



Agenda
Village of Glen Ellyn
Historic Preservation Commission
Regular Meeting
Thursday, November 15, 2018
7:00 PM
Glen Ellyn Civic Center, Room 301

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

- A. Call Historic Preservation Commission Meeting to Order**
- B. Approval of Minutes from October 18, 2018**
 - 1. Approval of the October 18, 2018 Historic Preservation Commission Meeting Minutes
- C. Public Comment**
- D. Old Buisness**
- E. New Business**
 - 1. Historic Preservation Commission 2019 Goals (Planner Sterrett)
- F. Historical Society Business**
- G. Chairman's Report**
- H. Village Board Trustee Report**
- I. Staff Report**
 - 1. Staff Report (Planner Sterrett)
- J. Confirmation of Next Meeting Date and Adjournment**
- K. Agenda Items**



Historic Preservation Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 11/15/18 07:00 PM
Department: Historic Preservation Commission
Department Head: John Sterrett
Category: Minutes
Prepared By: John Sterrett

SCHEDULED

AGENDA ITEM (ID # 3663)

DOC ID: 3663

Approval of the October 18, 2018 Historic Preservation Commission Meeting Minutes

ATTACHMENTS:

- October 18, 2018 Historical Preservation Commission Minutes (PDF)

Village of Glen Ellyn



Minutes
 Village of Glen Ellyn
 Historic Preservation
 Regular Meeting
 October 18, 2018
 7:00PM
 Glen Ellyn Civic Center Rm 301

Board or Commission: Historic Preservation
Meeting: Regular
Quorum: Yes

Date: October 18, 2018
Called to Order: 7:04 p.m.
Adjourned: 8:10 p.m.

MEMBER ATTENDANCE:

Leland F. Marks	Chairman	Present
Kelli E. Christiansen	Commissioner	Present
Nathan A. Darga	Commissioner	Absent
Robert S. Dieter	Commissioner	Absent
Tim F. Loftus	Commissioner	Present
James P. Manak	Commissioner	Absent
Kimberly A. Veum-Welsh	Commissioner	Present

Also Present:

John Sterrett	Village Planner – Staff Liaison	Present
Mark Senak	Trustee Liaison	Absent
Karen Hall	Executive Director of the Historical Society	Present
Amy White	Student Intern	Present
Elisa Pollina	Recording Secretary	Present

Public Present:

Attachment: October 18, 2018 Historical Preservation Commission Minutes (3663 : HPC Minutes 10.18.18)

A. CALL TO ORDER

The **October 18, 2018** regular meeting of the Historic Preservation Commission was called to order by Chairman Marks at **7:06 PM** at the Glen Ellyn Historical Society.

B. PUBLIC COMMENT – None.

C. ANNOUNCEMENTS – Commissioner Loftus and the HPC thank Chairman Marks for his long time service and appreciate all he has done for the Historical Preservation Commission.

D. APPROVAL OF MINUTES FROM SEPTEMBER 20, 2018 MEETING – Approved

MOVE TO APPROVE MINUTES OF REGULAR MEETING FROM 9/20/2018

RESULT: Motion Unanimously Carried

MOVER: Commissioner Christiansen

SECONDER: Commissioner Loftus

E. NEW BUSINESS

1. Follow-up to the Turner Roosevelt Architectural Resource Survey (Discussion only)
Staff Liaison Sterrett asks the HPC how they would like to move forward with this survey. Commissioner Christensen asks if we can send those property owners a report that their property is in consideration for a landmark. Staff Sterrett replies yes. He adds that the TRS is now on the website.
2. Chairman Marks welcomes new student intern Amy White to the HPC and recaps what the HPC does. The HPC can landmark homes, sites, artwork and commercial buildings. It is far reaching. We currently have over 30+ landmarked properties.

F. OLD BUSINESS – Commissioner Loftus reports that there is a mid-century modern home for sale at 881 Glen Oak. It went up for sale today. It is a smaller lot. This is something we may want to watch.

G. HISTORICAL SOCIETY BUSINESS – Historical Society Executive Director Karen Hall reports the upcoming events for the Glen Ellyn Historical Society. Tomorrow at 5:30p.m is the dedication of the Marcellus Jones's Monument. It will take place next to Stacy's tavern. There will be ½ hour ceremony. Mark Senak will be speaking and there will be refreshments. On Oct 19th from 6:00-8:00pm will be the Salt Creek Civil War Round

Table meeting and book sale. Saturday Oct 20th at 2:00 pm is the Georgia O'Keefe art program. Saturday November 3rd at 2:00 is member appreciation day with Christmas at Marshall Fields: A Leslie Goddard Program at Stacy's Tavern.

- H. CHAIRMAN REPORT** – Chairman Marks reports that he spoke with Mark Franz regarding repairs and painting that is needed at Stacy's Tavern. J.C Licht may donate the paint. Mr. Roe can help out on repair work (leaky gutters, chipping paint, cracked molding). Chairman Marks asks the HPC to follow up on this. He also adds that we are in need of tour guides at Stacy's tavern. He asks student intern White if she knows of any high school or college students who would be interested.
- I. VILLAGE BOARD TRUSTEE REPORT** – No report.
- J. STAFF REPORT** – Staff Liaison Sterrett reviewed the informational memo which contained information regarding the 2018 CLG Annual report that is being finalized and will be shared with the Commission once complete. He also reports that village has begun Phase 1 of wayfinding signage plan. This phase includes the installation of two entry signs at the Downtown Historic District, one at the north side and one at the south side. The McKee house and portions of Churchill Woods forest preserve were annexed to the village. The McKee house is the subject of a fundraiser to collect funds needed to repair the house. Giesche project is to go the planning commission by the end of the year. Nothing is happening with the McChesney property. The department has recently hired a few people.
- K. ADJOURNMENT & NEXT MEETING DATE** - A motion to adjourn the meeting was made by Commissioner Loftus and Commissioner Veum-Welsh seconded the motion. The meeting was adjourned at 8:09 p.m.

The next HPC meeting will be held on November 15, 2018 at 7:00 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by John Sterrett, Staff Liaison

Attachment: October 18, 2018 Historical Preservation Commission Minutes (3663 : HPC Minutes 10.18.18)



Historic Preservation Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 11/15/18 07:00 PM
Department: Historic Preservation Commission
Department Head: John Sterrett
Category: Discussion Item
Prepared By: John Sterrett

SCHEDULED

AGENDA ITEM (ID # 3666)

DOC ID: 3666

Historic Preservation Commission 2019 Goals (Planner Sterrett)

BACKGROUND

EACH YEAR, THE HISTORIC PRESERVATION COMMISSION SETS A LIST OF ANNUAL GOALS FOR ITSELF THAT THEY WISH TO WORK TOWARDS THROUGHOUT THE YEAR. SOME OF THE GOALS SELECTED PREVIOUSLY BY THE COMMISSION ARE ON-GOING IN NATURE, INCLUDING WORKING COOPERATIVELY WITH THE GLEN ELLYN HISTORICAL SOCIETY AND CITIZENS FOR GLEN ELLYN, ENCOURAGING LAND MARKING OF HISTORIC HOMES, AND PROMOTING AWARENESS OF THE HPC. THE FOLLOWING GOALS WERE IDENTIFIED BY THE COMMISSION EARLIER THIS YEAR TO WORK TOWARDS IN 2018.

- PURSUE ECONOMIC INCENTIVES FOR OWNERS OF LOCAL LANDMARKS.
- CONTINUE TO ENCOURAGE LAND MARKING OF VILLAGE RESIDENCES AND COMMERCIAL BUILDINGS BY GENERATING ONGOING PRINT AND MEDIA COVERAGE TO PROMOTE LOCAL LANDMARK DESIGNATIONS AND FOLLOW UP WITH DIRECT MAILINGS AND NEIGHBORHOOD MEETINGS FOR POSSIBLE DESIGNEES.
- EXPLORE THE ESTABLISHMENT OF LOCAL GLEN ELLYN LANDMARK DISTRICTS ON HILLSIDE IN THE BLOCK EAST OF MAIN STREET, AND EAST OF MAIN STREET NEAR THE INTERSECTION OF FOREST AND ANTHONY.
- WORK MORE CLOSELY WITH THE CHAMBER OF COMMERCE AND OTHER DOWNTOWN GROUPS TO ACTIVELY PROMOTE GLEN ELLYN HISTORY AND STACY'S TAVERN MUSEUM TO THE BENEFIT OF ALL.
- DEVELOP A LIST OF CONTRACTORS WHO SPECIALIZE IN HISTORIC RESTORATION AS A RESOURCE FOR VILLAGE RESIDENTS.
- PROMOTE HISTORIC PRESERVATION IN PUBLIC SPACES. WORK WITH THE VILLAGE TO DISPLAY EDUCATIONAL INFORMATION AND HISTORIC PRESERVATION GUIDELINES IN PUBLIC BUILDINGS AND VENUES.

ACTION REQUESTED

THE COMMISSION IS BEING ASKED TO REVIEW THE GOALS FROM 2018 AND TO BEGIN DISCUSSING WHICH GOALS THE COMMISSION SHOULD WORK TOWARDS IN 2019, EITHER FROM THIS PREVIOUS YEAR THAT WERE NOT ACCOMPLISHED OR NEW GOALS. BASED ON THE OUTCOME OF THE DISCUSSION FROM THE COMMISSION, STAFF WILL PREPARE A COMPREHENSIVE LIST OF PROPOSED GOALS FOR A MORE THOROUGH SELECTION PROCESS BY THE COMMISSION AT THE DECEMBER MEETING.



Historic Preservation Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 11/15/18 07:00 PM

Department: Historic Preservation Commission

Department Head: John Sterrett

Category: Report

Prepared By: John Sterrett

SCHEDULED

AGENDA ITEM (ID # 3667)

DOC ID: 3667

Staff Report (Planner Sterrett)

1. The 2018 CLG Annual Report is being finalized and will be shared with the Commission at the December meeting.
2. The Village's planning consultant, Houseal Lavigne Associates, presented its Issues and Opportunities Memorandum to the Plan Commission on October 25, 2018. A copy of this memorandum is included in the HPC packet for the Commission's information.
3. The Plan Commission held a public hearing on November 8, 2018 to discuss proposed amendments to the Village's Sign Code. A copy of the proposed amendments is included in the HPC packet for the Commission's information.
4. The Village Board will be appointing new HPC member Ian Hood to the Commission on Monday, November 12, 2018. Mr. Hood's first meeting will be November 15, 2018.
5. The Village Board will be voting on reducing the HPC membership from 9 members to 7 members to prevent any issues with a quorum. The Commission currently has 7 members so no currently filled spots will be cut, only 2 existing vacancies.

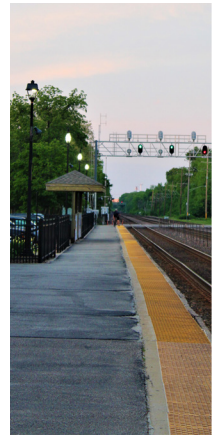
Attachment: Issues and Opportunities Memorandum
Proposed Amendments to Village Sign Code

ATTACHMENTS:

- Issues & Opportunities Memorandum (PDF)
- Draft of Proposed Sign Code Text Amendments (PDF)
- Amended Sign Chart (PDF)

Village of Glen Ellyn

Issues & Opportunities Memorandum



Attachment: Issues & Opportunities Memorandum (3667 : Staff Report)

Draft for Staff Review October 2018

Glen Ellyn
COMPREHENSIVE PLAN

HL
HOUSEAL
LAVIGNE
ASSOCIATES

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Chapter 1

Introduction

The Village of Glen Ellyn is a suburban community located at the center of the Chicago Metropolitan Region, defined by welcoming, desirable neighborhoods and a high quality of living. The Village adopted its current Comprehensive Plan in 2001. Since that time, significant changes have occurred, not only in the Village, but throughout the region and the country, including a national recession. The Village initiated the process of preparing a Comprehensive Plan update in July of 2018, aiming to establish a renewed vision for Glen Ellyn that is responsive to current and future national, regional, and local trends and influences.

Purpose of the Comprehensive Plan

The purpose of the comprehensive planning process is to establish a shared vision for the future of Glen Ellyn and identify the strategies, policies, and recommendations necessary to achieve that vision. The Glen Ellyn Comprehensive Plan will be the Village's primary guiding document that assists with decision-making and directs official policy in the community. Further, the Plan is a unified resource that can be used to coordinate the efforts of Village staff, public officials, and other community stakeholders. Ultimately, the Comprehensive Plan is a path forward, assuring the Village can address critical issues and ensure the highest quality of life for all residents.

Purpose of the Issues & Opportunities Memorandum

The Issues & Opportunities Memorandum is an interim report that reviews existing conditions within the Village and highlights critical concerns and opportunities that must be addressed within the Comprehensive Plan. The report also creates a foundation for the development of recommendations and strategies by defining a shared understanding of Glen Ellyn as it exists today. The Memorandum marks the completion of the first three steps of the planning process, incorporating community outreach, past planning efforts, and existing conditions analysis.

Planning Process

The Glen Ellyn Comprehensive Plan will be the result of an inclusive planning process that seeks to engage with a wide range of stakeholders in crafting a vision for the Village's future. The process seeks to identify and address key concerns within the Village while setting a precedent for planning in the community.

The Comprehensive Plan will be developed and adopted using the following six steps:

Step 1: Project Initiation (Complete) – consists of meetings with Village staff as well as elected and appointed officials to begin the planning process and create a framework for development of the Comprehensive Plan.

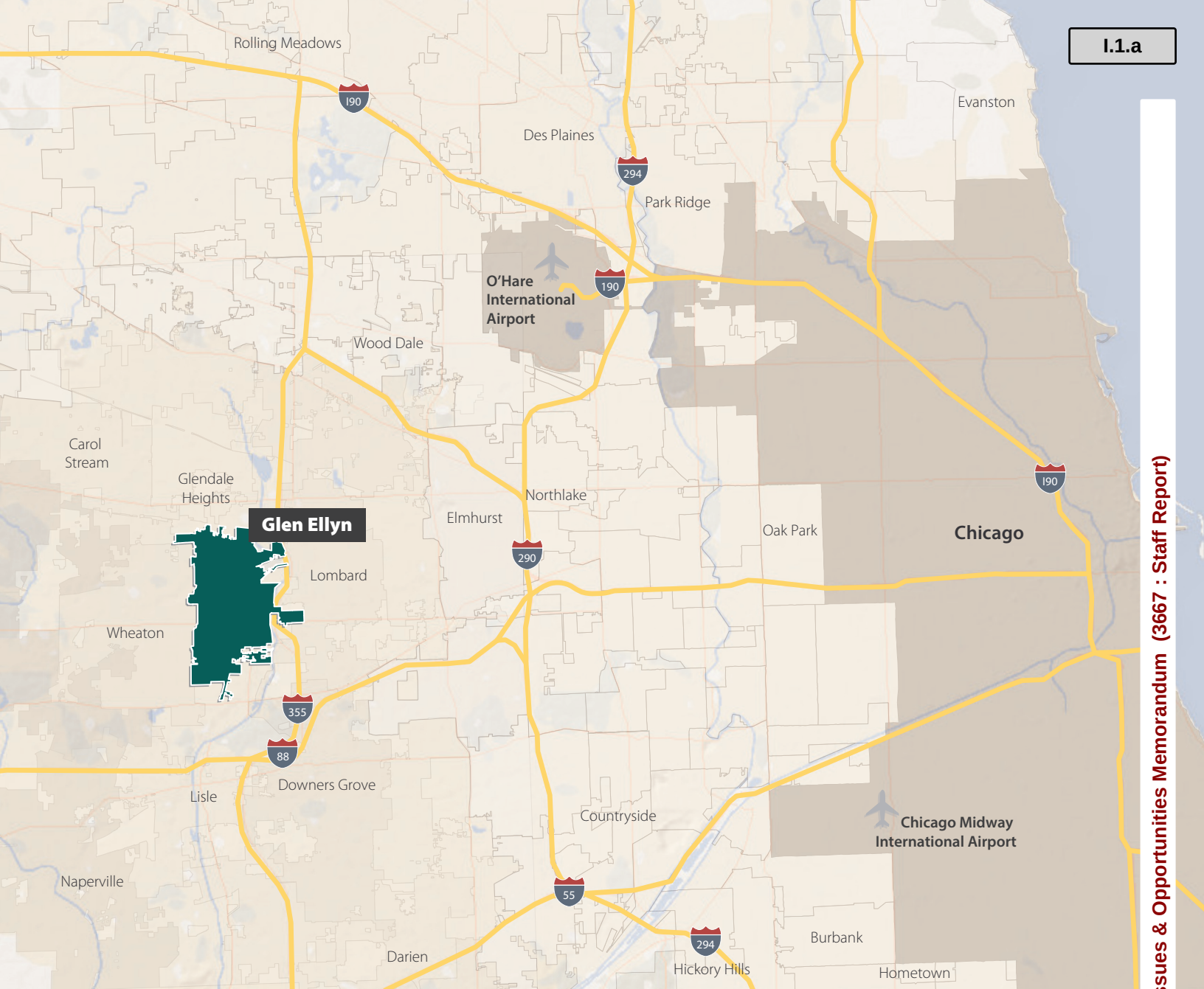
Step 2: Community Outreach & Engagement (Ongoing) – consists of in-person events and online tools to engage the Glen Ellyn community. Outreach methods include online surveys, social media, public meetings, focus groups, and key stakeholder interviews. While initial outreach is complete, opportunities for engagement will continue throughout the planning process.

Step 3: Data Collection & Existing Conditions Analysis (Complete) – consists of research, field reconnaissance, and analysis to establish a clear understanding of existing conditions within Glen Ellyn. Information incorporated into the Comprehensive Plan include past plans, studies, maps, and reports, development proposals, and data from Esri Business Analyst and the U.S. Census Bureau. This step concluded with the development of this Issues & Opportunities Memorandum which summarizes the findings of the first three steps of the planning process.

Step 4: Subarea Plans (Ongoing) – consists of the development of plans for three specific areas within the Village, those being Downtown, Roosevelt Road, and Stacy's Corners. These plans will take into account unique concerns within each area, providing detailed recommendations and strategies to address those issues.

Step 5: Community-Wide Plans & Policies – consists of the development of community-wide plans that address all elements of the Village. This will include plans, policies, and recommendations regarding land use; neighborhoods and commercial areas; recreation, open space, and environmental features; transportation; and community facilities, as well as a detailed implementation plan.

Step 6: Comprehensive Plan Documents & Adoption – consists of the presentation of a draft Comprehensive Plan document to Village staff, the Working Group, residents, and Village Board Trustees. Based on feedback, the Plan will be amended and presented to the Plan Commission and Village Board for final adoption.



Regional Setting

The Village of Glen Ellyn is a suburban community of approximately 27,000 residents located roughly 25 miles west of Downtown Chicago and is centrally located within a diverse region that includes over nine million residents in Illinois, Wisconsin, and Indiana. Glen Ellyn is within DuPage County, the second most populous county in the state of Illinois, and shares borders with Wheaton to the west, Lombard to the east, and unincorporated areas to the north and south. Glendale Heights and Lisle are the next incorporated communities to the north and south of Glen Ellyn, respectively.

Interstate access to the surrounding region is provided by Interstate 355, which runs near the Village's eastern boundary, connecting Glen Ellyn to Chicago and larger national destinations via O'Hare Airport to the northeast and Midway Airport to the southeast. Glen Ellyn is also positioned along Metra's Union Pacific West railroad, offering commuter rail access to Chicago and other adjacent suburban communities.

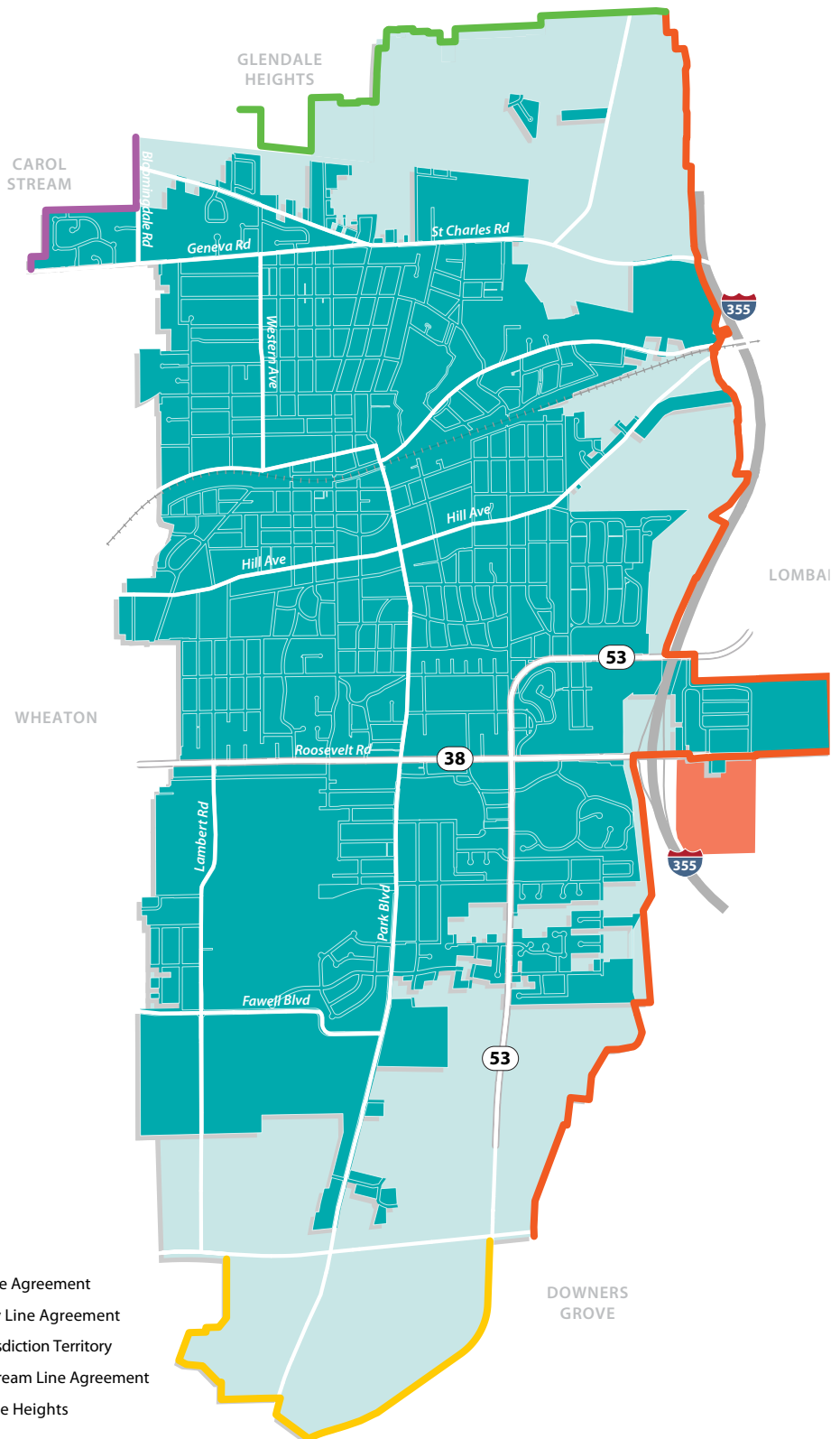
Planning Area

The State of Illinois authorizes municipalities to plan for all areas incorporated within their jurisdiction as well as adjacent unincorporated land within a 1.5 mile area extending from the municipal boundary, known as an extraterritorial jurisdiction (ETJ). The ETJ excludes other incorporated communities, non-contiguous areas, and land claimed by other municipalities through a formal boundary agreement.

The Village of Glen Ellyn has formal boundary agreements with the Village of Lisle, adopted in 2013, and the Village of Lombard, adopted in 2012. The boundary agreement with Lombard identifies a joint jurisdiction territory, defined as area intended for annexation by Lombard but for which Glen Ellyn will provide utility services. This agreement was subsequently amended in 2016, 2017, and 2018.

Boundary agreements with Wheaton, Glendale Heights, and Carol Stream are expired. The Village is presently considering potential boundaries for Glendale Heights and Carol Stream. In order to maintain intergovernment cooperation with adjoining municipalities and provide orderly growth, renewal of these arrangements will be examined during the forthcoming planning process.

- Village of Glen Ellyn
- Extraterritorial Jurisdiction
- Village of Lisle Boundary Line Agreement
- Village of Lombard Boundary Line Agreement
- Village of Lombard Joint Jurisdiction Territory
- Proposed Village of Carol Stream Line Agreement
- Proposed Village of Glendale Heights Boundary Line Agreement



Chapter 2

Past Plans, Studies & Reports

As a guiding document for Glen Ellyn, the Comprehensive Plan must reflect the Village's planning history and appropriately integrate, update, and coordinate past planning efforts to create a unified and cohesive vision for the Village. In support of this objective, a review and analysis of relevant plans, studies, and reports adopted by the Village was conducted. As appropriate, the findings, policies, and projects of these past efforts will be incorporated within the planning process and assist in the creation of goals, objectives, and recommendations for the Glen Ellyn Comprehensive Plan.

Comprehensive Plan (2001)

The Village's current Comprehensive Plan was adopted in 2001, setting forth long-range recommendations for enhancement of the community as well as desirable improvements and development in targeted areas. In particular, the plan identified goals and objectives to address, including:

- Community Appearance & Character
- Housing & Residential Areas
- Commercial, Retail & Office Development
- Transportation
- Community Facilities
- Parks, Recreation & Open Space

Given the age of the document, certain aspects of the plan, such as those regarding economic development and non-residential investment, are in need of updating. However, many components of the Plan remain relevant today, particularly those that address established residential neighborhoods. As a key policy document for the Village, the 2001 Comprehensive Plan is a valuable resource for the planning process and has been appropriately reviewed and integrated as part of the new Comprehensive Plan.

Downtown Strategic Plan (2009)

The Downtown Strategic Plan was developed in response to concerns about the stability and vitality of Downtown Glen Ellyn, aiming to reinforce the district as the heart of the community. The Plan and its recommendations are guided by the goal of creating an economically viable Downtown that is attractive to citizens and businesses. The strategic plan identifies a range of recommendations, including new programs, policies, and physical improvements, structured around the following principal recommendations:

- Focus activity along Main Street and around the Glen Ellyn Train Station.
- Facilitate a critical mass of eating and drinking establishments, entertainment, recreational, and cultural activities.
- Create a downtown community open space.
- Maintain and build new downtown mixed use buildings.
- Increase downtown office and service space.
- Increase the number of downtown residential uses.
- Maintain and improve infrastructure including widening sidewalks on main corridors, constructing public parking structures, and improving intersections and district gateways.
- Accommodate different modes of transportation.

Central Business District TIF Documents (2011)

In 2011, the Village completed three reports as part of designating Downtown Glen Ellyn as a tax increment finance (TIF) district. This included a redevelopment plan and project report, an eligibility study, and a housing impact study. TIF is a funding mechanism that allows a municipality to capture and utilize incremental property tax increases to support public and private improvements in a specific area. Together, these documents successfully demonstrated the need and potential of establishing the TIF district, which was formally created in February of 2012.

Central Business District Traffic Study (2012)

The Central Business District Traffic Study was primarily completed to examine the operation of one-way roads in Downtown Glen Ellyn and determine the feasibility of potential two-way conversions. Overall, the study concluded that one-way roads were not contributing to congestion in Downtown and that both one-way and two-way systems would result in the same level of congestion. This is primarily because factors causing congestion, such as the railroad, are not related to the direction of mobility within Downtown. The study provides plans for potential reconfiguration of key one-way roads to allow two-way traffic and discusses the impacts, advantages, and disadvantages of converting all one-way roads within the study area to two-way. Additionally, the study looks at maintaining as many on-street parking spaces as possible while improving traffic flow and considering the impact of pedestrian and bicycle access.

Overall, the study found that the conversion of current one-way configuration surrounding the downtown's central commercial block (the retail area north of the railroad tracks) to a two-way roadway system would have sufficient capacity to accommodate the existing and Year 2030 traffic volumes. The roadway system would accommodate this change and vehicle circulation would operate successfully. Disadvantages to this conversion could include reduced capacity of south bound Main Street, the need for additional traffic queuing areas, and related impacts to blocking use of on-street parking. The study noted that the conversion of other one-way routes elsewhere in the downtown would require elimination of existing on-street parking, a shift to parallel parking, or roadway widening.

Streetscape Plan & Parking Study – Downtown Glen Ellyn (2013)

Building on both the 2009 Downtown Strategic Plan and the 2012 Traffic Study, this report coordinates and provides recommendations related to streetscape improvements and parking strategies in the Downtown area. The Plan reviews existing conditions and resources and offers best practices, design concepts, visualizations, and improvement projects for both streetscaping and parking. This includes the establishment of character zones intended to guide the general style and feel of streetscapes in Downtown. These were supported by recommendations regarding intersection improvements, gateway features, parking lot screening, improvements to alleyscapes and the Prairie Path, a potential parklet, and the incorporation of art and landmark features.

The Parking Study reviews parking utilization, considers the potential of structured parking, and identifies best management principles for parking, including shared parking, time restrictions and pricing, distribution of user information, quality of parking facilities, parking meters, enforcement, dedicated employee parking, and valet parking. These were intended to offer a variety of solutions to reduce parking concerns and ensure Downtown is both highly accessible and highly active.

Given the focus placed upon Downtown through community outreach, the Streetscape Plan and Parking Study will be a key resource for the comprehensive planning process. As appropriate, components of the documents will be considered and integrated, particularly as part of subarea planning for Downtown Glen Ellyn. A follow up review of the plan was conducted in 2018.

Roosevelt Road / Park Boulevard TIF Redevelopment Plan (2013)

Similar to the previously discussed TIF documents for the Central Business District, this Redevelopment Plan was completed as part of designating the Roosevelt Road corridor as a TIF district. Based upon the report, a Roosevelt Road TIF District was formally created in October of 2013. The Redevelopment Plan identifies six qualifying factors to justify establishment of a TIF district, including:

- Land Use, including poor parcel layout, adjacent incompatible uses, and concerns for access to individual properties in relation to traffic along Roosevelt Road
- Decline in Property Value, including consistent decrease in the total equalized assessed value
- Property Deterioration, including degrading parking lots and driveways, potholes, building damage and disrepair, and similar physical maintenance concerns
- Obsolescence, including properties which are non-conforming, uses that are inconsistent with the Village's adopted plans for the area, and physical limitations that challenge the viability of specific uses
- Lack of Community Planning, specifically that the area developed prior to establishment of dedicated planning by the Village
- Inadequate Utilities, including the need for improvements and upgrades to water mains and sanitary sewers

To address these issues, the Redevelopment Plan establishes key objectives to guide public and private improvements in the proposed TIF district:

- Encourage redevelopment to address deteriorating physical conditions, fill vacant spaces, and attract uses that are consistent with existing uses
- Implement design practices and promote redevelopment in accordance with current planning standards
- Assist with site assembly and preparation
- Coordinate parking and site access
- Improve infrastructure for ingress, egress, and loading areas as well as install appropriate buffering between incompatible uses.

These objectives, along with other planning efforts for Roosevelt Road, will be helpful resources to guide subarea planning along the corridor that will be completed as part of the Comprehensive Plan.

Roosevelt Road Streetscape Assessment (2013)

This report was completed to review the condition of streetscaping elements along Roosevelt Road, including trees, decorative brick paving, benches, lighting, fencing, signage, bus stops, and cross walks. The assessment was a follow-up to previous planning and improvements along Roosevelt Road, specifically an enhancement plan developed in 2000. The assessment identified specific recommendations for each of the identified streetscape components.

The following recommendations remain relevant today and will be carefully considered and addressed as part of the Roosevelt Road Subarea Plan:

- Implement a systematic tree replacement program
- Level areas that have settled to avoid trip hazards
- Apply appropriate sealants to stop further degradation of sidewalks
- Consider additional locations for benches along the corridor
- Consider LED light sources for future improvements
- Improve signage to match the style of intersection fixtures
- Review the location of all traffic signs to determine possible removals and consolidations
- Improve any unmarked bus stops, potentially incorporating landscape planters, shelters, and additional signage.
- Review ADA compliance for all sidewalks and curb cuts.

Feasibility Project Assessment of the Pedestrian & Vehicular Over/Under Passes in the Central Business District (2014)

This study was completed to identify potential over and under passes in Downtown Glen Ellyn to reduce the impact of train traffic on circulation and congestion. The study evaluated three project concepts for feasibility and offered potential designs and configurations for each:

- **A Pedestrian Underpass at Taylor Avenue** – This project was deemed feasible and the most cost-effective given Taylor Avenue has an existing underpass. This project was further pursued and is currently under construction at the time of this draft.
- **An Additional Pedestrian Underpass Downtown** – This project was deemed feasible, and the Plan recommends a tunnel alignment along Forest Avenue. The project cost was estimated around \$7 million.
- **A Vehicular Grade Separation** – This project was deemed feasible, and while no particular alignment was recommended, a grade separation west of Glenwood Avenue was considered preferable. Additional studying and public coordination were suggested.

Community Signage & Wayfinding Plan (2016)

The Community Signage and Wayfinding Plan outlines a detailed program for the design and placement of gateway and wayfinding signage in Glen Ellyn. This includes concepts for the design of different types of signage and specifies exact locations and content for signage throughout the community. While located throughout the Village, signage recommendations are concentrated in Downtown Glen Ellyn, along major roadway corridors, and at prominent entryways to the community.

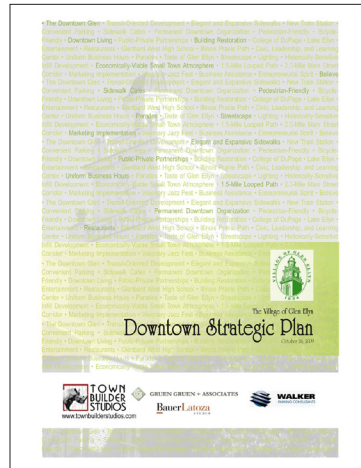
The Village is currently implementing the first phase of the plan, with a total of \$216,000 budgeted in 2017 and 2018. This phase includes parking directional signage, parking lot signage, historic district signs, facility signs, gateway signs at major Village borders, and entryway signs at minor borders. Western Remac has been selected as the contractor that will design, fabricate, and install the signage. Some higher visibility improvements identified in the plan have already been implemented, such as an electronic village sign in Downtown. As appropriate, the recommendations of the Community Signage and Wayfinding Plan will be incorporated within the Comprehensive Plan, particularly as part of detailed subarea planning.

National Citizen Survey – Glen Ellyn (2017)

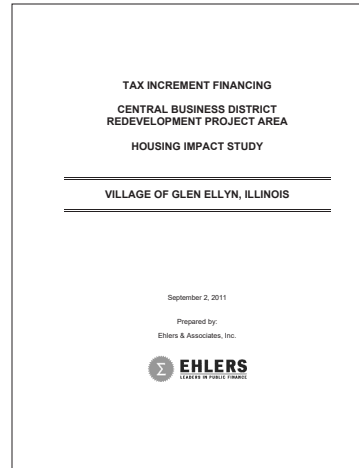
The National Citizen Survey is a collaboration between National Research Center, Inc. and the International City/County Management Association (ICMA). The Survey seeks to gather resident opinions regarding the municipality in which they live, focusing on community characteristics, governance, and participation. Overall, residents in Glen Ellyn consistently rated quality of life as 'excellent' and 'good' and no participants chose 'poor' as an answer. In addition, survey results indicated Glen Ellyn is similar to or higher than national benchmarks for all eight identified community facets. In particular, education and enrichment, natural environment, and mobility were higher than national benchmarks, while safety and economy were identified as the most important to residents. The National Citizen Survey for Glen Ellyn is a valuable resource to support community outreach and will help to direct the planning process, particularly in developing the vision and goals of the Comprehensive Plan.



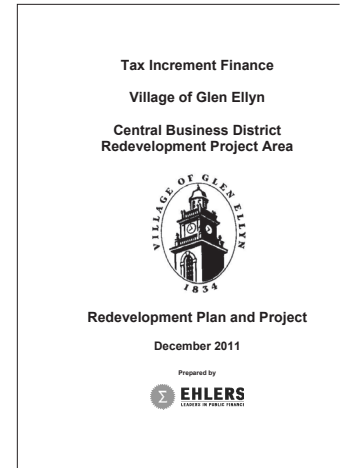
Comprehensive Plan (2001)



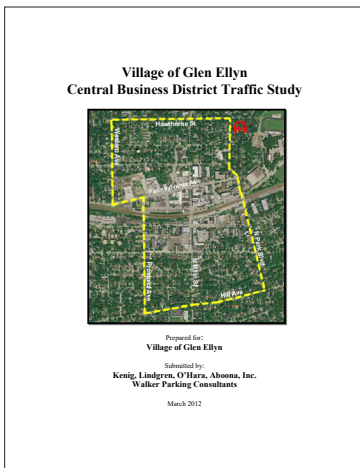
Downtown Strategic Plan (2009)



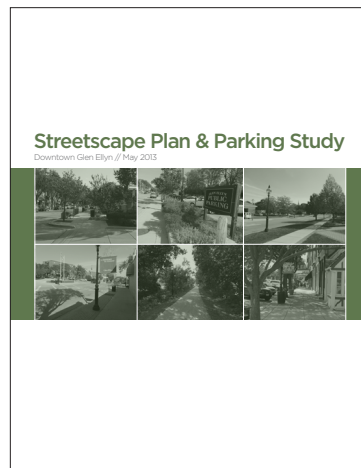
Central Business TIF Housing Study (2011)



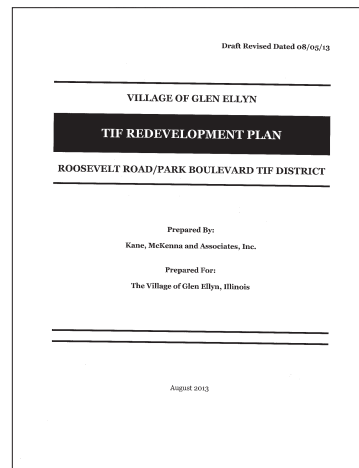
Central Business TIF Documents (2012)



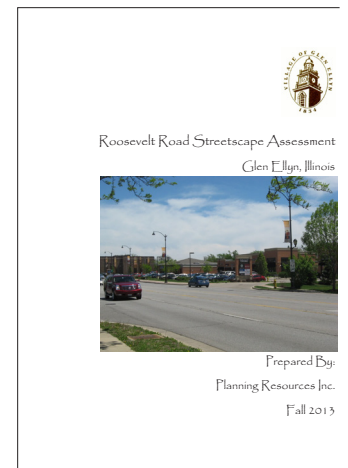
Central Business Traffic Study (2012)



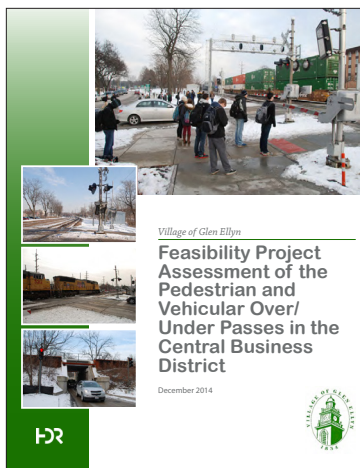
Streetscape Plan & Parking Study (2013)



Roosevelt & Park TIF Redevelopment (2013)



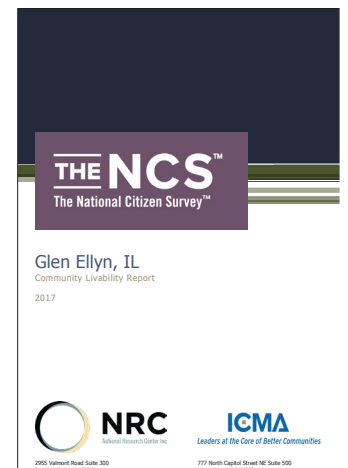
Roosevelt Road Streetscape Assessment (2013)



Under Pass in Central Businesses (2014)



Signage & Wayfinding Plan (2016)



National Citizen Survey (2017)

Chapter 3

Demographic Overview

The Glen Ellyn Comprehensive Plan must be guided by a clear understanding of existing and projected Village demographics. This will ensure the Plan is responsive to ongoing trends and critical impacts that may influence the Village and challenge the success of implementing Plan policies and strategies. To support this key component of the plan, a demographic overview and analysis was completed, examining population demographics, employment, and housing. Where appropriate, the Village has been compared to DuPage County as a whole to provide broader regional context. The demographic overview includes data obtained from the American Community Survey, the U.S. Census Bureau, and ESRI Business Analyst.

NOTE: Components of this Demographic Overview will be incorporated into a Community Profile document that will be developed as a standalone document for use by Village staff in marketing and economic development initiatives.

Demographic Summary (2010-2023)					
	2010	2018	2023	Projected Change (2010-2023)	
Glen Ellyn					
Population	27,475	27,772	27,959	+484	+1.8%
Households	10,432	10,528	10,583	+151	+1.4%
Families	7,317	7,340	7,351	+34	+0.5%
Average Household Size	2.63	2.64	2.64	+0.0	+0.4%
Median Age	40.30	41.40	42.40	+2.1	+5.2%
DuPage County					
Population	916,924	934,648	944,738	+27,814	+3.0%
Households	337,132	344,021	348,009	+10,877	+3.2%
Families	238,014	239,825	241,335	+3,321	+1.4%
Average Household Size	2.68	2.68	2.68	+0.0	+0.0%
Median Age	38.00	39.30	40.30	+2.3	+6.1%

Source: ESRI Business Analyst; Houseal Lavigne Associates

Demographics

Population

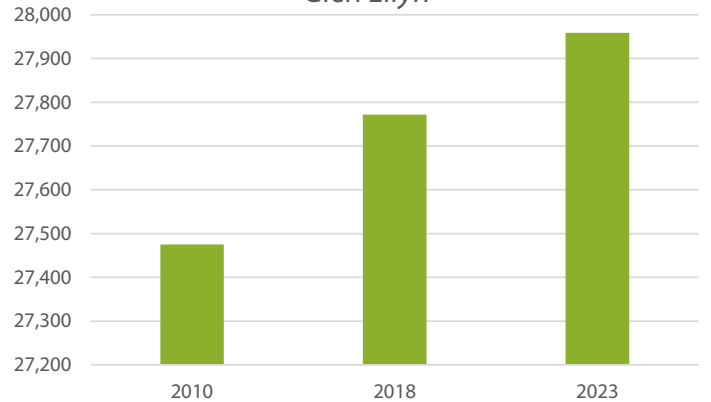
The Village has experienced modest population growth between 2010 and 2018, adding just under 300 new residents. The 2018 population is estimated at 27,772 residents, a 1.1 percent increase from 2010. Population growth is projected to increase through 2023 at roughly the same rate. Overall, this indicates that Glen Ellyn has a steady population, with no major growth or decline anticipated. DuPage County is also experiencing modest growth and is anticipated to grow by three percent between 2010 and 2023, compared to 1.8 percent for Glen Ellyn in the same time period.

Daytime Population

Daytime population provides an estimate of Glen Ellyn's population during a typical weekday, accounting for residents who leave the Village and non-residents employed or attending college within the Village. Glen Ellyn's daytime population is estimated around 30,800, consisting of roughly 14,300 residents and 16,500 workers. It is estimated that 91 percent of employed Glen Ellyn residents travel outside of the community for work with just 1,169 individuals who both live and work in Glen Ellyn and more than 15,000 workers coming to the community on a daily basis. It is also worth noting that daytime population estimates do not include the nearly 27,000 students enrolled at the College of DuPage.

Population Change (2010-2023)

Glen Ellyn



Source: ESRI Business Analyst, Houseal Lavigne Associates

Daytime Population

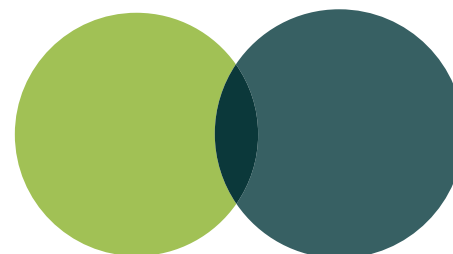
Glen Ellyn



Source: ESRI Business Analyst

Inflow / Outflow Job Counts (2015)

Glen Ellyn



- 11,295 People live inside and work outside of Glen Ellyn
- 1,169 People live and work in Glen Ellyn
- 11,264 People live outside and work inside Glen Ellyn

Source: ESRI Business Analyst

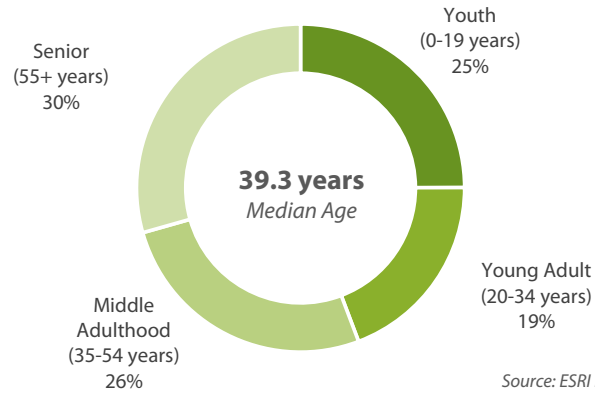
Age

The 55-year old and above age cohort represents 31.4 percent of the population. This is the only cohort anticipated to grow in the next five years, while all younger cohorts will see a decrease in their percentage of the total population. The Youth cohort, including individuals under 20 years of age, is anticipated to experience the greatest decrease in percentage of the population, (1.2 percent) in the next five years. Glen Ellyn's median age increased from 40.3 to 41.4 between 2010 and 2018 and is projected to further increase to 42.4 by 2023.

The County as a whole is slightly younger than Glen Ellyn, but experiencing similar trends, with the older age cohorts being the only age group projected to see growth. This is consistent with national trends, as communities across the United States are aging.

Age Distribution (2018)

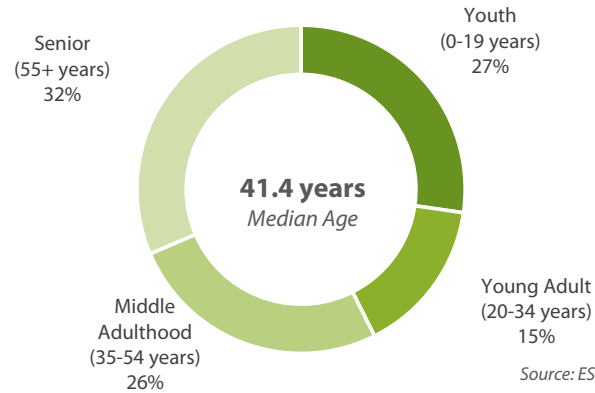
DuPage County



Source: ESRI Business Analyst

Age Distribution (2018)

Glen Ellyn



Source: ESRI Business Analyst

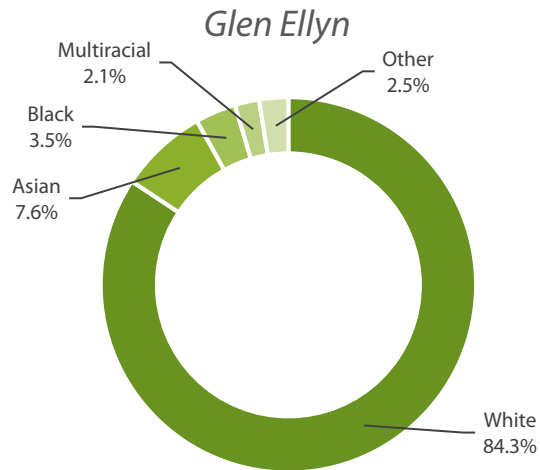
Race & Ethnicity

The majority of Glen Ellyn residents identify as white (as defined by the U.S. Census), comprising 84.3 percent of the Village. The next largest racial category is Asian with 7.6 percent, followed by Black with 3.5 percent and Multiracial with 2.1 percent. In total, non-white categories comprise 15.7 percent of the Village's population.

DuPage County is generally more diverse than the Village, but still largely identifies as white, comprising 74.4 percent of the population. Non-white categories account for just over 25 percent of the County. Both Glen Ellyn and DuPage County are expected to become slightly more diverse in the next five years, but the white racial category will remain the majority in both the Village and County.

Individuals who identify as Hispanic comprise 7.7 percent of the Village compared to 14.8 percent of the County. It should be noted that Hispanic is classified as an ethnicity and not a race; thus, an individual who identifies as Hispanic will also identify with a race. In the next five years, the percent of Hispanic residents in both Glen Ellyn and DuPage County is projected to increase slightly.

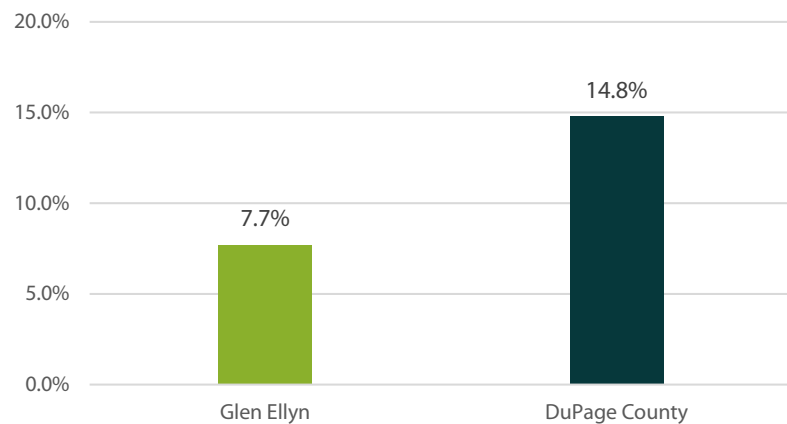
Racial Composition (2018)



Source: ESRI Business Analyst

Hispanic Population (2018)

Glen Ellyn & DuPage County



Source: ESRI Business Analyst

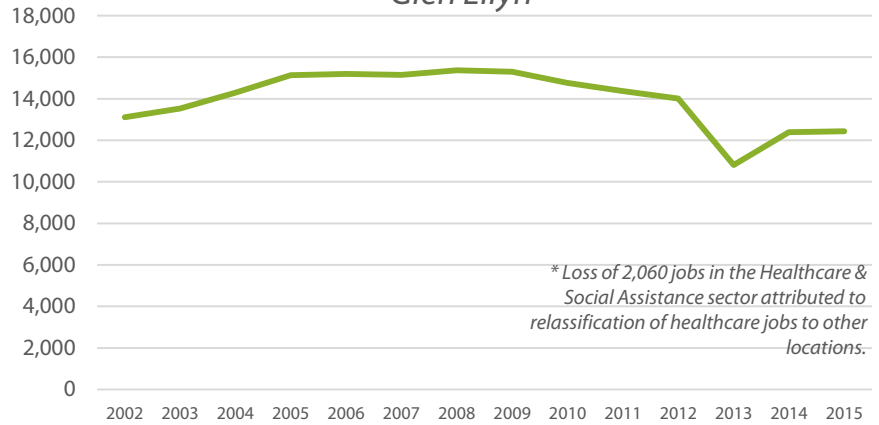
Employment

Total Employment

Prior to 2008, total employment in Glen Ellyn was increasing at a modest rate, typically six percent or less per year. Since 2008, total employment has varied with decreases from 2008 to 2013 and a significant gain in 2014. While employment appears to have steadied in 2015, total employment decreased roughly 2,900 jobs from the beginning of the national recession in 2008.

NOTE: Glen Ellyn is home to several medical facilities including the DuPage Medical Group. In 2013, 2,060 jobs were reported by the U.S. Census Bureau and Center for Economic Studies to have been lost in the Health and Social Assistance sector. No significant loss of jobs is thought to have occurred within Glen Ellyn at this time. It is likely that this was due to a reassignment of jobs previously reported to be located in Glen Ellyn to other communities with medical facilities within the same organizations. This is a typical correction within Census Bureau data for communities with headquarter locations where some employees are initially misreported as working at a headquarter location rather than their actual office location.

Total Employment (2002-2015)
Glen Ellyn



Source: ESRI Business Analyst

Income

Annual incomes in Glen Ellyn are generally well-distributed, with 27.5 percent of households earning less than \$50,000, 29.1 percent of households earning between \$50,000-\$99,999, 20.1 percent of households earning between \$100,000-\$149,000, and 23.4 percent of households earning \$150,000 or more. However, in the next five years, only household incomes above \$100,000 are projected to increase. Households earning more than \$200,000 annually are anticipated to see the greater percentage growth of 14.3 percent.

In 2018, Glen Ellyn's median income was projected at \$99,185, compared to \$86,178 for DuPage County. While the Village's median income is greater, the County is projected to see a greater percent increase in median income over the next five years, 7.4 percent compared to 5.9 percent for Glen Ellyn. Glen Ellyn's median income is projected to be \$105,072 by 2023.

Median Household Income (2010, 2018, 2023)

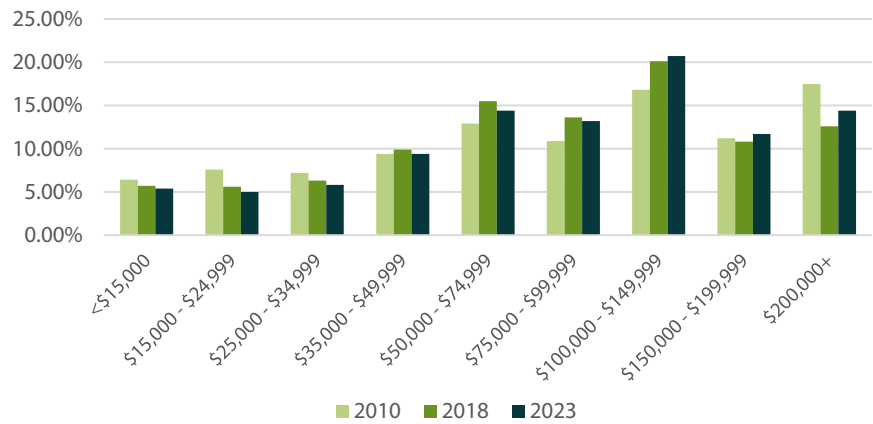
Glen Ellyn & DuPage County



Source: ESRI Business Analyst, US Census Bureau

Households by Income (2010, 2018, 2023)

Glen Ellyn



Source: ESRI Business Analyst, US Census Bureau

Industries & Employers

In 2015, the educational services industry accounted for 36.2 percent of jobs in Glen Ellyn, roughly the same amount of jobs as the next five largest industries. This is reflected by the Village's top employers, which includes the College of DuPage (COD) and three local school districts. COD is Glen Ellyn's largest employer by a substantial margin and is a notable contributing factor to the significance of educational services in Glen Ellyn. The College employed 3,782 individuals in December of 2016, more than the next nine top employers combined.

Compared to DuPage County, Glen Ellyn's educational services industry surpasses the region's significantly. The health care and social assistance and accommodation and food services industries are on par with the rest of the county while retail trade and professional, scientific, and technical services are approximately one third smaller.

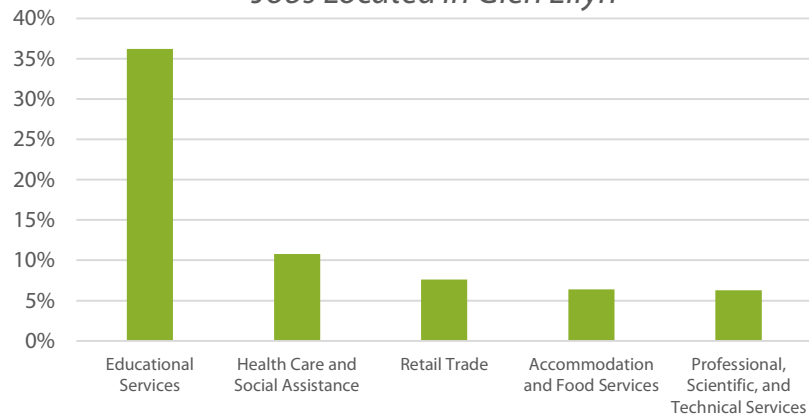
Top Employers

Company	# of Employees
College of DuPage	3782
School District 87	846
Glen Ellyn Park District	636
DuPage Medical Group	430
School District 41	414
Village of Glen Ellyn	347
School District 89	253
Nicor	200
B.R.Ryall YMCA	170

Source: Village of Glen Ellyn, December 2016

Top Five Industries (2015)

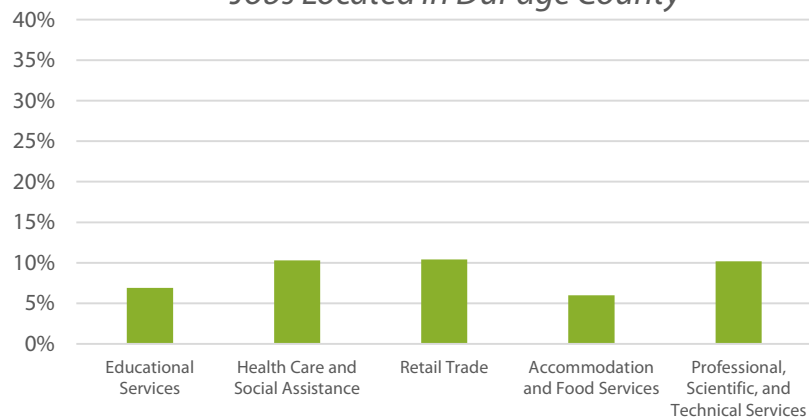
Jobs Located in Glen Ellyn



Source: U.S. Census Bureau

Top Five Industries (2015)

Jobs Located in DuPage County



Source: U.S. Census Bureau

Housing

Total Units

In 2016, the Village has an estimated 10,954 units across all housing categories. This is an increase of 530 housing units from 2010. The Village is currently considering two multi-family residential developments (Apex 400 and AVERE on Duane), which would together add 155 units the Village's housing stock in the next three years. Continued additions of multi-family housing units could potentially increase total units significantly.

Housing Tenure

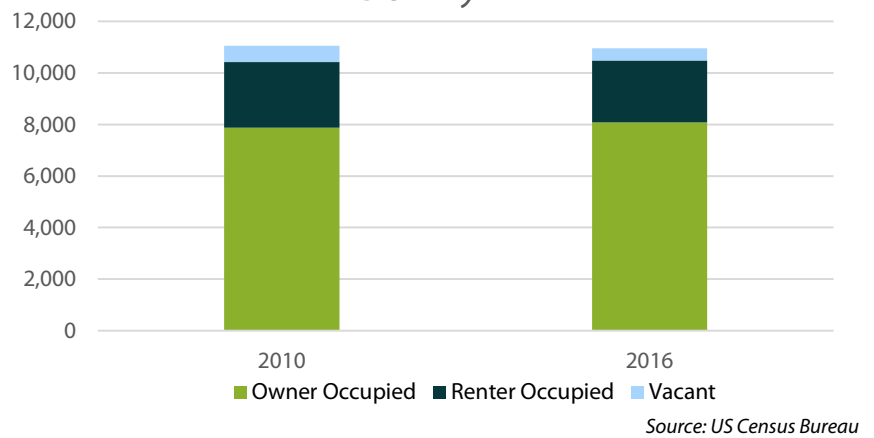
In 2016, 8,080 housing units in the Village were owner occupied, (73.8 percent). By comparison, 22.0 percent of housing was renter occupied and 4.3 percent of the Village's housing stock was vacant. The Village's vacancy rate, was slightly lower than DuPage County's at 5.2 percent.

Housing Type

Single family detached homes account for 62 percent of all housing units in Glen Ellyn, compared to 30 percent for multi-family housing and eight percent for single family attached units. Compared to the County as a whole, the Village has more single family detached and multi-family units, but less single family attached units.

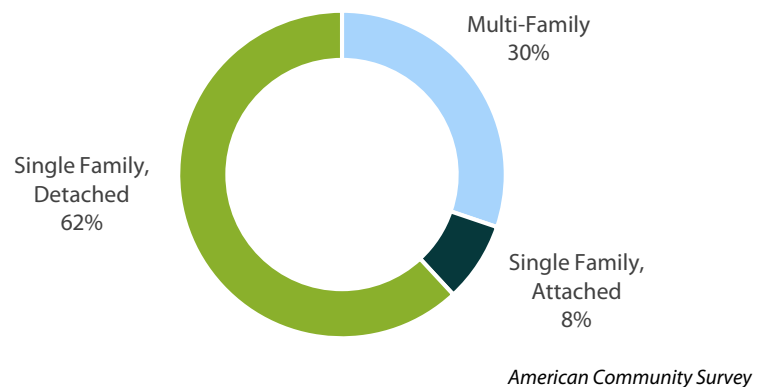
Total Housing Units (2010, 2016)

Glen Ellyn



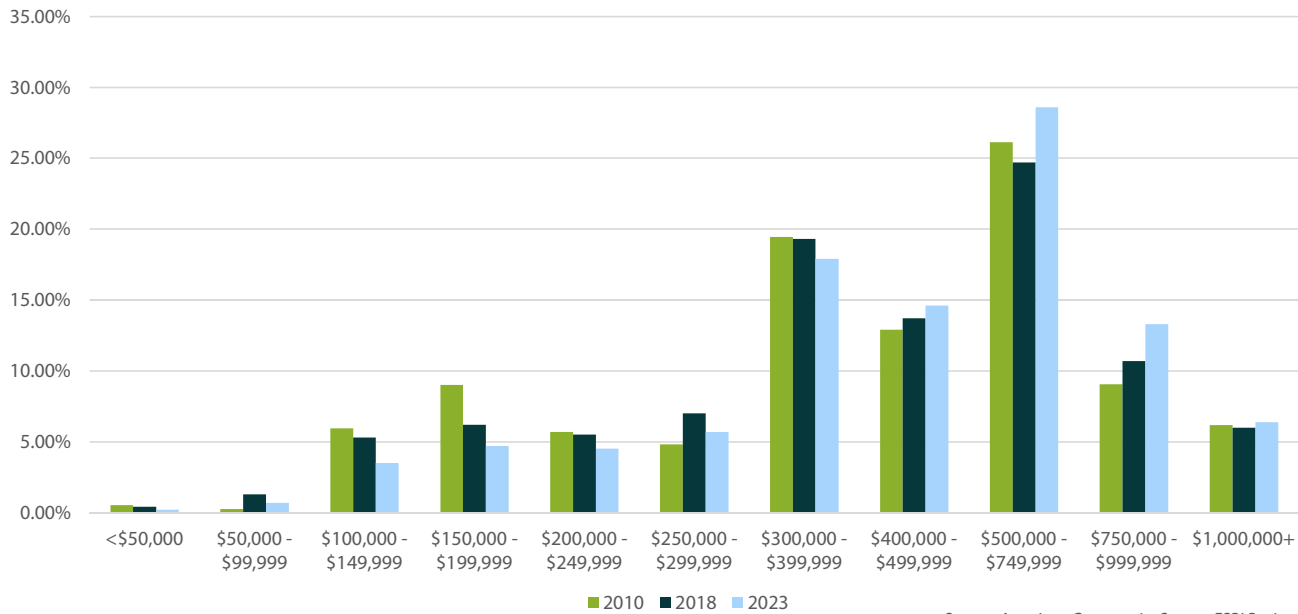
Housing by Type (2012-2016)

Glen Ellyn



Owner Occupied Housing by Value (2010, 2018, 2023)

Glen Ellyn



Source: American Community Survey, ESRI Business Analyst

Housing Value

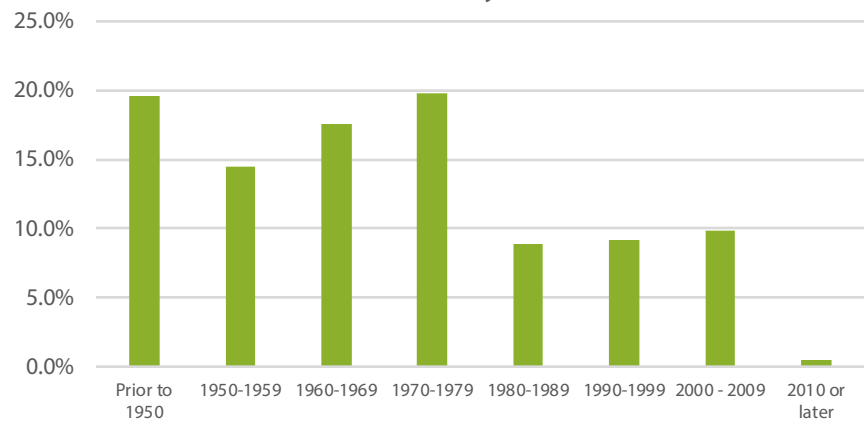
Roughly a quarter of housing units in the Village are valued between \$500,000 and \$749,000. By comparison, homes valued below \$200,000 accounts for only 13.2 percent of the total housing stock. In the next five years, the total of homes valued above \$400,000 is projected to increase while homes below \$400,000 will decrease.

Housing Age

As an established, built out community, the majority of housing units in Glen Ellyn (71.5 percent) were built before 1980 and 19.6 percent built before 1950. A total of 27.9 percent of homes were built between 1980 and 2009, and only 0.5 percent were built since 2010. Overall, construction of homes was generally spread out over time, with no single decade dominating the age of housing.

Housing Stock by Age

Glen Ellyn



Source: ESRI Business Analyst

Chapter 4

Community Outreach

Community outreach and efforts to facilitate discussion with a diverse range of community stakeholders is foundational to the Glen Ellyn Comprehensive Plan. This includes in-person events and online tools to engage and gather input from residents, the business community, property owners, developers, service providers, officials, and other groups with a vested interest in the Village's future. Together, this feedback will help to guide the direction of the Comprehensive Plan and ensure recommendations and policies are responsive to the needs of the community.

It should be noted that this section reflects comments as presented by the participants and is not intended to represent plan recommendations.

Outreach Completed

The Village utilized multiple outreach events and tools to gain insight on local perspectives regarding concerns, opportunities, strengths, and weaknesses of Glen Ellyn. The feedback received was used as a guiding force in identifying issues and will be critical to addressing opportunities for improvements within the community. To date, the following outreach opportunities have been completed:

Business Community Workshop

On August 29, 2018, the Village hosted a workshop with prominent business stakeholders to discuss community issues from a business standpoint. Participants included the Alliance of Downtown Glen Ellyn, Chamber of Commerce, Glen Ellyn Historical Society, Metra, and Union Pacific Railroad.

Local Service Provider Workshop

On August 29, 2018, the Village hosted a workshop at the Glen Ellyn Civic Center to gain input from local service providers. Participants included representatives from the DuPage County Department of Transportation, Glen Ellyn Public Library, Glen Ellyn Park District, Forest Preserve District, Glen Ellyn Volunteer Fire Company, Glen Ellyn Police Department, and School Districts 41, 87, and 89.

Boards and Commissions Workshop

On August 29, 2018, the Village hosted a workshop with Glen Ellyn's commissioners and board members, including representatives from the Plan Commission, Historic Preservation, Zoning Board of Appeals, Fire and Police Commission, Environmental Commission, Recreation Commission, Building Board of Appeals, and Capital Improvements Commission.

Project Website

A project website was developed to support the planning process, and includes background information about the plan, project news and announcements, meeting dates, documents, and online engagement tools. The website will remain active throughout the development of the Comprehensive Plan and act as a 'hub' for information and engagement opportunities.

Online Surveys

Three online surveys were made available on the project website, designed to gather detailed feedback from residents, business owners, and youth in Glen Ellyn. Over 500 responses were received between August and September 2018.

Social Media & Outreach Material

The following social media and outreach material were released to keep the public updated with the planning process:

- Press releases
- E-news
- Social media posts
- Alliance/chamber emails
- Poster with QR codes placed throughout the community
- Quarterly newsletter
- Flyers in monthly water bills
- Information displayed on Village-operated electronic message boards in downtown and at the Village Links



Major Outreach Themes

A wide range of topics were discussed during the outreach process, identifying various strengths, potential projects, concerns, and areas for improvement. A few major outreach themes were consistently discussed across all outreach opportunities. These represent critical issues and topics of discussion that will guide the overarching goals and objectives of the Comprehensive Plan. While many districts within Glen Ellyn were discussed, much emphasis was placed on Downtown.

Commercial & Retail Base

Glen Ellyn's declining retail base was prominently identified as a top issue among all outreach groups. The prevalence of vacant buildings, lack of retail options, and the desire for a Downtown grocery store were frequently mentioned. Participants argued that bringing more shops and retail options Downtown would generate activity at the Village's core and reduce reliance on big-box stores along Roosevelt Road. Furthermore, residents particularly noted the need to develop the Giesche and McChesney properties, which currently lay vacant. It was generally agreed upon that future development should be focused on drawing new retail stores in addition to restaurants, as Downtown Glen Ellyn already has an impressive collection of quality dining options but is limited in shopping options.

Closely related to the declining retail base was a concern with property taxes within the Village. Participants argued that the lack of commercial businesses places a greater tax burden on residents and has resulted in higher taxes. Through the online surveys, commercial shopping areas and property taxes were identified as the top two most important issues for the Comprehensive Plan to address by residents. Residents hoped that attracting new businesses and employers would help offset the residential tax burden and create a stable and diverse local tax base.



Glen Ellyn is updating its Comprehensive Plan and we need your help!

[Learn More](#)

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Development

Many comments throughout the outreach process were related to future development and investment within Glen Ellyn. Participants identified specific sites for development, the benefits of investment, and potential uses that would help meet the demands of the community.

Downtown

Downtown was a key focus in relation to development, with participants discussing the need to enhance amenities, expand and draw foot traffic and increase business retention to attract additional shoppers. Community members also vocalized their wishes to maintain open space, revitalize aging buildings, create more entertainment activities, and make Downtown into an 18-hour environment.

Development Process

Stakeholders conveyed the need for a streamlined process to support proactive development. Village staff mentioned that there has been a negative perception of the development-approval process, which could discourage investment in the Village. This is also connected to existing zoning regulations. Participants similarly expressed that the Village needs a more efficient method for identifying potential project sites and successfully completing goals set out within the Comprehensive Plan.

Infrastructure

A popular concern was the upkeep of infrastructure throughout Glen Ellyn. Participants felt that improvements to infrastructure were necessary to support private investment, particularly in increasing residential development. This includes Glen Ellyn's roadways, sewer lines, and stormwater management systems. Attention was also called to Commonwealth Edison Company's poor maintenance of above-ground powerlines, which participants wished would be eventually undergrounded. The powerlines also negatively impact the upkeep of the Village's tree canopy.



Housing

Often related to development concerns was a desire for more housing options and diversity within Glen Ellyn. Community members hoped to see new housing products that appeal to all age groups and life styles, with a focus on options that support downsizing and aging in place for older residents. When asked to identify what kind of new housing they would like to see, 57 percent of survey respondents chose single-family homes, 38 percent chose townhomes, and 34 percent chose condominiums (survey allowed for multiple choices). Though there was discussion of new mixed use developments, townhouses, and condominiums Downtown, only 17 percent of survey respondents were in favor seeing new apartment development with comments indicating some believed this type of housing would disrupt the character of the community.

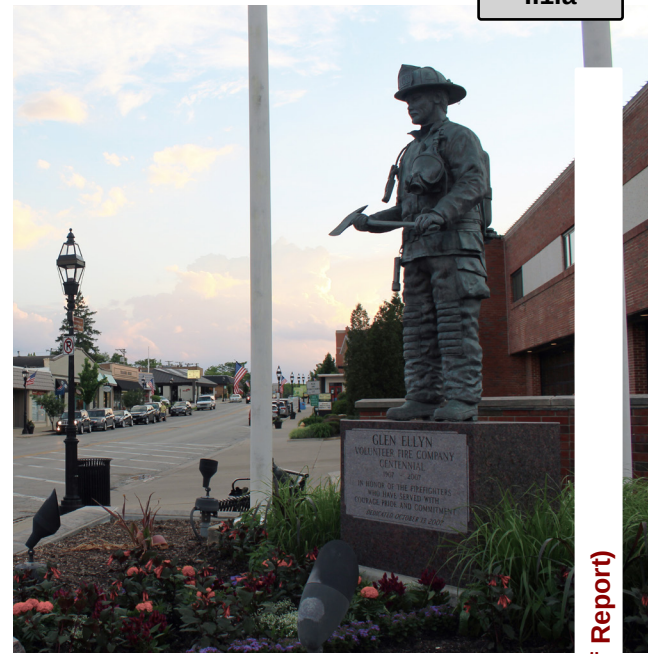
Maintaining Village Character

Through the online survey, 94 percent of participants expressed that they are satisfied or very satisfied with the quality of life in Glen Ellyn. Much of this positive opinion was related to the Village's small-town charm, quality services, historic character, and unique atmosphere. With new development and changing styles there is a concern that the community will lose its cherished character. In particular, the outreach process highlighted deliberation over allowing greater building height Downtown for mixed use and multifamily dwellings with groups both for and against. This would call for a revision to current zoning regulations. Stakeholders also agreed that any new development must be constructed in a sensible, design-conscious manner that is fitting to the surrounding character. The maintenance and preservation of the Village's tree canopy was additionally mentioned as a concern.

Traffic Control & Parking

Traffic and parking within Glen Ellyn were a consistent concern, often related to the Union Pacific West Railroad which runs east and west through the heart of Glen Ellyn. Many outreach groups discussed the need for additional grade-separated automobile and pedestrian underpasses along the railroad. Currently, a pedestrian underpass is being built at Taylor Avenue; however, residents argued that additional underpasses are needed, with a strong emphasis on building at least one underpass within the central portion of Downtown. Participants explained that because the railroad passes directly through the heart of Downtown, trains are a constant cause of traffic delays and hold ups. Multiple residents shared that they even avoid Downtown during the day to evade traffic, which reduces activity in the area.

The lack of Downtown parking for commuters, retailers, and businesses was another prominent concern. Issues with one-way traffic in Downtown, the need for improved signage, and congestion along Roosevelt Road were also regularly cited concerns.



Community Cohesion

The cohesion of Glen Ellyn as a complete community was another issue identified through community outreach. Many residents felt that the Village is split into smaller pieces and lacks a sense of unity. Further, individuals argued that it isn't often clear what is or isn't Glen Ellyn. Neighborhoods south of Roosevelt Road as well as the area east of Interstate 355 were often cited as feeling separate from the rest of the community. In many cases physical barriers, such as railroads, highways and major corridors, and waterways, create unofficial 'boundaries' that contribute to this lack of cohesion.

As part of the planning process, the Comprehensive Plan will identify recommendations to foster a greater sense of community and reduce the impact of physical barriers within Glen Ellyn. This will include both physical improvements, such as gateway signage and projects to improve connectivity, as well as policies and programming recommendations to bring residents together and invite individuals to engage with the community.

Community Strengths & Assets

In addition to issues and opportunities, residents were asked to identify strengths and assets they enjoy that must be preserved moving forward. The following are the top strengths mentioned, which should continue to be maintained or enhanced:

- Excellent schools
- College of DuPage
- Walkable Downtown with charm
- Quality restaurants
- Small businesses
- Glen Ellyn Public Library
- Great community facilities
- Metra line
- Police and Fire Departments
- Resident engagement and passion
- Volunteerism
- Reputation
- Community pride
- Community with assets and disposable income
- Entrepreneurial drive
- Acceptance of diversity
- Glen Ellyn's history
- Village's natural areas
- Strong newcomers support group
- Community events

Chapter 5

Existing Conditions Analysis

Existing conditions analysis provides a foundation for the planning process, identifying the critical issues and opportunities that must be addressed by the Comprehensive Plan. This analysis was informed by past planning efforts, demographic trends, community outreach, and extensive research and reconnaissance, intended to provide a complete understanding of Glen Ellyn today. Analysis has been categorized into five sections, representing the overarching themes by which the recommendations and policies of the Comprehensive Plan will be organized. These categories include:

- Land Use & Development
- Subarea Planning
- Transportation & Infrastructure
- Community Facilities
- Parks, Recreation & Open Space



Land Use & Development



By guiding land use and development, the Comprehensive Plan will help to shape the built form and character of different areas of the Village and ensure future investment meets the needs and preferences of Glen Ellyn's residents. To support this core component of the Comprehensive Plan, a thorough review of existing land uses, zoning, regulations, and development trends in Glen Ellyn was completed. This analysis will inform the Comprehensive Plan and guide future growth and investment in the Village.

Existing Land Use

To provide a foundation for the planning process, a complete understanding of existing land use is essential. Utilizing field reconnaissance, research, and data analysis, a detailed review of existing land use was completed, sorting every parcel within Glen Ellyn into one of the following 14 land use categories.



Single-Family Detached

This category comprises stand-alone, single family housing units on dedicated parcels and is the predominant land use within Glen Ellyn.

Single-Family Attached

This category is made up of buildings consisting of three or more dwelling units separated by common vertical walls where each unit is located on, or intended to be located on its own lot and may have an entrance opening directly to the outside.

Multi-Family

This category includes buildings consisting three or more dwelling units, including apartments and condominiums that have common building elements, such as entrances, corridors, driveways, and garages, and where the property on which the building is located is owned by a single party.



Commercial

This category includes a wide variety of retail goods and service businesses. These range in size from small free-standing local businesses to major commercial centers, such as Market Plaza. Commercial uses are mainly located along Roosevelt Road, Stacy's Corners and Downtown.

Mixed Use

This category includes buildings with two or more distinct uses vertically stacked. Developments usually contain commercial at the ground floor and residential or office uses above. All mixed use buildings are located within Downtown.

Office

This category comprises buildings dedicated to professional office spaces, including corporate headquarters, legal firms, and professional service providers. Small medical offices are included within this land use category, such as family physicians or eye care professionals. Offices are dispersed throughout the community, with most located near Roosevelt Road and within Downtown.



Medical

This category includes medical facilities such as hospitals, clinics, and outpatient centers. This includes the DuPage Medical Group and the Northwestern Medicine facilities located Downtown and on Roosevelt Road.

Light Industrial

This category includes light industrial businesses that minimize impacts on adjacent uses. There are few light industrial uses in Glen Ellyn, the most prominent being Nicor Gas located off of Finley Road. It should be noted that in 2014, the Village created a Light Industrial District outside the current boundary to accommodate future annexation of industrial properties on Hill Avenue near Interstate 355.

Public/Semi-Public

This category consists of institutions and community facilities that serve the residents of Glen Ellyn and contribute to quality of life. This includes government buildings, police and fire, historic centers, religious institutions, and non-profit organizations.

Educational

This category comprises schools and educational facilities, including both public and private schools as well as higher education universities and institutions. Educational uses are scattered throughout the Village with the largest institution being the 265-acre College of DuPage.

Parks & Open Space

This category includes designated park spaces, nature reserves, golf courses, cemeteries, trails, playgrounds, and land used for sports recreation. Glen Ellyn has a large amount of land dedicated to parks and open space with the aim to develop the community as the "Village in the Park."

Utility & Transportation

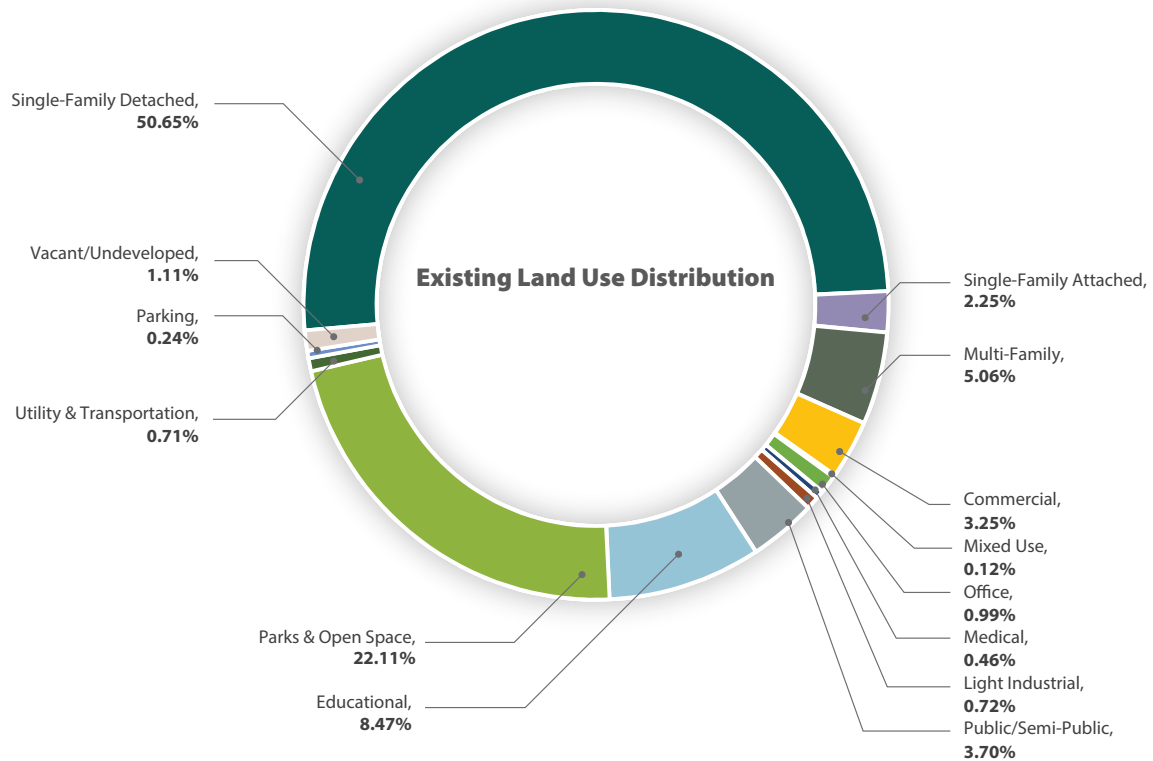
This category comprises land dedicated to transportation infrastructure or the production, storage, and maintenance of utilities. A major Transportation use is the railroad that passes through the center of Glen Ellyn.

Parking

This category includes land used for the parking of automobiles, including surface parking, parking structures, and garages. Properties identified within this category provide stand-alone parking and are not tied to a specific business or residence.

Vacant/Undeveloped

This category includes land that is not presently developed and can accommodate future development. Vacant land can consist of properties prepped for development but remain unused or properties with structures that are no longer occupied. Glen Ellyn has a few vacant parcels and buildings scattered throughout the community, such as the former McChesney Miller Site and the parcel on the southeast corner of St. Charles Road and Main Street.

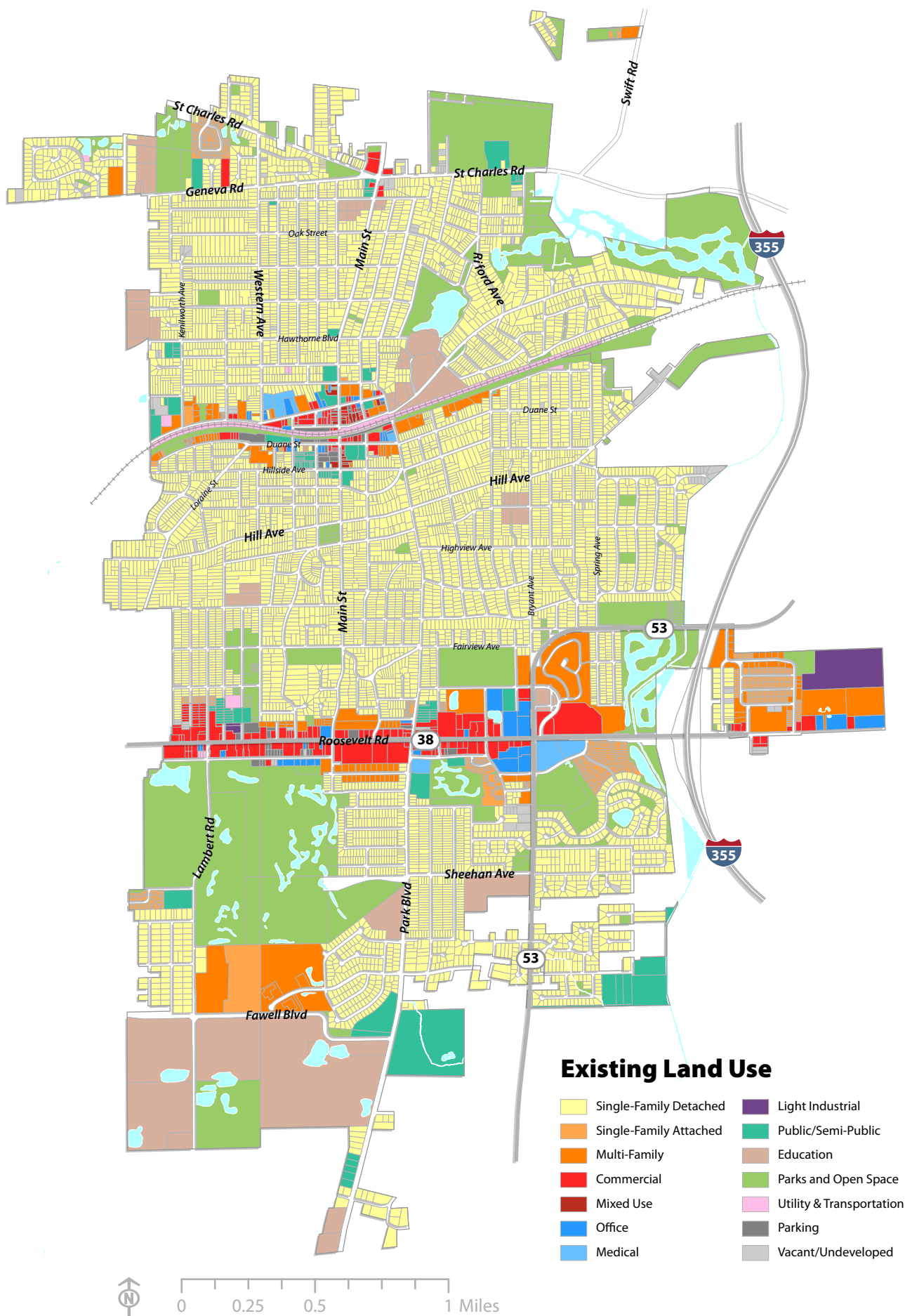


Land Use Distribution

Single-family detached homes comprise 50.7 percent of land area within Glen Ellyn or 1,915 acres, making it the most prominent land use, while parks and open space ranks the second largest land use at 22.1 percent. Together, these two uses make up 72.8 percent of the Village's total area and are the only land uses with over 10 percent of the total.

The third largest land use is Educational at 8.5 percent, largely due to the College of DuPage, which is the largest single land owner in the Village. The remaining 11 land use categories total just 18.8 percent of the Village's area, with six land use categories under one percent. Commercial uses make up just 3.2 percent of land use.

It should also be noted that while multi-family and single-family attached only account for 7.3 percent of the Village's total area, they make up 38.1 percent of housing units.



Current Zoning

Zoning is critical to guiding land use and investment and ensuring new development is in accordance with Village goals. Current zoning regulations are outlined in the Village Zoning Code, which was last updated in 2018. The code defines the following 18 zoning categories:

Conservation Recreation District (CR)

This district is intended to preserve existing open space and natural resources as well as protect public health, safety, comfort, and welfare. In addition, the district is utilized to reduce impacts from flooding by restricting the use of those areas which are subject to water inundation, including water retention or recharge areas.

Community College District (CC)

This district is intended to support institutional uses with dedicated campus master plans that have been reviewed by the Village Board, namely the College of DuPage in southwest Glen Ellyn. The district allows for flexibility in development including unique uses with multiple buildings, recreational facilities, and integrated vehicular and pedestrian systems.

Residential Estate Districts (RE, R0)

These districts are intended to accommodate rural estate type residential uses, characterized as areas of low density with large lot single-family dwellings. RE differs from R0 in that the RE zone is aimed at newly incorporated areas and only permits detached single-family dwellings. These districts will be generally located on the periphery of the Village.

Low-Density Residential Districts (R1, R2, R2B)

These districts allow for single-family dwellings along with a variety of supplementary uses intended to support, accommodate, and protect low-density residential neighborhoods. Non-residential uses include public parks or playgrounds, schools, churches, and daycares as special uses. The R2B district can be applied to newly incorporated land annexed into the Village and was created to match the bulk regulations in unincorporated DuPage County single-family zoning districts.

Medium-Density Residential Districts (R3, R4, R5)

These districts allow for a variety of residential uses including single-family, two-family, attached single-family, and multi-family dwellings. The districts are intended to support, accommodate, and protect medium-density residential neighborhoods as well as serve as transitional areas between existing single-family residential and higher intensity uses. The R5 district is intended to support planned unit developments (PUD) and requires an overall plan to guide development.

Commercial District (C1)

The C1 district is reserved for future use by the Village and is currently unused. No properties within the Village are classified within this zone.

Community Commercial District (C2)

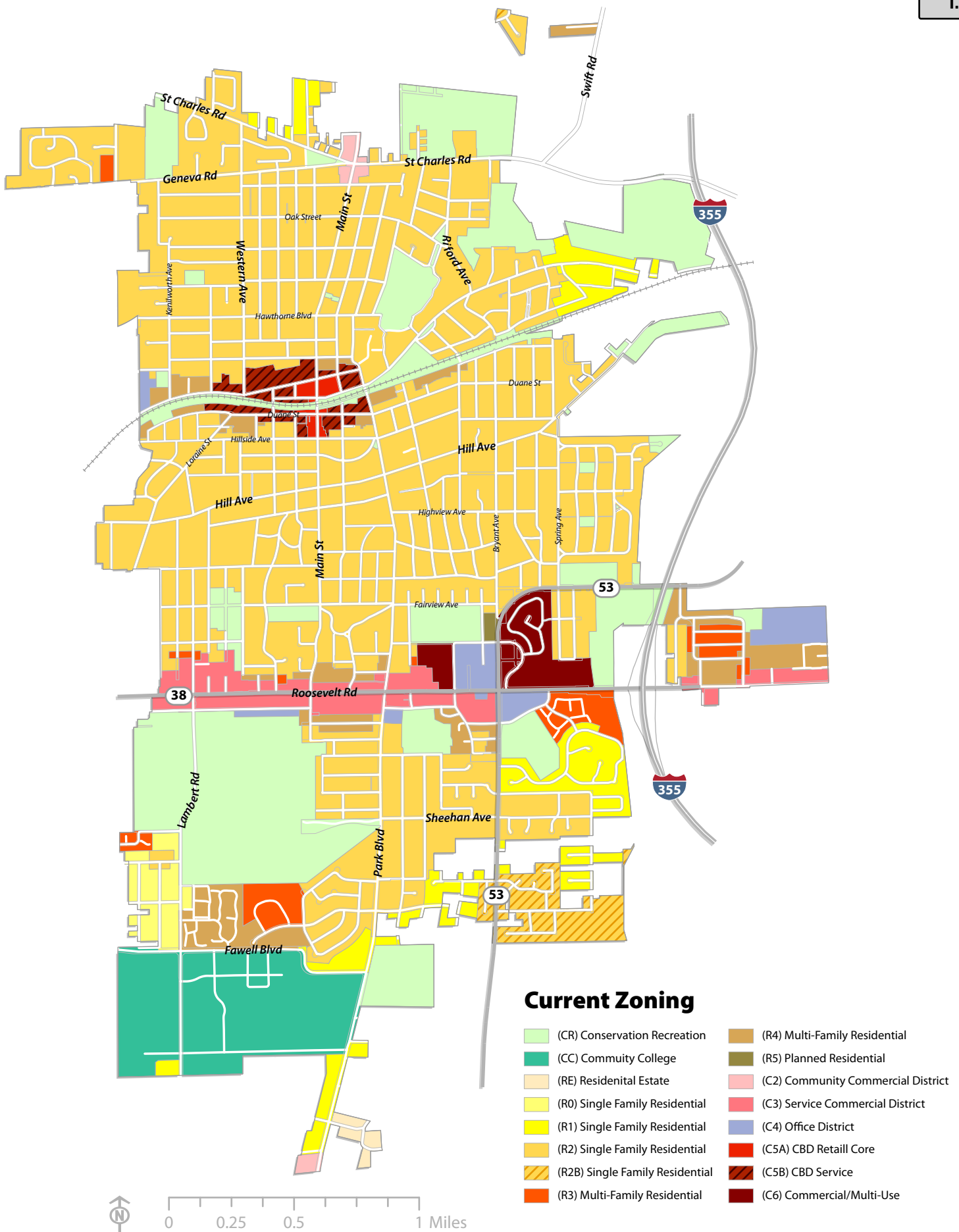
This district is intended to provide basic services and convenience shopping for adjacent neighborhoods as well as the entire community. The two C2 districts are located at Stacy's Corners and at the southmost end of the Village boundary along Park Boulevard.

Service Commercial District (C3)

This district is designed to allow for a wide range of retail and service uses including motorist-oriented commercial businesses which may be incompatible with uses encouraged in other business districts, such as drive-thrus, big-box stores, and automobile dealerships. Glen Ellyn's C3 districts are primarily located along the Roosevelt Road corridor.

Office District (C4)

This district is intended to accommodate office buildings and civic and governmental structures in a mutually compatible environment. Permitted uses including financial institutions, medical clinics, private schools, offices, research laboratories, and studios. Office districts are located west of Downtown, along Taft Avenue, on or near Roosevelt Road, and east of Interstate 355.





Central Business District (C5A, C5B)

These districts constitute the Village's Downtown and historic central business district, comprised of two separate and distinct subdistricts. C5A includes the Village's primary retail core, intended to maintain a pedestrian-oriented and historic character. Surrounding this core is the C5B district, intended to accommodate necessary service uses, consolidated parking, and allow for the gradual and planned expansion of the retail core.

Commercial/Multiuse Planned Development District (C6)

This district is intended to ensure the planned and orderly development of mixed use areas in Glen Ellyn. There are only two C6 districts within Glen Ellyn, which are located along Roosevelt Road and Bryant Avenue.

Light Industrial Zoning District (I1)

This district is intended to provide areas suitable for industrial activities that do not create appreciable nuisance or hazards, can be located harmoniously on the same lot with office uses, and in relatively close proximity to residential areas. It should be noted that the only I1 District is located outside Village boundary within the ETJ on Hill Avenue just west of Interstate 355.

Housing Stock & Diversity

An understanding of the housing options available within Glen Ellyn is important to guiding future residential investment and long-term growth. Currently, single-family detached dwellings make up the majority of housing in Glen Ellyn, 62 percent of all housing, followed by multi-family with 30 percent and single-family attached with eight percent. The Village also contains five senior housing developments.

Housing Values

About 25 percent of the Village's housing units are valued between \$500,000 and \$749,000, while homes under \$200,000 account for only 13.2 percent of all housing units. This may indicate a potential undersupply of more affordable units that typically support young professionals and older residents looking to downsize or 'age-in-place.' Moving forward, additional housing market research will be undertaken as part of the planning process to document demand at various price points.

The Comprehensive Plan will consider the housing types that best fit the community's needs, how to attract and diversify housing options, and best practices to maintain the quality of existing residential neighborhoods.

Downtown Housing

Downtown presently contains a mix of condominiums, townhouses, apartments, and mixed use buildings. However, the need for more Downtown housing options was consistently mentioned through community outreach. The Village is in the process of reviewing two new residential development proposals Downtown known as Apex 400 and AVERE on Duane. Both proposals are conducive to Transit-Oriented Development (TOD) that is within walking distance to the Metra station and the Village's commercial center. These higher-density developments would attract a variety of residents including young professionals and empty nesters.

Apex 400

A 107-unit high-end multi-family residential development is proposed for the former Giesche Shoe Store property and adjacent surface parking lot at 418 N Main Street. The five-story Apex 400 building would include retail spaces at the ground floor, 142 public parking spaces, streetscape enhancements, and an articulated façade design that matches surrounding architecture.

AVERE on Duane

A four-story, 48-unit luxury rental building has been proposed on property located south of the Glen Public Library on Duane Street between Prospect and Melrose Avenues. The development would replace existing residential units and small commercial spaces, and would include underground parking for 48 stalls.



Shifting Retail Environment

The potential to lose commercial businesses and the changing nature of the retail environment are key concerns for Glen Ellyn. Following national trends, Glen Ellyn has experienced the closure of large retail businesses along Roosevelt Road and within Downtown. Shifts in consumer trends have challenged the viability of physical “brick and mortar” stores and placed greater emphasis on fostering unique experiences and atmospheres to attract customers.

The Village has made efforts to fortify its retail tax base in recent years, most notably the growth of new quality restaurants and cafés in Downtown, and several new retail tenants have recently located or are in the process of locating along the Roosevelt Road corridor. However, the loss of shopping options and retail businesses remains an important concern. Noted throughout public engagement, many residents hoped that a greater emphasis on economic development would help to grow the local tax base and offset residential tax burdens. Though this is not the sole solution to the Village’s financial standing, focusing on economic development could also help steer the retail environment in the proper direction.

Based upon these concerns, the Comprehensive Plan will consider market demand for retail types in key areas, incentives that can be used to further attract desired businesses, as well as overall policies and practices to strengthen the local business community.

Development Character

Glen Ellyn is well regarded for its lush tree canopy, charming Downtown, expansive park spaces, and well-maintained homes. This distinct character is highly valued by residents and acts as a magnet for visitors and those considering moving to the area. Given the importance of the Village’s existing character, the community has demonstrated a key concern that new investment and development will impact Glen Ellyn’s sense of place. Through outreach, many residents emphasized a concern that the style, scale, and appearance of new development could hinder the existing architectural theme and character of the Village.

As a mostly land-locked community with little room for outward expansion and relatively few vacant or undeveloped properties, there is additional emphasis on infill and the redevelopment of existing properties. Combined with a growing demand for higher-density investment, there is potential for future development to impact surrounding residential areas and commercial districts. Understanding the significance of retaining Glen Ellyn’s unique sense of place, the Comprehensive Plan will identify strategies to guide investment in a way that is conducive to maintaining the character of the Village. Further, the Plan will aim to strike a balance that allows the Village to attract desired investment while mitigating negative impacts.

Development Process

Discussion with the business community indicated that the existing development process and zoning regulations can be perceived as challenging and overly restrictive. This includes both complications within the details and applications of specific regulations as well as the overall procedures by which a project receives approval from the Village.

One often cited example was the Downtown C5A and C5B zoning districts and standards. Located at the center of Downtown, the C5A district has height restrictions intended to preserve the existing character and feel of the area. However, coupled with other regulations in the C5 districts, this has pushed new, taller development to the C5B district. As a result, Downtown is experiencing a ‘bowl’ affect with taller construction on the periphery. In addition, it has discouraged investment at the heart of Downtown where new development may be most successful. The planning process will further examine the development process and regulations to assess what revisions can be made to ensure the codes are supportive of the Village’s development objectives.

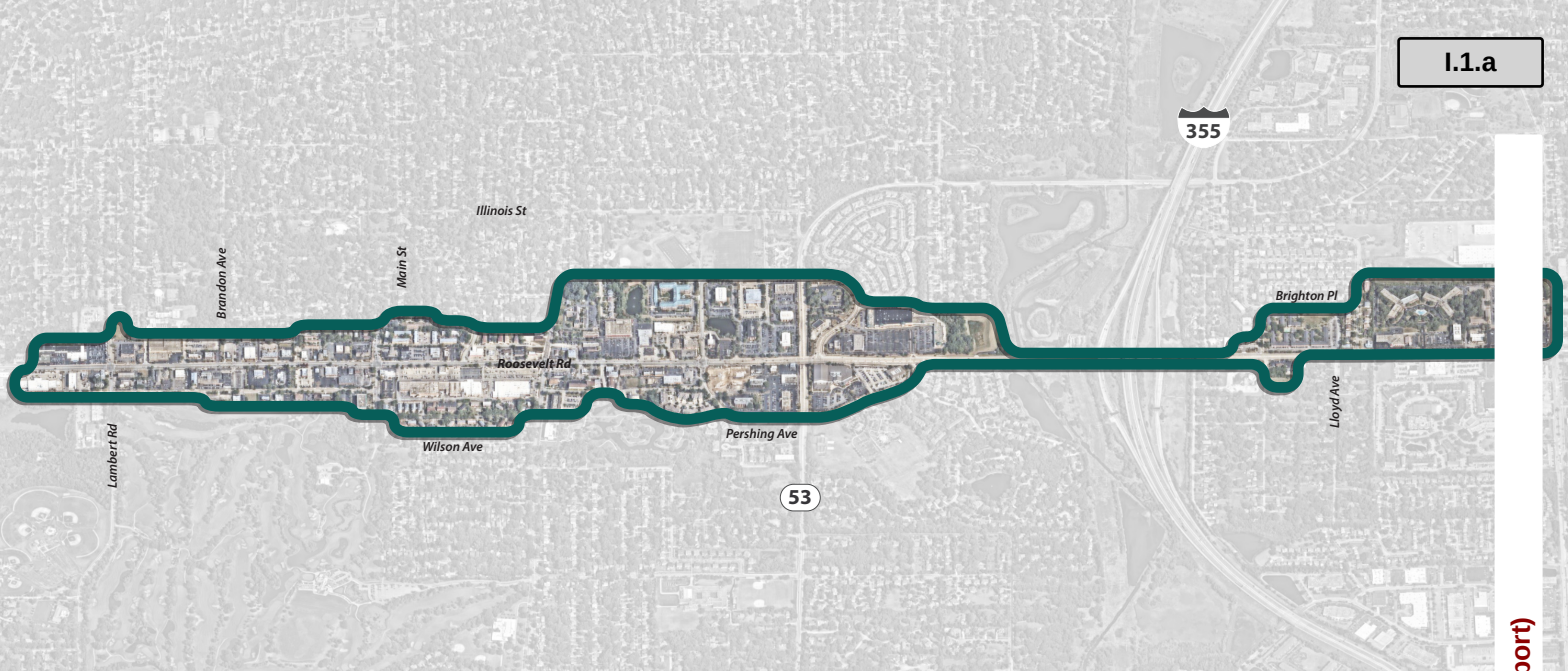
Subareas

Subarea planning will be a key component of the Comprehensive Plan. The subarea plans will provide more specific recommendations for target areas in the Village that are most susceptible to redevelopment and have the potential to greatly impact the character of the community. These plans will address the desired mix of land uses, access and mobility, as well as image and character. The following target areas will be included in the subarea plans:

- Roosevelt Road Corridor
- Stacy's Corners
- Downtown

To determine the desired mix of land uses, access and mobility, and image and character of the subareas, it is necessary to understand their current conditions.





Roosevelt Road Corridor

The Roosevelt Road Corridor subarea includes properties north and south of this major east-west arterial along the entire length of the roadway as it passes through Glen Ellyn, from Finley Road to just west of Lambert Avenue. Serving both Glen Ellyn and the surrounding region, the corridor includes a mix of retail, service, office, medical, lodging, and residential uses. As a heavily traveled regional arterial, Roosevelt Road has a significant influence on the image of the community. Development in the area primarily consists of one and two-story structures with surface parking. Shopping centers such as Baker Hill, Market Plaza, and Pickwick Plaza are interwoven with smaller freestanding businesses. Roosevelt Road contains the majority of Glen Ellyn's office space with clusters adjacent to IL Route 53 and along Taft Avenue.

Land Use Mix

- Shallow lot depth and narrow parcels limit redevelopment potential, particularly along the north side of Roosevelt Road. Parcel assembly may be needed to facilitate reinvestment as well as preservation of deeper lots.
- Vacancies and deferred maintenance indicate it may be an appropriate time to reevaluate outdated hotel and office uses along the corridor.
- While vacancies exist in some areas, new tenants have recently located on the corridor in existing space or within new construction including: Pete's Market, CVS, Panera, Jimmy Johns, Buona Beef, and Andy's Frozen Custard.

Access & Mobility

- A lack of north-south cross-streets limits pedestrian crossing opportunities. Between Main Street and Lambert Road, there is nearly half a mile between crossings.
- Lack of cross access between commercial properties is problematic on the north side between Park Boulevard and Main Street, forcing local traffic onto Roosevelt Road.
- The sidewalk network is inconsistent, with sidewalk segments either ending abruptly, traveling through access drives, or situated as a carriage walk immediately adjacent to travel lanes, creating an environment that can be difficult to navigate and uncomfortable for pedestrians.

- Southbound Park Boulevard and Main Street lack dedicated right/westbound turn lanes resulting in traffic backups, particularly during peak travel times.

Image & Character

- The Village's streetscaping investments including brick pavers, landscaping, decorative fencing, and wayfinding signage, have enhanced the appearance of the corridor. IDOT, however, will not permit the replacement or new installation of brick pavers in the Roosevelt Road right-of-way, so the Village must develop an alternative approach to streetscape.
- Opportunities exist at centers such as Market Plaza to enhance both the appearance and function of surface parking areas with perimeter and interior landscaping.
- The heavily travelled IL Route 53 underpass area that cuts through the corridor is stark and unattractive, particularly northbound as it passes under Roosevelt Road. Weeds in concrete medians also diminish the area's appearance. Opportunities exist to improve screening and landscaping while improving the corridor as a gateway to the community.
- Roosevelt Road east of Interstate 355 is physically disconnected from the rest of Glen Ellyn resulting in the perception of not being part of the community.



Stacy's Corners

Stacy's Corners (formerly Five Corners) is located at the intersection of Main Street, Geneva Road, and St. Charles Road, and is considered to be the northern gateway into Glen Ellyn. The subarea is recognized as a community asset and is home to Stacy's Tavern Museum and the Glen Ellyn Historical Society. Forest Glen Elementary School and Glen Ellyn School District 41 administrative offices are also located within the area at the intersection of Main Street and Elm Street. The area, the northeast portion of which is unincorporated DuPage County, includes a small park, several auto repair shops, and strip commercial uses. Stacy's Corners functions as a neighborhood service area for surrounding residential areas and passing motorists. The Village has been looking for ways to further develop the intersection into an attractive entryway and activity center, while maintaining both the historic quality and local character.

Land Use Mix

- The parcel located on the southeast corner of Main Street and St. Charles Road has been vacant since the demolition of the former gas station and convenience store in 2011. A Special Use Permit for a new gas station and convenience store, however, was approved in 2017.
- Development within Stacy's Corners, with the exception of civic and institutional uses, is auto-oriented commercial with surface parking oriented toward Main Street.

Access & Mobility

- The 2003 Five Corners Streetscape Plan and subsequent redesign of the intersection generally functions well in limiting congestion related to the St. Charles Road and Geneva Road split.
- All commercial properties have front-loaded surface parking, however curb cuts have been combined in some locations to limit conflict points along Main Street.
- The sidewalk network is complete at the intersection and the use of distinctive pavers and continental striping helps sidewalks stand out from intersections and access drives.

Image & Character

- Extensive streetscaping has been completed to improve the area's curb appeal including decorative pavers, streetlights, and parkway landscaping.
- A mix of architectural styles (from the historic tavern and 1950s era dry cleaners to contemporary Walgreen's with historic references to design) speaks to the area's age as a historic commercial district, but also provides for an inconsistent image.
- A temporary wayfinding sign on the vacant lot highlights the area's potential to better serve as a gateway to the community.
- The auto repair business lacks perimeter landscaping or screening, contrasting with improvements provided on the Walgreen's site and the park on the northwest and southwest corners respectively.



Downtown

Downtown is the heart of Glen Ellyn and is established as the Village's central business district. The subarea is bound by Anthony Street on the north, Park Boulevard on the east, Hillside Avenue on the south, and Newton Avenue/Lorraine Street on the west. With its small-town charm, the area is attractive to local businesses and pedestrian activity. The Union Pacific West Railroad runs through the center, separating Downtown into north and south sides. In addition to the Metra commuter station, Downtown contains a mix of retail, service, professional and medical office uses, as well as mixed use and multi-family residential. Important public and institutional buildings are also located within the subarea including the Glen Ellyn Public Library, St. Petronille School, School District 87 Headquarters, and the Glen Ellyn Civic Center. Downtown has been a major focus for Village redevelopment and several large scale capital improvement projects are planned for the near future.

Land Use Mix

- With increasing demand for residential units, potential mixed use development projects have been proposed including Apex 400 (located at the former Giesche site and existing Village surface lot on Main Street) and AVERE on Duane (located on the southside of Duane across from the Library). The Comprehensive Plan will assess the demand for multi-family housing and further evaluate potential sites in the downtown for new development.
- Outreach indicates existing building height limits in the CSA and C5B Districts may be too restrictive, limiting the viability of new development and reducing developer interest in Downtown. Existing regulations will be further evaluated and potential revisions recommended to encourage new investment in the Downtown while maintaining the district's desirable character.

- Downtown boasts numerous quality restaurants, however there is a community desire for additional retail shops and service providers to diversify the consumer crowd and expand the tax base.
- There are a number of potentially underutilized properties including single-story buildings, buildings with small footprints or inefficient orientations, and surface parking lots. The former McChesney and Miller property (as well as surrounding low intensity properties on Crescent Boulevard) may represent the most significant potential redevelopment sites.

Access & Mobility

- With three at-grade crossings, the combination of freight traffic, and the Union Pacific West Metra line passing through Downtown, traffic congestion can be a significant issue and is a possible reason for potential customers to avoid the area altogether.
- The construction of the Prairie Path south of the railroad has increased pedestrian and bicycle accessibility to Downtown. Crossing improvements such as the proposed pedestrian underpass at Forest Avenue should help strengthen connections to downtown businesses north of the railroad.
- The high number of one-way streets in Downtown can be disorienting to visitors and can create congestion in key areas. For example, the queuing of traffic at the intersection of Pennsylvania Avenue and Main Street has been highlighted as one of the larger traffic issues within the downtown, particularly when the railroad crossing gates are down. Changing this section of Pennsylvania to two-way traffic could provide some relief for southbound Main Street and eastbound Pennsylvania traffic.
- The Downtown has a series of existing public and private parking lots as well as public on-street parking. A new parking garage is proposed behind the Glen Ellyn Civic Center and the Village has discussed, and should further consider, another to be built on the north side of the railroad. Potential sites include, but are not limited to, West Crescent Boulevard, Northwest Corner of Main Street and Pennsylvania Avenue, and Pennsylvania Avenue at Forest Avenue.

Image & Character

- The Village has made great progress in enhancing the streetscape within Downtown with lighting, proposed signage, and ornamental street furniture that complement the area's historic character.
- Sidewalk materials and tree grates are used inconsistently in Downtown and painted pedestrian crossings are faded.
- Downtown Glen Ellyn lacks downtown gateway features that announce entry into the district.
- Attractive parking lot screening and perimeter landscaping are present in most areas, but there are several areas where these improvements are absent, diminishing the district's overall image and pedestrian environment.
- There is a consistent streetwall along Main Street and at cross-streets, but this breaks down the farther one travels east or west from Main, making the pedestrian environment less inviting.
- Pennsylvania Avenue, the most heavily traveled east-west route, is more auto-oriented in character and has limited street trees, sidewalk widths, and street furniture.

Transportation



Well-maintained transportation and infrastructure systems are key to promoting efficient movement within and around Glen Ellyn. Mobility and accessibility are key components of a municipality and closely related to business development, resident attraction, and day-to-day quality of life. As a result, it is of great importance to ensure the Village is well connected and up to date with road improvements. As a foundation for the Comprehensive Plan, an analysis of transportation and infrastructure within Glen Ellyn was completed. This was informed by field reconnaissance, research and data analysis, past plans and projects, and public outreach.

Traffic Circulation

Glen Ellyn is traversed by an extensive network of minor and major arterial roadways as well as Interstate 355, the majority of which are governed by other jurisdictional entities. Issues regarding traffic flow, traffic signals, and missing linkages were examined within the Village. Any future recommendations made by the Comprehensive Plan will require intergovernmental cooperation between the Village and other managing agencies such as IDOT, ISTHA, Milton Township, and DuPage County.

Existing Roadway Network

Overall, Glen Ellyn's existing roadway network provides good continuity through the Village, seamless connections into the adjoining communities, and efficient connections between local neighborhoods and commercial corridors. There is excellent access to the regional expressway/tollway system from multiple locations and no significant missing linkages in the roadway network were found.

Three of the four major arterial roadways in or alongside Glen Ellyn (Roosevelt Road, Butterfield Road, and North Ave) are designated by IDOT as Strategic Regional Arterials and have interchanges with Interstate 355. Roosevelt Road is one of the Village's primary commercial corridors outside of the downtown area. These factors result in roadways with high volume of through traffic and congested traffic flow, particularly during weekday and weekend travel times. The Strategic Regional Arterial Report for IL 56 has planned for the widening of Butterfield Road to six lanes, which would improve travel to the Village from the south.



I.1.a

Intersections along the Village's arterial roadways are generally well-spaced and provide adequate traffic control, with an exception to Roosevelt Road, which could benefit from additional north-south bound crossings. Intersection capacity improvements may be needed at the intersections of Roosevelt Road and Park Boulevard, Geneva Road and Western Avenue, and St. Charles Road and Riford Road. Possible improvements include dedicated right-turn lanes on westbound Roosevelt and southbound Park Boulevard, left-turn lanes on Geneva Road, and widening northbound Riford Road to provide dedicated left-turn lane and combined thru/right-turn lane at St. Charles and Riford Roads.

The Union Pacific Railway and Great Western Trail pose as significant barriers to north-south travel in the Village, while Interstate 355 and the East Branch of the DuPage River are barriers for east-west travel.

Interstate 355

Similar to the major arterials, Interstate 355 is presently carrying traffic volumes that exceed the efficient operating capacity of a six-lane expressway. The Illinois Tollway is widening a 2-mile segment of the I-355 between Butterfield Road (IL Route 56) and Roosevelt Road (IL Route 38) to improve travel and provide congestion relief. The work will also include repairs to the existing roadway and bridges.

While Illinois does not have published Level of Service standards related annual average daily traffic (AADT), the AADT of between 129,500 and 131,000 along I-355 in the vicinity of Glen Ellyn exceeds capacity standards set by several DOT's and MPO's around the US. For example, for a 6-lane freeway in an urbanized area, the Florida DOT establishes the AADT threshold for LOS E at 123,300. The AADT of I-355 exceeds this capacity, which is why the Tollway is widening the facility.

Downtown One-Ways

Within Downtown Glen Ellyn there are nine roadway segments that are permanently restricted to one-way traffic movements, and three other roadways segments that are restricted to one-way travel on Sundays only. Four of these roadways (Main Street, Crescent Boulevard, Forest Avenue, and Pennsylvania Avenue) form a one-way counter-clockwise loop in the downtown core area which results in an inefficient around-the-block circulation and less visibility for businesses along the loop. The other one-way roadways are more residential in nature and are associated with one of the six area churches, many of which provide preschools and one of which has an elementary/junior high school.

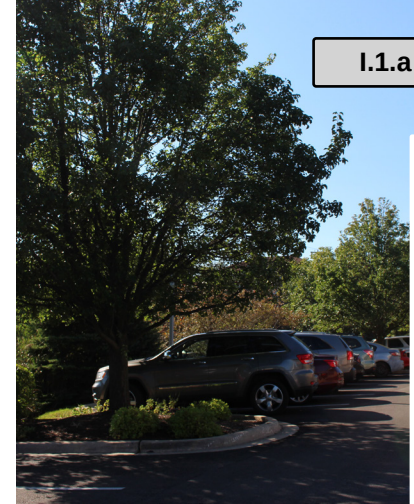
Railroad Crossings

As a significant physical boundary to north-south movement, the Union Pacific Railway affects traffic flow along the entire width of the Village within Downtown. There is a high volume of daily Metra commuter rail and freight activity on the Union Pacific Railway exceeding 100 trains daily. With three grade crossings in Downtown at Main Street, Park Boulevard, and Prospect Avenue, the train traffic often results in extensive traffic delays and increased response times for emergency services.

The grade-separated crossing at Taylor Street provides the only alternate route across the rail tracks in the Village to the west of Interstate 355. The Taylor Street underpass, however, is an inefficient single-lane roadway with a traffic signal that alternates the northbound and southbound direction of flow. Though the underpass currently has a narrow sidewalk, the addition of a pedestrian tunnel directly east is in progress to better accommodate pedestrians and bicyclists. This underpass is used by students traveling to Glenbard West High School. An additional grade-separated crossing of the railroad to the west of the CBD would also be a benefit to the west side of the Village.

Stacy's Corners

DuDOT's reconfiguration of the Stacy's Corners intersection of Main Street, St. Charles Road, and Geneva Road from a five-way intersection to a 4.5-way has improved traffic flow. Curb cuts and parking lot consolidation are still needed in the northeast quadrant of the intersection to make the intersection more pedestrian oriented.



Parking

Parking within Glen Ellyn was an issue continuously mentioned throughout community outreach. The following sections will analyze parking conditions in relation to Downtown, Roosevelt Road, and Stacy's Corners.

Downtown

Currently, there are approximately 1,600 public parking spaces in Downtown, with 73 percent located in twelve public parking lots and 27 percent located on the street. Approximately 38 percent of the spaces are located north of the railroad and 62 percent are located south of the railroad, indicating a need for more parking north of the tracks. Commuter parking comprises 46 percent of the public parking supply.

About 726 commuter parking spaces in Downtown are spread over nine parking lots, of which six lots are located on the south side of the railroad and three on the north side. The abundance of commuter parking on the south side is one justification for a grade-separated pedestrian crossing to the train station. These commuter parking spaces are utilized by over 90 percent of capacity on weekdays. Additionally, on-street spaces within Downtown are the most heavily utilized spaces on weekdays, particularly those along Main Street, Crescent Boulevard, Forest Avenue, Duane Street, and Hillside Avenue.

Several churches in Downtown (St. Petronille, St. Mark's, First United Methodist, Glen Ellyn Bible, and First Congregational) have parking lots that may be available for the Downtown community on weekdays and/or Saturday. On weekends, when the permit restrictions are not in effect, the commuter lots along Crescent Boulevard and south of the railroad, that are regulated by the permits, are the most heavily utilized and supplement the street parking spaces.

The overall parking supply in Downtown is capable of meeting existing demand and the Village is doing well in managing the parking supply with time limitations and active enforcement. Nonetheless, a parking deck would still be of benefit to Downtown users based on proximity to desired locations.

Roosevelt Road

Many of the parking areas serving the larger shopping centers and office parks in the Roosevelt Road corridor have been consolidated or interconnected. At the same time, numerous smaller businesses have separate parking lots requiring access directly from Roosevelt Road. The Comprehensive Plan will explore the feasibility of curb cuts and other efforts to better connect parking and reduce impacts to traffic along Roosevelt Road.

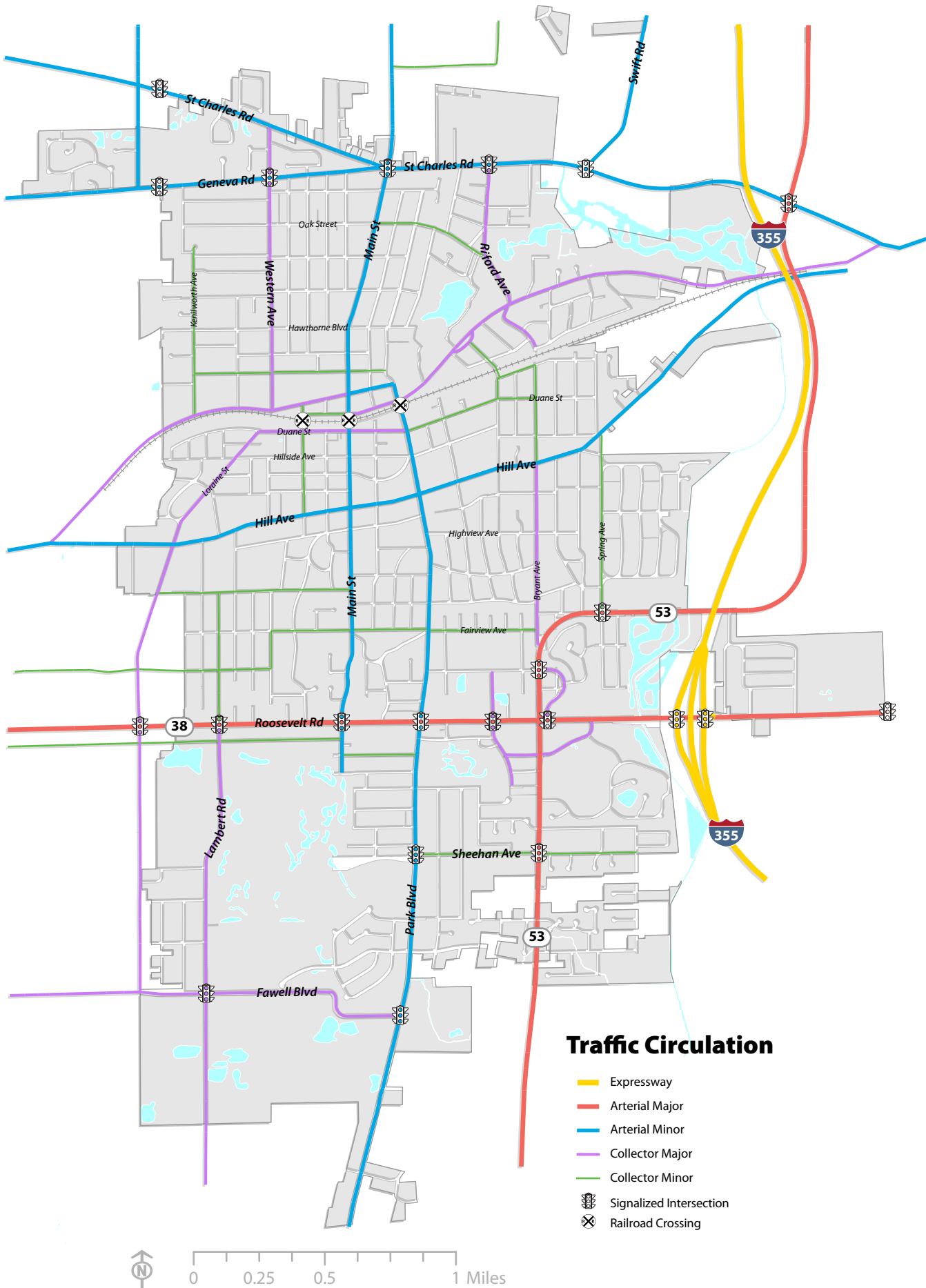
Stacy's Corners

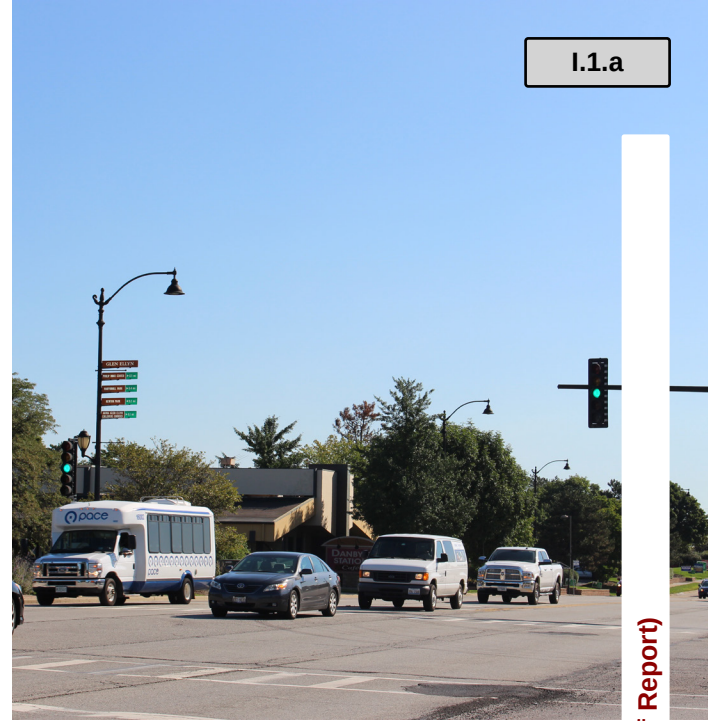
Within Stacy's Corners, parking for local businesses is impacted by inadequate parking capacity at Forest Glen Elementary School. This impacts consumer behavior and the viability of owning a business within the area. This issue was emphasized during public engagement and will be addressed within the Comprehensive Plan.

Parking Enhancements

There are also some locations in the Village that provide dedicated parking spaces for no-emission vehicles and electric vehicle charging stations, which offer environmental benefits that are desired by the community. Locations include the public parking lot at Crescent and Glenwood Avenue, Baker Hill Shopping Center, Maryknoll Park, Sunset Park, and the College of DuPage. Glen Ellyn provides 20 electric vehicle charging stations, which is more than neighboring communities, and sufficiently meets local demand.

Additional landscaping, lighting, and wayfinding enhancements are needed to further increase utilization of public lots and reduce reliance on the street parking spaces. Implementation of the recommendations from the Community Signage and Wayfinding Plan will achieve these goals.





Public Transit

Public transportation services in the Village are provided by Metra commuter rail, Pace suburban bus, and Milton Township.

Metra

There are approximately 1,750 to 1,850 boardings and alightings at the Glen Ellyn Metra Station each weekday making it the second busiest train station on the Union Pacific West Line after Elmhurst. Ridership levels at the station have been stable over the past couple of years but are still about 14 percent lower than the average ridership levels prior to 2000. This is despite the approximately 50 percent job growth within the half-mile transit shed of the Metra station.

Sixty-seven percent of Metra riders arrive to the station by car, either by driving alone, carpooling, or being dropped-off. Approximately 27 percent walk to the station while 4 percent ride a bike. Only 2 percent travel to the station by Pace bus or other means, in part because only one Pace bus route (Route 715) connects with the station. Further, the route generally travels down Main Street and Park Boulevard towards the College of DuPage and operates on weekdays only. This data was extracted from the Metra 2016 Origin-Destination Survey report.

One long-term public transit project that is included in CMAP's On To 2050 Comprehensive Regional Plan draft and will benefit the Village is an upgrade of Metra's Union Pacific West Line. This project will enhance pedestrian safety along the line and improve the efficiency of transit operations. A third track will be added to the existing double-track portion of the line east of Elmhurst, which will increase passenger service, reliability, and coordination with freight traffic.

Quiet Zone

Train noise through Glen Ellyn was identified as a nuisance to the surrounding residential areas and business community during public outreach. This is despite the fact that Downtown is currently designated as a train "quiet zone" where train crews are exempt from sounding train horns at grade crossings.

Milton Township

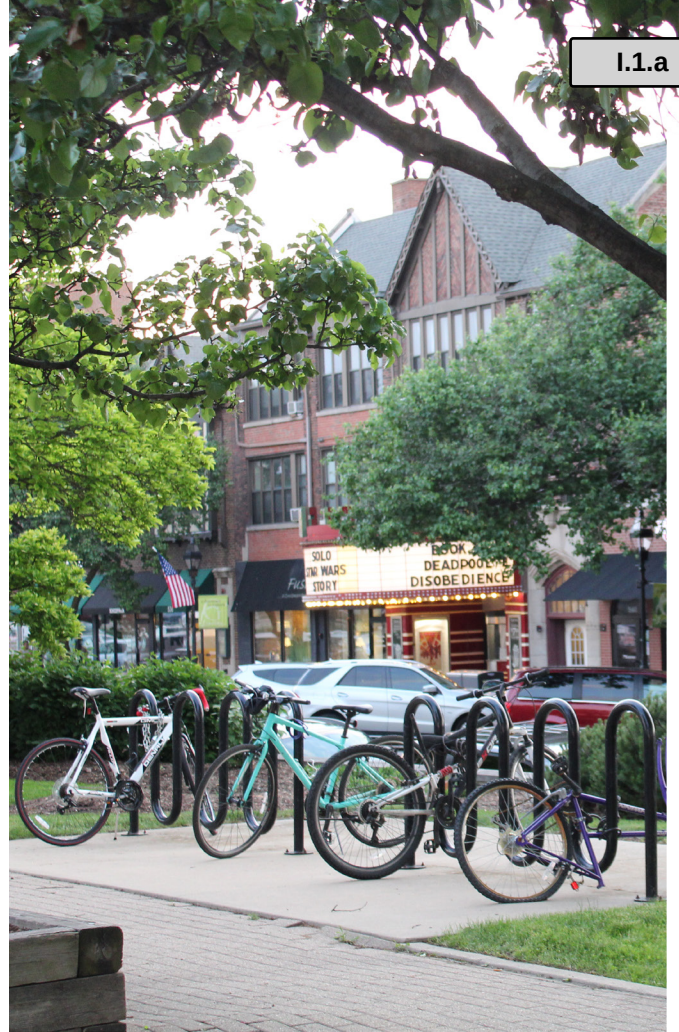
Milton Township offers door-to-door public transit service to senior and permanently-disabled township residents. The Dial-A-Ride program is available 24 hours a day, seven days a week. Advance reservations are required and a fare is charged. Service is available for various types of trips throughout Glen Ellyn, Wheaton, and Milton Township.

Pace Bus

There are three Pace bus routes that circulate through the Village: Routes 301, 714, and 715. Route 301 travels east/west along Roosevelt Road, Route 714 circles through College of DuPage and travels along the Village's western border on Lambert Road before entering Wheaton, and Route 715 travels down Main Street until Downtown, continues along Park Boulevard and passes College of DuPage, then exits on S Lambert Road.

Ridership levels are high on Route 301, moderate on Route 715, and low on Route 714. Most of the Village's residential neighborhoods are not within a convenient walking distance of a Pace bus route, which is defined as a quarter mile walk or less. As a result, residents have few alternatives but to drive to reach shopping and employment destinations or the Metra station.

Four Pace bus shelters exist in the Village, three located on Roosevelt Road and one at College of DuPage. The remaining bus stops along the three Pace routes are posted stops only without passenger waiting amenities. Improving passenger amenities and installing real-time arrival information can encourage greater ridership. Pace also has long-term plans to implement its recently initiated PULSE Arterial Bus Rapid Transit (ART) Service along Roosevelt Road, North Avenue, and Butterfield Road.



Bicycle & Pedestrian System

Bicycle and pedestrian mobility are important factors to consider when promoting equitable accessibility within the Village. Currently, Glen Ellyn is automobile oriented with limited infrastructure available for cyclists and long travel distances for pedestrians. With the Prairie Path and Great Western Trail, however, Glen Ellyn better accommodates bicyclists and pedestrians than most neighboring communities. The Village has made great efforts in upgrading its sidewalk system for walkability, which the Comprehensive Plan will continue to promote along with other alternative transit incentives.

Bicycle Mobility

The bicycle system in Glen Ellyn consists of a combination of regional trails, on-street bicycle lanes, shared paths through forest preserves and parks, and posted bicycle routes. However, the various bicycle facilities have yet to be connected into a cohesive system that connects residents to Downtown, College of DuPage, and all schools, parks, civic facilities, larger office parks, and commercial areas. East-west bound connections are more established within the Village, but north-south connections particularly prove to be limited.

The Metra station offers secured bicycle parking facilities for approximately 56 bicycles, though previous Metra surveys indicated the spaces are near-fully utilized on weekdays. Downtown has approximately 150 bicycle parking spaces, which are well-utilized on good weather days. There is demand for additional bicycle parking spaces Downtown and at the Metra station.

Many multi-family and mixed use buildings lack bicycle parking accommodations as they are not currently required by the Village's Zoning Code, although PUDs can receive a density bonus if bicycle parking is provided. Furthermore, less than half of the Glen Ellyn Park District's 28 facilities currently provide bicycle parking.

Opportunities exist to expand the bicycle system into a cohesive network, close the gaps in the network, and enhance the quality of the system. This could be done through installing additional bicycle lanes, shared-lane markings, and posted bicycle routes, improved bike route signage, and by replacing segments of sidewalk with wider, shared paths that better accommodate a wider range of users. Implementation of applicable recommendations in the Move GE Active Transportation Plan and the planned DuPage County trail projects could help achieve these goals and will be integrated within the Comprehensive Plan.



Pedestrian Mobility

The arterial and collector roadways provide the most direct pedestrian connections to commercial areas, civic facilities, parks, and schools. Gaps in the pedestrian system are present along all of the Village's arterial and collector roadways. For example, a significant gap along Roosevelt Road prevents pedestrian travel to and from the east side of Interstate 355. The road has particularly proven to be a barrier to pedestrians due to the five-lane width of the roadway, traffic signal spacing, and high volumes of traffic.

Pedestrian safety upgrades, such as pedestrian signals, countdown timers, high-visibility crosswalks, and ADA-compliant curb ramps are needed at several of the signalized intersections in the Village. Such improvements are most notably needed along IL Route 53, Main Street, Park Avenue, Geneva Road, Hill Avenue, Pennsylvania Avenue, St. Charles Road, and Roosevelt Road at Baker Hill Drive.

The railroad grade crossings in Downtown provide sufficient warning systems to protect motorists, bicyclists, and pedestrians. Pedestrian access to the train station from the south side of the railroad is hampered, however, by the high volume of train activity and limited number of railroad crossing points at Main Street, Park Boulevard, and Prospect Avenue that are all at-grade. A grade-separated pedestrian crossing within Downtown would address this problem and benefit commuters.

Glen Ellyn has not adopted a local Complete Streets ordinance. The Village is discussing the incorporation of a Complete Streets renovation project into the next Capital Improvements Plan, which the Comprehensive Plan will address along with other pedestrian infrastructure improvements.

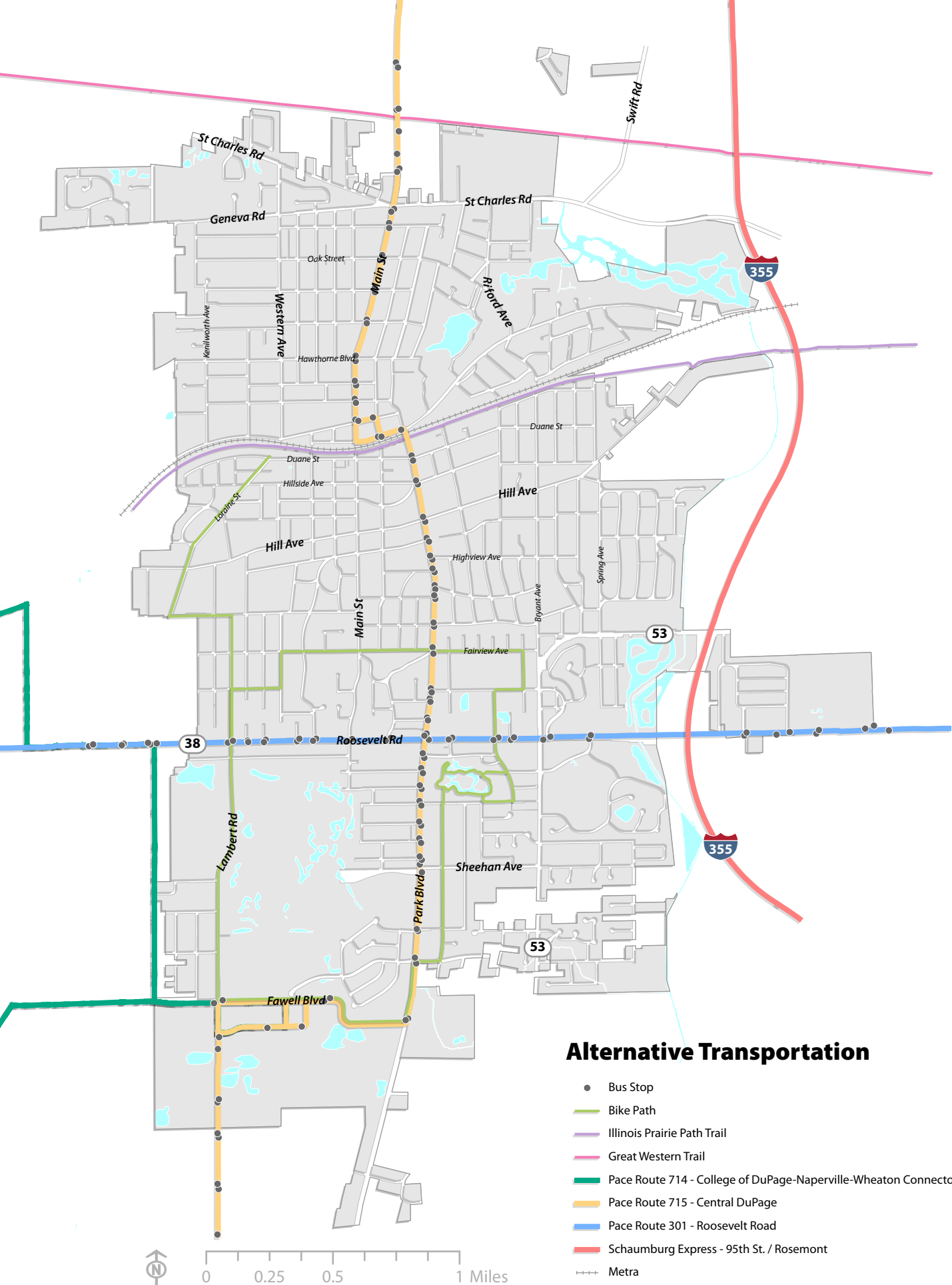


Trails

The two regional trails, the Illinois Prairie Path and Great Western Trail, provide long-distance recreation and off-street bicycle connections to adjoining communities and forest preserves to the east and west of the Village. The Great Western Trail travels along the northern end of Glen Ellyn while the Prairie Path Trail runs along the Union Pacific Railroad through Downtown. Village residents expressed their desire for a safe bicycle facility that connects these two trails and strongly wish to see the completion of the East Branch DuPage River Trail in the unincorporated areas of Glen Ellyn. Local trails are located in the two DuPage County Forest Preserves in Glen Ellyn (Churchill Woods and Willowbrook), Glen Ellyn Park Districts' Maryknoll Park, the Village-owned Panfish Park, and on the College of DuPage campus.

Newton Park, Lake Ellyn Park, Ackerman Park, Spring Avenue Recreation Center, and Stacy Park do not have bicycle trails and most of the public schools including Glenbard West, Hadley, Glen Crest, Park View, Lincoln, Franklin, and Forest Glen are not currently connected to the Village's bicycle network. The Move Glen Ellyn Transportation Plan addresses many of these missing links to public schools, although the recommendations have yet to be implemented. In addition, connections to Park View School and Forest Glen School have not been addressed.

Planned bicycle trails will address some of the bicycle system deficiencies, such as DuPage County's East Branch DuPage River Trail, which will span the Village in a north-south direction, connect the Great Western Trail with the Illinois Prairie Path, and extend along the DuPage River and through the Commonwealth Edison right-of-way to the Morten Arboretum. IDOT also has plans to reach the Arboretum via a shared path along IL Route 53 and Butterfield Road.



Community Facilities



Community facilities include the public entities and private organizations that offer services to meet the needs of residents. These contribute to Glen Ellyn's high quality of life and make the Village a safe and inviting place to live. Overall, community facilities were identified as important assets and strengths of the Village that should be carefully maintained in the future. The following review of community facilities will help to inform the Comprehensive Plan and guide recommendations and policies to preserve and enhance these amenities within the Village.

Government

The Village of Glen Ellyn is a home rule community operating under the Council-Manager form of government. This includes a six-member Board of Trustees, who are responsible for establishing Village policy and making executive decisions; a Village President, who is the presiding officer of the Board; and a Village Manager, who is responsible for enacting those policies and decisions. The Manager is supported by six departments that assist with day-to-day operations of the Village as well as efforts to achieve the Village's long-term goals. In addition, the Board of Trustees is supported by 10 boards and commissions that provide detailed knowledge and expertise with regards to specific topics and components of the Village.

The majority of Glen Ellyn's government is housed in the Glen Ellyn Civic Center. A renovation of this facility has been planned for the end of 2018 and will include reorganization of some departments' offices. The Village also maintains additional facilities throughout the community as necessary to support the individual departments and amenities provided. Overall, Village government is well functioning and outreach identified no major concerns or maintenance issues. In this context, the Comprehensive Plan will focus on long-term upkeep and enhancements that could improve Village-provided services while preserving Glen Ellyn's quality of life.

Attachment: Issues & Opportunities Memorandum (3667 : Staff Report)



Emergency Services

Police

The Glen Ellyn Police Department provides community policing services to ensure the safety of all residents within the Village. The Department was housed within the first floor of the Civic Center but recently moved to a new, dedicated facility located south of Roosevelt Road on Park Boulevard. Completed in 2017, the new station is state-of-the-art, designed to meet the specific needs of the department, and put police in close proximity to Roosevelt Road, which generates more 911 calls than any other part of the community.

Overall, the Police Department provides quality services to ensure Glen Ellyn is a safe and comfortable environment for its residents. Combined with recent investment in a new police station, no major issues were identified with regards to public safety. The Comprehensive Plan will emphasize the importance of the new facility and explore opportunities to build off this investment while ensuring continued safety throughout the Village.

Fire Protection

Fire protection services in the Village are provided by the Glen Ellyn Volunteer Fire Company, which is composed of a Fire Chief and 64 volunteer fire fighters. The Fire Company operates two stations: Station 101, located within Downtown Glen Ellyn, and Station 102, located on Taft Road near Roosevelt Road. The Fire Company has an Insurance Service Office (ISO) classification of 3, which is a rating of the level of fire safety response on a scale of 1-10 with 1 being the best rating. In comparison, the neighboring communities Wheaton and Lombard have the same rating of 3, while Glendale Heights ranks 2 and Downers Grove 1.

Overall, the Volunteer Fire Company provides high quality services and fire protection was not identified as a critical issue by the Village community. However, given the importance of maintaining safety within Glen Ellyn, the Comprehensive Plan will consider long-term improvements and enhancements to ensure quality fire protection within Glen Ellyn.

Historic District

The Village of Glen Ellyn has three historic districts registered with the National Register of Historic Places (NRHP)—the Glen Ellyn Main Street Historic District, Downtown North Historic District, and Downtown South Historic District. These districts are located in or slightly north of Downtown and have partial overlap with the C5A Retail Core Zoning District. Stacy's Corners is another region recognized locally as a historic district, which includes Stacy's Tavern Museum, a property also registered on NRHP. In addition, the Village holds an inventory of 40 properties dispersed throughout the community with landmarked status. In the face of ongoing development, the preservation of historic buildings and architecture within Glen Ellyn was expressed as a concern during community outreach. The Comprehensive Plan will conduct a review of existing districts and regulations to ensure current preservation methods are properly protecting the valued historic structures of the Village.



Education

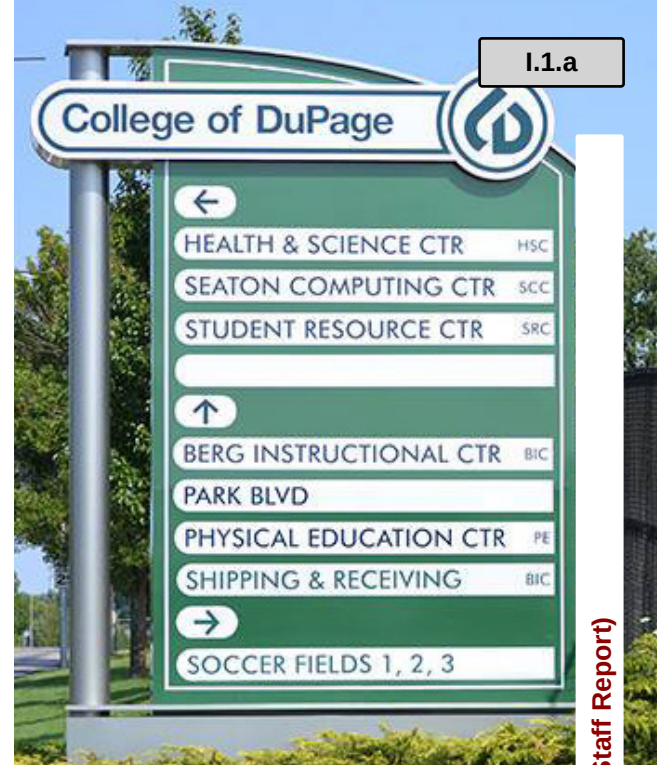
Public education in Glen Ellyn is provided by the following three school districts:

- Glen Ellyn School District 41
 - Abraham Lincoln Elementary School
 - Benjamin Franklin Elementary School
 - Churchill Elementary School
 - Forest Glen Elementary School
 - Hadley Junior High School
- Community Consolidated School District 89
 - Arbor View Elementary School
 - Brian Glen Elementary School
 - Park View Elementary School
 - Westfield Elementary School
 - Glen Crest Middle School
- Glenbard Township High School District 87
 - Glenbard West High School
 - Glenbard South High School
 - This district also operates two additional high schools in neighboring communities; however, Glen Ellyn students do not attend those schools

Glen Ellyn's schools are a valued asset and were often listed as a key strength of the Village during community outreach. Some schools were identified as over capacity by the community facilities survey; however, none are critical and demographic studies conducted by District 87 indicate that enrollment will be stable in the near future. While the Village is limited in its ability to directly resolve issues related to education, close coordination and communication with the school districts is essential to address concerns. The planning process will identify opportunities for collaboration, long-term improvements, and other cooperative projects that may help ensure Glen Ellyn continues to be a valued destination for its quality of education.

College of DuPage

Higher education in the Village is provided by the College of DuPage (COD), a two-year community college located in southwestern Glen Ellyn. COD enrolled approximately 27,000 students from across DuPage County in the 2017-2018 academic year; however, the College has been experiencing a gradual decline in enrollment, which is consistent with national trends and it is estimated current enrollment is closer to 25,000. The institution was frequently cited as an important community asset through the outreach process, not only as an education provider but also in offering a range of facilities and services that contribute to quality of life in Glen Ellyn.



Town-and-Gown Relations

The Village and COD have a collaborative relationship and work together to provide events and programs for both students and residents. The Village recently partnered with the College and DuPage to create an entrepreneurship center at the Glen Ellyn Civic Center for Innovation DuPage, a career development and business expansion initiative. The Small Business Development Center will also be moving into the Civic Center, creating a hub of new business resources. COD hosts numerous events during the year that are open to residents, including the 5K Road Race, Food Truck Rally, and programs through the McAninch Arts Center. Together with the DuPage Convention and Visitors Bureau, the Village and College work closely together to promote each other's events and provide the public with unique experiences.

Facilities Planning

COD is in the process of forming a long-term Facilities Master Plan. A 2016 Utilization Analysis estimated that COD has a need for an additional 70,000 square feet of academic space including classrooms, lecture spaces, and labs. Plans have been made to renovate the Early Childhood Center for administrative offices and a portion of the Glen Ellyn Civic Center for Innovation DuPage. As the facilities planning process is still in progress, no decision has been made regarding plans for additional facilities; however, constructing any new buildings would require an amendment to the Planned Unit Development (PUD) and a public hearing process as COD has maximized its development footprint under the current agreement with the Village.

Other projects being considered include strengthening the College's brand in the campus area through placemaking, signage, and better identifying its presence within the community, and intersection and pedestrian crossing improvements on Lambert Avenue at Fawell Boulevard and College Road. The Comprehensive Plan will be responsive to these potential projects and incorporate recommendations that support higher education and continue to foster a cooperative relationship between COD and the Village of Glen Ellyn.



Library

The Glen Ellyn Library first started in the early 1900s when a group of women from the Glen Ellyn Study Club established the Glen Ellyn Library Association and began collecting funds for a dedicated library within the Village. The Library was established in 1907, with the first permanent location opening in 1914. The current building, located along Duane Street in Downtown Glen Ellyn, was constructed in 1995 to make room for additional volume. Today, The Library holds over 220,000 media items and hosts numerous programs and activities for the community.

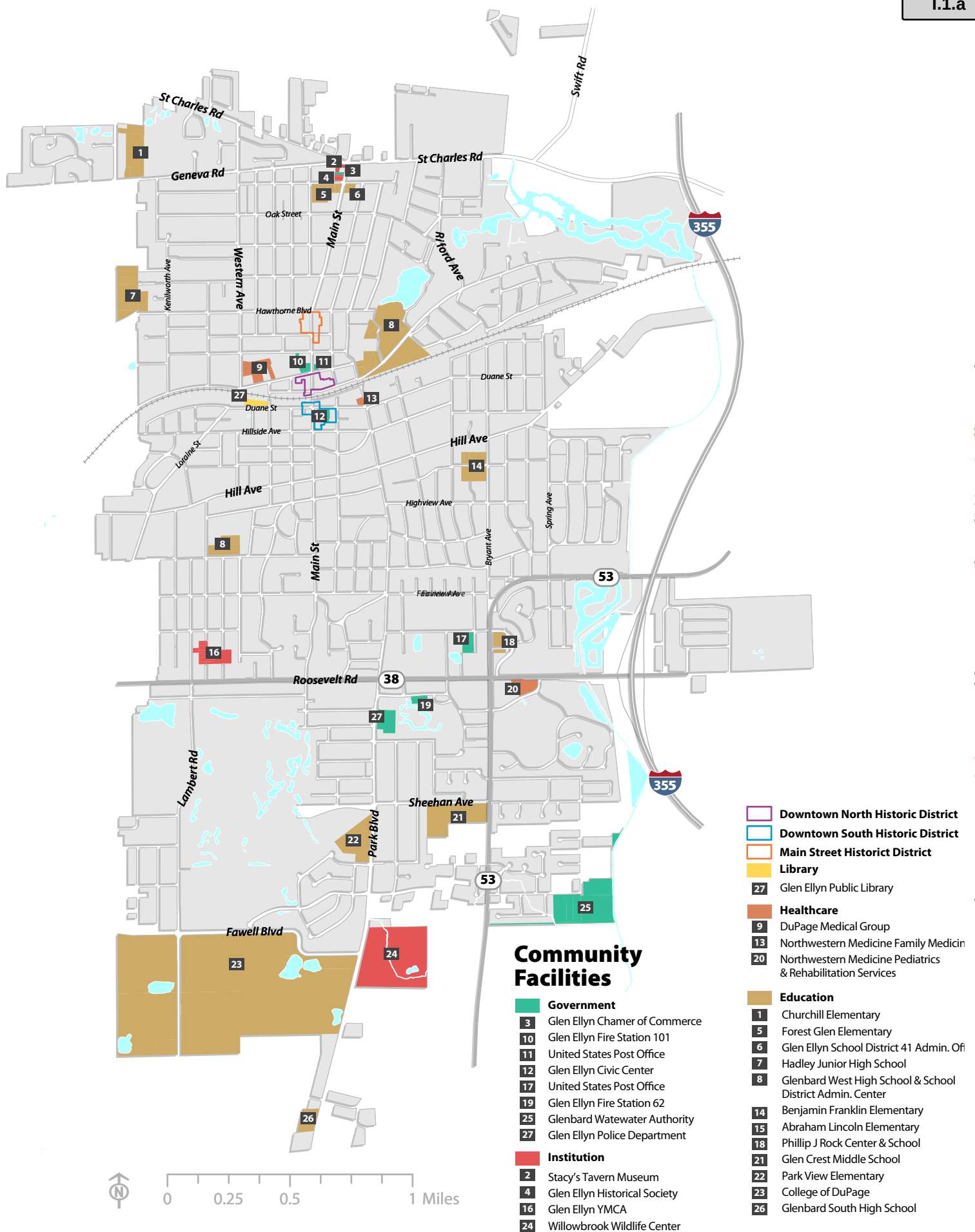
The Library is currently undergoing Phase III of its interior renovations plan, recently completing a new café and drive-thru window for book pick up and returns. This is in addition to their new entrance, workspace consolidation, and meeting room reconfigurations. Overall, no major issues or impacts were identified for the Library. Representatives indicated a concern for parking needs during peak hours of the week, but noted that overflow into the commuter lot during the weekend accommodates larger parking requirements. In addition, flooding has been an issue in the past, particularly along Duane Street. The Comprehensive Plan will consider these issues as part of recommendations to maintain the quality of library services in Glen Ellyn.

Healthcare

Healthcare services in Glen Ellyn are primarily provided by three facilities:

- Northwestern Medicine – Family Medicine—444 N Park Boulevard
- Northwestern Medicine – Pediatrics & Rehabilitation Services—875 Roosevelt Road
- DuPage Medical Group – Immediate Care and Outpatient Center—430 Pennsylvania Avenue

Additional healthcare services are provided by facilities in adjacent communities and the surrounding area, particularly the Northwestern Medicine Central DuPage Hospital. While healthcare needs were not identified as an issue, Glen Ellyn's aging population could result in a greater demand on these services in the future. These impacts will be considered in development of the Comprehensive Plan and related policies.



Parks, Recreation & Open Space



One of Glen Ellyn's most prized features is its expansive parks, recreation, and open space. With over 830 acres dedicated to green space and recreation, the Village has adopted a reputation as the "Village in the Park." This is supplemented by an additional 700 acres of forest preserve in the surrounding area, including Churchill Woods and the Willowbrook Wildlife Center. Given the importance placed on Glen Ellyn's park resources and verdant character, a review and analysis of key parks, recreational facilities, and open spaces has been completed.

Glen Ellyn Park District

Established in 1919, the Glen Ellyn Park District (GEPD) is the primary provider of park facilities and recreational programming in the Village. GEPD maintains 29 parks totaling over 260 acres of parkland, including 21 playgrounds, 18 athletic fields, 13 tennis courts, 7.5 basketball courts, and four outdoor ice rinks. The District also operates Sunset Pool, four fitness facilities, and the Lake Ellyn Boathouse.

GEPD parks vary in size from small pocket parks to the 64-acre Ackerman Park. The District offers over 700 programs each year, including marathons, swim lessons, fitness classes, and daycare services. GEPD is a highly valued asset of Glen Ellyn as it works to preserve the natural environment, providing community members places to socialize, play, and enjoy nature. The Comprehensive Plan will consider opportunities for partnerships with the Village and ways to better promote activity within GEPD facilities.

Ackerman Park

Ackerman Park is GEPD's largest facility, including eight youth baseball/softball fields, 11 soccer fields, and a sand volleyball court. It is home to the Ackerman Sports and Fitness Center and offers a connection to the Great Western Trail.

Lake Ellyn Park

Lake Ellyn is a key feature and focal point for Glen Ellyn, located in the 28.7-acre Lake Ellyn Park just northeast of Downtown. The 10-acre lake features a curving trail that encircles the water as well as the historic Lake Ellyn Boathouse. The Boathouse is Gold-level LEED certified and contains an 1,800 square foot hall with seating for up to 120 people. Connection to the 1.4-acre Sam Perry Nature Preserve also exists through the Ruth Candy Parkway. Lake Ellyn Park serves as both a local neighborhood park and a regional community park, providing a place to gather, picnic, walk or bike, and enjoy community events.



Lake Ellyn Park is maintained by GEPD, which has pursued multiple renovations since the adoption of the 2013 Lake Ellyn Park Master Plan. Completed in 2017, Phase III improvements included replacement of the 1991 playground and the addition of new amenities such as park benches, picnic tables, L.E.D. pathway lights, signage, vegetative restorers, and a fishing pier. The Boathouse also underwent historic renovation in 2016 and has since received national recognition as a historic landmark. As a valued asset, the Comprehensive Plan will include careful consideration for Lake Ellyn and explore ways to best leverage this amenity for the Village.

Forest Preserves

In addition to park space, a series of forest preserves are dispersed within or near the Village of Glen Ellyn. Ellynwood Nature Preserve, Ada Harmon Wildflower Preserver, Joseph Sam Perry Nature Preserve, and Glen Oak County Forest Preserve are all within the Village's jurisdiction and allow access to a wide range of natural environments and habitats for residents. The Glen Oak County Forest Preserve located at IL Route 53 and Spring Avenue is the largest preserve in the Village at 6.29 acres and is maintained by the Forest Preserve District of DuPage County.

The 255-acre Churchill Woods is located in the northwestern portion of Glen Ellyn's extraterritorial jurisdiction, and the 393-acre Hidden Lake Forest Preserve and 521-acre East Branch Forest Preserve sit just outside the Village. All three are maintained by the Forest Preserve District of DuPage County. Prairieland, floodplains, reforested areas, flower species, and ecological habitats can be found within these preserves and provide a natural haven for both residents and regional visitors to enjoy. The Comprehensive Plan will examine methods to reinforce the value of existing forest preserves and better connect these areas to Glen Ellyn's community.

Butterfield Park District

The Butterfield Park District also provides parks and recreation services to south Glen Ellyn and a few areas within the Village's extraterritorial planning jurisdiction. This includes one park within the Village, Orchard Glen Park, and additional facilities located near and along Butterfield Road. The Comprehensive Plan will account for these facilities and review opportunities for collaboration between both the Butterfield Park District, Glen Ellyn Park District, and the Village of Glen Ellyn.

Village Links

The Village Links of Glen Ellyn is a Village-owned and operated 27-hole golf course located just south of Roosevelt Road on Park Boulevard. The facility includes a 40-station grass tee driving range, two chipping greens with a greenside bunker, and three putting greens in addition to the newly renovated Reserve 22 restaurant. Village Links has been the host site for 46 USGA and PGA tour qualifying events. The Comprehensive Plan will explore opportunities to further build upon Village Links as a community asset and resource.

In addition to being recreational assets, both Lake Ellyn and Village Links are critical components of the Village's stormwater management.

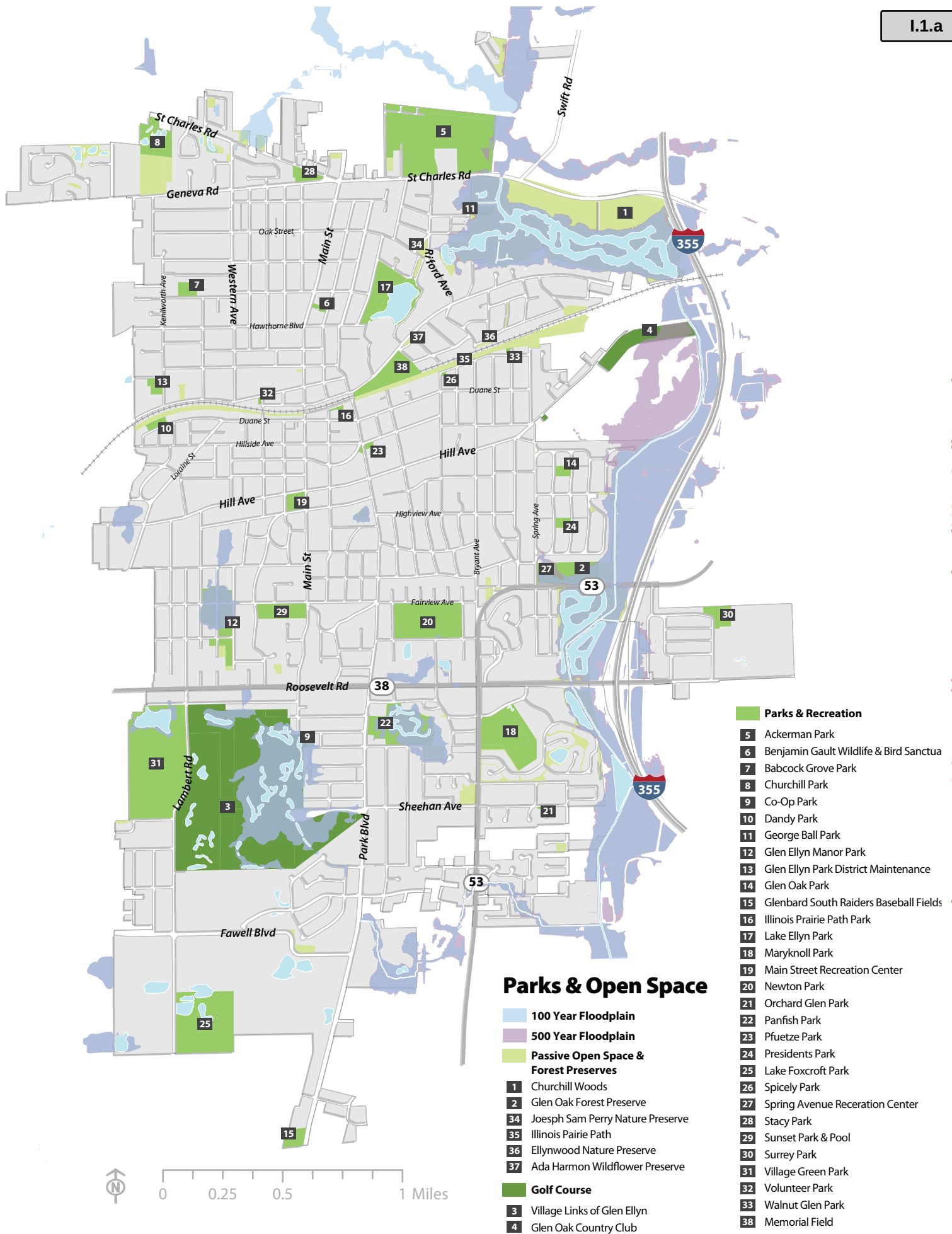
Prairie Path Trail & the Great Western Trail

The Prairie Path Trail and the Great Western Trail are both highlighted within the Transportation and Infrastructure chapter.

Hydrology

The topography of Glen Ellyn includes multiple waterways such as the East Branch DuPage River, Glen Crest Creek, Winfield Creek, Willoway Brook, and East Branch Tributary No. 2. The East Branch DuPage River is the main waterway passing through the Village, which flows southward on the eastern border of Glen Ellyn. In the 2007 Flood Insurance Study, prepared by the U.S. Department of Homeland Security and the County of DuPage, the East Branch was labeled as the most severe flood hazard within the Village. Flooding occurs due to detention pond overflow, low-lying depressional areas, and insufficient sewer infrastructure.

Flooding has been a consistent issue for Glen Ellyn in the past and the Village has completed multiple projects to mitigate flooding impacts, including the retention pond at the Village Links golf course and detention ponds at Panfish Park and Glen Ellyn Manor. Between Main Street and Park Boulevard, a corrugated metal storm sewer and a overflow channel for high flows were constructed to direct stormwater properly into Tributary No. 2; however, some northern and southern areas of Glen Ellyn remain susceptible to flooding. In addition, many residential areas are partially located in local floodplains which could result in property damage and related issues. Given the history of flooding-related impacts, the Comprehensive Plan will help identify areas that are not adequately connected to the Village's drainage system and develop goals to ensure that existing infrastructure is sufficiently protecting residents from flood hazards.



DRAFT OF PROPOSED TEXT AMENDMENTS

Glen Ellyn Sign Code

2018

Underline = New Text

~~Strikethrough~~ = Deleted Text

1. **Provide exemptions for gas stations to allow additional signage to be installed on the gas pump canopy and on each individual gas pump.**

Amend Section 4-5-3 (Definitions) to add the following definition:

Gas Station Canopy: A roofed structure supported by posts or columns with no exterior walls and serves as a sheltered area above gas dispensing pumps.

Amend Section 4-5-6 (Exempt Signs) to add the following information:

Gas Station Canopy Signage: Signs located on a gas station canopy associated with a gas station use provided the signage complies with the following:

1. No more than one (1) sign is permitted on the gas station canopy facing the front lot line. Corner properties may have one (1) additional sign on the gas station canopy facing the corner side lot line.
2. Each sign shall be limited to no more than fourteen (14) square feet.
3. Signage shall not extend above, below, or to the sides of the fascia of the pump canopy.

Gas Station Pump Signage: Signs located on an individual gas pump associated with a gas station use provided the combined size of all signage located at each vehicle position of each gas pump does not exceed twelve (12) square feet.

Reasoning: The Sign Code does not currently address gas stations which are unique uses that often contain a greater amount of signage than other commercial uses. Pump canopies will typically contain the fuel company name and logo (i.e. Shell or Mobil) on each side of the canopy that fronts a street, which typically amounts to 2 signs. Each side of each gas pump will often contain 2-3 advertising components that make up additional signage on the pump. This type of signage is generally consistent with Automatic Teller Machine (ATM) signage, which is considered exempt and not included in calculations of the total allowable number and size of signs on a premises. Currently, gas stations are required to seek a substantial amount of variations to the Sign Code because of the amount of signage related to their unique use.

The last 4 gas stations to be approved by the Village had a combined total of 170 signs on the property. Most of these signs are actually logos and business names located on each gas pump. Staff is proposing exempting signage on the gas station canopy subject to certain provisions as well as exempting signage on each vehicle position of each gas pump if the total combined signage on each vehicle position is less than 12 square feet. This does not include signage required by law such as emergency instructions, ADA assistance information, ethanol amount, etc., which is already exempt as “miscellaneous information”. The proposed maximum size and number requirements for a gas station canopy and

pump signage are consistent with the existing sizes and number of signs associated with previously approved gas stations in the Village.

2. Clarify that a nonconforming freestanding sign is required to install the required amount of landscaping around the base of the sign when the sign is modified or altered.

Amend Section 4-5-4 (R)8 (General standards and design criteria – Freestanding signs - Landscaping) to read as follows:

8. Landscaping: A landscape area equal to two square feet for each square foot of signage is required around the base of all freestanding signs. The landscaped area shall contain living landscape material consisting of shrubs, perennial ground cover plants or a combination of both. Nonconforming freestanding signs that are required to be modified to be compliant with the Sign Code shall provide the required amount of landscaping.

Reasoning: The Sign Code requires 2 square feet of landscaping at the base of a freestanding sign for each 1 square foot of sign area. This landscaping is installed with new freestanding signs but it is unclear regarding whether the required landscaping should be installed when a nonconforming sign is modified or altered. The language should be clarified to clearly require landscaping for nonconforming freestanding signs that are required to be brought into compliance with the Sign Code.

3. Provide an exemption for balloon displays in the C2 and C3 Districts similar to the exemption for the C5A and C5B Districts.

Amend Section 4-5-6(D) (Exempt Signs – Balloon displays) to read as follows:

- D. Balloon Displays: Outdoor balloon displays in the C2 Community Commercial District, C3 Service Commercial District, and the C5A and C5B central business zoning districts provided that they comply with the following:
1. Such displays shall be limited to two (2) bunches of no more than six (6) balloons per bunch for each business location.
 2. The size of each balloon shall not exceed twenty-four inches (24”) in diameter.
 - ~~3. All balloon displays must be attached to the building or placed within one foot (1’) of the building.~~
 - ~~4.~~ 3. Balloon displays shall only be displayed outside of the first floor of a building.
 - ~~5.~~ 4. A minimum five foot (5”) wide clear area along all sidewalks must be maintained free from any balloon obstructions.
 - ~~6.~~ 5. Balloons may not be attached to structures, street furniture, utility poles or SIGNS in the public right-of-way.

- ~~7. 6.~~ Balloons shall not be placed in a location which obstructs the vision of pedestrians or motorists, restricts access or creates a dangerous condition.

Reasoning: The Sign Code allows business in the C5A and C5B districts to have balloon displays without a special event permit provided they do not exceed a maximum of 2 bunches of balloons with no more than 6 balloons per bunch. These balloon displays are considered signs because they attract attention to a business. These are allowed in the C5 District, but are not allowed without a special event permit in any other commercial District in the Village. Business located in the C3 Service Commercial District along Roosevelt Road will often inquire about special event signage, including balloon displays, for occasions such as grand openings, sales, etc. The amount of special event signage, however, is limited to banner signs only and would not allow balloon displays in the C3 District. Staff is proposing that the C3 and C2 Commercial Districts be permitted to have balloon displays in the same manner as the C5 District. Staff is proposing to eliminate restriction #3 in this exemption because it would not be applicable in either the C2 or C3 Districts and would be overly restrictive in the C5A and C5B Districts. Other restrictions within this exemption adequately control the location.

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- 4. Remove the 100 square foot maximum area a wall sign may have in a C3, C4, and C6 Districts provided the sign has no more than 1 square foot of surface area per linear foot of establishment frontage.**

Amend Section 4-5-10 (Sign schedule [C3, C4 and C6 Zoning Districts]) to read as follows:

See attached Amended Sign Chart

Reasoning: The Plan Commission instructed staff to draft an amendment that would eliminate the current maximum of 100 square feet for a wall sign in the C3, C4, and C6 Districts. This is based on previously approved variations for large commercial tenants, such as Pete's Market, who have establishment frontages larger than 100 linear feet. Tenants with these large establishment frontages will base the size of their sign on the size of their building to balance the look of the sign against the building wall. This may result in a wall sign that although is less than the 1:1 ratio of surface area to linear feet, is larger than the maximum 100 square feet permitted. The proposed amendment would still limit signage to no more than 1 square foot per linear foot of establishment frontage.

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- 5. Increase the maximum allowable square footage for building signage in the Downtown.**

Amend Section 4-5-11 (Sign schedule [C5A and C5B Zoning Districts]) to read as follows:

See attached Amended Sign Chart

Reasoning: The Sign Code currently allows each establishment in the downtown 1 building sign (either wall, awning, projecting, or marquee sign) with a maximum surface area of 0.5 square feet of business signage for every 1 linear foot of establishment frontage. Recently, new businesses have requested variations for larger signs in the downtown for added visibility to motorists and pedestrians. Staff has researched nearby communities that have similar downtowns as Glen Ellyn to determine how building signage area is regulated elsewhere including Lombard, Wheaton, Lisle, Downers Grove, and Hinsdale.

All of these communities, with the exception of Wheaton, have a maximum surface area for wall signage of 1 square foot for every 1 linear foot of establishment frontage. Wheaton allows up to 1.5 square feet for every 1 linear foot of establishment frontage. Based on this research, staff is recommending that we amend the Sign Code to double the allowable square footage of building signage in the downtown to 1 square foot of signage per linear foot of establishment frontage.

6. Create a “Building Signage” category and define it to include wall signage, awning signage, and marquee signage and allow each establishment in the Downtown 1 projecting sign in addition to a Building Sign.

Amend Section 4-5-3 (Definitions) to add the following definition:

Building Signage: Permanent, non-exempt sign affixed to the exterior surface of a building to serve the establishment contained within the building that the building signage is affixed to. Wall signs, awning signs, and marquee signs are considered Building Signs. Building Signage does not include prohibited signs or temporary signs.

Amend Section 4-5-11 (Sign schedule [C5A and C5B Zoning Districts]) to read as follows:

See attached Amended Sign Chart

Reasoning: The current Sign Code allows a business in the downtown the option of having a projecting sign in lieu of a wall, awning, or marquee sign, provided it does not exceed six (6) square feet. Projecting signs are focused on pedestrian traffic rather than vehicular and staff believes that this type of signage adds to the historic character of the Central Business District and is important to increase business identification to pedestrians in the downtown. To encourage the use of projecting signs, staff is recommending businesses in each establishment in the downtown be permitted one (1) projecting sign in addition to other building signage. Such projecting sign shall not be included in the maximum number of signs permitted for an establishment. The projecting sign would still be limited to six (6) square feet in surface area and such size would be included in the maximum area allowed for a building sign. For instance, an establishment with 50 linear feet of frontage would be permitted to have a six (6) square foot projecting sign and a wall sign not to exceed forty-four (44) square feet.

7. Clarify the amount of signage permitted for establishments located along the Illinois Prairie Path and/or Union Pacific Railroad.

Amend Section 4-5-11 (Sign schedule [C5A and C5B Zoning Districts]) to read as follows:

See attached Amended Sign Chart

Reasoning: When the Sign Code was updated, a provision was included to allow properties with rear building walls parallel to the Illinois Prairie Path or Union Pacific Railroad to have an additional sign along the rear building wall facing the railroad/Prairie Path. The current language has been misinterpreted by some to allow 2 signs on the front of businesses with their frontage facing the

railroad/Prairie Path, such as the former Bombay Joe's. The allowance for an additional sign, was intended to provide exposure for the rear of businesses located along either of these 2 corridors. Staff is proposing adding language to the sign chart for C5A and C5B to clarify this provision.

8. Exempt lettering and logos on the valance of an awning from the number and surface area requirements of a district.

Amend Section 4-5-6 (Exempt signs) to add the following language:

Awning valance sign: Lettering and logos located on the valance of an awning provided the valance does not exceed eight (8) inches in height and no lettering or logos exceed six (6) inches in height.

Reasoning: The Sign Code considers any lettering or logos placed on any part of an awning sign, including the valance, to be signage. Awnings that contain no lettering or logos are not considered signs and are not subject to the Sign Code. Since only 1 sign is currently permitted for establishments in the Downtown, establishments that contain multiple awnings may only place lettering and/or logos on 1 awning. This prohibits businesses with multiple awnings from containing lettering and logos on the valance without a variation for number of signs, even if no other signage is placed on the main surface area of the awning. This issue arose with the signage for Edie Boutique at 499 Pennsylvania Avenue. which required a variation for number of awning signs (see attached photo). Staff learned that the same signage proposed in Glen Ellyn was permitted in Park Ridge without the need for a variation. Staff researched Park Ridge's regulations and recommends that Glen Ellyn's awning regulations be amended to match Park Ridge's. Specifically, signage on an awning valance would be considered exempt from the Sign Code provided that the valance does not exceed 8 inches in height and no lettering or logos exceed 6 inches in height.

9. Increase the setback distance of freestanding signs located along Roosevelt Road from 5 feet to 10 feet.

Amend Section 4-5-4(R)3 (General standards and design criteria – Freestanding signs - Location) to read as follows:

Location: Freestanding signs located on property adjacent to the Roosevelt Road right-of-way must maintain a minimum setback of ten feet from the lot line adjacent to Roosevelt Road and five feet from all other lot lines. All other freestanding signs must maintain a minimum setback of five feet from each property line.

Reasoning: The previous 1993 Sign Code required all signs to be a minimum of 55 feet from the centerline of Roosevelt Road. The revised 2014 Sign Code does not have a setback from the centerline of Roosevelt Road but rather requires a 5 foot setback from the property line. This narrow distance from the edge of the Roosevelt Road right-of-way, which in some instances is only 5 feet from the road pavement, has been problematic for cars entering Roosevelt Road. Recently, signage that was installed 5 feet from the property line has posed visibility issues for motorists as they attempt to turn

onto Roosevelt Road without being struck by approaching vehicles in the east bound lane. The attached photo illustrates a monument sign that meets the minimum setback requirement but obstructs vehicle sight distance. Staff is proposing the setback be increased from 5 feet to 10 feet to allow an improved line of sight for drivers.

10. Place a time limit on how long political campaign signs may be located in a nonresidential district.

Amend Section 4-5-6(V) (Exempt signs – Political campaign signs) to read as follows: Political campaign signs: The total area of political campaign signs, announcing candidates seeking office or political issues, shall not exceed a total of 32 square feet for each property. Corner lots may have two such signs, with one sign directed toward each street frontage. Political campaign signs are only permitted on private property and may be placed on a property only with the approval of the property owner. Political campaign signs shall not be illuminated. Political campaign signs located in nonresidential districts shall be removed from a property no later than one week following the date of an election.

Reasoning: The current Sign Code states that political campaign signs are considered exempt signs provided that they do not exceed 32 square feet in area. Per State Statute, only the size of political signs in residential districts can be regulated. Communities may not limit the number of political signs nor the amount of time that political signs are permitted to be displayed in residential districts. This Statute, however, only applies to residential districts therefore allowing the Village to place time limits on political signs in non-residential districts. Other exempt signs, such as real estate signs and temporary construction signs, are required to be removed once a specific circumstance has been achieved (such as a home being sold or a certificate of occupancy being issued). Staff is proposing a time limit to be placed on political campaign signs located in non-residential districts.

11. Allow establishments in the Downtown Districts to have an LED or neon sign that says “Open”.

Amend Section 4-5-5(H) (Prohibited signs) to read as follows:

Neon, LED, and lighted window signs of any type are prohibited in the C5A and C5B zoning districts with the exception of Window Signs that contain only the word “Open” and no other wording, logos, pictures, graphics, or any other form of advertising, provided they are no larger than three (3) square feet.

Amend Section 4-5-6 (Exempt signs) to add the following language:

Open Window Sign: The total area of a sign indicating an establishment is open for business shall not exceed three (3) square feet and shall be limited one (1) sign per establishment. Open Signs shall only be located on the inside of a window of an establishment and shall not be placed on the exterior of the building. No advertising of any kind is permitted in an Open Sign. Open Signs shall be static and shall not flash, blink, or contain any type of motion or animation.

Reasoning: The use of neon or LED signs of any type, including “Open” signs, is prohibited in the C5A and C5B Districts. Over the years, businesses in the C5A and C5B Districts, began to install LED, neon, or lighted “Open” signs not realizing it was in violation of the Sign Code. The Village Board discussed this issue at a recent workshop meeting and instructed staff to draft an amendment to the Sign Code which would allow LED, neon, or lighted “Open” Window Signs in the downtown. A small amount of businesses in the downtown have installed other types of LED or neon signs that contain the name or logo of a business or a product sold at business. These types of signs would still be prohibited and Staff recently issued notices to these businesses requiring their removal.

12. Allow wall signs to be painted directly on an exterior building wall.

Amend Section 4-5-3 (Definitions) to add the following language:

WALL SIGN: A sign attached or erected against, or painted directly on, the wall of a building with the sign face in a parallel plane to the plane of the building.

Amend Section 4-5-5(O) (Prohibited signs) to read as follows:

Signs painted directly on a ~~building wall~~, roof or fence.

Reasoning: Signs painted directly on a building wall are currently prohibited. Multiple variations, however, have been sought and approved for businesses in both the Central Business District and the Roosevelt Road corridor to allow a sign to be painted directly on a building wall. Some examples include Chocolaterie Stam at 535 Pennsylvania Avenue in the C5B District and That Burger Joint at 515 Roosevelt Road in the C3 District. These types of signs, although they contain artwork, are considered signs because they contain advertising such as logos or messages for the business. In an effort to promote more artwork in the Village, staff is proposing to allow signs to be painted directly on the wall of a building. Staff surveyed 18 communities to see if others allow painted wall signs. Seven of the surveyed communities do allow signs to be painted directly on a building and all require a building permit to do so. Painted signs would still be subject to the size and number requirements of wall signs of the district they are located in. These provisions would not apply to artwork considered to be a mural, which is addressed in the proposed amendment below. Maintenance of these painted signs would be handled through enforcement of the Property Maintenance Code which requires peeling, flaking, and chipped paint to be eliminated from exterior surfaces and repainted.

13. Exempt murals from the size and number requirements of the district they are located in and require an exterior appearance review subject to staff review and Village Board approval.

Amend Section 4-5-3 (Definitions) to add the following language:

MURAL: Artwork painted directly on an exterior building wall that contains no identification, description, illustration or device which directs attention to or provides information about a product, service, or business. A Mural is not a sign.

Amend Section 4-5-6 (Exempt signs) to read as follows:

Murals: Murals shall be exempt from the number and size requirements of a sign of a particular district. Murals shall be subject to Exterior Appearance Review by staff and shall require Village Board approval prior to work commencing for said mural.

Reasoning: As previously described above, staff is proposing to allow wall signs to be painted directly on a building wall, provided such sign adheres to the number and size requirements of the district the sign is located in. Murals are not considered signs if they do not contain any advertising or information about a product, service, activity, institution or business and are not subject to the same requirements as painted wall signs. The Sign Code does not contain any provisions which distinctly separates murals from painted wall signs. There has been recent interest in murals to beautify the downtown by utilizing blank wall space. Staff believes that murals should be encouraged in the community and should be exempt from the requirements contained in the Sign Code, specifically the number and size requirements of a district.

There are two existing murals/wall art within the Village that are not considered signs and were not subject to the Village's Sign Code. The building at 496 North Main Street contains scrolls on the north elevation of the building along Pennsylvania Avenue. The artwork, which was approved by the Village Board in April of 2015 as part of the Exterior Appearance of the building, is associated with "Marche". This artwork is not considered signage because it contains no business names, logos, advertising, services or products sold related to the business. Exterior Appearance approval was granted by the Village Board in 2003 for the mural on the east elevation of the building at 524-528 Duane Street. This mural was created by a student at College of DuPage and is not considered a sign because the mural contains no business names, logos, advertising, services or business products.

Staff conducted research to determine if any nearby communities have separate regulations for murals. Of the 18 communities staff surveyed, 15 communities allow murals. None of these 15 communities consider murals to be signage and therefore do not apply their sign codes and ordinances to murals, provided they do not meet the definition of a sign. Only one community, the City of Batavia, has regulations for murals. Batavia, as well as the Village of Oak Park, are the only communities that require commission review of murals. Batavia's Historic Preservation Commission is charged with reviewing proposed murals as is Oak Park's Art Commission. To provide the Village with some level of review of murals, staff is proposing that murals be required to follow the Exterior Appearance Review process subject to review and recommendation by staff with approval from the Village Board. This is the same process required for rehabilitation or remodeling of commercial buildings in the Village. Exterior Appearance Review, which is the same approval process that was used for the two existing murals, would ensure that the proposed mural still fits with the character of the surrounding area and of the community.

14. Clarify that residential development signage is permitted in the C5A District.

Amend Section 4-5-11 (Sign schedule [C5A and C5B Zoning Districts]) to read as follows:

See attached Amended Sign Chart

Reasoning: A discrepancy exists in the Sign Schedule for the C5A and C5B Zoning Districts related to residential development identification signage. The schedule contains regulations for both freestanding and wall signs for the C5A and C5B District for residential developments containing at least 20 residential units. A footnote, however, is found within this section that permits residential development identification signage in the C5B District only. Regardless if this footnote was inserted erroneously or intentionally, residential developments with at least 20 residential units in the C5A should be permitted to have identification signage. The Apex 400 development proposed at 400-418 North Main Street is the first large scale residential development project to seek Village approval since the adoption of the current Sign Code. This project is proposing wall signage to identify the residential component of the development and staff believes this type of signage is important to identify where residents and visitors access the appointments and leasing office.

Attachments: Amended Sign Chart
 Sign Variations Chart 2011 – 2016
 Downtown Awning Sign Research Chart
 Edie Boutique Awning Signage Photo
 Projecting Signage Photos
 Monument Sign Setback Photo
 Painted Signs and Public Art/Murals Community Research

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Amended Sign Chart

4-5-10: Sign schedule (C3, C4 and C6 Zoning Districts)

The following schedule establishes the type and number of signs permitted in the C3, C4 and C6 zoning districts along with the maximum permitted area and height.

<i>Sign Type</i>	<i>Maximum Number</i>	<i>Maximum Area</i>	<i>Maximum Height</i>
C3, C4, and C6 Zoning districts:			
(A) Nonresidential establishment signs (single tenant building not part of a larger development) ¹			
1. Awning sign	2 signs per establishment, not exceeding one freestanding sign	1 square foot per linear foot of establishment frontage per sign not to exceed 30% of the area of any one awning ²	Permitted on first floor only, minimum 7'6" clearance
2. Freestanding sign ³	Corner properties and through lots, may have 3 signs, including one freestanding sign and two additional signs, one each on the front and corner side building elevations	50 square feet	15 feet
3. Wall sign		1 square foot per linear foot of establishment frontage for each sign not to exceed 100 square feet	No maximum height
4. Secondary wall sign	4 signs for establishments with 15,000 or more square feet	.25 square feet per linear foot of establishment frontage for each SIGN, not to exceed 20 square feet each	No maximum height
(B) Nonresidential establishment signs (establishments in multi-tenant buildings or located in the same development as other establishments)			
1. Awning sign	1 sign per establishment, corner units may have two (2) signs, one	1 square foot per linear foot of establishment frontage per sign not to exceed 30% of the area of any one awning ²	Permitted on first floor only, minimum 7'6" clearance

Amendment #4

Amended Sign Chart

2. Wall sign	each on the front and corner side building elevations	1 square foot per linear foot of establishment frontage for each sign not to exceed 100 square feet	No maximum height
3. Secondary wall sign	4 signs for establishment with 15,000 or more square feet	.25 square feet per linear foot of establishment frontage for each sign, not to exceed 20 square feet each	No maximum height
(C) Multi-tenant sign – Freestanding			
1. Properties with less than 300 feet of lot frontage	1 sign ³	65 square feet	15 feet
2. Properties with between 300 feet and 600 feet of lot frontage	1 sign ³	80 square feet	15 feet
3. Properties with 600 feet or more of lot frontage	2 signs ^{3, 4}	First sign 100 square feet, second sign 65 square feet	15 feet
(D) Office complex sign ⁵			
1. Freestanding sign ³	1 freestanding sign per complex	50 square feet	15 feet
1. Wall sign	1 wall sign per complex	1 square foot per linear foot of lot frontage not to exceed 100 square feet	No maximum height
(E) Residential development freestanding sign ³	1 sign is permitted for developments with 20 or more dwelling units	30 square feet	5 feet
Footnotes: 1. Total combined area of all SIGNS shall not exceed 120 square feet for an interior lot and 150 square feet for a corner lot. 2. The total combined area of all letters and symbols on all of an ESTABLISHMENT'S AWNINGS shall be considered the SIGN AREA. 3. See Section 4-5-4(R) for additional FREESTANDING SIGN regulations. 4. A minimum of 200 feet must be maintained between each SIGN. 5. Permitted in C4 district only.			

Amendment #4

Amended Sign Chart

4-5-11: Sign schedule (C5A and C5B Zoning Districts)

The following schedule establishes the type and number of signs permitted in the C5A and C5B zoning districts along with the maximum permitted area and height.

Sign Type	Maximum Number	Maximum Area	Maximum Height
C5A and C5B zoning districts:			
(A) Nonresidential establishment sign (single tenant building not part of larger development) ¹			
1. Awning sign	1 sign per establishment Corner properties may have 2 signs, 1 each on the front and corner side building elevations	0.5 <u>1</u> square feet <u>foot</u> per linear foot of establishment frontage per sign not to exceed 25% of the area of any 1 awning ²	Permitted on first floor only, minimum 7'6" clearance
2. Freestanding sign ^{3,4}		35 square feet	8 feet
3. Marquee sign		5 <u>1</u> square feet <u>foot</u> per linear foot of establishment frontage per sign not to exceed 50% of marquee area	Permitted on first floor only, minimum 7'6" clearance
<u>4. Projecting sign⁶</u>	<u>Properties Establishments</u> with building walls parallel or nearly parallel to the Illinois Prairie Path or Union Pacific railroad may have <u>1 an additional building</u> sign along said building wall <u>in addition to the allowable number of building signs in Section 4-5-11(A) 1 through 4.</u>	<u>6 square feet per sign</u>	<u>15 feet and below any second floor windows</u>
<u>4. 5. Wall sign</u>		5 <u>1</u> square feet <u>foot</u> per linear foot of establishment frontage per sign not to exceed 60 square feet	C5A: 15 feet and below any second floor windows C5B: No maximum height
<u>5. Projecting sign⁶</u>		<u>1 sign per establishment</u>	<u>6 square feet⁷</u> <u>15 feet and below any second floor windows</u>
(B) Nonresidential establishment sign (establishments in multi-tenant buildings or located in the same development as other establishments)			
1. Awning sign	1 sign per establishment Corner properties, may have two (2) signs, one each on the front	5 <u>1</u> square feet <u>foot</u> per linear foot of establishment frontage per sign not to exceed 25% of the area of any one awning ²	Permitted on first floor only, minimum 7'6" clearance

Amendment #7

Amendment #6

Amendment #5

Attachment: Amended Sign Chart (3667 : Staff Report)

Amended Sign Chart

2. Marquee sign <i>Amendment #7</i>	and corner side building elevations	<i>.5 1 square feet foot</i> per linear foot of establishment frontage per sign not to exceed 50% of marquee area	Permitted on first floor only, minimum 7'6" clearance
<i>3. Projecting sign⁶</i>	<i>Properties Establishments</i> with building walls parallel or nearly parallel to the Illinois Prairie Path or Union Pacific railroad may have <i>1 an additional building</i> sign along said building wall <i>in addition to the allowable number of building signs in Section 4-5-11(A) 1 through 4.</i>	<i>6 square feet per sign</i> <i>Amendment #5</i>	<i>15 feet and below any second floor windows</i>
<i>4. 3. Wall sign</i>		<i>.5 1 square feet foot</i> per linear foot of establishment frontage per sign not to exceed 60 square feet	C5A: 15 feet and below any second floor windows C5B: No maximum height
<i>4. Projecting sign⁶</i>	<i>1 sign per establishment</i>	<i>6 square feet⁷</i>	<i>15 feet and below any second floor windows</i>
(C) Multi-tenant sign – freestanding ³	1 sign ⁴	35 square feet	8 feet
(D) Residential development identification sign ^{3, 5} <i>Amendment #14</i>			
1. Freestanding sign ⁴	1 sign is permitted for development with 20 or more dwelling units <i>Amendment #6</i>	35 square feet	8 feet
2. Wall sign		35 square feet	C5A: 15 feet C5B: No maximum height
(C) Park sign – Freestanding ⁵	1 per property	35 square feet	8 feet
Footnotes: 1. Total combined sign area shall not exceed 60 square feet for an interior lot and 75 square feet for a corner lot or lot with a building wall parallel or nearly parallel to the Illinois Prairie Path or Union Pacific Railroad. 2. The total combined area of all letters and symbols on all of an establishment's awnings shall be considered the sign area. 3. Permitted in C5B district only 4. See Section 4-5-4(R) for additional freestanding sign regulations; only one freestanding sign permitted per property or development. 5. Internal and silhouette illumination is prohibited for park signs and residential identification SIGNS in the C5A and C5B districts. 6. Shall not be internally illuminated. <i>7. The area of a projecting sign shall be included in the maximum area of building signage permitted for the establishment.</i>			