

**MIXED USE DEVELOPMENT CONCEPT**

- ① Mixed use (commercial and residential) building with three (3) floor levels
- ② Landscape buffer adjacent to commercial and surrounding uses including railroad
- ③ Parking at rear of buildings with adequate buffer and landscaping
- ④ Parallel parking along street
- ⑤ Parking entry for residential units
- ⑥ Pedestrian friendly streetscape
- ⑦ Mid-block pedestrian access to rear parking
- ⑧ Plazas and integrated open space at building entrances

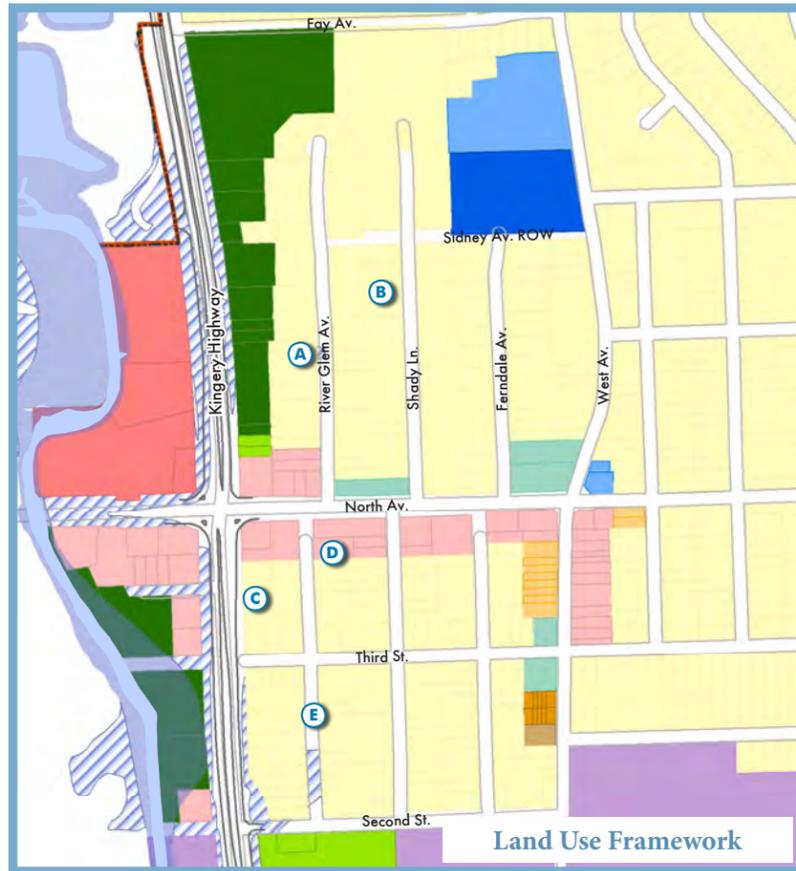
Mixed use development illustrative



View looking southwest toward proposed mixed use development



Location Key



**LEGEND**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 Stories)
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- General Office
- General Industrial
- Parks and Open Space
- Transportation and Utilities
- Parking
- 100 Year Floodplain

**LAND USE AND REDEVELOPMENT**

**North Graue Woods**

North Graue Woods is a single-family neighborhood located at the northwest corner of North Avenue and IL Route 83. The neighborhood is accessed from North Avenue through three closed-end (cul-de-sac) streets: River Glen Avenue, Shady Lane and Ferndale Avenue.

- A** The three existing vacant parcels along the western frontage of North River Glen Avenue should be transitioned to single-family development in order to maintain the residential integrity of the area. Redevelopment potential in this area is limited due to the county's floodplain classifications.
- B** The current access pattern has raised vehicle and pedestrian safety concerns in the past, but conversations with Elmhurst Police and Fire departments do not indicate any immediate safety issues. Many neighborhood residents have also favored retaining the existing street pattern in North Graue Woods. Therefore, street reconfigurations do not appear to be needed at this time. The City should re-evaluate access patterns in the area as conditions change because of increased traffic volumes on North Avenue and/or improvements, such as median barriers implemented by IDOT. Safety considerations and preferences of area residents should be considered in any future plans for the neighborhood.

**South Graue Woods**

South Graue Woods refers to the area located south of Graue Woods. In addition to the commercial uses that front North Avenue and a significant portion of West Avenue, South Graue Woods is largely residential.

- C** A small parcel remains undeveloped in the South Graue Woods area, possibly because of access constraints due to its location along IL Route 83. This parcel should be used for single-family residential development.
- D** The southern frontage of North Avenue between North Bonnie Brae and North Glenview Avenues should become neighborhood commercial usage that is uniformly two parcels deep in order to support existing residential uses and buffer them from North Avenue.
- E** The balance of North Bonnie Brae Avenue should be single-family residential, with the other existing uses slowly phased out.

**URBAN DESIGN AND CIRCULATION**

The streets in North Graue Woods have a rural cross-section and storm water is currently managed through overland flow. If desired by neighborhood residents in the future, improved streets with sidewalks and more effective storm water management solutions such as storm sewers can be considered for the area.

The intersection of Kingery Highway/IL Route 83 and North Avenue serves a major access point into Elmhurst. The City may want to consider coordinating signage, landscaping, and lighting to create a visual gateway (see Chapter 10: Urban Design for more details). Because North Avenue falls under IDOT jurisdiction, it is eligible for inclusion in the new statewide Complete Streets program, which is required for any new construction starting in August 2008. The City can then leverage state funds to improve the bicycle and pedestrian connections at this key intersection.

**RECOMMENDATIONS**

1. Concentrate commercial redevelopment along the south frontage of North Avenue. Encourage redevelopment of all other commercial properties to residential development.
2. Construct a gateway feature at the intersection of Kingery Highway/IL Route 83 and North Avenue signal entrance into Elmhurst.
3. Construct appropriate pedestrian/bicycle pathways along North Avenue to increase safety of travel and provide an alternative mode of transportation.
4. Make the option available to both Graue Woods neighborhoods to improve streets with urban cross-section elements (i.e. curb, gutter, storm sewers, sidewalks).



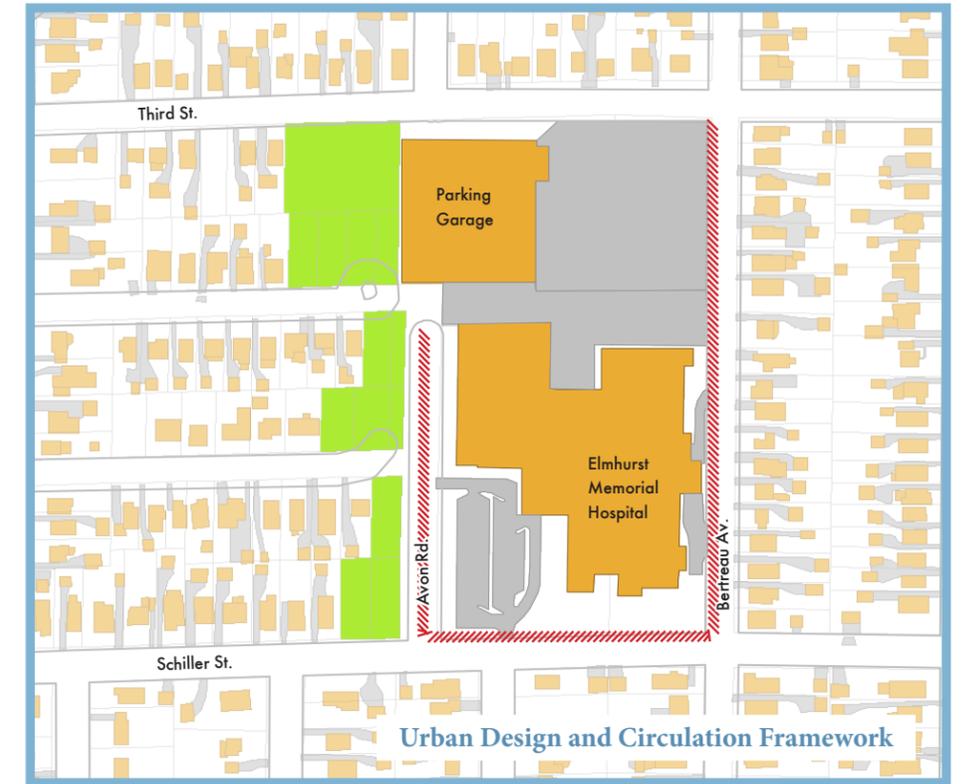
**Current Physical Configuration**

- Building Footprints
- Paved Drive/Parking Area
- Parks and Open Space
- Transportation and Utilities

**Recommendations**

- Streetscape
- Signage
- Gateway
- Key Pedestrian and Bike Routes





### LAND USE AND REDEVELOPMENT

Elmhurst Memorial Hospital is located on Bertreau Avenue within an established single-family neighborhood. To accommodate its growing space needs, the hospital is planning to consolidate its operations at a large, integrated hospital campus in south Elmhurst. Most of the hospital functions and services currently provided at Bertreau Avenue will be relocated to the new campus, reducing emergency vehicle traffic in the neighborhood. Any potential adaptive reuse/redevelopment of the Bertreau Avenue site should be coordinated carefully to ensure compatibility with the existing neighborhood; this is a key planned development site, indicated as PD #3 on the Future Land Use Framework. This site should be redeveloped through the Planned Development process.

### URBAN DESIGN AND CIRCULATION

The discontinuation of Elmhurst Memorial Hospital's operations at the Bertreau Avenue facility is not expected to have any negative impact on the surrounding neighborhood. The relocation of hospital functions, including inpatient and emergency care, to the south campus will reduce emergency ambulance traffic in the neighborhood which will result in reduced noise levels.

While the Bertreau Avenue facility will be utilized for healthcare services in the foreseeable future, any potential reuse/redevelopment in the future should be coordinated carefully to ensure compatibility with the existing neighborhood. If the site is re-used/redeveloped in the future, uses such as senior housing or medical uses could be considered for the area.

### RECOMMENDATIONS

1. Consider other medical-related uses in the reuse/redevelopment of the Elmhurst Memorial Hospital facility. Elmhurst Memorial Hospital, the City and neighborhood and redevelopment entities should coordinate and collaborate to transition building use appropriately.
2. Follow the process for Planned Developments in site reuse/redevelopment (to be developed by the City).
3. Implement a streetscape program surrounding the hospital complex to create a pedestrian-welcome environment, as well as produce a unified image for the sub-area.





LEGEND

- Single Family Residential
Duplex/Townhomes
Multi-Family Residential (2-3 Stories)
Multi-Family Residential (>3 Stories)
Public
Institutional
Neighborhood Commercial
Community Commercial
Downtown Commercial
Mixed Use (up to 3 Stories)
General Office
General Industrial
Business Park
Parks and Open Space
Transportation and Utilities

LAND USE AND REDEVELOPMENT

Grand Avenue and North York Street are both high-traffic and high-visibility corridors and of strategic importance to the City of Elmhurst. These corridors serve as important transportation linkages connecting the city to regional highways. They serve as gateways into the city, and also provide access to a wide range of commercial development. No land use changes are anticipated along Grand Avenue.

- A The west side of York Street between Grand Avenue and the northern edge of Addison Avenue presents a prime retail redevelopment opportunity.
B The Addison Avenue area located immediately west of York Street has a mix of office, industrial and a few residential uses that could be redeveloped.
C The existing multi-family residential housing along York Street between Diversey and Grand Avenues should become higher-density multi-family housing over three stories.
D Farther south between Wrightwood and Crestview Avenues, the east side of York Street has smaller commercial strip centers interspersed with single-family residential homes.
E The existing industrial and neighborhood commercial uses along the western side of York Street between the utility easement and East Crestview Avenue should also be changed to community commercial development over time.

Closer to downtown, between Lake Street and North Avenue, York Street supports a variety of commercial and office uses in a relatively auto-oriented environment. Marginal, older properties in this area can be redeveloped to create a more vibrant commercial corridor offering a mix of retail, service and office uses. New development south of Fremont Avenue should include neighborhood commercial uses that are pedestrian-friendly in order to create a stronger link with the downtown.

URBAN DESIGN AND CIRCULATION

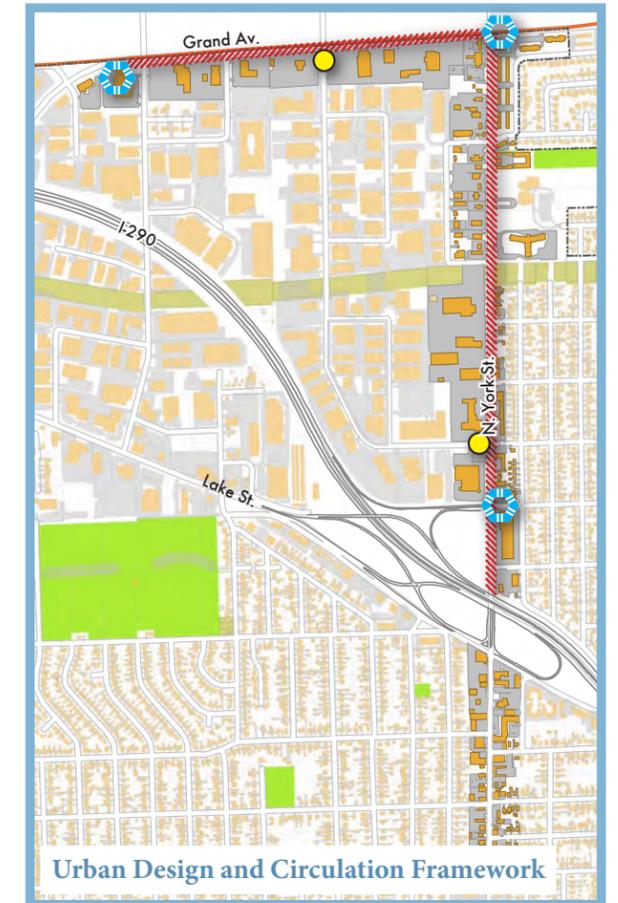
Streetscape improvements should be implemented along both Grand Avenue and North York Street to enhance their overall appearance and create a distinctive identity.

Because of their high traffic volumes and the strong auto-oriented functions, both Grand Avenue and North York Street will continue to have an auto-oriented character in the future. However, improvements such as coordinated signage, landscaping and decorative banners could significantly improve the appearance of the corridor, creating a more attractive environment for potential shoppers and an impressive entry into the city (see Chapter 10: Urban Design for more details).

New developments along the corridor should focus on creating a high-quality commercial corridor, with parking located to the rear and attractive facade designs and use of high-quality materials encouraged.

RECOMMENDATIONS

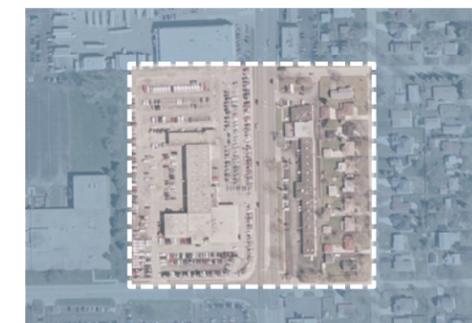
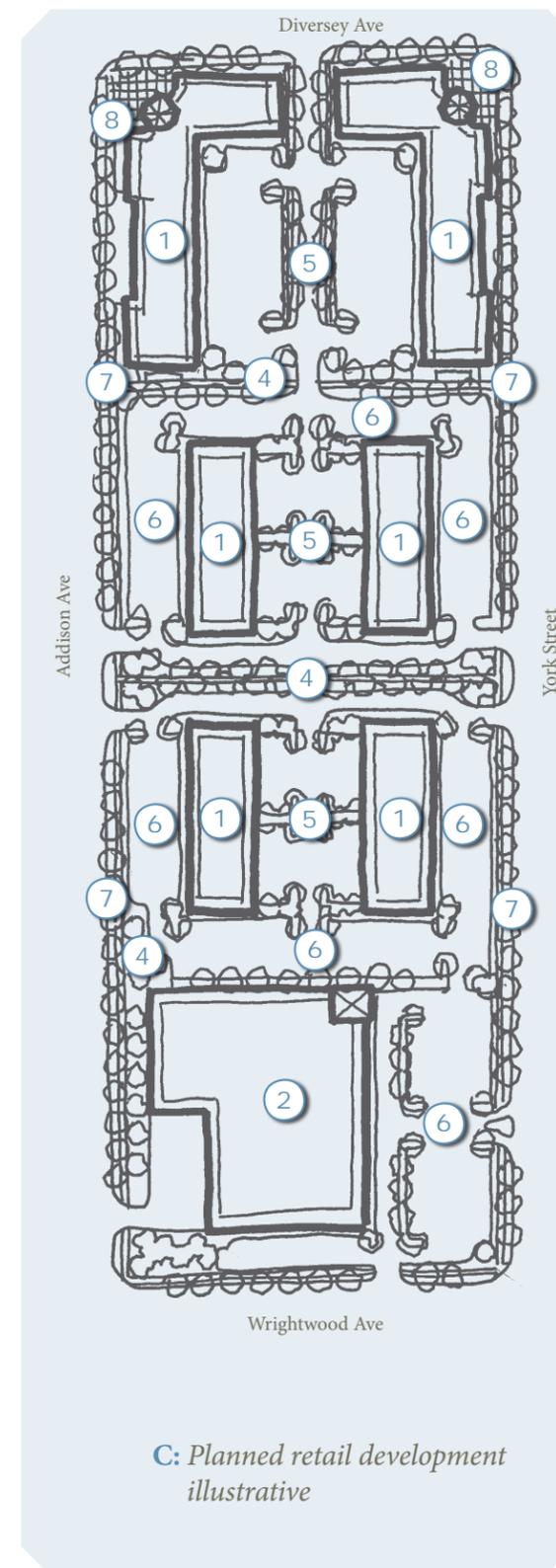
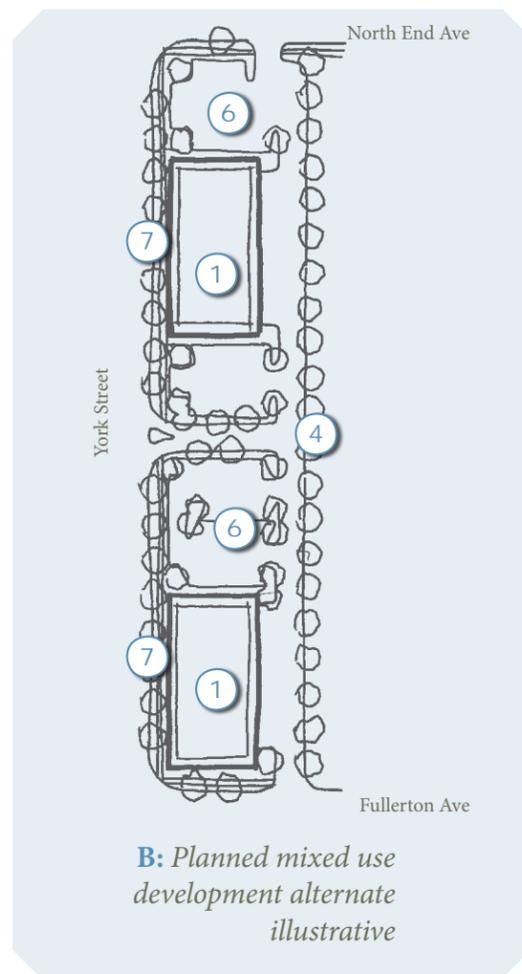
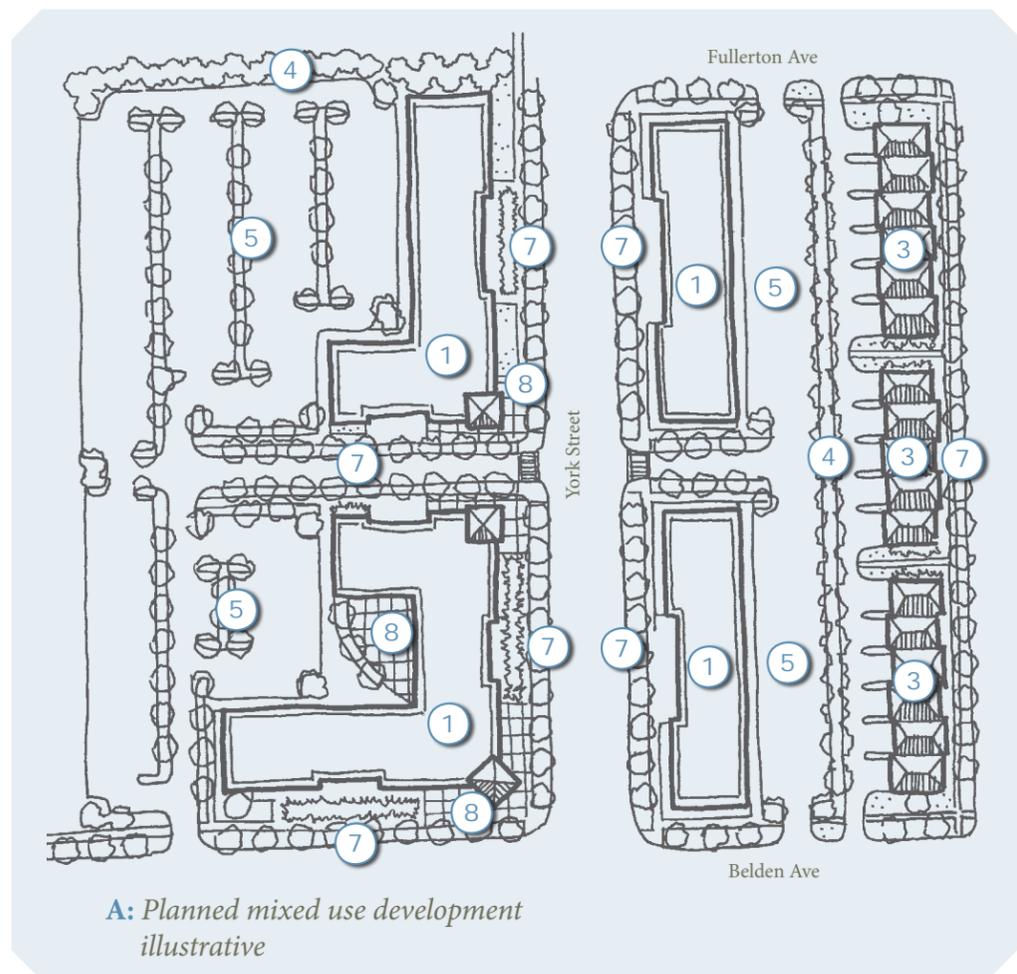
- 1. Maintain auto-oriented uses along Grand Avenue. The City should work with the auto dealers to meet expansion and redevelopment needs.
2. Transition neighborhood commercial uses along York Street to community or regional commercial uses. Off-street surface parking should be provided to the rear of buildings.
3. Transition residential development on the southeast corner of Grand Avenue and York Street to higher-density residential development over three stories.
4. Follow the process for Planned Developments in site reuse/redevelopment of PD#1 (to be developed by the City) to encourage redevelopment of this area to occur in a comprehensive and cohesive manner. Suggested redevelopment uses include large format retailers.
5. Implement a streetscape program to create a pedestrian-welcome environment, as well as produce a unified image and distinctive identity for the district.
6. Construct gateway features on Grand Avenue and York Street to visually cue entrance into Elmhurst.



- Current Physical Configuration
Building Footprints
Paved Drive/Parking Area
Parks and Open Space
Transportation and Utilities

- Recommendations
Streetscape
Signage
Gateway





**A: Location Key**



**B: Location Key**

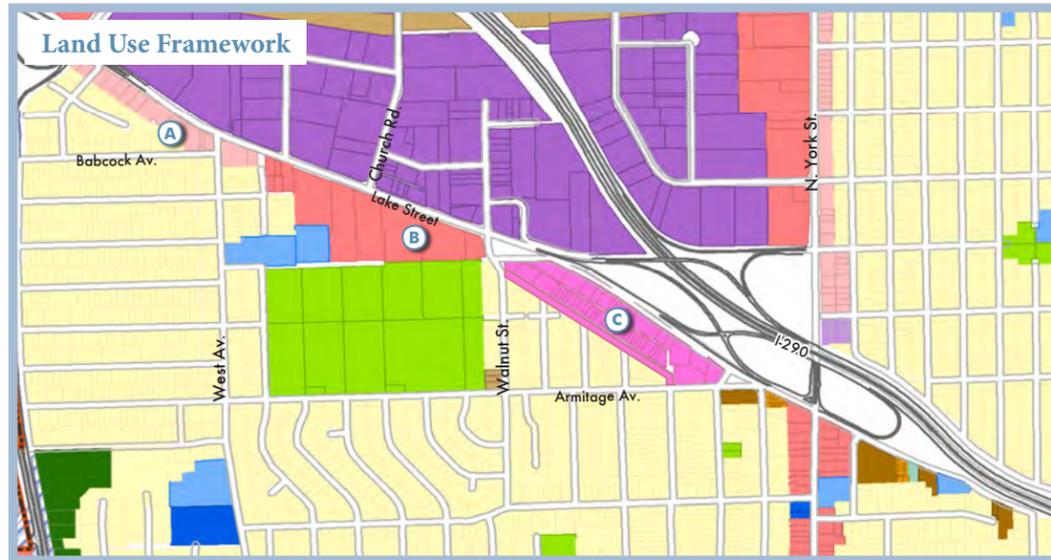


**C: Location Key**

**PLANNED MIXED USE DEVELOPMENT CONCEPT**

1 Mixed commercial and retail building with one (1) floor level	6 Parking adjacent to commercial with adequate buffer and landscaping
2 Medium scale "big box" commercial	7 Pedestrian friendly streetscape
3 3 story townhomes with rear access	8 Plazas and integrated open space at building entrances
4 Landscape buffer adjacent to commercial and surrounding uses	
5 Parking at rear of buildings with adequate buffer and landscaping	





**LEGEND**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 Stories)
- Multi-Family Residential (>3 Stories)
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- Mixed Use (up to 3 Stories)
- General Office
- General Industrial
- Business Park
- Parks and Open Space
- Transportation and Utilities



- | Current Physical Configuration | Recommendations |
|--------------------------------|-----------------|
| Building Footprints            | Streetscape     |
| Paved Drive/Parking Area       | Signage         |
| Parks and Open Space           | Gateway         |
| Transportation and Utilities   |                 |

**LAND USE AND REDEVELOPMENT**

The Lake Street corridor extends from IL Route 83 on the west to North York Street on the east. The north side of the corridor is occupied by Elmhurst’s employment district, which is discussed as a separate sub-area. The south side of the corridor contains mainly auto-oriented commercial uses, such as auto-repair shops and convenience commercial uses.

West of Walnut Street, Lake Street should be maintained as a commercial corridor. Because Lake Street (IL Route 20) is a major arterial roadway carrying a large volume of high-speed traffic, auto-oriented commercial uses are most appropriate for the area.

- A** The relatively shallow depth (approximately 200 feet) of the parcels west of Oaklawn Avenue limits the development potential to smaller-scale, convenience commercial uses.
- B** The parcels between Oaklawn Avenue and Walnut Street, however, are comparatively larger and should be transitioned from neighborhood to community commercial uses. While the corridor is currently developed with commercial uses, several properties are underutilized and can be redeveloped to create a potentially stronger commercial corridor.
- C** The properties on Lake Street between Walnut Street and Larch Avenue do not have good access due to the interchange with I-290, making it difficult to support retail uses. This stretch of Lake Street is indicated as PD #2 on the Future Land Use Framework map; it could be redeveloped as a mix of office, service, recreation, and/or residential uses that do not rely on drive-by customer traffic. However, planning for this area should consider the eventual reconfiguration of the I-290 interchange from its current scissor intersection.

**URBAN DESIGN AND CIRCULATION**

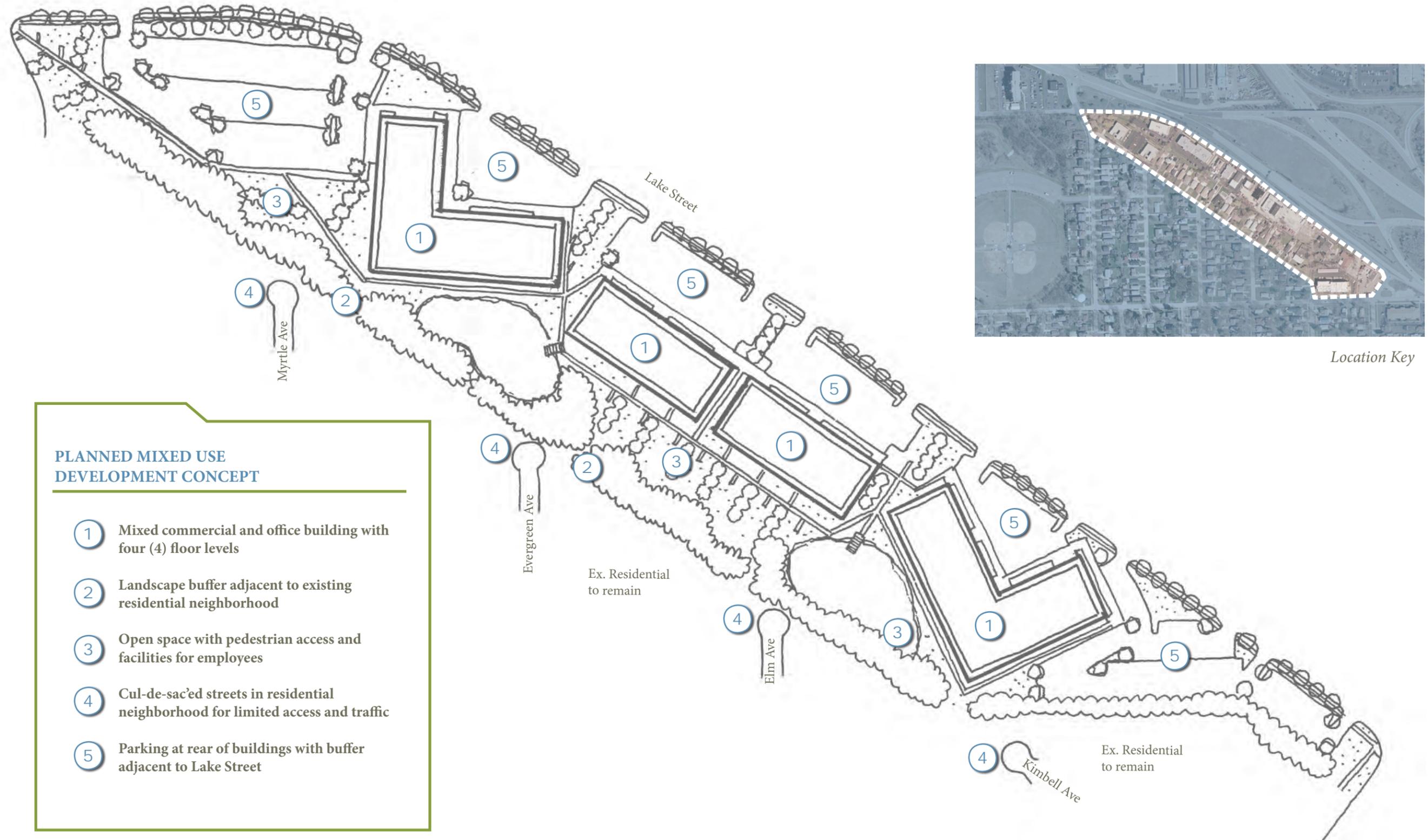
Adequate landscape buffers should be provided to screen the commercial parking lots and loading/unloading areas from the adjoining single-family homes.

Lake Street serves as an important entryway into Elmhurst, however, it lacks any streetscape improvements. The City should promote well-designed buildings along the corridor and implement improvements such as coordinated signage, wayfinding and landscaping to improve its appearance (see Chapter 10: Urban Design for more details). It could also consider developing gateway features near the Route 83 and I-290 interchanges to create a distinctive entry into the City.

**RECOMMENDATIONS**

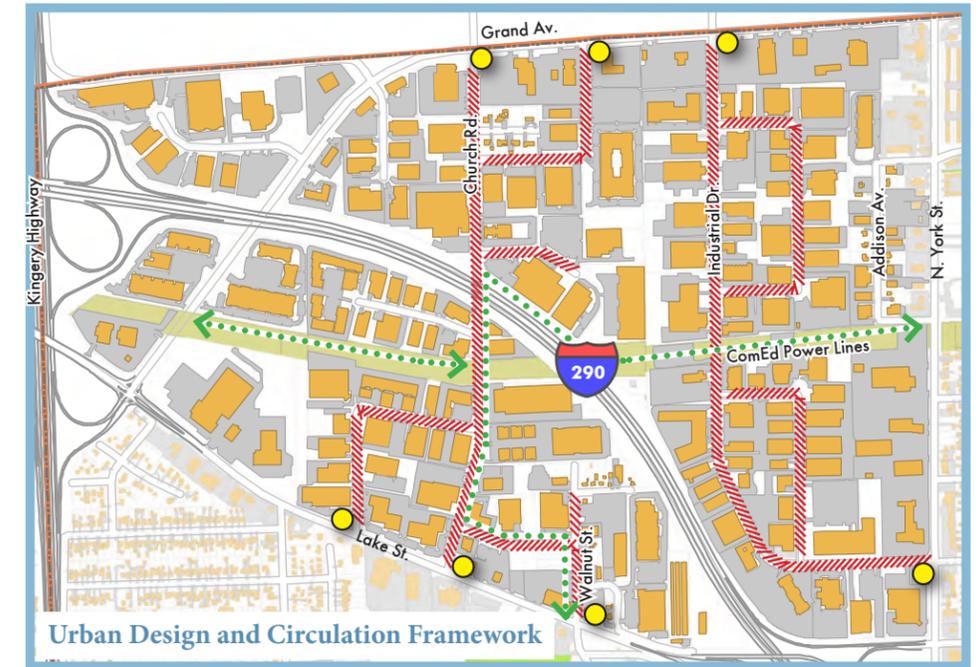
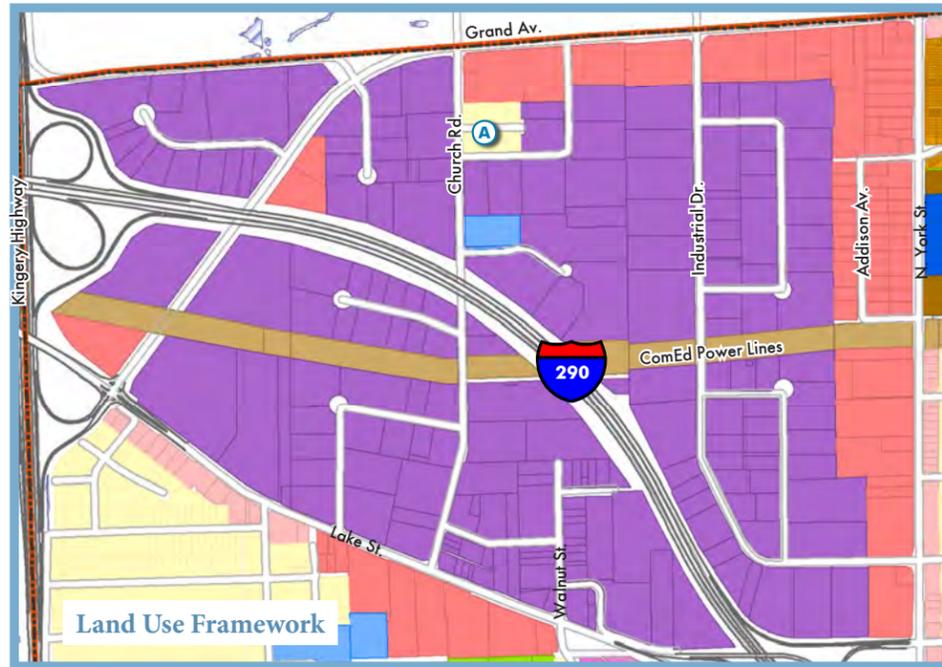
1. Transition neighborhood commercial uses along Lake Street between Oaklawn Avenue and Walnut Street to community commercial uses.
2. Follow the process for Planned Developments in site reuse/redevelopment of PD#2 (to be developed by the City) to encourage redevelopment of this area to occur in a comprehensive and cohesive manner. Cul-de-sac north-south residential streets between Armitage and Kimbell Avenues. Primary access to PD#2 should be from Lake Street, Walnut Street and Armitage. Suggested redevelopment uses include a mix of uses including commercial, retail and office.
3. Buffer commercial developments from adjacent residential communities with appropriate landscaping.
4. Implement a streetscape program to create a pedestrian-welcome environment, as well as produce a unified image and distinctive identity for the district.
5. Construct gateway features on Lake Street to signal entrance into Elmhurst.





**PLANNED MIXED USE DEVELOPMENT CONCEPT**

- ① Mixed commercial and office building with four (4) floor levels
- ② Landscape buffer adjacent to existing residential neighborhood
- ③ Open space with pedestrian access and facilities for employees
- ④ Cul-de-sac'ed streets in residential neighborhood for limited access and traffic
- ⑤ Parking at rear of buildings with buffer adjacent to Lake Street



### LAND USE AND REDEVELOPMENT

Elmhurst’s Employment District, located west of York Street and north of Lake Street, consists of several offices and light industrial uses in a campus-like setting. The district enjoys a high level of occupancy because of its excellent location near O’Hare International Airport and regional highways. The potential expansion of O’Hare in the future could increase the overall demand for business park space in the area, further strengthening the employment district. The City should maintain and promote employment uses within this area. Marginal and/or incompatible uses, such as the isolated residential properties along Walnut Street, should be redeveloped with employment uses.

**A** The single-family homes on Evergreen Lane, although incompatible with surrounding industrial development, are well-maintained and should be preserved unless desired otherwise by the homeowners.

The majority of the buildings and the public improvements in the area are well-maintained. However, the City could increase the competitive advantage of the area by creating a more high profile image through consistent streetscape improvements. To increase the potential for redevelopment of outdated facilities to meet modern needs, the allowable FAR in the I-1 District should be increased from 0.5 to 0.65.

### URBAN DESIGN AND CIRCULATION

Roadway improvements, such as installation of curb and gutter on all streets, streetlights, coordinated signage, and landscaping could help in creating a high-quality business park environment, making it more attractive for potential tenants. The City could consider adopting design guidelines to ensure unified, high-quality development in the area in the future (see Chapter 10: Urban Design for more details).

The City may also consider partnering with ComEd to create a bicycle and pedestrian route in their utility right-of-way. This route could balance the Illinois Prairie Path by providing complementary east-west access for riders, walkers, and joggers on the northern end of the city.

### RECOMMENDATIONS

1. Create an organized association for the employment district. The City and Association should work collaboratively to maintain and attract business park uses, specifically those that can take advantage of the proximity to O’Hare International Airport and highways.
2. Should the opportunity arise for acquisition of all residential properties along Evergreen Lane, then a transitional redevelopment consisting of business park uses should be considered.
3. Construct roadway improvements, such as curb and gutter installation, streetlights, landscaping and coordinated signage. Signage should direct motorists off the main thoroughfares (i.e. Lake Street, York Street) and into the employment area through consistent signage and gateway elements. Within the employment district, signage should provide both pedestrians and auto-oriented wayfinding elements that identifies businesses, uses, and routes.
4. Coordinate with ComEd to construct a bicycle and pedestrian route in their utility right-of-way. A coordinated signage system should be in place to direct bicyclists off the main thoroughfares and from other bicycle routes, as well as note distances, directions and points of interest.
5. Implement a streetscape program to create a pedestrian-welcome environment, as well as produce a unified image and distinctive identity for the district.
6. Develop and enforce design guidelines to construct new development in a uniform character.





### LAND USE AND REDEVELOPMENT

The South Riverside Drive corridor extends along South Riverside Drive and the IL Route 83 Frontage Road from Roosevelt Road north to Washington Avenue. Several industrial and heavier service uses, such as landscape contractors, are interspersed with commercial and office developments. The existing uses are well-suited to the area because of its high level of vehicular accessibility, especially for truck traffic, and the Salt Creek Greenway, which provides a natural buffer with the residential neighborhoods to the east.

The uses along South Riverside Drive are employment centers that have minimal negative impacts and should, therefore, be maintained in the future. The corridor is currently almost entirely occupied by viable businesses with few remaining development opportunities.

- A** A small residential parcel that is almost directly across Riverside Drive from this site should also be developed as a community commercial use.
- B** The vacant triangular parcel at the south end of the corridor has major underground gas pipelines limiting its development potential. If developing the site continues to present challenges, the City or Park District should consider acquiring it and maintaining it as open space, which would serve as an amenity for the adjoining residential neighborhood.

In the future, if any industrial/commercial uses, including the Public Works Garage, are redeveloped or expanded, they should provide adequate landscaping buffers to minimize negative impacts on neighboring residential areas. Additionally, a significant part of the corridor is under the Salt Creek floodway and floodplains. The area should be protected from more intensive development in the future to prevent the overflow of floodwaters into surrounding neighborhoods.

### URBAN DESIGN AND CIRCULATION

The Frontage Road along IL Route 83 lacks streetscape improvements. Large, uncoordinated signs are dominant along the corridor and materials are often stored in the open without any screening, resulting in an unattractive street environment. The City should regulate signage and enforce screening requirements in the area. It should also consider adopting design guidelines that maintain an attractive streetscape by requiring landscaping that appropriately screens industrial uses along the corridor (see *Chapter 10: Urban Design* for more details).

A portion of the South Riverside Drive corridor is within the neighboring Village of Villa Park. The City should continue to coordinate with Villa Park to ensure that consistent streetscape improvements are implemented along the corridor.<sup>1</sup>

The City should also re-evaluate the intersection configuration of Frontage Road, South Riverside Drive, Monroe Street, and IL Route 83 to reduce vehicular points of conflict. This can be achieved through potential road realignments, traffic calming options or other opportunities to make the intersection safer for all users. The variety of land uses in this sub-area require that extra care be taken in ensuring that roadway conditions, access and circulation patterns, and aesthetics meet the needs of all users.

### RECOMMENDATIONS

1. Maintain employment uses within the South Riverside Drive corridor.
2. Maintain adequate landscape buffers between employment and residential uses.
3. Implement a streetscape program to create a pedestrian-friendly environment, as well as produce a unified image and distinctive identity for the district. The City should emphasize coordinated signage and screening requirements. Signage should direct motorists off the main thoroughfares (i.e. IL Route 83) and into the industrial area through consistent signage and gateway elements. Within the corridor, signage should provide both pedestrians and auto-oriented wayfinding elements that identifies businesses, uses, and routes.
4. Coordinate with the Village of Villa Park to implement a unified streetscape program on both sides of IL Route 83, as well as conduct a corridor improvement plan; improve aesthetics along corridor. A coordinated signage program between the two municipalities can create a specific identity for the IL Route 83 corridor, promoting a “brand” and identifying points of interest, routes, and uses.
5. Develop and enforce design guidelines, which will result in visually compatible redevelopment.
6. Re-evaluate intersection configurations in the sub-area to ensure appropriate curb and turning-radii for vehicular traffic and large trucks.

<sup>1</sup> The City has held preliminary conversations with Villa Park regarding these improvements.



### LEGEND

- Single Family Residential
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- General Office
- General Industrial
- Parks and Open Space
- Forest Preserve
- Transportation and Utilities
- 100 Year Floodplain

### Current Physical Configuration

- Building Footprints
- Paved Drive/Parking Area
- Parks and Open Space
- Transportation and Utilities

### Recommendations

- Streetscape
- Signage
- Gateway
- Connections / Nodes
- Key Pedestrian and Bike Routes



## LAND USE AND REDEVELOPMENT

The Yorkfield sub-area includes portions of the City and unincorporated areas bordered by Butterfield and Roosevelt Roads and I-294. This area is undergoing considerable redevelopment. The Elmhurst Center for Health is planning a large hospital campus extending from York Street to Euclid Avenue and from Brush Hill Road to Harvard Street to the north. Rest Haven Christian Services is planning a senior community just south of the Timothy Christian School, and a new Elmhurst Reformed Church is proposed farther south along Brush Hill Road.

**A** Once these new developments are completed, only two small residential areas will remain – one along Prospect Avenue and the other north of the proposed hospital campus along Kirk Avenue. Given their proximity to major access routes and large institutional uses, strong redevelopment pressures can be expected in the future in these residential areas, in particular west of Euclid Avenue. If redevelopment does occur, it should be a part of a master plan rather than piecemeal development to prevent further fragmentation of the neighborhood.

**B** The area west of Prospect Avenue on the south side of Butterfield Road contains a few single-family homes and office buildings of varying ages. This area could be redeveloped in the future for office uses. Just south of these parcels, both lower- and higher-density multi-family residential stretches south to Roosevelt Road. Some single-family residential exists along Prospect Avenue. This entire area should be transitioned to multi-family residential that is higher than three stories in order to complement the density and intensity of use of the new Elmhurst Center for Health campus.

**C** East of York Street, the sub-area consists of stable, well-maintained single-family neighborhoods, which are expected to be sustained in the future. The mobile home park located at the south end on Old York Road is planned for redevelopment into single-family homes. In the future, if single-family homes in the area are redeveloped into other uses, it will be important to ensure that the new developments maintain the integrity of the existing neighborhoods.

**D** Vacant parcels along I-88, east of Caldwell Avenue and south of Congress Street, should be developed as single-family residential.

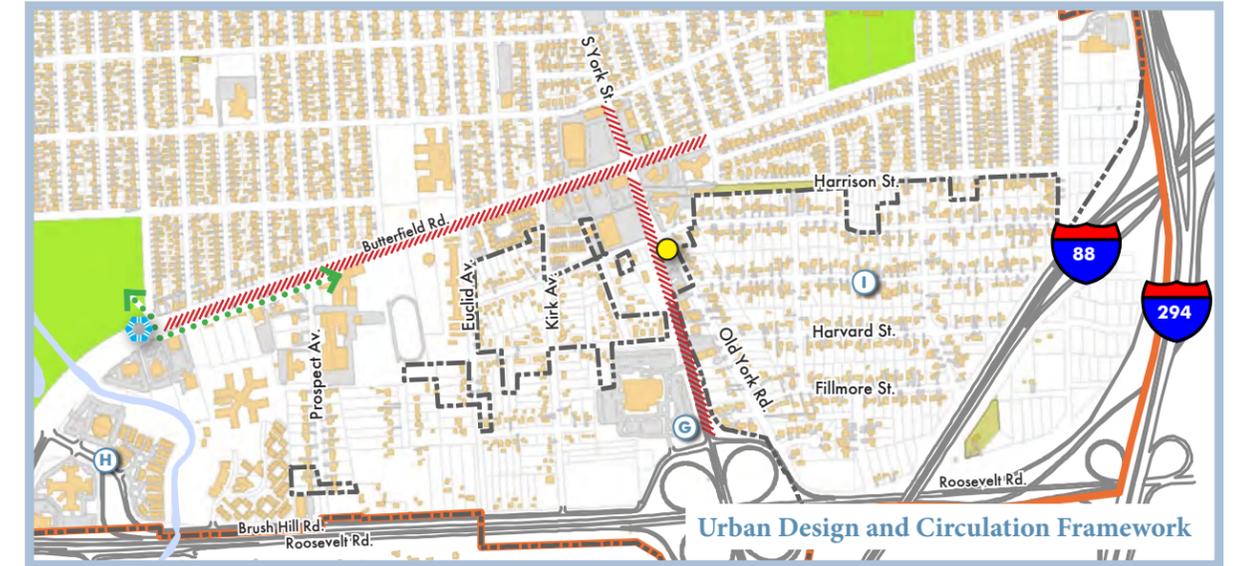
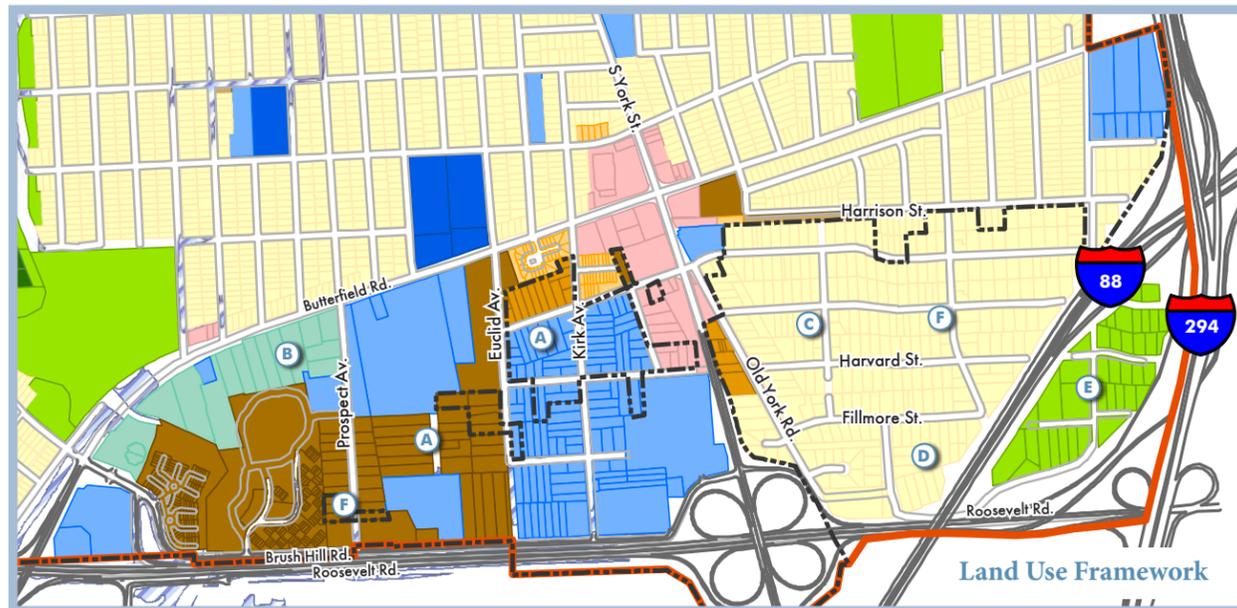
**E** The triangular area bounded by I-88, I-294 and Roosevelt Road has a few homes in varying conditions. Development potential in the area is very limited because of poor access through a single two-lane road. This area should not be developed beyond the existing homes or open space. The City should coordinate with the Illinois Department of Transportation (IDOT), which owns a significant amount of land in this area, to ensure appropriate development of the area.

**F** A significant part of the Yorkfield sub-area is not within Elmhurst but is a part of its extra-territorial jurisdiction (ETJ). Future annexation decisions, among other things, should consider the potential fiscal impact on the City to ensure that the costs of service provision do not exceed the tax revenues generated by the potential annexation areas.

## URBAN DESIGN AND CIRCULATION

Roosevelt Road and South York Street serve as major entryways into Elmhurst from the south. The City should consider implementing a streetscape improvement program in the area to create a positive image for Elmhurst. Improvements such as landscaping, coordinated signage, and lighting will greatly enhance the appearance of the area (see *Chapter 10: Urban Design* for more details).

**G** The Yorkfield sub-area enjoys overall good vehicular access. The new developments proposed in the area, especially the hospital campus, will significantly increase vehicular traffic and might require some reconfiguration of the existing road network to minimize hospital-related traffic on neighborhood streets. The City



should collaborate with the hospital to understand the potential traffic impact and implement roadway improvements as necessary. The hospital is working with IDOT to improve the York/Roosevelt interchange to allow traffic from northbound York Street and eastbound Brush Hill Road to proceed westbound on Roosevelt Road.

**H** Bicycle and pedestrian access should also be important considerations as redevelopment plans are finalized in the area. Continuous and wide sidewalks, bike paths and safe crosswalks should be provided, linking the hospital and other institutions in the area with the residential areas. The Forest Preserve District is planning a Greenway Trail with an underpass under Roosevelt Road to link the bike path along the Salt Creek Greenway to York Woods and the regional bikeway along South York Street on the south. This new trail will further enhance bike access to the Yorkfield area.

**I** Most streets in the residential area east of York Street are without sidewalks or curbs and gutters, giving the neighborhood a rural appearance. If preferred by area residents, sidewalks could be installed in the area in the future.

## RECOMMENDATIONS

1. Transition residential neighborhoods along Kirk and Prospect Avenues to master planned developments. As parcels become available, the City should acquire and master plan them, encouraging higher densities and compatible uses with the nearby medical campus.
2. Collaborate with the Elmhurst Center for Health on potential traffic impacts and traffic calming measures to maintain safety and accessibility to the campus.
3. Construct appropriate pedestrian/bicycle pathways connecting the medical campus and other public and institutional uses to the adjacent residential neighborhoods, increasing safety of travel and providing an alternative mode of transportation.
4. Implement a streetscape program to create a pedestrian-friendly environment, as well as produce a unified image and distinctive identity for the district.
5. Make the option available to neighborhoods east of York Street to improve streets with urban cross-section elements (i.e. curb, gutter, storm sewers, sidewalks).
6. Acquire the triangle of properties between I-88, I-294 and Roosevelt Road. The City should acquire this inaccessible area and convert to a passive use, which could include cell tower siting, municipal use, or parkland.







## IMPLEMENTATION

The City of Elmhurst should consider pursuing the following strategies to achieve successful implementation of targeted land use and development improvements. Policy numbers at the end of each implementation action correspond with the policies stated at the outset of the chapter.

### Design Guidelines

The City should develop a set of residential and commercial design guidelines to help steer new development, infill development and redevelopment opportunities in a direction that complements adjacent land uses and community character. For residential development, this includes material types, building bulk and massing, and landscaping. For commercial and industrial development, this could also include the abovementioned residential categories, as well as parking lot locations and landscaping, access management requirements and signage regulations. [Policies 1, 2, 8]

### Zoning

The future land use map and associated goals, objectives, and policies within the Comprehensive Plan represent the community's preferred development pattern for the future. A key implementation mechanism used to achieve this development pattern is the mapping of zoning districts that regulate the use of property, scale and character of development and residential densities anticipated by the Future Land Use Map. The City of Elmhurst last updated its zoning ordinance in a comprehensive manner in 1992, but has adopted numerous amendments since then to address a variety of issues. Following the Comprehensive Plan update process, the City should undertake the following actions to ensure consistency of zoning and other development regulations with recommendations of the Plan. [Policy 5]

- Undertake an overall assessment the zoning ordinance, subdivision and related regulations for consistency with the Plan. Specifically, the Zoning and Planning Commission should develop a work plan to accomplish appropriate amendments and deliver it to City Council for consideration and endorsement.
- In the development regulations review and update process, the Zoning and Planning Commission will consider the use and application of site development plan review requirements and procedures for certain types of development in the community. In its discussion, the Commission should consider the appropriate applicability of zoning districts or community areas where the standards should apply including non-residential areas and multiple family use areas, and the administrative implications of implementing a site development plan review process.

## LEED-ND Principles and Pre-requisites for U.S. Green Building Council Certification



### Smart Location and Linkage

- Smart Location
- Proximity to Water and Wastewater Infrastructure
- Imperiled Species and Ecological Communities
- Wetland and Water Body Conservation
- Agricultural Land Conservation
- Floodplain Avoidance



### Neighborhood Pattern and Design

- Open Community
- Compact Development



### Green Construction and Technology

- Construction Activity Pollution Prevention

### LEED-ND

In any redevelopment effort that would affect adjacent neighborhoods, projects should follow the guiding principles of LEED-ND. While some pre-requisites outlined by the LEED-ND rating system are geared towards newer, greenfield developments, elements that would support sustainable development in Elmhurst should be adopted into the City code<sup>2</sup>. [Policy 4]

### Commercial, Industrial and Employment Development

Elmhurst has a healthy and growing commercial and employment base. Three areas of the city have been designated as Planned Developments (PDs) on the Future Land Use Framework because these areas represent locations of complex and challenging redevelopment opportunities that should be managed by a unified plan to ensure compatibility with surrounding land uses. The PD planning process allows a more creative and efficient approach to the redevelopment of large sites by providing greater flexibility in the design of developments than is possible through conventional zoning regulations. The City should consider requiring the use of PDs at targeted locations within Elmhurst.

<sup>2</sup> Find the LEED for Neighborhood Development Rating System online at: <http://www.usgbc.org/ShowFile.aspx?DocumentID=2845>



The City should also work to revise zoning regulations to allow for mixed-use developments within the existing business districts and commercial areas. Maintenance standards for streetscape and landscape improvements in public rights-of-way should be developed. Additionally, more specific guidance regarding parking quantities, provision and location should be codified. [Policies 7-12]

**Downtown Elmhurst**

The Downtown Plan (2006) identified a series of potential zoning ordinance refinements in Chapter IV, Section C. These suggestions relate to land use and building siting, mobility and urban design. These and any other downtown recommendations should be referenced separately. [Policies 3, 6]

**Cultural Campus**

Although governed by the Downtown Plan (2006), the Cultural Campus area should have a separate Cultural Campus Overlay designation to allow for more flexible, comprehensive planning. Underlying land use requirements would still apply, but this overlay zone would allow the application of urban design and mobility improvements to be implemented at a holistic, rather than parcel-by-parcel, basis. This overlay should encourage architectural and site design that emphasizes conservation of open space, provision of cultural amenities, pedestrian connections between buildings, and connections to the downtown. [Policy 9]

**Incentives**

The City should explore options to incentivize developers to exceed the minimum design and zoning standards while fulfilling the stated policy goals of the City. Developers will only respond to incentives if they fulfill a market need: if the market would support a higher density than currently allowed within a certain zone, an incentive that offers increased density in exchange for the provision of open space would be effective. If, however, allowable densities are adequate, the City may consider offering reduced parking requirements, fee waivers, or whatever inducement that developers would value. The City should ensure that incentives are offered for the provision of amenities that meet the City’s policy goals, which could include affordable housing, the provision of open space, or the inclusion of certain design features. When appropriately matched, both the City and developers benefit from the provision of incentives. [Policy 13]



*Elmhurst Cultural Campus (above and below)*



