

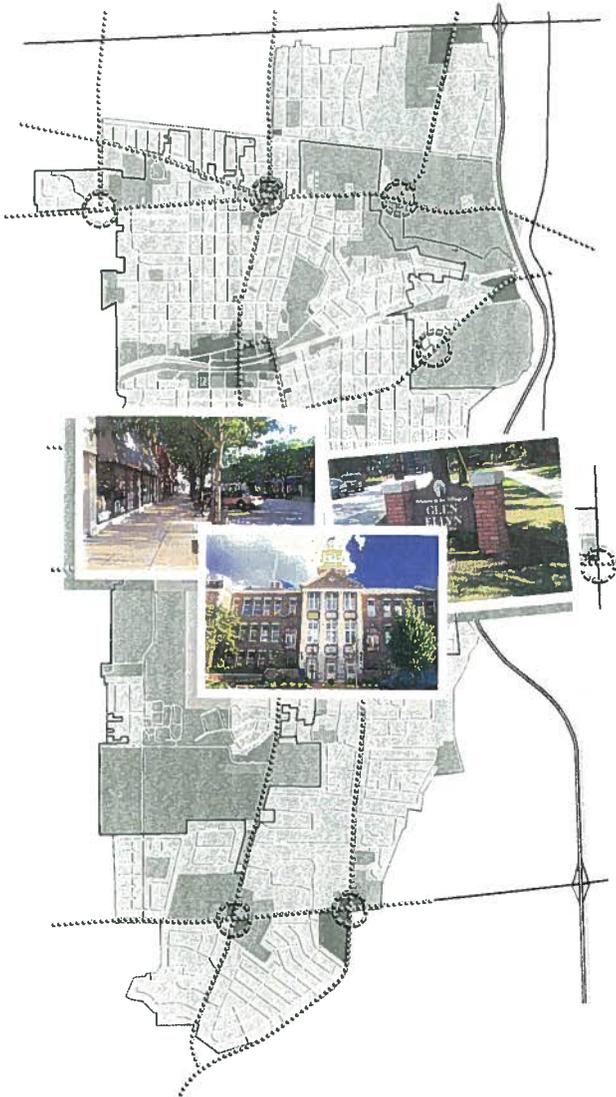
Section 3:

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 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 in-

stitutional 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."

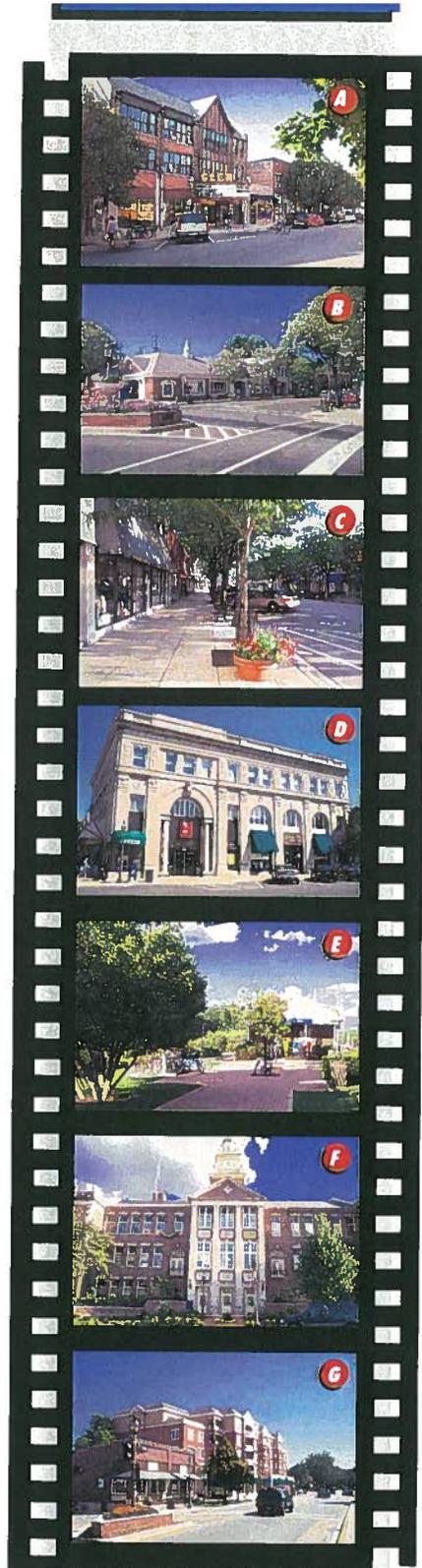
Figure 10

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...

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:

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



Figure 11

Downtown: Existing Uses and Facilities

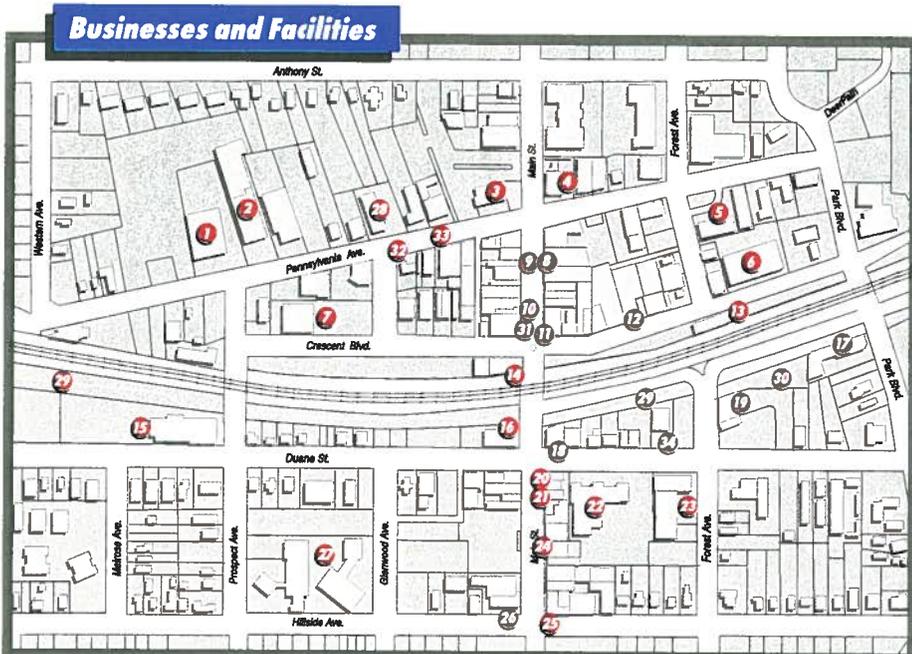


Existing Land-Use:

- 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 - FloorPedics



- 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 an-

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 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, pi-

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:

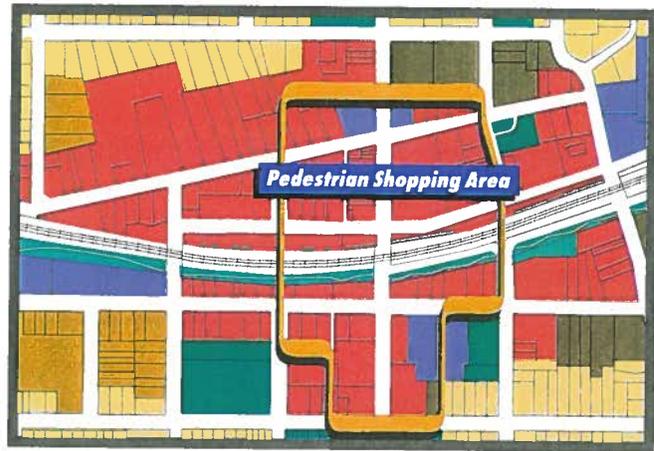
- The existing Downtown street system should be essentially maintained and no significant modifications are recommended. While opportunities to improve traffic safety and traffic flow should continue to be explored, pedestrians should receive priority within the Downtown area.
- The Village should use 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:

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:

- Red Downtown Commercial
- Blue Public/Governmental
- Green Church
- Brown Medium-Density Residential
- Yellow Low-Density Attached Residential
- Light Yellow Single-Family Detached Residential
- Teal Park/Open Space

1986 Comprehensive Plan

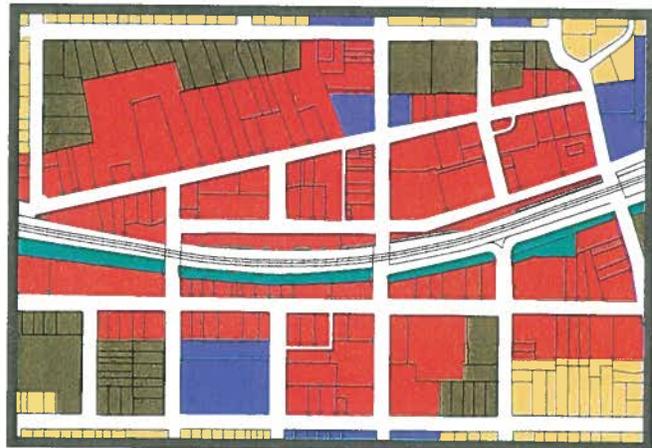
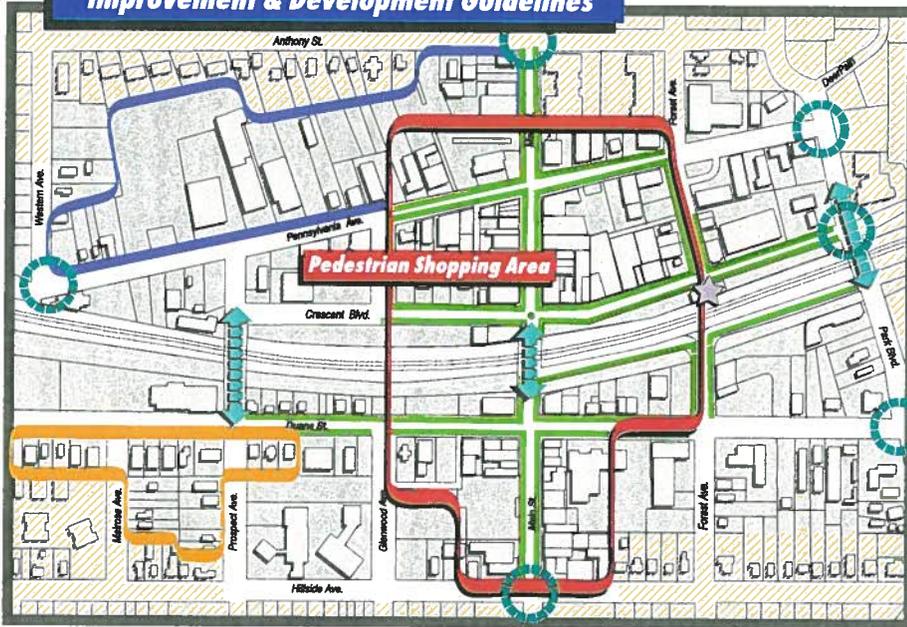


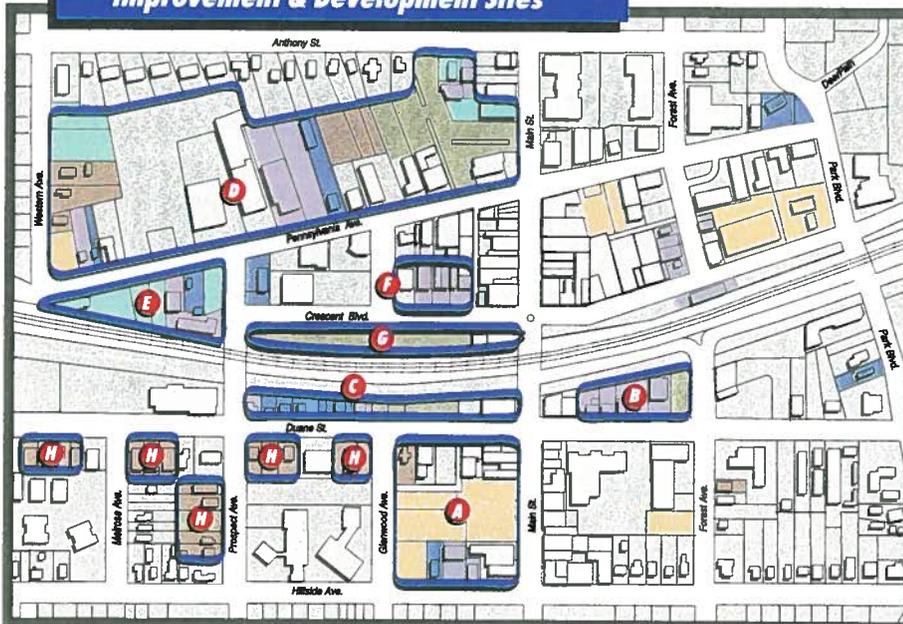
Figure 13

Downtown: Improvement Guidelines

Improvement & Development Guidelines



Improvement & Development Sites



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 develop-

- 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 “street-scape 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 con-

sidered 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 Down-

town 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 Cottingham 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 through 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 carries, 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

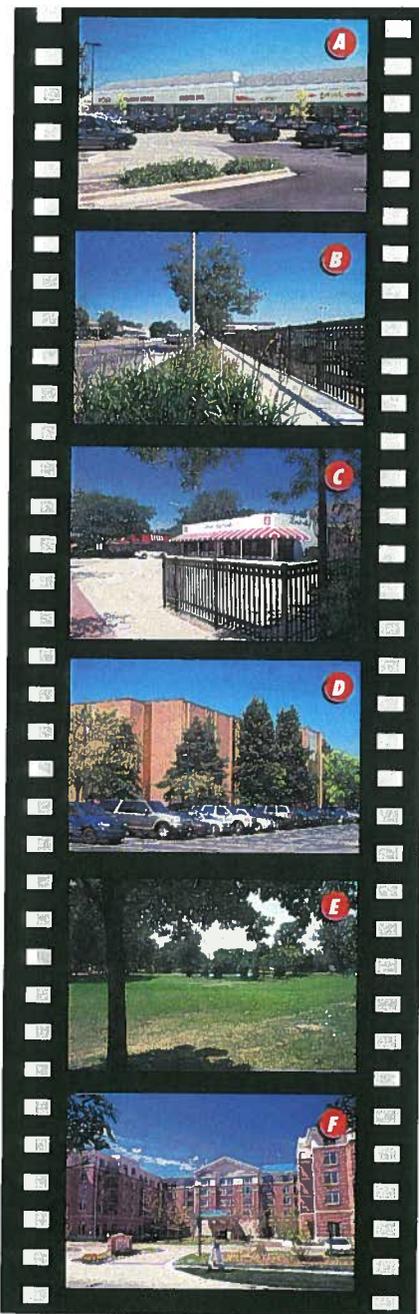
Roosevelt Road: Planning Influences

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.



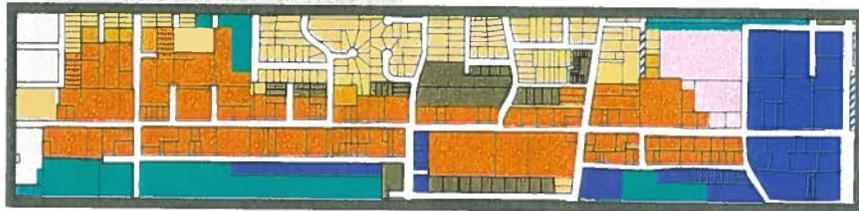
Character of Roosevelt Road...

- 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



Roosevelt Road: Existing Uses and Facilities

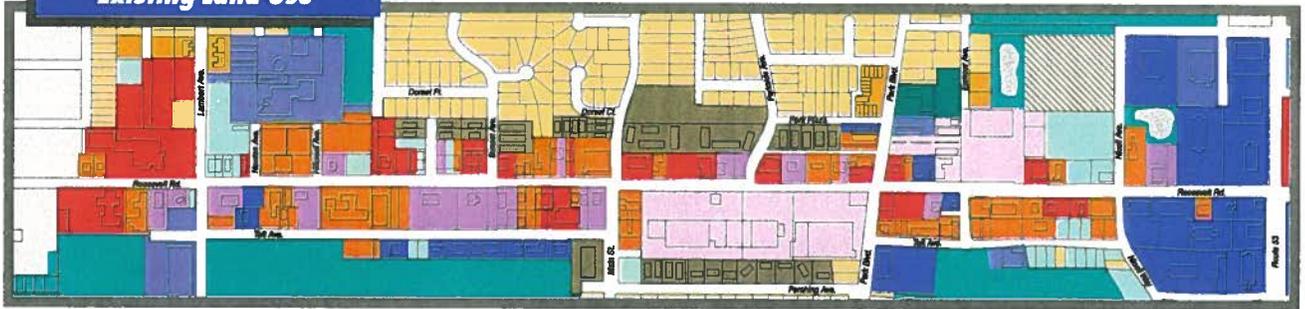
Existing Land-Use:

- 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 - Firststar 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

Existing Land-Use



Businesses and Facilities



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 “face-lift.” 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, which is currently used in several locations, is not appropriate along Roosevelt Road.

TRAFFIC CIRCULATION:

- 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 stormwater management on a comprehensive basis.
- 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.

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

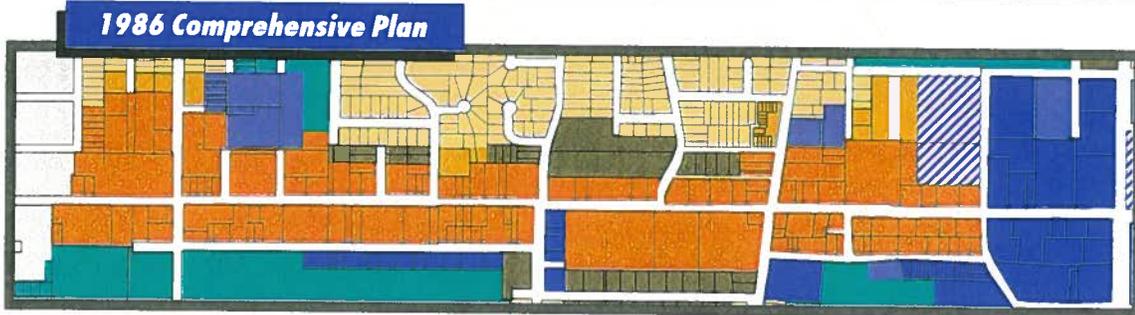
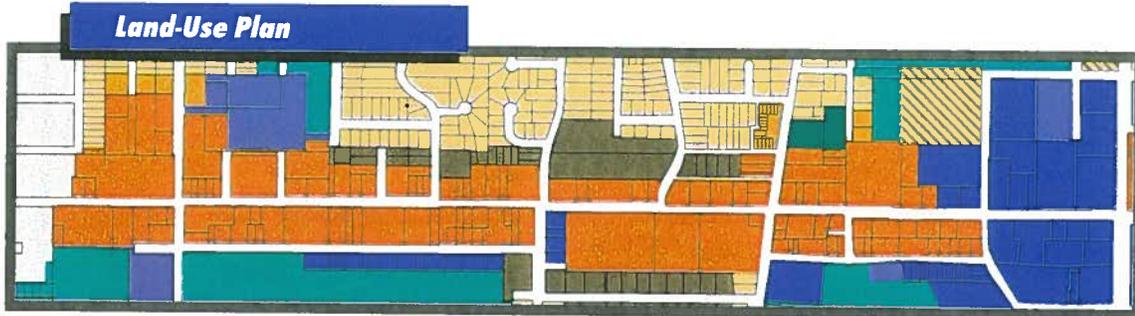


Figure 17

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.

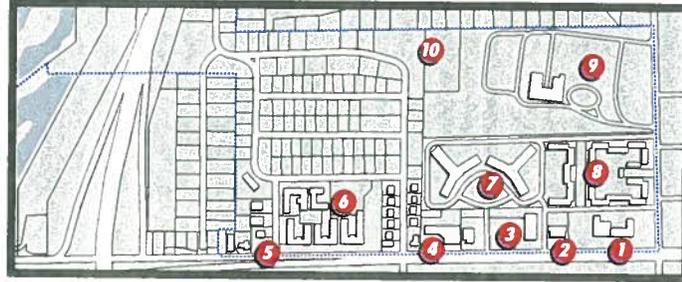
East Roosevelt Road should be upgraded as a mixed-use corridor providing sites for a range of retail, service, office and residential uses. It should be improved as a traffic carrier, a convenient and accessible shopping and business corridor, and a safe and attractive residential area.

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:

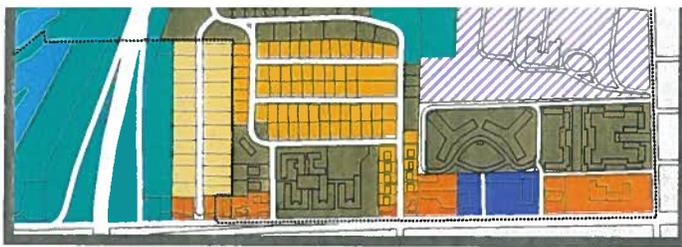
- 1 - Holiday Inn
- 2 - Village Commons
- 3 - Royal Glen Office Park
- 4 - Rodeo Drive
- 5 - AmeriMark Bank
- 6 - Iron Gate Apartments
- 7 - Royal Glen Condominiums
- 8 - Glen Ellyn Apartments
- 9 - NICOR Gas
- 10 - Surrey Park

Current Zoning:

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

Current Zoning

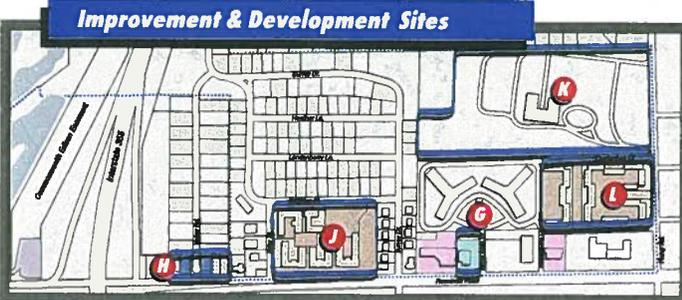




Land-Use Plan:

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



ECSI Roosevelt Road: Land-Use Plan

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 re-design.
- 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 re-used 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 re-

quire 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.

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 Yalving 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 sur-

faces 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.

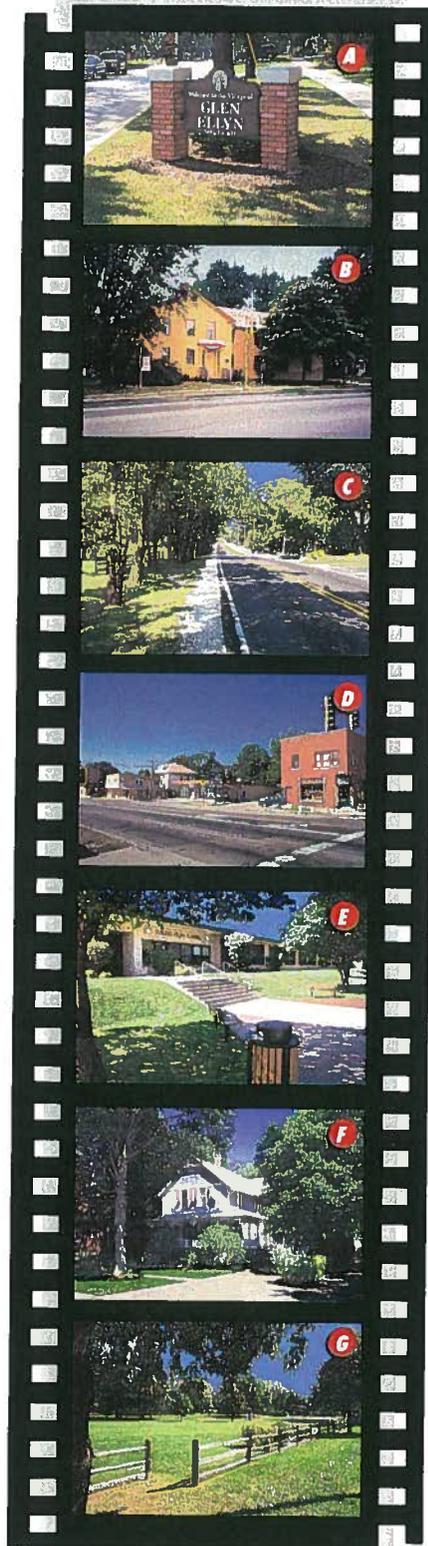
Figure 20

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.

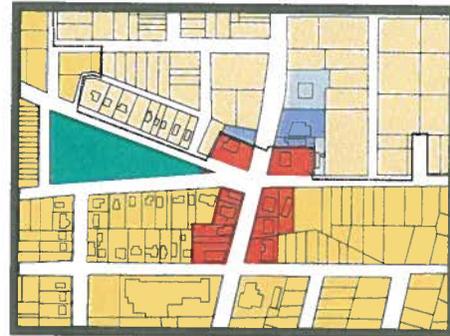


Character of Five Corners...

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



FIVE CORNERS: Existing Uses and Facilities

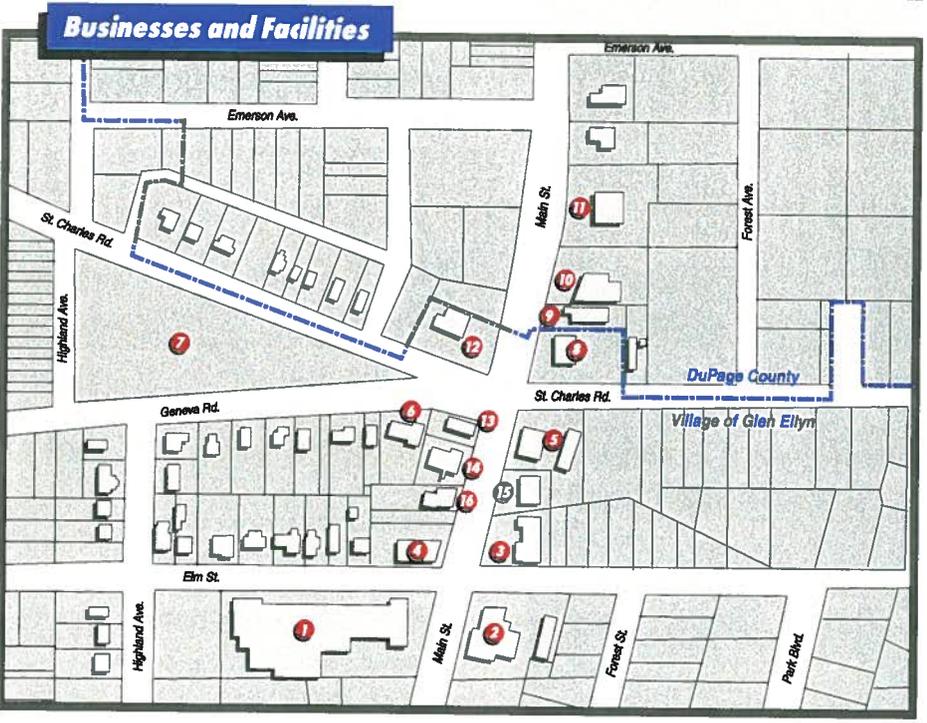


Existing Land-Use:

- 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 in 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.

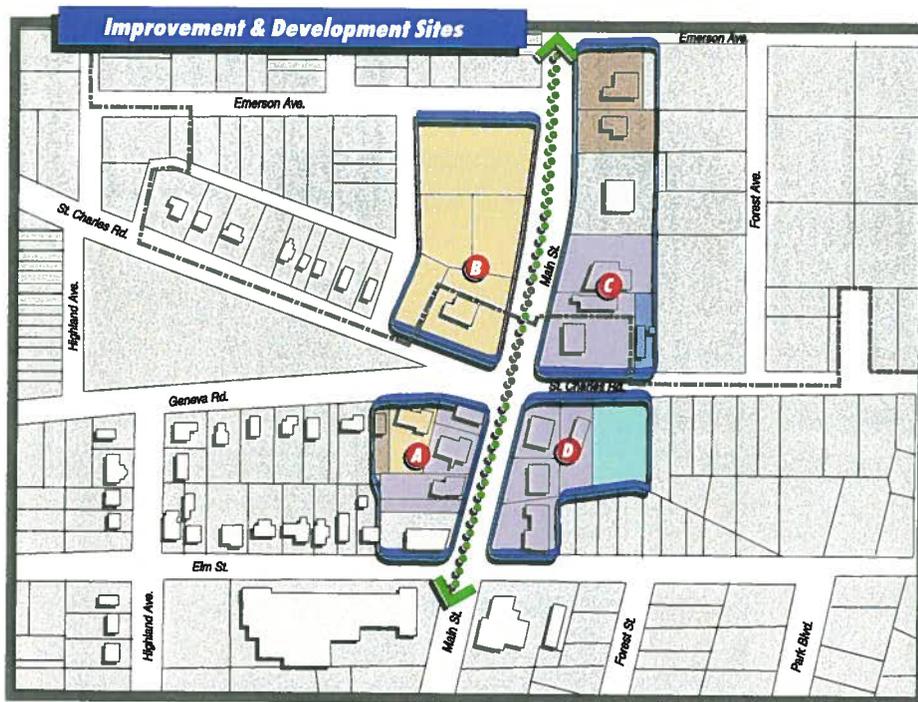
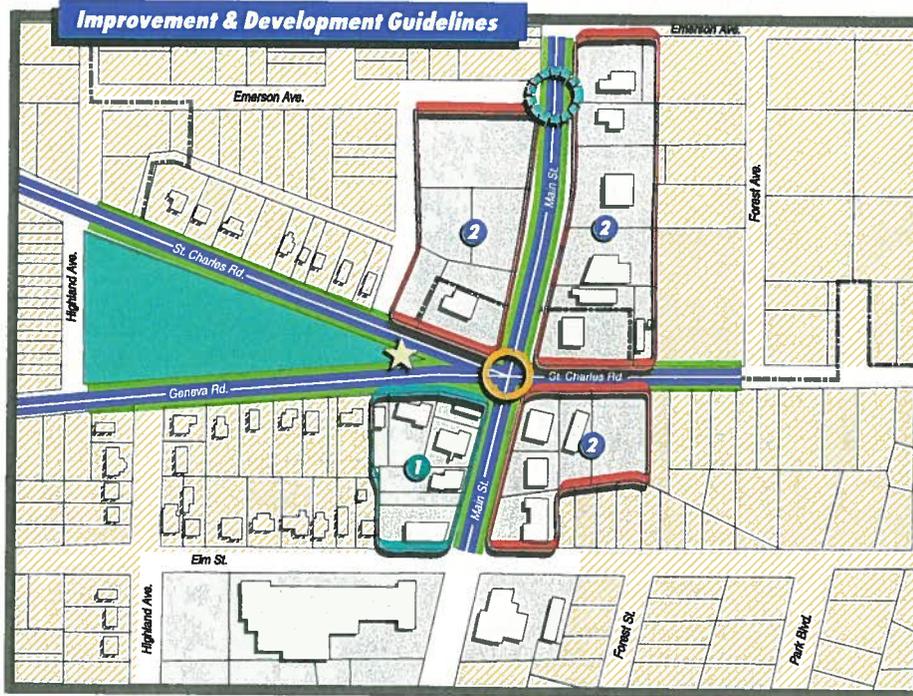
1986 Comprehensive Plan



Comprehensive Plan • Village of Glen Ellyn, Illinois

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

Five Corners: 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.

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

2 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.

B 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.