206,440	81.0%	74.6%	70.6%
2 or More Units	26,561	59,206	84,140	18.7%	25.2%	28.8%
Mobile Homes	426	402	1,957	0.3%	0.2%	0.7%
TOTAL	142,386	234,697	292,537	100.0%	100.0%	100.0%

***Sources**: U.S. Census Bureau; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 15

GLEN ELLYN HOUSING UNIT DEMAND FORECAST: 2000-2020

	Census 1990	Estimate 2000	Forecast 2005	Forecast 2010	Forecast 2020
Population Within Six Township Area (1)	562,510	642,840	667,280	689,390	727,484
Percent of Population In Households	98.58%	98.75%	98.80%	98.83%	98.88%
Persons in Households	554,554	634,828	659,240	681,322	719,360
Average Household Size	2.70	2.80	2.79	2.78	2.74
Number of Households	205,487	226,518	236,287	245,446	262,845
Occupancy Rate(2)	95.3%	95.0%	95.0%	95.0%	95.0%
Total Year-Round HU's Needed in Six Townships	215,689	238,440	248,723	258,364	276,679
Percent of Above in Glen Ellyn Village	4.52%	4.43%	4.41%	4.32%	4.14%
Glen Ellyn's Total Housing Unit Needs	9,747	10,576	10,970	11,148	11,453
Less Existing HU's(3)	(na)	10,576	10,476	10,376	10,176
Additional Housing Units Village Needs Over 2000	(na)	--	494	772	1,277
Additional Acres Needed Over 2000 @ 6.0 HU/Acre	(na)	--	82	128	212
SF @ 3.8 HU/acre	(na)	--	52	82	135
MF @ 10.0 HU/acre	(na)	--	30	46	77

(1) *Includes Downers Grove, Lisle, Milton, Naperville, Winfield and York Townships.*
(2) *95% occupancy is indicative of a healthy market offering choice.*
(3) *Existing housing stock has been reduced by 20 units annually to replace units lost to the inventory due to demolitions, structural conversions, and natural causes.*

***Sources**: U.S. Census of Population and Housing; Trkla, Pettigrew, Allen & Payne, Inc.*

Table 16

GLEN ELLYN OFFICE USE LAND AREA NEEDS: 2000 – 2020

	2000	2005	2010	2020
Total UIC Employment In DuPage County (1)	509,670	562,404	615,140	720,617
Percent Office - Related(2)	27.3%	27.3%	27.3%	27.3%
Office Employment	139,140	153,536	167,933	196,728
Additional Office Workers Over 2000	--	14,396	28,793	57,588
Glen Ellyn's Share @ 3.0%	--	432	864	1,728
Square Feet/Worker(3)	--	250	250	250
Additional Office Space Needed Over 2000(SF)	--	108,000	216,000	432,000
Additional Site Acres Needed @ .30 FAR	--	8	17	33

(1) *UI-Covered (Private Sector) Employment in DuPage County. Excludes public or government employment.*
(2) *Keyed to a methodology established by the Bureau of Labor Statistics to determine office-related employment within the various employment categories by industry.*
(3) *Expected to maintain over time to current ratio which approximates 250 SF/workers, due to expanded spatial needs governed by computers and other new technological equipment, new business procedures and expanded in-building amenities...countered by economic pressures serving to shrink office workspaces to fit the cost-saving needs of the time.*

***Sources**: Illinois Department of Employment Security - Economic Information and Analysis Division; Northeastern Illinois Planning Commission - Endorsed 2020 Forecasts (11/97); Trkla, Pettigrew, Allen & Payne, Inc.*

Table 17

GLEN ELLYN RETAIL / SERVICES SPACE NEEDS FORECAST: 2000 – 2020

	2000	2005	2010	2020
Six Township Area Population Forecast (1)	642,840	667,280	689,390	727,484
Spending Per Capita (Annual):				
Retail Establishments (2)	$12,448	$12,759	$13,078	$13,732
Merchant Services (3)	5,584	5,722	5,861	6,138
Retail/Services Sales (000's):				
Retail Sales	$8,002,072	$8,513,826	$9,015,842	$9,989,755
Services Receipts	3,589,619	3,818,176	4,040,515	4,465,297
Total*	$11,592,691	$12,332,002	$13,056,357	$14,455,052
Additional Retail/Services Sales Over 2000 (000's):	--	$739,311	$1,463,666	$2,862,361
Glen Ellyn's Share @ 5%	--	$36,966	$73,183	$143,118
Sales/Square Foot	--	$250	$275	$300
Additional Square Feet Warranted Over 2000:	--	147,900	266,100	477,000
Acres Needed to Develop Warranted Additional Space**	--	20	36	64

* Included are sales in all types of retail establishments, and in selected merchant-type commercial service businesses. Sales are expressed in current dollars.

** Acreage requirement based on 7,400 square feet of building area per gross site acre.

(1) Includes Downers Grove, Lisle, Milton, Naperville, Winfield and York Townships.

(2) Includes spending in all types of retail establishments, namely general merchandise, apparel, furniture, appliance, food, drug, liquor, eating, drinking, building materials, auto sales, gas stations, specialty stores, and miscellaneous retail merchants.

(3) Includes selected commercial service type establishments, such as those engaged in: personal services, repair services, business services, amusement and recreation, and hotel/motel businesses.

Sources: U.S. Census of Business, 1987 and 1992; Editor & Publisher - 1999 Market Guide; NIPC - Endorsed 2020 population forecasts; Trkla, Pettigrew, Allen & Payne, Inc.

Table 18

GLEN ELLYN INDUSTRIAL LAND AREA NEEDS: 2000-2020

	Counted 1997	Estimate 2000	Forecast 2005	Forecast 2010	Forecast 2020
Total UIC Employment In DuPage County(1)	478,028	509,670	562,404	615,140	720,617
% MFG/TCU/WHT(2)	33.88%	33.69%	33.38%	33.07%	32.45%
MFG/TCU/WHT Jobs	161,968	171,708	187,730	203,427	233,840
Workers/Net Acre	15.5	14.7	13.4	12.1	12.0
Net Acres Needed:	(na)	11,681	14,010	16,812	19,487
Net Acres Needs Over 2000 Level:		--	2,329	5,131	7,806
Glen Ellyn's Share Of Needed NSA Acres @ 2.5%		--	58	128	195
Additional Gross Acres Needed in Glen Ellyn (3)		--	77	171	290

(1) *UI - Covered (Private Sector) Employment in DuPage County. The County includes the principal employment centers of Addison, Bensenville, Carol Stream, Downers Grove, Elmhurst, Glen Ellyn, Hinsdale, Lombard, Naperville and Oak Brook, plus miscellaneous fill-in areas.*

(2) *Manufacturing, Transportation/Communications/Utilities, Wholesale Trade employment. These sectors are the principal generators of demand for new industrial type facilities.*

(3) *The net acreage norm is 75% of gross acres needed in Glen Ellyn.*

***Sources**: Illinois Department of Employment Security - Economic Information and Analysis Division; Trkla, Pettigrew, Allen & Payne, Inc.*

Appendix

This Appendix compiles several supporting reports, memoranda and other materials prepared during the Glen Ellyn Comprehensive Planning Program.

Appendix A: *Membership roster of the Comprehensive Plan Citizens Advisory Committee.*

Appendix B: *Schedule of meetings undertaken as a part of the planning process.*

Appendix C: *Results of the Comprehensive Plan Project Advisory Committee Workshop.*

Appendix D: *Summary of "key person" interviews.*

Appendix E: *Results of the Community Workshop.*

Appendix F: *Highlights of the Community Attitude Survey.*

Appendix A:

Citizens Advisory Committee

CAC Members:	
Allison, Rinda	*League of Women Voters*
Anderson, Dan	*At-Large Delegate*
Armantrout, Julie	*At-Large Delegate*
Cronan, Phil	*Recreation Commission*
Gardner, Daniel (Chairman)	*Plan Commission*
Hase, Vicky	*At-Large Delegate*
Kiser, Paul	*At-Large Delegate*
Lee, Sara	*At-Large Delegate*
Nolan, Julie	*School District 89*
Parbs, Mary	*Historical Sites Commission*
Patch, Janie	*Economic Development Corporation*
Pearson, Xan	*Newcomers Club*
Peterson, Bill	*Architectural Review Commission*
Pfahl, Nancy	*College of DuPage*
Scanlan, Phyllis	*Plan Commission*
Schoen, Keith	*Glen Ellyn Park District*
Talsma, Joy	*School District 87*
Tortorella, Iryl	*Chamber of Commerce*
Vivoda, John	*School District 41*
Voltaggio, Tom	*School District 87*
Waters, Tom	*Vision Glen Ellyn/Greening*

Non-Member Participants:	
Dunn, Richard	*Director, Planning & Development, Village of Glen Ellyn*
Johnson, Parker	*Ancel Glink Diamond Bus, Village Attorney's Office*
Pointner, Pete	*Corporate Services Inc., Advisor*
Williams, Sandy	*Village Planner, Village of Glen Ellyn*

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Appendix B

Schedule of Meetings

This appendix identifies the meetings and other public contacts undertaken during the course of the Glen Ellyn Comprehensive Planning Program. This schedule clearly documents the extensive effort undertaken by the Village to provide opportunities for community involvement in the preparation of the new Comprehensive Plan.

Date:	***Event:***	***Participants:***
November 10, 1999	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
January 5, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
February 16, 2000	*Community Workshop*	*CAC members, Village staff, consultant team, public*
March 9 and March 17, 2000	*Key Person Interviews*	*Consultant Team; selected residents, business persons and public officials*
April 5, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
May 3, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
June 7, 2000	*Vision Workshop*	*CAC members, Village staff, consultant team, elected and appointed officials*
July 12, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
August 15, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
September 13, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
September 20, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
October 4, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
October 11, 2000	*Public Open House*	*CAC members, Village staff, consultant team, public*

List of Meetings (continued)

October 14, 2000	*Public Open House*	*CAC members, Village staff, consultant team, public*
November 1, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
November 15, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
November 30, 2000	*Citizens Advisory Committee Meeting*	*CAC members, Village staff, consultant team*
January 18, 2001	*Plan Commission Public Hearing*	*Plan Commission, CAC members, Village staff, consultant team, public*
January 25, 2001	*Plan Commission Public Hearing*	*Plan Commission, CAC members, Village staff, consultant team, public*
February 26, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*
March 12, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*
March 19, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*
March 26, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*
April 5, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*
April 9, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*
April 26, 2001	*Village Board Meeting*	*Village Board, CAC members, Village staff, consultant team, public*

Appendix C:

Committee Workshop

This Appendix section documents the results of the *Citizens Advisory Committee Workshop* conducted on November 10, 1999.

The workshop consisted of a series of five general questions regarding the Village of Glen Ellyn. Committee members were asked to answer each question independently, using the questionnaires provided. Several of the key questions were then discussed with the group. Committee members were asked to return their completed questionnaires to us at the conclusion of the meeting. A total of 15 (fifteen) questionnaires were returned.

The Committee's overall response to each question is highlighted below, followed by a detailed tabulation of the responses to each question.

QUESTION 1: *Identify five issues confronting the Village of Glen Ellyn.*

The most frequently mentioned issues related to: a) Downtown Glen Ellyn, b) traffic, parking and other transportation concerns, c) the Roosevelt Road corridor, d) teardowns and related concerns, and e) issues related to community image and character.

QUESTION 2: *Identify the one issue or concern that you believe no one else will mention.*

The responses to this question were quite diverse, and no two Committee members mentioned precisely the same issue. See the "tabulation" for the full listing.

QUESTION 3: *List, in order of importance, the three (3) most important issues discussed thus far.*

Committee members answered this question following a group discussion of the first two questions. The issues that generally ranked the "highest" included: a) attraction of new commercial development within the small town framework, b) the vitality and support of downtown, c) teardown issues, d) the issue of property rights versus the Village's right to restrict land uses, and e) the condition of municipal infrastructure.

QUESTION 4: *Identify three specific projects or actions that you would like to see undertaken within Glen Ellyn.*

Committee members suggested a diverse range of projects and actions. Several frequently mentioned projects included: a) conversion to underground utilities, b) railroad crossing and overpass improvements, c) the attraction of new businesses, d) the re-evaluation of zoning, particularly the CB5 and CB6 districts, e) redevelopment of underutilized properties along Roosevelt Road, and f) development of a system of bike paths.

QUESTION 5: *What are the primary strengths and assets of Glen Ellyn?*

The most frequently mentioned strengths and assets related to: a) Glen Ellyn's "sense of community," b) the attractive appearance of the community, c) the interested, involved and friendly people, d) location and access to Chicago, and e) schools.

DETAILED TABULATION of RESPONSES:

1. *Identify five (5) issues or concerns confronting the Village.*

Downtown: (12)

- Vitality of downtown (2)
- Appearance and updating of downtown area. Need to attract better quality shops – upkeep of existing storefronts – get rid of neon signs (2)
- Redevelopment and/or development of vacant land parcels downtown
- Downtown economic development and "sustainability"
- Land ownership pattern especially in the downtown, which makes it economically difficult/not feasible to assemble property for redevelopment
- Development of Apt/Condos downtown detracts from charm and character of community
- Regional competition regarding business recruitment
- Empty storefronts - need to keep a good business mix
- Absentee and lax commercial property owners that are not reinvesting in the upkeep of properties

Transportation: (11)

- Parking - long-term; centrally located/downtown (3)
- Traffic flow problems in identified trouble spots (2)
- Public transportation and central services in the Village (especially for senior citizens) (2)

- Development of neighborhood shopping to alleviate traffic
- Trains stopped on track east side of Glen Ellyn
- Students crossing tracks from south to get to schools on north side
- Parking for trains

Roosevelt Road: (10)

- Restoration and reclamation of Roosevelt Road corridor from commercial vandalism which has occurred; eyesore (7)
- Roosevelt Road corridor or divider
- North and south of Roosevelt Road – preserve
- Tearing down the "Berlin Wall" along Roosevelt Road

Teardowns: (8)

- Proper balance of regulation (i.e. public interest vs. individual property owner rights (3)
- Teardowns –the 'Hinsdalization' factor of McMansions (2)
- Building large houses on small lots. Side-entry homes look as though they are squeezed into the lot (2)
- Balance between teardowns replaced with appropriate new structures that achieve resident desires which fit with community

Community Image & Character: (7)

- Keeping the existing character of the Village (2)
- Ethnic diversity (or lack thereof) (2)
- Expand architectural diversity
- Fostering a sense of community commitment
- Mason-Dixon Line dividing the Village, schools, residents, etc and how to make both parts whole

Housing: (7)

- Attracting (or keeping) as diverse a population as possible – keep "mix" of housing (affordable to expensive) (4)
- Multi-family vs. single family housing emphasis
- Redevelopment of existing housing stock
- New Town Homes – what change will they bring – how and what?

Green Space/Natural Environment: (6)

- Tree ordinance -mature tree preservation with housing development (4)
- Adequate balance and supply of green space and recreational facilities (2)

Infrastructure: (5)

- Aging condition and constant repair. streets, sidewalks, sewers, flooding (2)
- Economic wherewithal to support infrastructure improvements (2)
- Addressing installation of underground utilities and improved infrastructure

Commercial Development/ Redevelopment: (4)

- Attraction of viable commercial development within the context of the small town we like (2)
- Limited opportunities for new commercial development (mature community – little vacant land left)
- Impact of constraints on redevelopment/development on ability to significantly increase sales tax revenues to take pressure off property taxes

Education: (4)

- Ensuring quality education/high standard school system; low student/teacher classroom ratio (2)
- Having an adjacent town (Glendale Heights) sending high school kids to a Glen Ellyn school
- Proper support of schools with changing demographics

Other:

- Definite need for a vision based on what people will require/want 5 to 10 years from now or longer (i.e. 2050) (2)
- Development or redevelopment of "five-corners"
- Incorporation of unincorporated area

2. ***Identify the one issue that you believe no one else will mention.***

Community Image & Character:

- Creation of designated historic districts for the architectural preservation of significant commercial buildings and residential homes
- Architecturally unattractive developments – building with no setbacks – visually ugly
- Aesthetics of deteriorating homes throughout community
- Too much "sameness"

Growth and Development:

- Resolving the inherent conflict between desire to maintain charm with economic reality of keeping business

viable and seeing economic growth
- Trans-regional SR. Village Green Development
- How to maintain a strong retired citizen base in light of an expanding public appetite for money

Infrastructure:

- Parked and "smoking" trains sitting on tracks
- Bury telephone and electrical lines
- Sidewalks and curbs should be a part of every street in Glen Ellyn

Other:

- Homeless people in downtown Glen Ellyn
- Increased population with annexation will put pressure on some of activities available to Village residents – i.e. library, downtown parking, golf
- Keeping people willing to serve in the government and fire department
- Development of a system of bike paths
- Minor subdivisions which are too small to require a look at storm water ordinance

3. List, in order of importance, the three most important issues discussed thus far.

Most important:

- Attraction of new commercial development within the small town framework (3)
- Vitality and support of downtown (2)
- Restriction of property use vs. property owner rights (2)
- Teardown concerns (2)
- Incorporating unincorporated areas
- Preserve, maintain and expand green space
- Maintain tree-lined streets and residential character
- Fostering community commitment
- Historic Preservation/Designation (commercial and residential)
- Rebuilding in the downtown – prevent "canyon" atmosphere
- Regional competition for business recruitment
- Second most important:
- Development of vacant parcels near downtown (2)
- Economy to support infrastructure improvements (2)
- Parking (2)
- Condition of municipal infrastructure (esp. flooding) (2)
- Glen Ellyn Clinic – needs in the future
- Growing need for additional public services – meeting future needs
- Preserve, maintain and expand green space
- Regional competition for business recruitment
- Vitality and support of downtown
- Preserving sense of place and community – history
- Conversion to underground utilities
- Roosevelt Road redevelopment
- Improve sidewalks, curbs and streets
- Multi-family housing development
- Third most important:
- Teardown concerns (2)
- Roosevelt Road redevelopment (2)
- Constraints on increasing sales tax revenue to offset property tax increases (2)
- Maintain tree-lined streets and residential character
- Retention/support of the volunteer police/fire departments and other public services
- Attraction of new commercial development within the small town framework
- Multi-family housing development
- Development of vacant parcels near downtown
- Taylor Ave. overpass – hazardous alternative
- Promotion of tourism – opportunities/recreation; historical structures
- Integration of east area
- Impact on the school districts of changing community

4. Identify three specific projects or actions that you would like to see undertaken within Glen Ellyn.

Infrastructure: (14)

- Conversion to underground utilities (4)
- Railroad crossing, overpass, etc, and less stopped trains and congestion (3)
- Rebuild old AE&J, GE Train Station and other historical structures (i.e. springs, gazebos)
- Railroad Station improvement (like Wheaton)
- Build new overpass or underpass on Prospect Road near downtown to alleviate heavy traffic on Taylor Avenue
- Rework of storm sewers in 200 block of Taylor Ave. feeding into problem areas on Bryant

- Construction of parking facility (perhaps multi level that would "fit" into the charm and character of Glen Ellyn)
- Glen Ellyn public transportation system
- Identify major infrastructure projects to maintain function and safety

Downtown Improvements: (7)

- Attract valuable, viable businesses that are "sustainable" (2)
- Please – no floral clock
- Commercial redevelopment of Main Street block south of rail tracks – location of existing Main Street Parking lot and adjacent properties – infill retail along Main Street with Parking deck and mixed use behind
- Architectural standards for Downtown – re-look at C5 boundaries to see if appropriate
- Downtown beautification project – ban neon signs, regulate upkeep of business owners
- Develop Community Town Square (on the parcels of land on Duane Street opposite the Civic Center) as a central gathering place

Zoning/Annexation: (7)

- Re-evaluate zoning codes in C5A and C5B (for today's market) (3)
- Identify areas of unincorporated property and aggressively incorporate for a stronger tax base (2)
- Specific requirement for teardowns, size, rebuilding age, square footage – make it happen only when the house is in need of razing
- Annexation and commercial zoning along major north and south corridors

Roosevelt Road: (5)

- Redevelopment of underutilized commercial properties along Roosevelt (3)
- Integration of north and south areas (2)

Transportation: (4)

- Development of a system of bike paths (3)
- Address traffic flow problems in identified trouble spots

Parks and Open Space: (2)

- Require trees in new developments other than parkway
- Improvements

Other:

- Proactive assistance to Glen Ellyn Clinic to maintain its presence in the Village
- Youth jury for minor offenses
- Keep Glen Ellyn a safe place to live

5. What are the primary strengths and assets of Glen Ellyn.

Community Image & Character: (17)

- Sense of community (6)
- Beautiful community, old houses and trees mixed with newer – "mature" development (5)
- Location and appearance-Access to Chicago (4)
- Village history as a resort (Lake Ellyn)
- Architecturally significant commercial and residential structures stemming from the 1920's

People: (13)

- The people – interested and involved; family oriented; nice (5)
- Commitment of residents (3)
- Diversity of ages/generations in community; large influx of young residents (3)
- Volunteer spirit (i.e. volunteer fire dept, boards and commissions, this group), good schools, nice people (2)

Downtown: (7)

- Attractive demographics for business recruitment (3)
- Transportation and access ease
- Lack of street lights in downtown area
- Downtown and houses mix
- The infrastructure and the foundation it provides for growth, improvement, expansion

Community Facilities/Services: (6)

- Schools (3)
- Fourth of July festivities
- Churches
- Glen Ellyn Clinic – important part of town

Green space and Recreation: (5)

- Beautiful terrain/geography i.e. Lake Ellyn, hills trees, etc (3)
- Parks
- Golf course

Government: (2)

- Willingness to plan for the future
- The Village Board has set the goal of making the annexation process less adversarial

Appendix D:

Key Person Interviews

This Appendix section documents the results of the Key Person Interviews conducted by the Consultant Team as a part of Phase 1 of the Glen Ellyn Comprehensive Planning Program.

Confidential interviews were conducted with 21 individuals to discuss conditions and potentials within the Glen Ellyn community. Persons interviewed included residents, merchants, public officials, builders and developers, and representatives of local institutions. A list of interviewees can be found at the end of this Appendix section.

Interviews were conducted during the period March 9 through March 17, 2000. Each interview lasted approximately 30 to 45 minutes. Each interviewee was asked a series of questions regarding the community.

Overall responses to key questions are summarized below.

It is important to emphasize that the interviews represent the personal opinions of a limited number of people within the community. They should not be interpreted as findings of fact or as conclusions and recommendations by the Consultant. However, the interviews do highlight: a) several locally perceived issues and concerns which should be addressed in the new *Comprehensive Plan*; and b) a number of assets and advantages which should be built upon and preserved in the future.

The interviews also helped guide and direct many of the background studies and analyses undertaken by the Consultant Team in Phase 2 of the planning program.

1. *What kind of community is Glen Ellyn?*

According to the interviewees, Glen Ellyn is a friendly, family-oriented community with a pleasant "small town" character and charm. It is stable, "livable," and a good place to raise children. It is an attractive community, with tree-lined streets, well-maintained homes, distinctive neighborhood areas, and a historic Downtown area. It is neat and clean and has an abundance of park land and open space.

2. *What do you believe are the primary assets and advantages of Glen Ellyn?*

In addition to the assets and advantages mentioned above, interviewees cited Glen Ellyn's excellent schools; high-quality public services; good parks and recreational facilities; the quality of the housing stock; a wide range of housing types and housing choices; a relatively low crime rate; warm and friendly residents; the presence of DuPage College and a number of churches; convenient regional location and commuter rail service; a responsive local government; and a spirit of cooperation and "volunteerism" among the local population.

3. *What do you believe are the primary weaknesses or disadvantages of Glen Ellyn?*

Most interviewees stressed that Glen Ellyn's advantages far outweigh its disadvantages, and that its "weaknesses" only suggest the need for improvement and enhancement, *not* the need for major change within the community.

The most frequently mentioned "weakness" related to Glen Ellyn's lack of a strong commercial tax base. Because of the continuing need to provide quality public facilities and services, a heavy tax "burden" must be placed on local residents.

A number of interviewees were also concerned about the potential impact of residential "tear-downs" on neighborhood character and housing diversity. Several individuals also mentioned the noise and traffic congestion caused by the large number of freight trains along the Union Pacific rail line as being a growing concern.

Other "weaknesses" included the viability and appearance of the Roosevelt Road commercial corridor; the proliferation of signs, including construction signs and political campaign signs; the condition of streets; the unattractive appearance of over-head utility lines; the perceived division between the north and south sides of the community; a sometimes difficult public approval process for new development projects; the divisive effect of multiple school dis-

tricts; and the lack of much "demographic diversity."

4. Please share with us your ideas, comments and concerns about the following aspects of Glen Ellyn:

Residential Neighborhoods. Most interviewees believed that Glen Ellyn's neighborhoods are important community assets. The number and character of "tear downs" was the most frequently mentioned neighborhood concern. Many interviewees were concerned about the undesirable impacts of tear-downs, including the loss of affordable housing; the loss of homes with historic interest; the change in neighborhood character that sometimes occurs; and the fact that new homes are often too large and/or out-of-scale with nearby homes.

Other interviewees noted the positive aspects of residential redevelopment, including the overall upgrading of the Village's housing stock, the removal of homes that have become too small or functionally obsolete, and the fact that new homes can enhance the value of surrounding properties. Several interviewees also noted the inherent right of each property owner to improve or upgrade their own property, and that these rights must be protected. Virtually all of the interviewees agreed that height, bulk and setback controls are required to control the character of "tear downs."

Some concern was also expressed about the condition of housing in the area east of I-355, and the fact that this residential area is so isolated from the remainder of the community. The condition of small homes along Duane Street just west of Downtown was also mentioned.

Multi-Family Residential Development. Most interviewees believed that a "range" of housing types is desirable and that compatible and attractive multi-family development is an important part of the Village. Several noted the need for additional senior housing and multi-family developments that would be attractive to "empty-nesters" desiring to remain within the Village. However, a few felt that Glen Ellyn now "had enough" multi-family housing and that additional developments were not desirable.

There were differences in opinion regarding multi-family development within and around Downtown. Many felt that Downtown was an ideal location for multi-family housing because of its proximity to shopping, services and public transportation, and the fact that this housing creates additional customer support for Downtown commercial uses. Others believed that recent multi-family developments have been too large, tend to create a "wall" between the commercial area and the adjacent neighborhoods, and add to the overall level of congestion within the Downtown.

Commercial Areas. All interviewees indicated that Glen Ellyn's historic Downtown is an attractive and vital community asset that should be maintained and enhanced in the future. Several felt that the overall store-mix should be upgraded and that additional new national retailers should be recruited to complement the large number of local merchants within the area. Some were concerned about the number of vacancies. Other suggestions included additional community events and activities to "showcase" the Downtown, and improvement of the "back sides" of commercial buildings.

Most interviewees felt that the Village is continuing to make progress in the Roosevelt Road commercial area. Several cited Baker Hill as a major new addition, and several also noted the Village's on-going sidewalk, lighting and "streetscape" improvement program. However, several interviewees were concerned about the mix of businesses along the street, the number of vacancies and "turn-overs," and the appearance of some commercial properties. Several also believed that Roosevelt Road creates a "split" between the north and south portions of the community.

Several interviewees suggested that the "five-corners" commercial area could be improved and expanded as a neighborhood service area in the future.

Traffic Circulation. While most interviewees believed that traffic was quite heavy during certain times of the day, most felt

that conditions in Glen Ellyn were "no worse" than other communities and that traffic does not represent a major community-wide concern. Specific locations where concerns were cited include Roosevelt Road, the "five-corners" intersection, and the Downtown area, particularly near the Main Street railroad crossing. Several individuals also highlighted the need for safer and more clearly marked pedestrian crossings, particularly within the Downtown. A few interviewees suggested improved walkways and bikeways to reduce the number of auto trips within the Village. One individual expressed concern regarding the possible widening of Route 53 and whether it is needed now that I-355 is in place.

Parking. There were differences in opinion regarding Downtown parking. Several interviewees noted a shortage of parking spaces. However, others believed that there is an adequate overall supply, but that parking spaces may not be conveniently located to serve some of the stores and shops. While some interviewees were not in favor of a new parking deck within the Downtown, others believed that an attractively designed parking structure as part of a new "mixed-use" development project might be appropriate.

Several interviewees also cited parking around Glenbard West High School as a concern, where students park on residential streets in the neighborhoods adjacent to the school.

Public Transportation. Most interviewees noted commuter rail service as a major community asset, although a few expressed the desire for a more attractive commuter station. Several felt that bus service should be improved, and were concerned that Pace may have plans to eliminate some of the existing routes. A few interviewees also noted the increasing need for special transit services to serve senior citizens and others with special transportation needs.

Parks and Recreation. Most interviewees noted parks, recreation and open space as a major community asset. Village Links and the Prairie Path were cited as important attractions. Recent acquisition of the Maryknoll property was commended. Park and open space suggestions included a new park south of Roosevelt Road, new walkways and pathways along the river, and the need to improve or enlarge the Links clubhouse for year-round use. Several of the interviewees expressed concern that there is "overlap" between the Village and the Park District, and suggested that all local parks should perhaps be under the jurisdiction of the Park District. One individual noted that since open space is limited, the community must continue to improve and enhance existing parks and recreation areas.

Schools. Most interviewees noted schools as an important community asset. Several cited the importance of continued cooperation between the park, school and Village administrative bodies. A few cited the multiple school districts as a concern and expressed the desire for a single, consolidated school district serving the entire Glen Ellyn community.

Fire and Police Protection. Most interviewees considered fire and police protection to be very good. The volunteer Fire Department was cited as a special source of community pride. A few individuals suspected that the Police Department might be understaffed, and that additional personnel might be needed. It was also suggested that on-the-street police personnel be stationed in the Downtown to assist with traffic and directions, and to ensure a safe and comfortable environment. One interviewee also suggested that emergency calls be answered locally rather than be routed through the county.

Library. While all interviewees felt that the construction of the new Library was an important addition to the community, several expressed the feeling that the size, scale and/or architectural design of the new facility were not in character with the surrounding community.

Public Utilities and Infrastructure. Most interviewees cited aging public infrastructure as an ongoing concern within Glen Ellyn, but most felt infrastructure needs are being adequately addressed by the Village. The condition of streets

was a frequently mentioned concern, and snow removal was also cited as a concern by a few individuals.

Community Appearance. Most interviewees indicated that Glen Ellyn's attractive appearance is one of the community's most important distinguishing characteristics. The historic Downtown, tree-lined streets, topography, attractive neighborhoods, and the large amount of park land and open space were all cited as special assets. A few persons noted the appearance of Roosevelt Road as a continuing concern, although a number of improvements have been made. Several expressed a concern that new development, particularly "tear downs" and new multi-family housing, may have a detrimental affect on community appearance if it is not carefully monitored and controlled.

5. *Are there any specific geographic areas or "hot spots" that you believe require special attention as a part of the new Comprehensive Plan?*

The most frequently mentioned "hot spots" were Downtown and Roosevelt Road. A few interviewees also mentioned "five-corners," the area east of I-355, and the adjoining unincorporated areas. One individual mentioned "anywhere" that new open space could be obtained.

6. *What do you consider the single most important issue confronting Glen Ellyn today?*

The most frequently mentioned responses related to: a) the need to resolve the "tear down" issue in a manner that will maintain neighborhood character; b) the need to ensure the continued health and viability of Downtown; c) the need to upgrade aging infrastructure; and d) the need to promote new commercial development.

Other responses included the condition and appearance of Roosevelt Road; the need to improve parking in the Downtown and around Glenbard West High School; the need to unite the north and south sides of the community; the need to work with the railroad to reduce noise and congestion; and the need to acquire new open space.

7. *If you had the power to undertake one project or improvement, what would it be?*

While a wide range of projects and improvements were mentioned, the most frequently noted were: a) construction of a new "mixed-use" project within the Downtown which includes retail space, housing and parking; b) community-wide upgrading of streets, sewers and other infrastructure; and c) redevelopment of marginal properties along Roosevelt Road.

Other projects included preservation of existing open spaces; development of a new youth center; construction of a new commuter station; construction of an overpass or underpass at the UP rail tracks; improved linkages between Downtown and Lake Ellyn; the "re-freezing" of Lake Ellyn; new commercial development at the I-355/ Roosevelt Road interchange; the upgrading of "five-corners;" and the clean-up of older, declining apartment developments.

Other suggestions included joining the National Trust's Main Street Program; a study of the feasibility of "no-fee" parking throughout Downtown; and "do something" with the vacant property at Western and Pennsylvania.

Other Issues and Concerns:

Other issues, concerns and suggestions mentioned during the key person interviews included the increased level of noise from air traffic; noise from I-355 and the possible need for noise buffers; support for the flower clock; opposition to the flower clock; the need for more emphasis on historic preservation; the need for cooperation with and support of local churches; regret that residents can no longer ice skate on Lake Ellyn; and the need for a more comprehensive and long-range policy for annexation.

List of Persons Interviewed:

***Arthur W. Angrist**, Village President, 1989-93; long-time resident*

***Marc Cella**, Developer/Property Owner*

***Donald H. Fischer**, President, Community Bank of Wheaton/Glen Ellyn*

***Mike Formento**, Village President, 1981-88; County Board member*

***Stephen Garwood**, Chairman, Capital Improvements Commission*

***Peter Lee,** Youth recreation, resident*

***Leland Marks**, Chairman, Historical Sites Commission*

***Patrick Melady**, Trustee; businessman; property owner*

***Matt Pekarek,** Director of Links CC*

***Janice and Jerry Perkins**, long-time residents*

***Phyllis and Lloyd Renfro**, Trustee, long-time residents*

***Michael Stahelin**, Developer; property owner*

***Stuart Stone**, Glen Ellyn Volunteer Fire Company Chief*

***Darrell Stremler**, Chief Executive Officer, DuPage Medical Group, Ltd.*

***Howard Thiele**, Police Chief (retired)*

***Robert E. Wahlgren**, President, Bridge Communities*

***Joe E. Wark**, Village President*

***Brad Webb,** Roosevelt Road businessperson, EDC*

***Raymond J. Walen**, Building Board of Appeals; builder; long-time resident*

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Appendix E:

Community Workshop

This Appendix section documents the results of the Community Workshop undertaken as a part of Phase 1 of the Glen Ellyn Comprehensive Planning Program.

The workshop was conducted at the Glen Ellyn Civic Center on February 16, 2000. Following a brief presentation by Village officials and the Consultant Team, the workshop focused on five general questions regarding the Village of Glen Ellyn. Those in attendance were asked to answer each question independently, using the questionnaires provided. Several of the key questions were then discussed with the group. Attendees were asked to return their completed questionnaires at the conclusion of the meeting.

A total of 31 questionnaires were returned at the workshop. An additional 25 questionnaires were sent to the Village via FAX or E-Mail during the weeks immediately following the workshop.

The overall response to each question is highlighted below, followed by a detailed tabulation of the responses to each question.

QUESTION 1: *Identify five issues confronting the Village of Glen Ellyn.*

The most frequently mentioned issues related to Downtown Glen Ellyn and residential "tear-downs." Downtown issues included: a) the need for additional parking, b) the need to maintain the existing vitality, character and business diversity, c) the need to "fix up" the area, and d) the need to limit "high-density" housing in the Downtown.

"Tear down" issues included: a) existing homes are being replaced by new homes that are too large for the lot, b) the impact of "tear-downs" on neighborhood character and the historic "streetscape," and c) the loss of affordable housing when small, older homes are demolished.

Other frequently mentioned issues included: a) the poor condition of streets and the need for an "affordable" street maintenance program, b) traffic congestion, and c) the need to attract strong retailers and fill vacant spaces along Roosevelt Road.

QUESTIONS 2: *Identify the one issue or concern that you believe no one else will mention.*

The responses to this question were quite diverse. Only five issues were mentioned by more than one person: a) the impact of "tear-downs," b) the need to retain Glen Ellyn's "small town" charm and ambience, c) the need for youth areas, d) downtown looks "tired" and needs to be cleaned up, and e) traffic problems, particularly along Roosevelt Road.

QUESTION 3: *List, in order of importance, the three (3) most important issues discussed thus far.*

Respondents answered this question following a group discussion of the first two questions. The "tear-down" issues mentioned above were clearly ranked the "highest." Other issues ranked relatively high included: a) the need to maintain the existing quality and character of the community, b) the need for new businesses to support the growing population and to provide the tax revenues required for a viable village, and c) historic preservation.

Except for limiting the amount of "high density" housing in the Downtown, issues specifically related to Downtown and Roosevelt Road were not among the three most important issues mentioned by the majority of respondents.

QUESTION 4: *Identify three specific projects or actions that you would like to see undertaken within Glen Ellyn.*

Respondents suggested a diverse range of projects and actions. In general, more projects were suggested for the Downtown than for any other portion of the Village. These included: a) provision of new parking, possibly including a parking structure, b) provision of new retail stores that serve Glen Ellyn's population, and c) no more "large structures" in the Downtown. It should be noted that a number of individuals suggested appearance improvements and/or new developments along Pennsylvania Avenue between Prospect and Western.

Other frequently mentioned projects included: a) improvement of the commuter station, b) storm and sanitary sewers repairs, c) street repairs, d) new regulations to control "tear-downs" and new residential construction, and e) a new facility to serve youth within the community.

***QUESTION 5:* What are the primary strengths and assets of Glen Ellyn?**

The "people" of Glen Ellyn were among the most frequently mentioned strengths and assets, including: a) the sense of community pride, b) dedicated volunteers and the tradition of community involvement, and c) the community's friendly and "neighborly" atmosphere.

Other frequently mentioned strengths and assets related to: a) the attractive and viable downtown, b) excellent schools, c) beautiful terrain, d) tree-lined streets and private landscaping, and e) the Park District, DuPage College, churches, and various other institutions.

DETAILED TABULATION of RESPONSES:

1. Identify five (5) issues or concerns confronting the Glen Ellyn community.

Downtown: (53)

- Not enough parking in downtown and illogical time limits (8)
- Fix up city center; vitality (7)
- Maintain business diversity (4)
- Need to limit additional high density housing in downtown area (4)
- Revitalization of downtown retail without resorting to 'condo-zation' (4)
- Maintain character of downtown (3)
- What type of businesses downtown can support the needs of the many residents moving into the condominium being built (2)
- Perimeter development - buildings too big (2)
- Need to limit building heights to 35/45 feet in C5A & C5B – we don't want Main St. to be a canyon (2)
- Poor use of the Glen Ellyn Theatre – there is a goldmine in money and wonderful opportunity for all ages (2)
- Alleviate traffic (2)
- Need anchor store/loss of major stores and excess of specialty stores that don't last (2)
- Property standing empty near downtown (2)
- Limited range of businesses
- Not always healthy economically
- Appearance and updating, i.e. maintaining storefronts, restrict neon signs
- Appropriate reuse and redevelopment of both residential and business properties which are in keeping architecturally and to scale with existing properties
- Downtown retail not serving the demographics of Glen Ellyn in the year 2000; need business for ages 10 – 20 years
- Downtown competing for retail money with other DuPage County municipalities
- Promote downtown redevelopment through economic incentives and village participation/joint ventures
- What will be happening in very visible area from Prospect west to Western along Pennsylvania
- More promoting needs to be done to attract shoppers downtown
- Change the parking at Market Plaza in front of Blockbuster to far west area, to one-way and diagonal parking
- Attracting brand name retailers to physically small stores will demand dramatic yet appropriately esthetic redevelopment

Infrastructure: (32)

- Street maintenance plan that is affordable/Roads – poor condition throughout village (7)
- Storm water/Storm sewers – repair/replacement (6)
- Bury electrical lines when redoing paving of streets (5)
- Insufficient/old infrastructure (sewer/road system) needs updating (2)
- Expense and necessity of infrastructure maintenance vs. available tax base (2)
- Water is always a problem-Attractive and workable water retention that doesn't consist of big holes for storage (2)
- Replacement/repair of infrastructure through economic incentives and Village participation/joint ventures (2)
- Stress on infrastructure to support over-building and development
- Continual infrastructure repair- repeatedly
- Street parking
- Inadequate and untimely snow removal
- Waste sewers
- High-speed Internet access. It's available to part of Village (via DSL), but the rest won't have it (via AT&T cable modems) for a year or two. Nothing we can do to

push on our end of the piece of string…but the fact that we are "behind" is simply a "concern" – it appears that only time will fix this problem
- Very dark streets

Tear-downs: (26)

- With replacement by homes too large for the lot, and the destruction of trees, not enough yard (13)
- Impact on overall community – lack of affordable housing as a result (6)
- Tear-down of historic buildings/homes not well planned (4)
- Regulate tear-downs so that new houses don't seem out of place in the neighborhood (3)

Transportation: (26)

- Traffic congestion (6)
- Excessive speeding in residential neighborhoods, especially Roosevelt Rd (4)
- Over-underpass on Union Pacific Railroad – freight trains (2)
- Trains – Crossings, whistles, stopped at edge of community, physical condition of station (2)
- Consideration for seniors i.e. transportation (2)
- Parking (2)
- Issues such as safety, near now densely populated areas as Rte 53/DuPage Blvd and Park Blvd south of Roosevelt
- Increased railroad traffic tying up downtown traffic
- Safety at busy corners
- Noise pollution from train line by limiting railroad traffic frequency and noise from horns which have increased substantially in last few years
- Safety issues – south side of town need for additional stop signs on Park Blvd.
- Don't allow the Federal Government push for lifting the ban on unnecessary railroad horns in the suburbs
- Encourage Pace Bus Service to O'Hare Airport
- Hard to read street signs

Community Image & Character: (24)

- Resolving the conflict between those who want to maintain the present tone and tenor of Glen Ellyn as an established, "traditional" residential community and those who want to enhance the value of their property or champion commercial interests in the community (i.e. expensive flower clock, nature center at Churchill Park, Holiday Lights on Park District Bldg and Village Links (4)
- Preservation of historic, natural aspects and streetscapes (3)
- All Glen Ellyn as one town – unified (2)
- Neighborhoods/Residential areas bordering commercial areas/condos (2)
- Lack of identity in community (represented by new, inappropriately sized homes)
- Maintaining the charm and ambience of the community
- Oppressive development so that we now have an urban feel – air shafts, gangways, no larger lots
- A need to better integrate north and south areas of Glen Ellyn- Roosevelt Rd acts as a dividing line – separate churches, schools, etc.
- Maintaining the visual and emotional status of Glen Ellyn as a homogeneous small village
- Historic preservation of significant structures/landmarks by providing protection and incentives to promote rehabilitation and re-use (i.e. Maryknoll)
- Changing demographics
- Diversity
- Allowing the Baker Hill subdivision is an indication that maintaining the "charm and ambience" of Glen Ellyn is not as important as developer's profits
- Make eyesores of the village look better
- Increasing urbanization of the community
- Significant increase of minorities that have been brought to town by local service agencies and do not have the economic advantages to maintain an adequate standard of living, nor family, church or social supports
- Demographics moving toward a closed, up-scale community with little regard to the diverse demographics which can and do exist in the community

Housing: (19)

- Affordable housing for first time buyers, senior citizens (3)
- A need to maintain economic diversity of housing such as currently exists throughout the community (3)

- Narrowing of options; need to maintain mix (2)
- Seems like we have a large percentage of multi-family housing (2)
- Too much Section 8 and subsidized housing (2)
- Too many condos/big houses don't fit in (2)
- Multi-family vs. single family emphasis
- Appropriate reuse and redevelopment of both residential and business properties which are in keeping architecturally and to scale with existing properties
- Enforce occupancy guidelines at all complexes – start inspections
- High real estate taxes
- Too much high density housing

Economic/Fiscal Development: (18)

- Generate tax base by promoting new or redevelopment of commercial property within the village which will increase sales tax revenue and commercial property tax base; also encourage annexation of contiguous parcels (2)
- Excessive property/real estate taxes (2)
- Revenue source to support community needs
- Expense and necessity of infrastructure maintenance vs. available tax base
- Difficulty in funding community services given the limitations inherent in a community whose tax base is largely residential in nature
- Growth of the Glen Ellyn business community – expanding to increase sales tax
- Maintaining strong tax base
- Is there enough work done to assist landlords to find suitable business
- Lack of significant sales tax base to offset pressure on property taxes
- Regional competition for retail – neighbors out-compete Glen Ellyn in recruitment of new businesses
- Perception by vocal public that economic growth and change is unnecessary/undesirable which creates roadblocks to progress for elected officials
- The health of local business; encouraging or discouraging business growth and development
- Big stores are crowding out little ones
- Some older people have a tough time paying taxes
- Too much property taken off tax rolls – Maryknoll the latest, Patrick Eng. Another
- No industrial base – expand to North Ave./encourage business – expands tax base
- Roosevelt Road: (17)
- Need to attract strong retailers and fill vacant spaces before building new strip malls (fill Pickwick Place) (7)
- Neglect of areas such as Roosevelt Rd and Five Corners (3)
- Revitalization along Roosevelt Rd (2)
- Recognition of importance of Roosevelt Rd to economic viability of Village
- Alleviate traffic along Roosevelt Rd
- Attracting quality business along Roosevelt Rd
- Loss of major stores and excess of specialty stores that don't last
- The continuing North vs. South

Development/Redevelopment: (13)

- Overbuilding and development (3)
- Balancing private ownership rights with issues affecting the common good (2)
- Developer's interests running contrary to community interest; overzealous (2)
- Development for development's sake – desire for the quick buck
- Control of development in unincorporated adjacent areas
- That growth and redevelopment which is allowed is completed in a fashion consistent with the needs of 'B'
- Addressing the issue of redevelopment with the focus of housing to blend in with existing structures and usage
- Busybodies will increasingly want to regulate what people can do with their houses (tear-downs, tree ordinance of last year)
- Poor planning at Market Plaza

Community Facilities: (12)

- Youth facilities – outdoor and indoor; entertainment center (5)
- Loss of our hometown newspaper
- Use of C.O.D. property to build recreational facilities to be used FREE to the public, DO AWAY WITH THE PRAIRIE

- Maintain a professional Police Department – hire more personnel
- Maintaining a high quality volunteer Fire Department
- Unwillingness of Park District to work with adjacent property owners
- Update the computers and user programs in the library
- Announce services better to the elderly

Education: (12)

- Lack of income to support schools (2)
- Keeping schools at a high standard (2)
- Too many students at Glenbard West from areas outside of Glen Ellyn (2)
- Ben Franklin has worked hard to develop an outstanding level of parental involvement that is now being diluted due to the "fairness" policies requiring all schools to receive the same "benefits." If the Ben Franklin parents want to donate more time, effort, money because they see how hard the teachers work then they should be able to do that without the administration saying the other schools must benefit equally
- Class size at Ben Franklin, as well as other schools, is becoming too large to maintain the quality of education we have come to expect
- School funding – without imposing higher property taxes - again, encouraging new businesses (tax base)
- Access security needs at schools, in light of recent violence
- Too little parking at Glenbard West
- Overcrowding in high schools, need fifth school in Glendale Heights or Bloomingdale

Government: (12)

- Lack of foresight of village officials/governing bodies
- There is no enforcement of the village ordinances (2)
- Needs to keep the public informed of development in the Village
- County municipalities
- Village policy – homeowners rights – balance and review
- Local governments spend too much money: the library board had to be bailed out by the village; the village is spending money on superficial niceties such as antique lamps on Roosevelt, flower clock and a high-end millennium party while the roads are in horrible condition
- Lack of connection between community programs and many of the citizens (lack of programs and activities aimed at the lower income 40% of our community
- The Village continues to spend more Tel. Tax to pay for Civic Center, still in place, along with about 8 other taxes on my tel. Bill
- The Village Links Charter should be changed so they return some revenue to Village, not everyone golfs
- Over regulation in regards to ordinances of property, recreation, etc.
- Property taxes are being propelled by officials who want a 'showcase' community

Green Space/Natural Environment: (11)

- Loss of open space, trees, 'free' space that is undeveloped with any use (4)
- Preserve open space (4)
- Ample recreation/open space for all ages
- Continued support of our great park system
- Too many trees being destroyed too rapidly to "facilitate" growth – this area is so highly desired because of the way it is and was

Zoning: (6)

- Currently allows volume of homes/buildings to take up too much area of lot (2)
- Expanses of commercial zoning without consideration of the core, i.e. don't expand 'C' zoning
- Housing prices are high – not much can be done except ease up on zoning restrictions which impose minimum lot sizes, restrict condo development, etc
- Inappropriate zoning
- Zoning needs to be enforced and made more stringent

Annexation: (4)

- Too much annexation in wrong areas – incorporate down to Route 56, north to Great Western, Glen Ellyn woods (2)
- Forced
- Annexation procedures that lead to or cause much controversy – New policy needs to be adopted for an aggressive, but fairer, process

Other: (3)

- Acknowledging drug and alcohol abuse among teens,

other adults, and continuing to work on prevention, law enforcement efforts
- What to do with the Maryknoll property
- Alcohol at the boathouse! And AA meetings, too!

2. *Identify the one issue or concern that you believe no one else will mention.*

Land-Use and Development: (19)

- Tear-downs – preservation of historic buildings (3)
- The downtown area looks tired, needs some cleaning up; our train station is an embarrassment (2)
- How to coordinate or identify the three business districts and how each relates to each other
- With 6-story buildings allowed in C5B, C5A (Main Street) can become a canyon if we don't limit height and density in C5B
- Safe growth – careful balance of preservation (natural and historic structures) vs. the need to expand tax base
- Need to educate residents regarding benefits and need for economic growth to balance the pressure on property taxes
- Downtown retail not serving the demographics of Glen Ellyn in the year 2000 (keep gyms open for adults and kids)
- More downtown businesses that appeal to younger, more affluent people needed to fuel a stable downtown – not discos/bars, but i.e. Crate & Barrel – will attract attention and dollars; A more diverse retail economy is always safer in a changing business climate
- On the Baker Hill Development – Glen Ellyn does not have enough inspectors to keep up with the amount of work that was performed at Baker Hill – who is inspecting the buildings? Must slow the amount of developments or increase amount of inspectors
- We need more industrial companies to locate here
- Glen Ellyn has become a teardown community – keep the trees
- Too much Section 8 housing (most people are unaware)
- Encourage more middle or fixed income affordable apartments for the elderly and those just starting their careers
- The Village currently discourages homeowners from self-improvements due to complicated permit procedures and too many ordinances. Village policies force use of expensive architects, builders and attorneys who are familiar with the ordinances. Outside professionals are definitely unwelcome by the building department as they are unable to organize and/or complete information i.e. there are too many different agencies to consider when doing a building project – tree preservation, building dept, historical society, zoning committee, village board whose missions are different and often conflict – Village Board discourages teardowns, Building Department discourages zoning variances; Forestry wants tree preservation, historic commission wants historic architecture. Outside professionals are unable to get a true understanding of what the village as a whole really wants or is unable to receive guidance on what direction to pursue – a variance so that the property owner does not have to remove an old and rare tree or to accommodate non-conforming building or should the architect go for a building that meets all the ordinances without regard to tree preservation or historical architectural style. There is not one agency that can be consulted to help a homeowner of professional work through these compromises – the typical homeowner who wants to do his own home improvements are discouraged by the building dept from representing himself. Consequently, enhancements to home are not being done due to the expense of a professional and fear of being rebuked by the Village.
- The Ben Franklin "neighborhood", we can hear road noise from 355; There must be a way to extend the sound proof barrier wall
- Forced annexation

Transportation and Parking: (11)

- Traffic problems, especially speeding on Roosevelt Rd. (2)
- Traffic alleviation
- Proper gating of RR crossings to prevent excessive and 'whistle blowing'

- Alternative underpass/overpass under or over RR tracks other than Taylor Ave. underpass
- Safety issues – need for additional stop signs on park
- Construction trucks (used to build additions or new housing) are speeding on residential roads that were not built for heavy trucks, throughway traffic, pollution, dirt, and noise. Can they be taxed for road improvement?
- Discouraging physical set up for bike riding
- Too much bike, skateboard, roller blade traffic on sidewalks
- Maintenance of adequate public parking for churches located downtown
- Business Parking

Community Image & Character: (7)

- Keeping the appeal that Glen Ellyn had for 30 years; a viable small town that offered business and neighborhood appeal; maintain unique charm and ambience (2)
- Back east they seem to be solving the mix of land/people. Here we do not. What are they doing right that we are doing wrong? Some say easterners care about trees while Midwesterners do not – is that true? We don't want that to be the perception of Glen Ellyn.
- Involvement of both north and south of Roosevelt Road residents
- Disintegration of the community/ lack of alignment
- Historic preservation – it is typically ignored or moved to bottom of list
- Too many places are inflicting music that I consider unpleasant upon me, including the Village when I was on hold

Community Facilities: (6)

- Youth areas (2)
- + 2 Park Districts to serve residents
- Community gardens
- The fact that the Park District regularly makes decisions without taking into account the impact of their decisions on property owners adjacent to Park District property
- Not seriously responsive to villager's concerns

Infrastructure: (5)

- Lack of curbs/sidewalks in many areas
- Out of sight, out of mind: Are leaking underground storage tanks being identified and dealt with to prevent pollution of the ground aquifers?
- We have no storm water control for developments under three acres. Small subdivisions are creating water problems for neighbors
- The Village's control on Commonwealth Edison's policies and practices for line clearance and tree removals around the facilities/lines within the Village limits
- Aging infrastructure

Other: (6)

- The homeless people in downtown Glen Ellyn
- It is ridiculous to focus so much attention on that stupid floral clock, when there are so many other issues requiring funds - street repairs. I will remember that the Village President was so enthusiastically for this, and consider that in future elections
- The apparent total lack of village support for the Manor Woods Nature Area, one of the largest green spaces left in Glen Ellyn, one that is already owned by the Village (it didn't cost us $4,000,000). In spite of a number of neighborhood efforts to obtain formal Village support, rather than becoming the low cost, high community asset it could be, this area has been left essentially unattended for over 20 years
- Pretty soon there will be ghetto areas where children will not be able to walk safely
- The "head in the sand" view of the Internet by most of Glen Ellyn's retailers
- What will be done with the extra money for the clock

3. List, in order of importance, the three (3) most important issues discussed thus far.

Most important:

- Tear-downs/re-use of residential lots (quality vs. size/quantity) and its effect on affordable housing (8)
- Maintaining the visual and "emotional" aspect of the homogenization of our village – need for clear community identity if possible (5)
- Limit additional high density housing in our downtown area (4)
- Must have profitable businesses to serve growing

population needs and to provide money for viable village we want (3)
- Historic preservation (3)
- Tax base/commercial development (increase of) (3)
- Eliminate condos (3)
- Balancing individual rights vs. community interests (2)
- Maintain character and charm of village (tree-lined streets) (2)
- Reconciling our desire to maintain the present character of the community and make progress on the wish list enumerated tonight with the community's aversion to higher taxes (2)
- High taxes (2)
- Infrastructure improvements
- Maintaining infrastructure needs within scope of limited budgets
- Need for proactive development to offset pressure on property taxes
- Unite north and south sides of the community
- Prudent use of taxpayer money
- Elimination of affordable housing for the middle class and for those on fixed income
- Underpass at railroad
- Retail mix
- Lack of clear identity
- Conflict between developers and community residents
- Anchor stores in downtown Glen Ellyn
- Too much Section 8 housing
- E-commerce will take business away from local retailers that are unable or unwilling to capitalize on the benefits
- Village needs to work together for the common good; issues must be looked at for the total benefit not the self interest of one particular department

Second most important:

- Tear-downs/house size and relation to lot size/teardown vs. character (6)
- Streets and storm sewers upgraded and work /cable lines and phone co. to bury lines at same time (upgrade infrastructure) (5)
- Appropriate redevelopment/development – business and residential (3)
- Lack of tax revenue to support services/schools (3)
- Limit building height in C5A and C5B to prevent canyon downtown/maintain height that molds with existing structures (2)
- Conflict between developers and community interest (2)
- Recognize that Roosevelt Road is Glen Ellyn's economic engine. The quaint downtown boosts property values, but will never be Glen Ellyn's major economic asset (2)
- Economic narrowing of homes (2)
- Equitable balance of homeowner rights with village policy making (2)
- Increased multi-family (condo/townhome) development within walking distance of downtown
- Inadequate and untimely snow removal
- Family and business freedom to innovate; the economic, social and cultural life of a village is too dynamic for the detailed plans of a few
- Increasing loss of the "heart" of the Village as residents' focus more attention elsewhere and Glen Ellyn becomes a prestigious address, not a hometown
- Inappropriate zoning
- Quality of schools
- Need for open space
- Downtown redevelopment (economic development of same)
- Maintain the charm of Glen Ellyn
- Attracting viable businesses downtown
- Make downtown more accessible to Seniors
- Must deal with the benefit of having train for city commute by dealing with the traffic and noise problem with problem solving investment of money
- Transportation and traffic concerns (2)
- Open (green) areas better playing fields
- Maintain a strong tax base
- Too many small stores downtown; we need anchors – Sears, Jewel, A&P
- Too little parking
- Mission of each department must be meshed with all other departments with final result of serving the community
- Overcrowding at Glenbard West
- Speeding on residential streets
- Existing structure codes or lack thereof

Third most important:

- Preserve open space (3)
- Improved street maintenance (2)

- Infrastructure maintenance and repair vs. revenue sources (2)
- Need to maintain economic diversity of housing throughout the community (2)
- Tear-downs and overbuilding on lots causing drainage problems, etc (2)
- Improvements to "rundown" areas like Roosevelt Road and 5 Corners (2)
- Kid's places – keep gyms open – we already have them (2)
- Historic preservation (2)
- Viability of the CBD (2)
- Parking in downtown area (2)
- Traffic congestion (2)
- We need a national anchor store
- Funding of budget shortfalls
- Need to rectify desires to maintain small town charm/qualities with the desire for viable downtown business core to set clear direction for the long range future
- Unifying old/new and in/out of town residents
- Attract shoppers downtown
- Opening our eyes to the excesses that are available to privileged, unsupervised adolescents and teens – drugs, alcohol, etc; very little in the way of values being passed on from parents to children
- Impending federal regulations on trains (blow those horns!) impinge on quality of life of those near tracks – has the village government made any noise itself on this subject?
- Less and less intergenerational activities
- Public transportation
- Need to involve more of community – fair 'sampling' – in the input process
- Conflict between development and community interests
- Balance commercial needs with those of residents
- No more large structures in downtown area
- Development of condo's/downtown/appeal/density
- Grow community – Annexations before adjacent communities do the same
- Clear plan for infrastructure development and maintenance
- Downtown/update infrastructure/facilities/utilities etc
- Central business district – preserve, protect, enhance ambiance
- Too much speeding
- Village government should not assume that perfection (a showcase community) should be attained at the cost of individuality, freedom, exorbitant taxes and a community that borders on dictation (the land of "no")
- Dark Streets in residential areas
- Zoning
- Enforcement of village ordinances

4. *Identify three (3) specific projects or improvements that you would like to see undertaken within Glen Ellyn.*

Downtown - General: (26)

- No more large structures in downtown (3)
- New retail that fits with the demographics – usage for people that reside here (3)
- Retail stores in CBD coordinate their time to be open (3)
- Attract businesses to downtown; upgrade businesses (2)
- Raze Glenstone condominiums (2)
- Downtown redevelopment - encourage re-use and redevelopment - do not discourage quality development of in-scale proposals (2)
- Fill all vacant buildings (2)
- Glen Ellyn movie theater should be remodeled (2)
- Downtown beautification (2)
- Give the downtown merchants Dale Carnegie courses
- Make downtown more accessible to seniors
- Key business anchors established in downtown
- Sustainable business in downtown
- Make downtown look more rustic

Downtown - Parking: (10)

- Provide adequate downtown parking (garage? Multi-story?) (5)
- Develop increased parking north of RR tracks in downtown area

- Parking structure of appropriate architectural attractiveness
- Mixed-use redevelopment of Village parking lot fronting Main St. to infill with new retail and obtain anchor retailer (replace existing parking and provide for new demand)
- Investigate selling bonds to build multilevel parking garages
- Change the parking at Market Plaza back to one-way lanes and diagonal for the entire lot

Downtown - Prospect and Pennsylvania Area: (6)

- Work to improve Pennsylvania Ave from Prospect to Western Ave – retail or a park – NOT condos (3)
- Prospect and Pennsylvania: Rotary Club would like to develop a garden beautification area on the property that the village would secure from Mr. Letso once the EPA decides the land is no longer polluted by the leaking underground gas tank
- Pennsylvania – Prospect to Western – "Visual" issues
- Careful development and greening of Pennsylvania Ave. between Main and Western

Infrastructure: (29)

- Storm water impacts; "ponding"; sewer repairs (6)
- Street repairs (5)
- Bury power lines in conjunction with street repair over 20 years (4)
- Convert to underground utilities (3)
- Improve infrastructure (2)
- Upgrade of streets, sanitary, and storm sewers without overburdening taxation of village residents (2)
- New equipment and policies concerning snow removal – dead ends and streets with elderly should be plowed first to enable reliable access of emergency equipment
- Too many utility poles along the streets
- Encourage residents to put lights on front of property 0 city picks up percentage – like parkway tree program
- Sidewalks and curbs on all city streets
- Extending the soundproofing walls to limit sound travel
- Improved litter contract
- Better more consistent maintenance programs

Recreation and Open Space: (20)

- Some facility for gregarious youth to get together (4)
- Require developers to plant trees in yard as well as parkway trees
- Keep some of our open space as open space
- Renovate playground at Johnson Center on Kenilworth Ave
- "Passive" park area
- Somewhere for everyone to go
- Upgrade green area
- Halting of all development at Ackerman Park. We don't need a super-softball and soccer facility
- Green space – Baker Hill was a travesty- Stop all this growth that is only done to increase revenue into village coffers
- Lake Ellyn seems to be dying off – what's up with GBW filling in the south end?
- The Prairie Path bridge will not only be a safety boost, but a help to cyclists who won't have to negotiate a steep up-and –down stretch
- Skateboarding place for kids – no boom boxes
- Ice skating has to happen at Lake Ellyn
- Overpass bridge to Memorial Park
- Orchestra at 4th of July! During fireworks
- Keep and improve all baseball fields
- Encourage use of "paved paradises" (parking lots); schools, village lots, churches, parks all have large surfaces that can be used off hours for pick-up basketball games, rollerblading, hockey, skate boarding, etc

Transportation: (18)

- Improve commuter station (6)
- Underpass (west of Main St.) (3)
- Train overpass – beyond Taylor Avenue (better site i.e. Prospect or Western) (3)
- Reduction in train noise/traffic – sound walls adjacent to residential, double gates to eliminate horns, etc
- Another passage across the tracks
- Resolve the congestion around the train station at busy times
- Stop sign at Buena Vista and park
- Bike paths along key arteries or identifying certain streets

as bike paths on 1 side of street sidewalk
- Sound barriers on 355

Land-Use and Development: (15)

- Closer review/more regulations of tear-downs (residential) and new structures (residential) and review of quality compliance (5)
- Redevelopment that fits the appearance and scale of existing structures (2)
- Preservation of undeveloped, unimproved land, NOT ballparks, soccer fields, etc
- Continue to create continuity in the historic area
- Encourage developer to renovate buildings
- Commercial development plan for land within planning jurisdiction that fronts North Ave.
- Be careful of too much density
- Nice, inexpensive housing
- Clean up the 400 Block of Duane Street, near the new library and west of Melrose. Several rental homes are in bad shape and create the appearance of a "white trash" neighborhood. This area could slip further very easily and hurt property values. As a main corridor into the village from Lorraine Road, this block gives commuters and new visitors an incorrect first impression of our village. This area would be a prime site for a new condo/townhome as it is zoned fir that use and is close to the rail, civic and shopping amenities popular amongst younger or more affluent families and couples
- Village Green parking lot without loss of any "green" areas

Community Facilities: (12)

- Better instrument for gathering community input (through direct mail and periodic mailings on specific issues and situations) in the comprehensive plan; and to give practical suggestions from where to plant trees to how to encourage snow removal from sidewalks (2)
- Effectiveness of governing bodies
- Beefed up police presence (or more stop signs) on streets like Hill, Spring, Fairview, where speeding is a problem
- More cooperation between Park District and the Village – should be one common interest
- Regular busses all around town
- Find ways to extend Village into neighborhoods by encouraging, sponsoring block parties
- More community events televised on Community Cable Channel – since Jones moved their offices to Wheaton only the Village Board is regularly televised
- Ensure plan participation
- Elimination of C.O.D. Police. This should be a function of the Village "official" Police Department
- Expand support of EDC (a strange request considering the fact that this year we reduced our budget request...)
- Continue to support my efforts As I work to support and promote the village on the Internet

Roosevelt Road and 5 Corners: (10)

- "Beautify" Roosevelt Road and 5 Corners (4)
- Commercial redevelopment plan for 5 Corners area to maximize economic benefit to community from currently zoned commercial land (2)
- See if it is possible to combine properties to eliminate the number the curb cuts on Roosevelt Road
- Expansion of Stacy's Tavern Museum Complex at 5 Corners possibly including Stacy Park
- Improve the area west of I-355 and north of Roosevelt, where DuPage River crosses Roosevelt and Route 53
- Make Roosevelt more attractive to businesses

Zoning/annexation: (4)

- Stricter building code adopted to regulate house size in relation to lot size
- Review edges of C5 business district to see if still appropriate
- Re-assess the grandfather clauses that allow terrible looking signs in the downtown area (i.e. Evans Insurance on Pennsylvania)
- A "Smart" annexation policy

Maryknoll: (2)

- Save the Maryknoll building – try to protect with landmark status and promote reuse vs. demolition of older building
- Anticipating the completion of the Maryknoll park project

Other: (2)

- Lower class sizes and increase funding to schools
- Improve the Spring/Route 53 intersection

5. *What are the primary strengths and assets of the Glen Ellyn community?*

Community Image & Character: (68)

- Sense of community pride (8)
- The people who live in this community are the biggest asset (6)
- Dedicated volunteers/community involvement/interest in issues (6)
- Friendly, warm, caring atmosphere (6)
- Population, size 25,000-50,000, attractive demographics (4)
- Neighborliness (4)
- People are willing to pay extra home price for the ambience-they value the "old-time community" concept (4)
- Architecture, 19th Century charm and setting including Lake Ellyn (4)
- Historic (3)
- Diversity – different neighborhoods have distinct characteristics (3)
- Quietness (2)
- A huge variety of home styles and sizes (2)
- Small town community consisting largely of single family homes (2)
- Cleanliness (2)
- Educated, well-informed and responsible citizenry (2)
- Well maintained homes (2)
- Proximity to Chicago (2)
- Spaciousness-lot sizes, house to house ratio, house to lot size ratio
- Progressive community
- Safe
- A village that respects diversity and is not overly concerned with wealth, but integrity
- Community to raise a family
- Conservative posture regarding physical change to the community
- Residential community with "big town" amenities
- Established neighborhoods
- Visibility of church steeples
- Walking village

Community Facilities/Services: (33)

- Excellent schools (8)
- The volunteers in Village Park District activities, schools, churches (6)
- College of DuPage provides needs to the community (2)
- Glenbard West High School (2)
- Location of town relative to major transportation (2)
- Christmas Walk/4th of July Activities (2)
- Municipal services reasonably efficient (2)
- Library building
- This community provides us with many of our needs and wants
- Good snow removal allowing safe movement
- Roadway layout – scale
- Strong business core to support its identity
- Park District is growing and provides a great deal for younger children
- Church Bells
- Seemingly honest government
- Seemingly large police force only guarding parking lots all day

Green Space and Recreation: (20)

- Glen Ellyn has a beautiful terrain (6)
- Tree-lined streets and tree-full private yards (4)
- Trees create calm streetscape which is very valued in our area (3)
- Lake Ellyn (3)
- Mature landscape, green (2)
- Parks (2)

Downtown: (13)

- Charming, vibrant downtown (area of focus) (7)
- Great restaurants in downtown (3)
- Theatre
- Benches
- Lovely, historic downtown buildings

Government: (2)

- Voluntary Village government
- Open Village government that allows for this kind of feedback

Weaknesses identified in this category: (6)

- High density housing reduces the sense of community...it's hard to get to know your neighbors in a high rise)
- Alignment – appropriateness of style, size, height, width and proportion is a current problem that affects the strengths and assets of the village
- The Park District has become arrogant with their growth and are non-cooperative with other agencies

- I am sick and tired of people who do not live in these small, old teardown houses complaining of their removal, they are small and not suitable for year 2000. Neighborhoods have benefited from the removal of eyesores; some may have historic value in another location. New houses add value to neighborhoods; we need to continue to have respect for people's property rights
- Bureaucracy will destroy the desire to make positive change
- Convincing busy young adults that they have the time to get involved in the Glen Ellyn Community

Additional suggestions by respondents:

- Put notice, schedule in Glen Ellyn Newsletter (8)
- Planners – look at thriving communities, i.e. Birmingham, MI, Hinsdale to check out what they're doing. We don't have to reinvent the wheel. Look at some residential areas right near downtown that are failing and rezone to commercial
- Glen Ellyn is a niche market community – no other surrounding communities can capitalize or mimic what Glen Ellyn has, so, why do we have to mimic what other communities have? Why not capitalize on our strengths and our history
- Better notification of meetings, and welcome of attendance and input; include more citizens in survey
- Special mailing; Comprehensive Plan is as important as any other news in that Newsletter
- Please have the Village take out a LARGE ad in the Daily Herald
- Are you using the feedback from all the Vision Glen Ellyn surveys?

Appendix F:

Community Attitude Survey

In March and April 2000, the Village of Glen Ellyn undertook a *Community Attitude Survey* in order to "obtain statistically valid opinions from a random sample of Village residents to assist the Village Board and staff in the evaluation and improvement of Village services and long-range plans."

Dimension Research Inc. undertook the *Community Attitude Survey* separate and apart from the Comprehensive Plan. However, the survey provided valuable input and background information for the planning process.

Survey Methodology

A sample number of residents were recruited by telephone and asked to accept "placement" of a written questionnaire.

Questionnaires were then mailed out to those respondents who accepted placement of the questionnaire.

Follow-up calls were made to each household to remind them to complete the questionnaire.

A total of 671 placement interviews were conducted. A total of 532 completed questionnaires were either retuned to the Village or picked up by Dimension Research personnel.

Survey Highlights

The report prepared by Dimension Research, Inc. includes the following "highlights" from the *Glen Ellyn Community Attitude Survey*.

Glen Ellyn residents have many positive views about the community:

- Great atmosphere – friendly, "small-town" with a lot of community pride;
- Good schools;
- Good police and fire protection;
- Satisfaction with central business area;
- Good community / flow of information to citizens; and
- Fourth of July activities are well attended and well liked.

Changes since 1990 produced a dramatically improved outlook with regard to two issues in particular:

- Lake Michigan water has nearly eliminated dissatisfaction with Glen Ellyn water; and
- Dissatisfaction with taxes is much lower than in 1990, when many may have reacted to a recent property tax reassessment as well as the poorly performing economy.

Planning priorities for the future:

- Maintain Village character;
- Repair infrastructure – there appears to be support for necessary tax increase;
- Keep Glen Ellyn affordable;
- Continue to enhance Roosevelt Road corridor appearance; and
- Re-locate utility wires from above ground to underground.

Other emerging issues that bear watching:

- Dissatisfaction with growing volume of traffic;
- Concern for personal safety; and
- Negative view of replacement of smaller homes with larger ones – particularly with homes that tower above nearby homes.

A copy of the complete *Community Attitude Survey* report is available for review at the Glen Ellyn Department of Planning and Development.