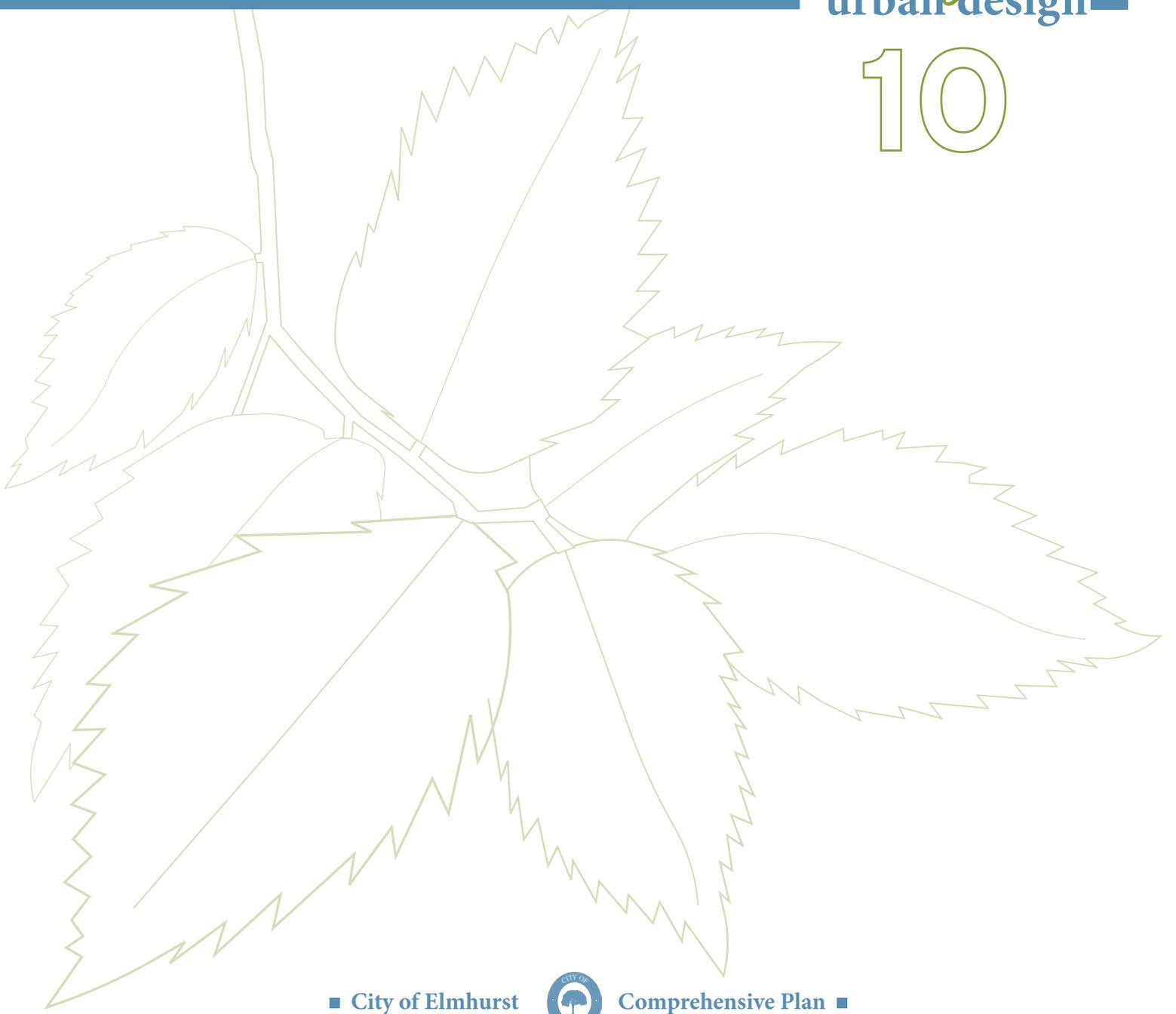


*Urban Design*  
urban design

10





Implementing a community-wide urban design and streetscape strategy for the City of Elmhurst is a critical component of the Comprehensive Plan. An urban design strategy seeks to achieve a high-quality built environment through the visual and functional coordination of public infrastructure improvements with private sector building and site design and construction. These public infrastructure investments could include streetscape improvements such as landscaping, lighting, special paving materials for sidewalks and crosswalks, street furniture and public art. In addition to improvements to the public way, a comprehensive urban design strategy also guides the location of buildings along the street and their exterior design including scale, massing, articulation, setbacks and materials. Each of these individual elements combine to significantly influence the overall aesthetic and experiential quality of a place, making them an important factor in the overall quality of community design.

Attractive, high-quality streetscapes with well-defined use areas will increase pedestrian safety and benefit all street users. While most residential areas of the city exhibit strong streetscape design elements, including landscaping and a continuous sidewalk network, many of the city's commercial and corridor areas could benefit from additional urban design improvements. A comprehensive design strategy could safely support the interaction of pedestrians, automobiles, bicycles, transit, and service vehicles that is crucial to the success and vitality of these commercial and corridor areas. A review of existing conditions throughout the city, the overall future urban design framework, and the recommended implementation strategies that the City can undertake to improve the quality of its commercial and employment areas will follow.



## GOALS AND OBJECTIVES

**Goal 1:** Maintain and enhance the city's high quality built environment.

### Objectives:

1. Ensure that all public and private properties are adequately maintained in a timely manner through effective code enforcement.
2. Ensure high standards in the design and construction of new and rehabilitated structures or landscape features in the city.
3. Promote the preservation and protection of properties with local historical and architectural interest.
4. Continue to use the Downtown Plan (2006) and its design guidelines for promoting high-quality design and implementing streetscape improvements within the downtown.

**Goal 2:** Enhance the appearance of neighborhood business districts and employment areas, as well as community entry points and traffic routes.

### Objectives:

1. Work with the business district improvement associations to create design guidelines and streetscape improvement plans to establish a consistent approach to streetscape treatments, building redevelopment and pedestrian linkages.
2. Create distinctive gateway features at significant entryways into Elmhurst that are supported by wayfinding signage throughout the city.
3. Minimize the visual impact of surface parking areas through perimeter and interior landscaping and placement of parking lots to the rear of buildings.
4. Provide transitions and barriers between different land uses throughout the city.
5. Implement a coordinated landscaping program along major arterial streets in Elmhurst to create visual consistency throughout the city, especially along York Street.
6. Establish a program for visually screening public utility sites, such as transformer stations, well sites, lift stations, and similar facilities.

**Goal 3:** Enhance the downtown with a system of public improvements that support development of this major activity center.

### Objectives<sup>1</sup>:

1. Extend the downtown pedestrian system, including additional primary and secondary routes, implementing and improving streetscape features as necessary. Connect both sides of the railroad tracks with appropriate pedestrian linkages.
2. Improve the southern gateway entrance into downtown to be consistent with gateway signage at the northern entrance.
3. Continue to encourage open space provisions within new development and redevelopment efforts downtown.
4. Refine and continue to implement and enforce building design guidelines for downtown structures. Retain a mix of building types by allowing for sensitive integration of older buildings with new construction where appropriate.
5. Continue to implement the City's Facade Improvement Program downtown.

<sup>1</sup> See Downtown Plan (2006) for further elaboration on these objectives and means for implementation.



**Goal 4:** Use landscaping to soften new development, screen unattractive elements, minimize heat gain, and buffer land uses.

**Objectives:**

1. Use comparatively large setbacks, trees, fences and shrubs to buffer residential uses from commercial and industrial uses.
2. Include outdoor use spaces in new developments, including seating, tables, paths, vegetation, enhanced pavement, shade, and trash receptacles.
3. Screen parking lots from streets using either shrubs, low walls, berms or a combination of materials.
4. Continue an active street tree planting and maintenance program.
5. Incorporate frequent, large planters with deciduous trees in parking lots.

**Policies**

The following policies provide a framework for guiding the creation and implementation of urban design strategies.

1. Develop and adopt city-wide design guidelines; require design review according to the design guidelines for all new and remodeled commercial, industrial, institutional and single- and multi-family projects, including changes to parking lots.
2. Encourage all building sides in commercial centers to be finished, specifically where facing alleys or streets that include rear parking or pedestrian pathways.
3. Retain and reuse viable historic buildings and architectural elements as a part of redevelopment projects.
4. Encourage extensive landscaping in public and private projects. Preserve wetlands, significant trees, water-courses and other important environmental features in new development projects when feasible; mitigate their removal when preservation is not possible.
5. Construct appropriate streetscape elements throughout the city, in coordination with a comprehensive streetscape program. Ensure that new development maintains a human scale, such as by using landscape islands and pedestrian walkways to divide large parking lots into smaller fields, and/or reducing the scale of large public spaces with plazas, public art, seating areas, ponds, shade structures and other similar elements.

 **EXISTING URBAN DESIGN FRAMEWORK**

Downtown Elmhurst offers a high-quality, pedestrian-oriented environment while maintaining convenient vehicu-



*Provide a consistent street wall*

lar access. The downtown area has historically included mixed-use buildings with active ground floor uses which create a strong streetwall through minimal setbacks. The City’s 2006 adopted Downtown Plan builds on this historic development patterns and contains detailed recommendations and urban design guidelines for the future development of the downtown area.

Outside of the downtown, the commercial and employment areas typically include limited urban design elements. Specifically, the neighborhood shopping districts at Spring Road and at York and Vallette Streets do not have any formal streetscape program. The major commercial corridors, including Grand Avenue, Lake and York Streets, have mostly strip-mall type development and lack a distinctive gateway characteristics that would visually cue entry into and departure from Elmhurst. The City has, however, installed community entryway signs at the intersections of major arterial roadways at its boundary. These signs are well-designed and thoughtfully placed. The employment area located in the northwest part of the City is functional, but urban design improvements could support the retention of existing tenants and attraction of future tenants through the creation of a higher-quality business park environment. The industrial area along South Riverside Drive in southwest Elmhurst can also be significantly improved through increased landscape buffering.



## FUTURE URBAN DESIGN FRAMEWORK

The siting of buildings along the street frontage and their exterior design characteristics, including scale, massing, articulation, setbacks and materials, significantly influence the appearance and functionality of the immediate vicinity while contributing to the overall quality of community design. As part of the Plan’s land use and housing components, zoning and bulk recommendations will guide future developments within Elmhurst. Streetscape and urban design improvements should be undertaken on public property, and may be instituted separately from but in support of new private development.

The mixture of land uses and street types has resulted in a variety of improvements to the built environment that could be undertaken to support the City’s urban design framework. Outside of the core downtown area, the commercial and employment areas within the city generally lack consistent urban design. (Urban Design and streetscape recommendations for the downtown are included in the Downtown Plan [2006].)

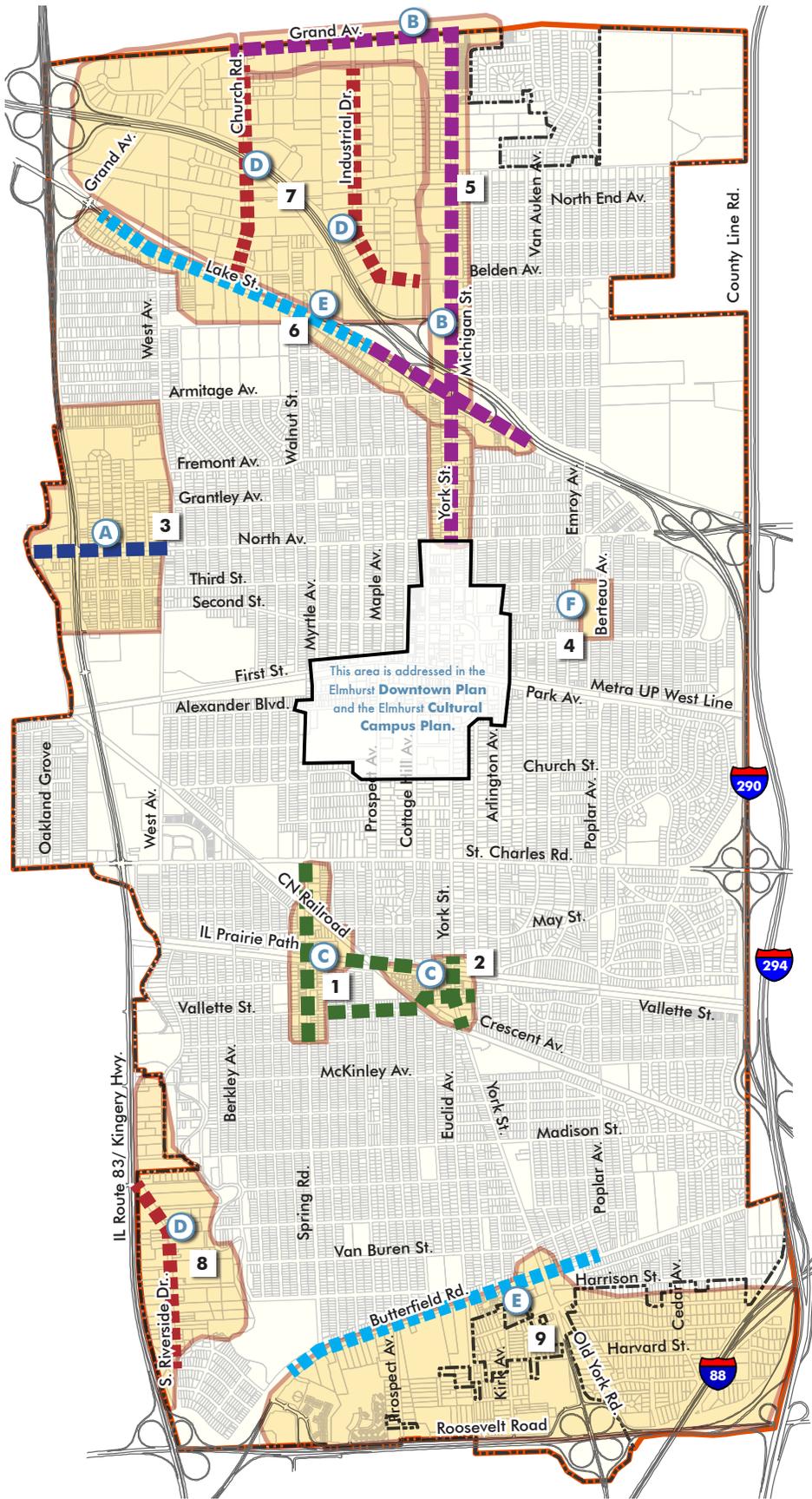
*Figure 20: Future Urban Design Framework*, highlights six opportunity types based on dominant land use types and right-of-way characteristics. These priority areas are all included within the designated sub-areas, which were discussed in greater detail in *Chapter 3: Land Use and Development*. Land use opportunity types and recommendations, as designated on Figure 20, are discussed below:

- **Commercial mix:** North Avenue, west of West Avenue, includes a mixture of commercial land uses. This portion of North Avenue, which is under IDOT jurisdiction, provides an opportunity for the installation of a gateway monument or signage to visually signalize the entrance into Elmhurst for drivers, pedestrians and bicyclists. The opportunity also exists to “complete the street,” or more effectively accommodate users of alternative transportation modes, including pedestrians, bicyclists and transit riders. Improved bus shelters and a continuous, contiguous sidewalk network are two examples of investments that can improve mobility and transportation alternatives within the corridor. Because of the commercial nature of the area, wayfinding signage and landscape buffering for parking and loading facilities is recommended.
- **Auto-oriented services and sales:** Portions of Grand Avenue and York Street include land uses which are oriented towards auto services and sales. While these uses are important economic generators for the City and should be actively retained and expanded, the urban design characteristics that accompany these land

uses, including expansive pavement and parking areas which front the street, can detract from the area’s overall urban design quality. The intersection of these two corridors, however, provides an excellent opportunity for the installation of a gateway treatment. Additionally, streetscape improvements along York Street could help guide visitors and passers-by to the downtown area through landscaping, signage and architectural amenities. As in previously-discussed land use categories, landscape buffering is recommended to separate vehicular and non-vehicular traffic and improve the aesthetics of the corridors.

- **Neighborhood commercial:** The Spring Road and York/Vallette business districts both include neighborhood commercial uses that could be strengthened through a series of urban design improvements. These areas, what are typically oriented to local residents and commercial uses, should seek to improve the pedestrian environment through the completion of the sidewalk network and provision of bicycle pathways and bike parking facilities. Additionally, signage to indicate pedestrian crossings and bike lanes, as well as to promote business district identity, can be improved. Increased densities and re-focusing building orientation to the street can combine to foster a more vibrant, desirable space for neighborhood commercial uses.
- **Employment and industry:** The South Riverside Drive and Elmhurst Employment Center sub-areas are both oriented to larger employment and business park land uses. Both are located at key roadway intersections which would be ideal for the installation of gateway elements. Because these areas are oriented toward automobile traffic, appropriate streetscape measures could include ornamental lighting with identity banners, street trees, wayfinding for automobiles and signage to indicate pedestrian movement within the auto-dominated environment.
- **Enterprise or transition zones:** Butterfield Road and Lake Street are two examples of enterprise or transition zones. Roadway upgrades or changes and new land uses are anticipated for both of these areas in the near future. Two of the proposed Planned Development (PD) areas are located within these corridors, which will provide the opportunity for new, master-planned developments on comparatively large parcels of land. These PDs will provide the City with the opportunity to attract new, complementary land uses within the context of a unified and cohesive master site design.
- **Service commercial in residential:** The existing Elmhurst Memorial Hospital complex along Berteau Avenue is a prime example of a service commercial use that is located within a residential area. The hospital is surrounded by a well-established single-family





**LEGEND**

**Sub-Areas**

1. Spring Road Business District
2. York / Vallette Business District
3. Graue Woods / Commercial District
4. Elmhurst Memorial Hospital
5. North York Street and Grand Avenue Corridors
6. Lake Street Corridor
7. Elmhurst Employment District
8. South Riverside Drive Corridor
9. Yorkfield Area

**Streetscape Opportunity Types**

- (A) Commercial Mix**
  - » IDOT Jurisdiction
  - » Gateway Opportunity
  - » Potential Complete Street
- (B) Auto Oriented Service & Sales**
  - » Car Oriented Commercial
  - » Gateway Opportunities
  - » Link to Downtown with Streetscape
- (C) Neighborhood Commercial**
  - » Enhance Pedestrian / Bike Links
  - » Enhance Streetscape for Use & Identity
  - » Encourage Building to Street-wall
- (D) Employment & Industry**
  - » Streetscape Improvements for Pride & Identity
  - » Entry & District Gateway Opportunity
- (E) Enterprise or Transition Zones**
  - » Roadway Upgrades or Changes Anticipated
  - » New Land Uses Anticipated in Near Future
  - » Opportunity for PD's
  - » Opportunity for City to Attract or Guide New Uses or Businesses
- (F) Service Commercial in Residential**
  - » Surrounded by Single Family Residential
  - » Control Access Points
  - » Streetscape on Commercial Side

FIGURE 20: FUTURE URBAN DESIGN FRAMEWORK

Scale: 1" = .50 miles





residential neighborhood, but the two uses have effectively co-existed through the careful use of landscape buffering, site design and traffic circulation patterns that accommodate the needs of both neighborhood residents and hospital users without compromising the functionality of either group. The installation of appropriate streetscaping around commercial uses within residential areas should be maintained to complement the commercial use while providing a buffer for the residential area. Sidewalks, low-energy lighting and context-sensitive signage are a few examples of relevant streetscape elements. Additionally, access to and from the commercial uses should be carefully designed to minimize cut-through traffic in the residential neighborhood.



## COMMUNITY CHARACTER

The organization, massing, density and intensity of land uses in Elmhurst plays a key role in defining and reinforcing community character and scale. Elmhurst is a mature, built-out community with a mixture of residential uses, commercial cores/business districts, an historic and vibrant downtown, and a unique Cultural Campus area. The City's unique character should be protected and enhanced through future land use decisions. *Chapter 3: Land Use and Development*, defines and maps land uses based on the goal of maintaining a compact, pedestrian-friendly scale, and protecting the city's special character. The incorporation of urban design principles will help support those land use decisions and provide a framework to enhance the built environment of the community. This plan should foster mechanisms for the following:

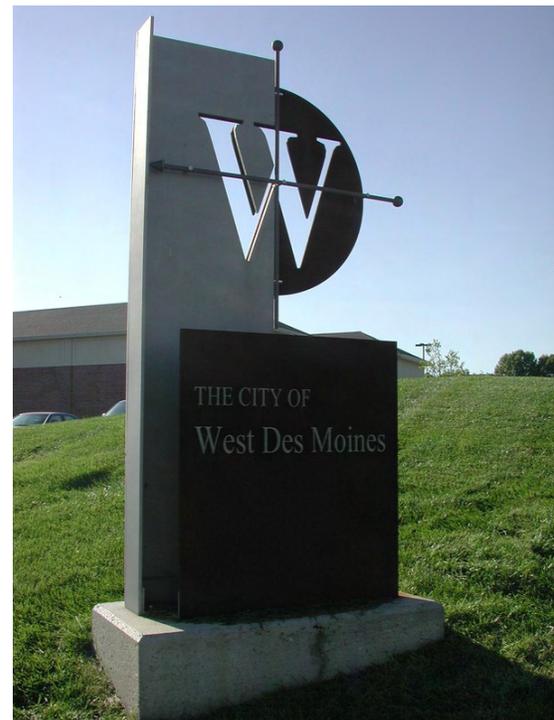
- Creating a special place that residents can visually identify as their hometown.
- Enabling a variety of residential and commercial densities necessary to accommodate growth in a manner that improves the community.
- Encouraging and supporting high-quality development.

The development pattern of the residential areas results in large part from the physical configuration of its streets. Future development should maintain the grid network and the relationship between the street, sidewalk and pedestrian space, front yards and adjacent homes. This grid network of streets allows for the variety of densities and housing types that are necessary to ensure that Elmhurst is able to accommodate a variety of lifestyles and economic levels.

While arterial streets with heavy vehicular volume are not conducive to the creation of a pedestrian-friendly environment, certain measures can be taken

to ensure pedestrian safety when crossing major streets. Such examples can include constructing median islands for pedestrians to take refuge during street crossing. Lights or warning signals to alert motorists that a crosswalk is ahead or that the "pedestrian walk" signal is activated can be applied at particular intersections. Advance stop lines can be marked several feet before the crosswalk to ensure ample safety distance between stopping cars and crossing pedestrians. These measures can help promote safety, while not taking away from the high-capacity function of the roadway. More local roadways present the opportunity for more unique safety measures, where traffic volumes are lower and pedestrian activity is higher – pedestrian pathways, sidewalks and bicycle lanes integral to linking parks, schools and neighborhoods.

The streetscape improvement plan, the strategies of which are outlined below, should include accommodations for pedestrian activity on all functional street classification levels. Specific measures should be undertaken to ensure that pedestrian users can safely and efficiently operate within the same area as high-speed vehicular traffic. These techniques include the installation of LED lighting in the crosswalk, flashing or red lights at pedestrian crossings, supplying visibility flags for pedestrians to carry while crossing, and constructing curb bulbs or bumpouts to calm traffic. Additional elements that could contribute to community character while providing pedestrian amenities include the implementation of a street tree program, street light master plan and open space preservation.



*Incorporate gateway identity signage*



## Gateways

Gateways define the edge and entryways into a city and create a theme or signature element to notify travelers of this change. Gateway elements should identify key entries into the city, convey a sense of identity for the community, and provide information to the public. Several locations for gateway designations have been discussed above. Gateway treatments can be provided in a variety of styles and can vary at each entry point. Large monuments or signage can be used to indicate entry in Elmhurst. Landscaping and plantings, signage, structures, or lighting can also be used to provide visual transition points within the city as well as with adjacent communities. While some gateway features currently exist, guidelines for these features should be outlined as a component of city-wide design guidelines.



## DESIGN GUIDELINES

While the Downtown Plan (2006) provides for building design guidelines, developing a comprehensive set of city-wide residential and commercial design guidelines will help coordinate the overall development of the city. Subsequent redevelopment efforts will be mutually supportive and will result in a better, livable community. The guidelines should be intended as a reference point for a common understanding of the minimum design expectations in Elmhurst.

Design guidelines should be developed for the city as a whole with specific policies for residential redevelopment (scale, massing, articulation, setbacks, materials), business district/sub-area development and commercial transportation corridors. Some primary elements that could be included in the design guidelines are:



*Feature public art installations in high profile locations*



*Highlight key pedestrian crossings with distinctive markings*



*Address pedestrian with scale elements on facades at ground floor*



*Provide attractive landscaping and entry features at rear parking lots*



- Building location/design
- Height and bulk restrictions
- Building materials
- Street and building lighting
- Location and orientation of parking
- Pedestrian comfort and activity at street level
- Incorporation of civic art
- The design of public spaces
- Preservation and creation of quality building stock
- Gateways
- Streetscape improvements
- Landscaping
- Signage
- Aesthetic screening
- Site planning
- Utilities

### Streetscape

Streetscape improvement strategies were a recurrent approach that echoed through the recommendations presented in the previous discussion of land use opportuni-

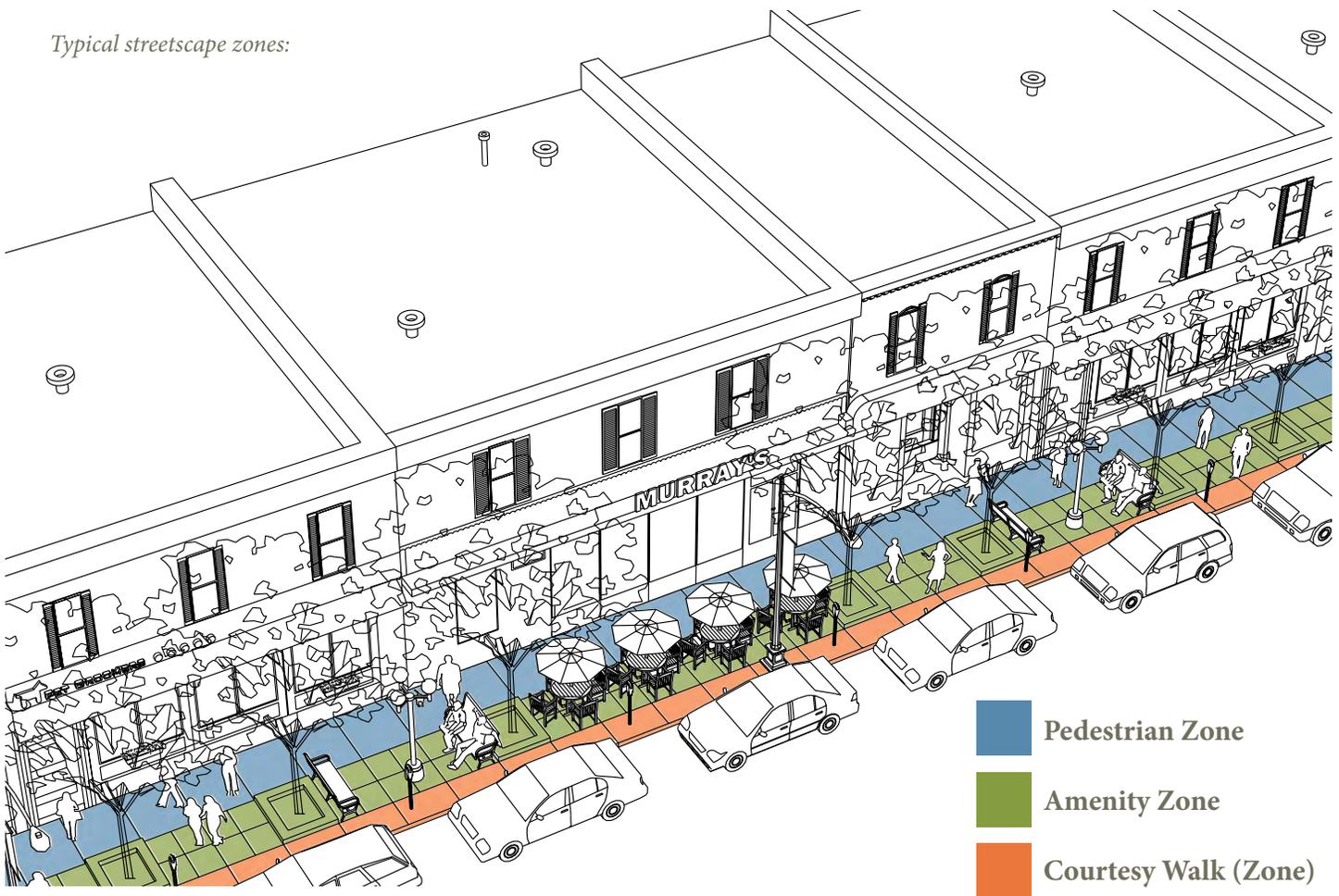
ties. High-quality streetscape treatments in the public way typically provide clear zones of use within the right-of-way and cartway for street users. The arrangement and width of these zones is dictated by the space available and the adjacent land uses. Different streetscape elements can complement different land use environments.

Typically, there are the three following zones:

- Courtesy Walk (car door zone) along the street curb
- Amenity Zone
- Sidewalk Zone, a six-foot clear pedestrian walk parallel to the vehicular right-of-way, typically adjacent to the private property line.

Providing a courtesy walk with adequate access for automobile doors is critical in areas where on-street parking is provided. Current standards for accessible design commonly require a 36" clear way to meet the ADA (Americans with Disability Act) standard requirement for access.

*Typical streetscape zones:*



The amenity zone is typically closest to the curb with the clear sidewalk zone nearest to street-fronting buildings. For high-traffic window-shopping areas, it may be desirable to expand the sidewalk and provide visual indications for browsers and walkers to share the sidewalk space more successfully, reducing pedestrian conflicts. In areas where outdoor café uses are allowed in the public way, the spatial and operational needs of restaurant should be considered and a method for permitting and controlling this sidewalk arrangement should be provided by the City. For high-traffic volume roadways, amenity zones may be expanded and landscaped to separate vehicular and non-vehicular traffic.

An amenity zone typically includes the following:

- Trees and curbed planters, trees in grates, or trees in lawns
- Bike racks, waste receptacles, lighting poles, fire hydrants, enhancement and orientation maps, kiosks, identifiers, signs, and public art
- Benches and other streetscape furniture
- Private uses such as cafés or sidewalk sale or craft show (established by regulated permit process only)
- Lighting, including pedestrian-scaled lighting

The City should develop and implement a city-wide streetscape program that is guided by the city-wide design guidelines. Both character building and pedestrian-oriented navigation should be the focus of Elmhurst's streetscape improvements. The Downtown Plan's design recommendations should be expanded to apply to the entire city, with special focus on the designated sub-areas. To this end, a city-wide signage program including sub-area based identity and orientation signs can help to achieve this goal. An additional emphasis placed on strengthening linkages for pedestrians and bicyclists city-wide will serve to increase physical activity and mobility levels.

The following are some improvements that the City can undertake to improve the streetscape quality of its commercial and employment areas. Specific recommendations should be documented in a streetscape improvement plan – with separate implementation measures for each sub-area.

- Incorporate special pavement or changes of pavement for delineating special use areas or places, such as sidewalks, bike lanes, crosswalks or plazas.
- Emphasize universal sidewalk design and ensure full compliance with ADA standards, including courtesy walk width if provided.
- Employ proper on- and off-street bikeway transitions to fully incorporate bicycles as users of the public way; ensure adequate bicycle parking facilities.
- Install pavement markers or medallions to denote special historic, business, cultural or environmental



*Provide defined outdoor amenities such as bicycle parking and wide sidewalks.*

features unique to Elmhurst.

- Construct public art, both temporary and permanent.
- Install place-making elements, such as unified furnishings, materials, and themed signage, for both wayfinding and identity.
- Construct bump-outs along curbs or at intersection to increase pedestrian safety zones or provide locations for identifiers, art, or kiosks.
- Bury all overhead utilities.
- Provide clean and spacious bus shelters.
- Incorporate landscaping into all corridors and development areas as a method for separating traffic, adding character, providing shade and providing natural stormwater management strategies.



## IMPLEMENTATION

The City of Elmhurst should consider pursuing the following strategies to achieve successful implementation of the recommended urban design improvements. Policy numbers at the end of each implementation action correspond with the policies stated at the outset of the chapter.

### Planning Documents and Codes

The City should develop the following planning documents or guidelines to enforce consistent improvements:



### City-wide Urban Design Guidelines

The City of Elmhurst should develop a comprehensive set of urban design guidelines for the city as a whole and specific recommendations for each of the sub-areas. In addition to establishing minimum design elements, such as appropriate materials, lighting, landscaping, gateway features, etc., review procedures (including timelines) and application materials that improve communication about requirements should be developed and provided to developers, property owners and businesses. The guidelines should incorporate the existing building design guidelines for the downtown, and reference the City's Facade Improvement Program. This document should also promote collaboration and coordination between adjoining property owners and the public for sharing resources such as parking, walkways, service areas, curb cuts and streets. [Policy 1]

### Streetscape Improvement Plan

A streetscape improvement plan should be created for the entire city, with emphasis on commercial and employment areas. This plan should specify appropriate streetscape features and design principles for different land use types and locations. For example, different features will be necessary on a high volume arterial roadway than on a local collector street connecting a neighborhood and local business district. [Policy 4]

### Streetscape and Urban Design Standards Ordinance

City ordinances related to streetscape and urban design standards should be updated to reflect implementation elements recommended in both plans. These ordinances should be periodically reviewed and updated to reflect changes in both sets of guidelines, with specification attention devoted to maintaining updated sustainability strategies and technologies. [Policies 1, 4]



*Continue to incorporate urban plazas (above) in the Downtown.*

### Code Requirements

The City's landscape code should be amended to reflect recommendations in the Design Guidelines and Streetscape Improvement Plan relative to planting size, type, location and maintenance. Landscape preservation and open space requirements should also be codified. The building code should be revised to incorporate building massing and scale, including requirements for parking lot configurations and public spaces. Recommendations from the Downtown Plan (2006) should continue to be implemented. [Policies 1, 2, 3, 4]

### Maintenance Plan

Elmhurst should develop a maintenance plan for the new improvements recommended in this and subsequent plans, specifically outlining responsibilities related to streetscape elements and landscaping located in public rights-of-ways. [Policies 2, 3, 4]

### Capital Needs

A number of the recommendations outlined in this chapter would require substantial local capital funding sources in order to be implemented, including the connection or expansion of streetscape improvements and signage as well as maintenance of historic facades and building structures. Elmhurst can look to leverage funds from state-funded programs, such as the Complete Streets program, to cover the cost of urban design improvements, or through existing City funding mechanisms and programs such as TIF districts or the Facade Improvement Program. The City should also tap into any available local design grants for improvements and seek cross collaboration with the local schools and Elmhurst College. Regardless of its source, funding should address specific design requirements, capital investments and improvements and on-going maintenance needs. [Policies 2, 3, 4]

### Intergovernmental Cooperation

Elmhurst should employ strong intergovernmental cooperation and partnerships on streetscape design or construction projects with other public agencies such as IDOT, DuPage County, and the Elmhurst Park District. Collaboration with neighboring communities will also be beneficial for the implementation of these recommendations. [Policies 3, 4]









*Governance*  
governance

11





## GOVERNANCE

The planning process in Elmhurst has just begun. In many ways, formal adoption of the Comprehensive Plan is only the first step, not the last. Without continuing action to implement and update the Plan, City efforts up to this point will have minimal long-term impact.

The Comprehensive Plan defines a development and growth vision for the next ten to fifteen years. It is the product of considerable effort on the part of the Zoning and Planning Commission, City staff and the citizens of Elmhurst. This chapter outlines governance actions and an implementation program to ensure key plan activities are translated into actions that are designed to advance plan recommendations.

### Continued Collaboration in Implementation

The City of Elmhurst has developed and maintained a collaborative approach to providing services to its citizens. Strong public and private relationships have formed the basis on which Elmhurst has succeeded in the past. As an example, the City has worked with the Elmhurst Park District, the Elmhurst Library District, Elmhurst College and other interests, to facilitate the siting of the new Elmhurst Library. That effort evolved into the development of Cultural Campus Plan and program as part of the Downtown Plan. The willingness of the City and other governments, institutions and agencies to collaborate and undertake such initiatives are fundamental to Elmhurst's sustained vitality and growth. Implementation of the Comprehensive Plan should build on this approach. This section outlines this basic structure and roles Elmhurst agencies and institutions can play in an ongoing collaborative relationship.

#### City of Elmhurst

The City of Elmhurst must assume a leadership role for implementing the Plan. The City administration, primarily through the Department of Planning, Zoning and Economic Development, should coordinate implementation activities of the Plan.

#### The Elmhurst Business Community

Local businesses and industries are vitally important in the community investment strategy. They not only support growth and expansion of the city's tax base, but can be highly instrumental in realizing other community goals in relations to job growth, employer-assisted housing, public infrastructure improvements and a range of other needs. Key business organizations which should be involved in plan implementation include:

- Elmhurst Chamber of Commerce and Industry
- Elmhurst City Centre
- Spring Road Business Association

- York and Vallette Business Association
- DuPage Economic Development Office

### Government and Institutional Organizations

The City works with many public and private organizations in the delivery of community services as well as meeting capital and investment needs. There are numerous organizations which the City can work with in Plan implementation. These include:

- Elmhurst College
- Elmhurst Community Unit School District #205
- Elmhurst Public Library
- Elmhurst Park District
- Elmhurst Memorial Hospital
- Illinois Prairie Path Corporation
- Illinois Historic Preservation Agency
- Chicago Metropolitan Agency for Planning (CMAP)
- State of Illinois



## IMPLEMENTATION

Implementation of the Plan will require the City to define a structural framework, prioritized list of activities, and the direction to accomplish the action items identified throughout the program. Implementation action items have been sequentially organized along with the primary organizations that should be responsible for implementation. It includes actions within the following timeframes:

- Near-Term: 0-5 Years
- Mid-Term: 6-10 Years
- Long-Term: 10+ Years

Implementation actions cited in the previous chapters are outlined in *Table 2: Implementation Actions*, (located in the fold-out pages at this end of this chapter) with potential partners, funding mechanisms and general timeframe for action. Because activities are subject to change over time, the City should remain flexible regarding implementation opportunities and timing. The agenda should be annually reviewed and updated to adjust for unseen conditions or new opportunities.



## AMENDMENTS TO THE PLAN

Because the Comprehensive Plan is not a static document, the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for Plan amendments is the result of numerous community influences, many of which could not have been foreseen at the time of Plan adoption. The following paragraphs describe the procedures which apply to any amendment of the Comprehensive Plan.



## Day-To-Day Monitoring and Administration

In order for the Plan to be maintained and updated in a timely manner, the designation of an agency responsible for coordinating planning activities, receiving community input and comments, and providing and disseminating information regarding the Comprehensive Plan is required.

While the Zoning and Planning Commission and City Council are ultimately responsible for implementing the objectives of the updated Plan, City staff is the most appropriate group to carry out the day-to-day activities of Plan administration. The City should:

1. Make the Plan available for review at various local public agency offices, including the City Hall, City web site and library. Copies of the Plan document should also be made available for public purchase.
2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
3. Assist in the day-to-day administration, interpretation and application of the Plan.
4. Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan.
5. Coordinate and assist the Zoning and Planning Commission in the Plan amendment process.

## Plan Review and Update

Although proposals for amendment can be brought forth by petition at any time, the City should regularly undertake a systematic review of the Plan. Routine examination will help ensure that the planning program remains relevant to community needs and aspirations. To this end two levels of plan review are anticipated and each is described below:

- **Annual Review:** At the end of each calendar year, City Staff will initiate a review of Zoning and Planning and Commission actions and development related activity for the year to discern any implications for potential Comprehensive Plan refinements and amendment. The Zoning and Planning Commission should consider and review documentation and determine whether any plan amendments are appropriate. The Zoning and Planning Commission should provide a report of its assessment and recommendations, if any, to City Council for consideration and/or action.
- **General Review and Update:** Every three to five years the Zoning and Planning Commission should undertake a general review of the Comprehensive Plan. This should include a public opportunity to comment on

the plan which the Commission should consider in its determination of need for amendment. While the annual review focuses on any issues or policy direction as a result of application and implementation of the plan, this review is intended to open the complete program for overall discussion and assessment.







	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Short Term (0-5 Years)</b>			
<b>Land Use and Development</b>	Comprehensively revise zoning ordinance to reflect the recommendations in this Plan	City Staff, Zoning and Planning Commission, City Council	General City funds
	Create PD overlay zones	City Staff, Zoning and Planning Commission, City Council	General City funds
	Create Cultural Campus overlay zone	City Staff, Zoning and Planning Commission, City Council	General City funds
	Adopt LEED-ND pre-requisites into City code	City Staff, Zoning and Planning Commission, City Council	General City funds
	Support construction of new multi-family residential development within the City, within mixed use facilities and near transit	City Staff, Zoning and Planning Commission, Developers	Tax Increment Finance (TIF)/Business Improvement District (BID)/Special Service Area (SSA) funds, Illinois Tomorrow Corridor Planning Grant Program, Private funds
	Revise development regulations to manage bulk and massing of structures	City Staff, Zoning and Planning Commission, City Council	General City funds
	Implement actions set forth in the Downtown Plan (2006)	City Staff, Zoning and Planning Commission, City Council, Developers, Elmhurst City Centre, Property Owners	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, Illinois Transportation Enhancement Program (ITEP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), Private funds
	Devise developer incentives to help carry out aspects of this Plan (i.e. density bonuses for open space or affordable housing)	City Staff, Zoning and Planning Commission, City Council	General City funds
	Designate a City-wide system of commercial and employment development nodes	City Staff, Zoning and Planning Commission, City Council	General City funds
	Implement sub-area plans as funding and land becomes available for improvements	City Staff, Zoning and Planning Commission, City Council, Developers, Spring Road Business Association, York and Vallette Business Association, Property Owners	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, ITEP, CMAQ, STP, Private funds
<b>Transportation</b>	Facilitate congestion management study for major arterials within Elmhurst	City Staff, City Council, Illinois Department of Transportation (IDOT)	General City funds, IDOT, Transportation, Community, and System Preservation Program (FHWA)
	Facilitate congestion management study for local roadways within Elmhurst	City Staff, City Council	General City funds, IDOT
	Implement recommendations of local roadway congestion management study	City Staff, IDOT	City 5-year CIP, IDOT funds, Illinois Tomorrow Corridor Planning Grant Program, CMAQ
	Construct signage designating safe bicycle routes	City Staff, IDOT	ITEP, CMAQ, IDOT, Safe Routes to School
	Complete sidewalk network	City Staff, IDOT	TIF/BID/SSA funds, ITEP, Illinois Tomorrow Corridor Planning Grant Program, CMAQ, Affordable Financing of Public Infrastructure Program, Safe Routes to School
	Provide incentives to businesses and employers to provide priority parking for car-poolers and vehicles utilizing alternative fuels	City Staff, Employers/Businesses	General City funds, CMAQ, Private funds
	Conduct a feasibility study to understand where additional Pace bus service could be utilized, such as a connector system between the new hospital complex and Metra station	City Staff, City Council, Pace, Metra, Regional Transportation Authority	General City funds, Pace, Metra, Regional Transportation Authority, Public Transit Capital Assistance Program
	Update Capital Improvement Plan and Budget to plan for transportation capital improvements outlined in this Plan	City Staff, City Council	General City funds, City 5-Year Capital Improvement Program (CIP)
	Work with Metra to implement station-area improvements	City Staff, City Council, Metra	ITEP, STP, Metra, Regional Transportation Authority, Public Transit Capital Assistance Program
	Conduct a parking study to determine adequate parking needs and facilities in sub-areas	City Staff, Zoning and Planning Commission, Spring Road Business Association, York and Vallette Business Association, City Council, Elmhurst Chamber of Commerce and Industry	General City funds
<b>Economic Development</b>	Identify districts for retail business expansion	City Staff, Economic Development Commission	General City funds
	Work with retailers to site their businesses in Elmhurst	City Staff, Economic Development Commission, Retailers	General City funds, Private funds





	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Economic Development (cont.)</b>	Modify and implement development regulations to allow for mixed use and transit-oriented development, specifically around the Metra station	City Staff, Zoning and Planning Commission, City Council	Illinois Tomorrow Corridor Planning Grant Program
	Assess the need for additional TIF or SSA districts; implement as necessary	City Staff, Economic Development Commission, City Council	General City funds
	Update infrastructure as technology requires (i.e. telecommunications)	City Staff	General City funds, Private funds, Affordable Financing of Public Infrastructure Program, Business Development Public Infrastructure Program
	Review regulatory requirements for residential development and streamline process, as necessary	City Staff, Economic Development Commission	General City funds
<b>Housing</b>	Perform assessment of existing housing stock to determine if existing supply meets future demand	City Staff	General City funds
	Develop affordable housing provision standards	City Staff, Zoning and Planning Commission, City Council	General City funds
	Create housing task force to coordinate infrastructure, land use, transportation, public facility and public service investments in new housing development	City Staff, Zoning and Planning Commission, Economic Development Commission, Elmhurst Chamber of Commerce and Industry, Property Owners	General City funds
	Develop a clearinghouse to collect and disseminate information about funding sources available for home purchasing and improvements	City Staff	General City funds
	Develop criteria to evaluate structures for their historic significance and guide any subsequent preservation activities	City Staff, Historic Preservation Commission	General City funds, Historic Preservation Fund, National Trust Preservation Services Fund Program, Private funds
	Develop residential design guidelines to ensure compatibility of new and old housing stock, as well as relation to adjacent land uses	City Staff, Zoning and Planning Commission, Architectural Advisory Commission	General City funds
	Ensure multimodal transportation opportunities through continuous provision of sidewalks and bicycle lanes	City Staff, IDOT, Chicago Metropolitan Agency for Planning (CMAQ)	ITEP, Illinois Tomorrow Corridor Planning Grant Program, CMAQ, STP
	Perform consistent property maintenance and code enforcement	City Staff	General City funds
	Encourage affordable housing development near transit and employment areas	City Staff	Illinois Tomorrow Corridor Planning Grant Program, CDBG, Regional Employer-Assisted Collaboration for Housing (REACH) Illinois, Illinois Energy Efficient Affordable Housing Construction Program
<b>Community Facilities</b>	Provide the most cost effective delivery of public services (i.e. refuse collection, recycling management)	City Staff, Utility Providers	General City funds, Private funds
	Utilize permeable pavement in low volume street construction/improvements to minimize stormwater run-off	City Staff	TIF/BID/SSA funds, Private funds
	Promote co-location and stealth camouflage of telecommunications facilities	City Staff, Utility Providers	General City funds, Private funds
	Promote quality educational facilities and promote continuing education programs as feasible	City Staff, Elmhurst College, Elmhurst Hospital, Elmhurst School District #205, Elmhurst Public Library, local private schools	General City funds, Elmhurst College, Elmhurst Hospital, Workforce Development - Eliminating the Digital Divide, Live & Learn Construction Grant Program, Private funds
	Develop a "street tree" plan that designates types, locations and maintenance of street trees	City Staff	General City funds, ITEP, Illinois Green Streets Initiative, CMAQ
	Expand City-wide recycling program	City Staff	General City funds, Schools Recycling Program grants, Illinois Recycling Grants Program
<b>Natural Resources</b>	Identify further conservation opportunities in Elmhurst	City Staff, Elmhurst Park District, DuPage County Forest Preserve, The Nature Conservancy	General City funds, Open Space Lands Acquisition and Development Program, Urban and Community Forestry Assistance Grant
	Protect environmentally sensitive areas	DuPage Forest Preserve District, Elmhurst Park District, DuPage County, community groups	Private funds, Open Space Lands Acquisition and Development Program, Urban and Community Forestry Assistance Grant
	Provide linkage between Salt Creek Greenway, York Woods, and Prairie Path	City Staff, Elmhurst Park District, DuPage County	ITEP, CMAQ, Private funds
	Develop and implement outreach program to residents residing in the 100-year floodplain	City Staff, DuPage County, Army Corp of Engineers	General City funds





	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Natural Resources (cont.)</b>	Maintain park and trail facilities	City Staff, Elmhurst Park District, DuPage County, Illinois Prairie Path Corporation	ITEP, Open Space Lands Acquisition and Development Program, Recreational Trails Program
<b>Sustainability</b>	Develop strategic sustainability plan for Elmhurst, as well as a set of “sustainability indicators” to track sustainability goals	City Staff, Illinois Green Government Coordinating Council, City Council	General City funds
	Inventory and monitor greenhouse gas emissions to establish carbon footprint base-line	City Staff, Illinois Green Government Coordinating Council	General City funds
	Develop a City-wide “green pricing program”	City Staff, City Council, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant
	Adopt LEED pre-requisites into City codes and ordinances	City Staff, Zoning and Planning Commission, City Council, Illinois Green Government Coordinating Council	General City funds
	Utilize sustainable building materials in new construction and redevelopment	City Staff, Illinois Green Government Coordinating Council, Developers	TIF/BID/SSA funds, Illinois Energy Efficient Affordable Housing Construction Program, Private funds
	Provide financial incentives to residents and businesses to decrease energy usage and encourage daily sustainable practices	City Staff, Illinois Green Government Coordinating Council, City Council	TIF/BID/SSA funds, General City funds, Energy Efficiency and Conservation Block Grant, Illinois Energy Efficient Affordable Housing Construction Program
	Provide technical assistance to residents and businesses wishing to incorporate sustainable practices	City Staff, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant, Illinois Energy Efficient Affordable Housing Construction Program
	Continue to develop cultural and recreational programs designed to support, promote, and raise awareness of sustainability (Green Fest)	City Staff, Elmhurst Chamber of Commerce and Industry, Illinois Green Government Coordinating Council, Elmhurst Park District	General City funds, Elmhurst College, Private funds
<b>Urban Design</b>	Develop Streetscape Improvement Plan	City Staff	General City funds
	Develop Urban Design Guidelines	City Staff, Zoning and Planning Commission	General City funds
	Revise City ordinances to reflect streetscape and urban design standards	City Staff, Zoning and Planning Commission, City Council	General City funds
	Amend landscape code to reflect streetscape and urban design standards	City Staff, Zoning and Planning Commission, City Council	General City funds
	Develop a Maintenance Plan for maintaining new improvements	City Staff	General City funds
	Expand Façade Improvement Program to local business districts	City Staff, Architectural Advisory Commission, Elmhurst Chamber of Commerce and Industry, Spring Road Business Association, York and Vallette Business Association	TIF/BID/SSA funds, Private funds
	Design and implement gateways and wayfinding/branding signage	City Staff, Architectural Advisory Commission, Elmhurst Chamber of Commerce and Industry	ITEP, TIF/BID/SSA funds
	Promote preservation of historic structures	City Staff, Historic Preservation Commission, Elmhurst Chamber of Commerce and Industry, Illinois Historic Preservation Agency, Elmhurst City Centre	Historic Preservation Fund, National Trust Preservation Services Fund Program, Private funds
	Use landscaping to screen unattractive elements and soften development	City Staff, Developers, Property Owners	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, Community Development Block Grant (CDBG)
<b>Medium Term (6-10 Years)</b>			
<b>Land Use and Development</b>	Support construction of new multi-family residential development within the City, within mixed use facilities and near transit	City Staff, Zoning and Planning Commission, City Council, Developers, Elmhurst City Centre	TIF funds, Illinois Tomorrow Corridor Planning Grant Program, Private funds
	Implement actions set forth in the Downtown Plan (2006)	City Staff, Economic Development Commission, Zoning and Planning Commission, City Council, Developers, Elmhurst City Centre, Property Owners	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, ITEP, STP, Private funds
	Implement sub-area plans as funding and land becomes available for improvements	City Staff, Economic Development Commission, Zoning and Planning Commission, City Council, Developers, Spring Road Business Association, York and Vallette Business Association, Property Owners	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, ITEP, STP, Private funds
	Facilitate development of commercial and employment development nodes	City Staff, Economic Development Commission, Businesses/Retailers	TIF/BID/SSA funds, IDOT
<b>Transportation</b>	Implement recommendations of arterial congestion management study, specifically on York Road	City Staff, IDOT	CMAQ, STP, IDOT, Transportation, Community, and System Preservation Program (FHWA)





	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Transportation (cont.)</b>	Work with Pace to add additional bus routes, as necessary	City Staff, City Council, Pace, Regional Transportation Authority	Pace, CMAQ, STP, IDOT, Public Transit Capital Assistance Program
	Construct vehicular-separated bicycle lanes on major arterials	City Staff, IDOT	ITEP, Illinois Bicycle Path Program, CMAQ, Affordable Financing of Public Infrastructure Program, IDOT, Transportation, Community, and System Preservation Program (FHWA)
	Construct mid-block pedestrian linkages on local roads	City Staff	ITEP, CMAQ, Affordable Financing of Public Infrastructure Program, Transportation, Community, and System Preservation Program (FHWA)
	Provide an urban street cross section (sidewalk, curb, gutter) to rural streets, if requested	City Staff	City 5-year CIP, Affordable Financing of Public Infrastructure Program
	Update Capital Improvement Plan and Budget to plan for transportation capital improvements outlined in this Plan	City Staff	General City funds
	Improve vehicular access downtown across railroad tracks	City Staff, IDOT	ITEP, STP, IDOT, CREATE
	Work with Metra to implement station-area improvements	City Staff, City Council, Metra, Pace, Regional Transportation Authority, Elmhurst City Centre	ITEP, STP, Metra, Public Transit Capital Assistance Program
	Consolidate surface parking facilities and construct structured parking, where necessary	City Staff, Developers, Spring Road Business Association, York and Vallette Business Association, Property Owners	CMAQ, City 5-year CIP, Private funds
<b>Economic Development</b>	Attract and work with targeted retailers to site their businesses in Elmhurst	City Staff, Economic Development Commission, Retailers, Elmhurst Chamber of Commerce and Industry, Elmhurst City Centre	General City funds, TIF/BID/SSA funds, Private funds
	Develop a comprehensive marketing and branding plan for the City	City Staff, Economic Development Commission, Elmhurst Chamber of Commerce and Industry, Elmhurst City Centre, Business District Associations	General City funds
	Assess the need for additional TIF or SSA districts; implement as necessary	City Staff, Zoning and Planning Commission, Economic Development Commission, City Council	General City funds
	Update infrastructure as technology requires (i.e. telecommunications)	City Staff	General City funds, TIF/BID/SSA funds, Private funds, Affordable Financing of Public Infrastructure Program, Business Development Public Infrastructure Program
	Pursue strategic partnerships to implement workforce development programs	State and local employers, State of Illinois Department of Commerce and Economic Opportunity, Elmhurst College, Elmhurst Hospital, DuPage Economic Development Office (Workforce Development Division)	Illinois Department of Commerce and Economic Opportunity, Elmhurst Chamber of Commerce and Industry and Industry, Elmhurst College, Elmhurst Hospital, Transportation, Community, and System Preservation Program (FHWA)
<b>Housing</b>	Evaluate potential residential design guidelines	City Staff, Zoning and Planning Commission, Architectural Advisory Commission, City Council	General City funds
	Ensure multimodal transportation opportunities through continuous provision of sidewalks and bicycle lanes	City Staff, IDOT, CMAP	ITEP, Illinois Tomorrow Corridor Planning Grant Program, CMAQ
	Target and acquire properties in residential neighborhoods that could be transitioned to neighborhood-serving commercial and retail land uses	City Staff, Economic Development Commission	TIF/BID/SSA funds
	Perform consistent property maintenance and code enforcement	City Staff	General City funds
	Encourage affordable housing development near transit and employment areas	City Staff	Illinois Tomorrow Corridor Planning Grant Program, CDBG, REACH Illinois
<b>Community Facilities</b>	Provide the most cost effective delivery of public services (i.e. refuse collection, recycling management)	City Staff, Utility Providers	General City funds, Private funds
	Utilize permeable pavement in low volume street construction/improvements to minimize stormwater run-off	City Staff	TIF/BID/SSA funds, General City funds, Private funds
	Promote co-location and stealth camouflage of telecommunications facilities	City Staff, Utility Providers	General City funds
	Offer quality educational facilities and promote continuing education programs as feasible	City Staff, Elmhurst College, Elmhurst Hospital, Elmhurst School District #205, Elmhurst Public Library	General City funds, Elmhurst College, Elmhurst Hospital, Workforce Development - Eliminating the Digital Divide, Live & Learn Construction Grant Program, Private funds
	Implement street tree plan	City Staff, Developers, Spring Road Business Association, York and Vallette Business Association, Elmhurst City Centre, Property Owners	ITEP, Illinois Green Streets Initiative





	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Natural Resources</b>	Protect environmentally sensitive areas	DuPage Forest Preserve District, Elmhurst Park District, DuPage County, Community Groups	Open Space Lands Acquisition and Development Program, Urban and Community Forestry Assistance Grant
	Maintain park and trail facilities	City Staff, Elmhurst Park District, DuPage County, Illinois Prairie Path Corporation	ITEP, Open Space Lands Acquisition and Development Program, Recreational Trails Program
	Implement regional connections of trail facilities	City Staff, Elmhurst Park District, DuPage County	CMAQ, Recreational Trails Program
	As land becomes available, convert undevelopable (i.e. floodplain) lands to open space	City Staff, Elmhurst Park District, DuPage County	Private funds, Open Space Lands Acquisition and Development Program
<b>Sustainability</b>	Implement sustainability plan for Elmhurst; report on sustainability indicators annually	City Staff, Illinois Green Government Coordinating Council, City Council	General City funds, Private funds
	Develop and regulate carbon footprint standards	City Staff, Illinois Green Government Coordinating Council	General City funds, CMAQ
	Construct electric charging stations in parking lots for electric vehicles	City Staff, Electric Vehicle Provider, Illinois Green Government Coordinating Council	CMAQ, Energy Efficiency and Conservation Block Grant
	Convert public and privately-owned buses to electric or hybrid powered vehicles	City Staff, Elmhurst School District #205, Pace, Private Transit Providers, Illinois Green Government Coordinating Council	CMAQ, Pace, Public Transit Capital Assistance Program
	Implement a City-wide “green pricing program”	City Staff, City Council, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant
	Utilize sustainable building materials in new construction and redevelopment	City Staff, Illinois Green Government Coordinating Council, Developers	TIF/BID/SSA funds, Illinois Energy Efficient Affordable Housing Construction Program, Private funds
	Provide financial incentives to residents and businesses to decrease energy usage and encourage daily sustainable practices	City Staff, Illinois Green Government Coordinating Council	TIF/BID/SSA funds, Energy Efficiency and Conservation Block Grant, Illinois Energy Efficient Affordable Housing Construction Program
	Provide technical assistance to residents and businesses wishing to incorporate sustainable practices	City Staff, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant, Illinois Energy Efficient Affordable Housing Construction Program
	Introduce hybrid cars to the police fleet	City Staff, Police and Fire Commission, Electric/Hybrid Vehicle Provider, Illinois Green Government Coordinating Council	General City funds, CMAQ
	Install reflecting paving and cool roofs on top of City-owned buildings	City Staff, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant, Private funds
	Offer incentives for utility companies to use solar power and other renewable resources	City Staff, Utility Providers, Illinois Green Government Coordinating Council	Energy Efficiency and Conservation Block Grant, Private funds
	Continue to develop cultural and recreational programs designed to support, promote, and raise awareness of sustainability (Green Fest)	City Staff, Elmhurst Chamber of Commerce and Industry, Illinois Green Government Coordinating Council, Elmhurst City Centre, Elmhurst Park District	General City funds, Elmhurst College, Private funds
<b>Urban Design</b>	Implement Streetscape Improvement Plan	City Staff, IDOT, DuPage County, Spring Road Business Association, York and Vallette Business Association, Elmhurst City Centre, Developers	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, CMAQ
	Implement Urban Design Guidelines	City Staff, IDOT, DuPage County, Spring Road Business Association, York and Vallette Business Association, Elmhurst City Centre, Developers	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, CMAQ
	Implement Maintenance Plan	City Staff, IDOT, DuPage County, Spring Road Business Association, York and Vallette Business Association	General City funds
	Maintain gateways and wayfinding/branding signage	City Staff, Elmhurst City Centre	ITEP, TIF/BID/SSA funds
	Promote preservation of historic structures	City Staff, Historic Preservation Commission, Elmhurst Chamber of Commerce and Industry, Illinois Historic Preservation Agency, Elmhurst City Centre	Historic Preservation Fund, National Trust Preservation Services Fund Program, Private funds
	Use landscaping to screen unattractive elements and soften development	City Staff, Developers, Property Owners	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, CDBG
<b>Long Term (10+ Years)</b>			
<b>Land Use and Development</b>	Support construction of new multi-family residential development within the City, within mixed use facilities and near transit	City Staff, Zoning and Planning Commission, City Council, Developers, Property Owners, Elmhurst City Centre	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, Private funds





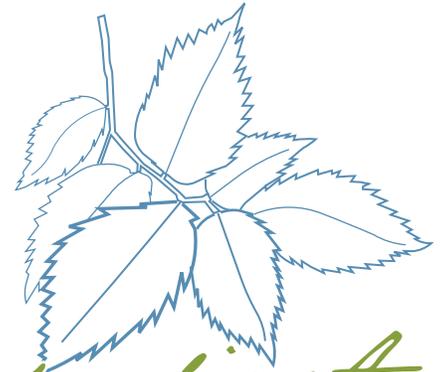
	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Land Use and Development (cont.)</b>	Implement actions set forth in the Downtown Plan (2006)	City Staff, Economic Development Commission, Zoning and Planning Commission, City Council, Developers, Elmhurst City Centre, Property Owners	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, ITEP, CMAQ, STP, Private funds
	Implement sub-area plans as funding and land becomes available for improvements	City Staff, Economic Development Commission, Zoning and Planning Commission, City Council, Developers, Spring Road Business Association, York and Vallette Business Association, Property Owners	TIF/BID/SSA funds, Illinois Tomorrow Corridor Planning Grant Program, ITEP, CMAQ, STP, Private funds
	Facilitate development of commercial and employment development nodes	City Staff, Economic Development Commission, Businesses/Retailers	Private funds
	Construct supporting business park/employment development to take advantage of O'Hare Western Access, if constructed	City Staff, Economic Development Commission, Businesses/Retailers	Private funds
<b>Transportation</b>	Implement recommendations of arterial congestion management study	City Staff, IDOT	CMAQ, STP, IDOT
	Work with Pace to add additional bus routes, as necessary	City Staff, City Council, Pace, Regional Transportation Authority	CMAQ, Pace, STP, Public Transit Capital Assistance Program
	Provide an urban street cross section (sidewalk, curb, gutter) to rural streets, if requested	City Staff	City 5-year CIP, Affordable Financing of Public Infrastructure Program
	Update Capital Improvement Plan and Budget to plan for transportation capital improvements outlined in this Plan	City Staff	City 5-year CIP
	Work with Metra to implement station-area improvements	City Staff, City Council, Metra, Pace, Regional Transportation Authority, Elmhurst City Centre	ITEP, STP, Metra, Public Transit Capital Assistance Program
	Consolidate surface parking facilities and construct structured parking, where necessary	City Staff, Developers, Spring Road Business Association, York and Vallette Business Association, Property Owners	CMAQ, City 5-year CIP, Private funds
<b>Economic Development</b>	Work with retailers to site their businesses in Elmhurst	City Staff, Economic Development Commission, Elmhurst Chamber of Commerce and Industry, Elmhurst City Centre, Retailers	General City funds, TIF/BID/SSA funds
	Assess the need for additional TIF or SSA districts; implement as necessary	City Staff, Zoning and Planning Commission, Economic Development Commission, City Council	General City funds
	Update infrastructure as technology requires (i.e. telecommunications)	City Staff	General City funds, TIF/BID/SSA funds, Private funds, Affordable Financing of Public Infrastructure Program, Business Development Public Infrastructure Program
<b>Housing</b>	Review possible residential design guidelines	City Staff, Zoning and Planning Commission, Architectural Advisory Commission	General City funds
	Ensure multimodal transportation opportunities through continuous provision of sidewalks and bicycle lanes	City Staff, IDOT, CMAP	ITEP, Illinois Tomorrow Corridor Planning Grant Program, CMAQ
	Target and acquire properties in residential neighborhoods that could be transitioned to neighborhood-serving commercial and retail land uses	City Staff, Economic Development Commission	TIF/BID/SSA funds, Private funds
	Perform consistent property maintenance and code enforcement	City Staff	General City funds
	Encourage affordable housing development near transit and employment areas	City Staff	Illinois Tomorrow Corridor Planning Grant Program, CDBG, REACH Illinois
<b>Community Facilities</b>	Provide the most cost effective delivery of public services (i.e. refuse collection, recycling management)	City Staff, Utility Providers	General City funds, Private funds
	Utilize permeable pavement in low volume street construction/improvements to minimize stormwater run-off	City Staff	TIF/BID/SSA funds, Private funds
	Promote co-location and stealth camouflage of telecommunications facilities	City Staff, Utility Providers	General City funds
	Offer quality educational facilities and promote continuing education programs as feasible	City Staff, Elmhurst College, Elmhurst Hospital, Elmhurst School District #205, Elmhurst Public Library, local private schools	General City funds, Elmhurst College, Elmhurst Hospital, Workforce Development - Eliminating the Digital Divide, Live & Learn Construction Grant Program, Private funds
	Maintain street streets, as designated in street tree plan	City Staff, Developers, Spring Road Business Association, York and Vallette Business Association, Elmhurst City Centre, Property Owners	ITEP, Illinois Green Streets Initiative



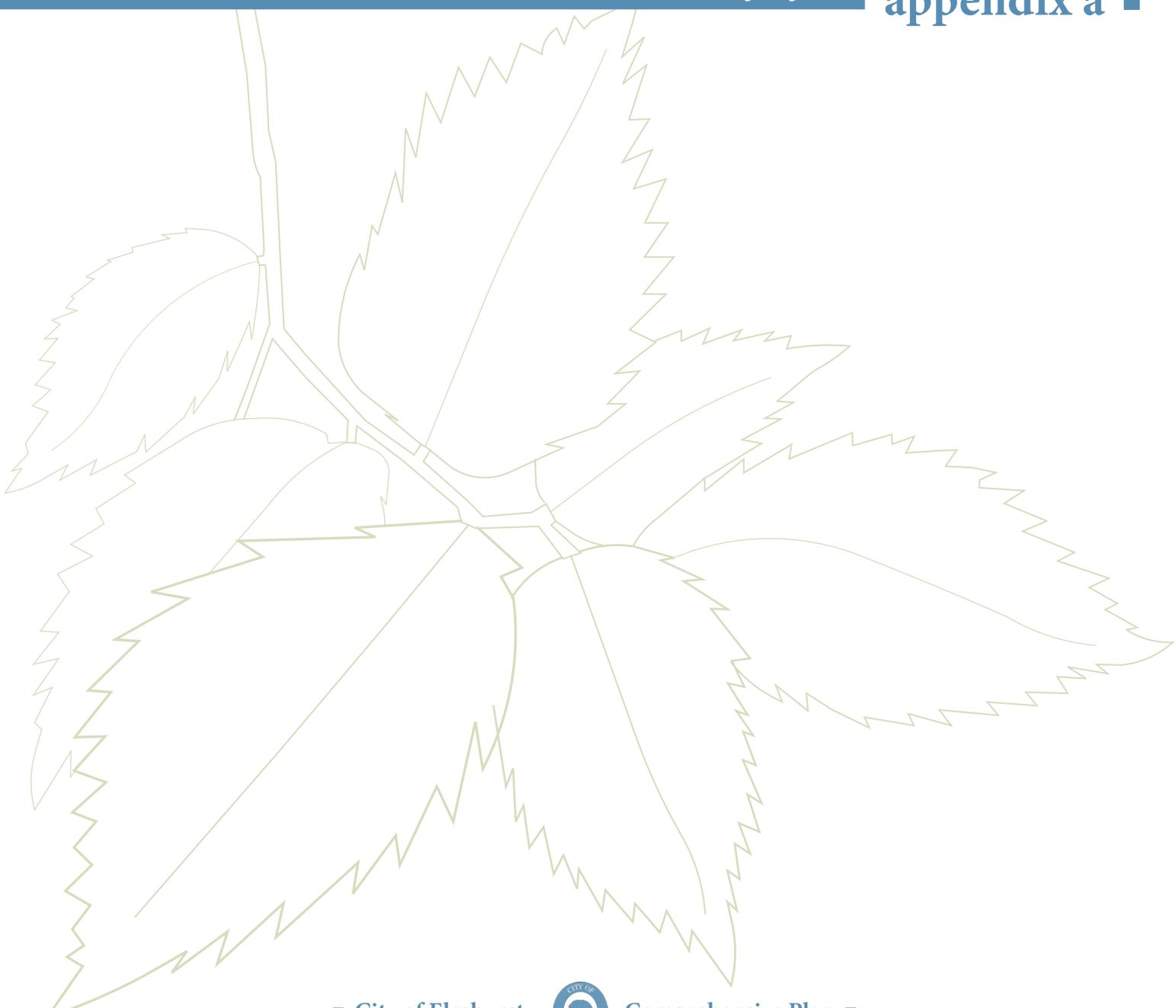


	ACTION ITEM	ORGANIZATION(S)	POTENTIAL FUNDING SOURCE(S)
<b>Natural Resources</b>	Protect environmentally sensitive areas	DuPage Forest Preserve District, Elmhurst Park District, DuPage County, Community Groups	Open Space Lands Acquisition and Development Program, Urban and Community Forestry Assistance Grant
	Maintain park and trail facilities	City Staff, Elmhurst Park District, DuPage County, Illinois Prairie Path Corporation	ITEP, Open Space Lands Acquisition and Development Program, Recreational Trails Program
<b>Sustainability</b>	Implement sustainability plan for Elmhurst; report on sustainability indicators annually	City Staff, Illinois Green Government Coordinating Council	General City funds, Private funds
	Revise and regulate carbon footprint standards	City Staff, Illinois Green Government Coordinating Council	General City funds, CMAQ
	Revise and implement a City-wide “green pricing program”	City Staff, City Council, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant
	Utilize sustainable building materials in new construction and redevelopment	City Staff, Illinois Green Government Coordinating Council, Developers	TIF/BID/SSA funds, Illinois Energy Efficient Affordable Housing Construction Program, Private funds
	Provide financial incentives to residents and businesses to decrease energy usage and encourage daily sustainable practices	City Staff, Illinois Green Government Coordinating Council	TIF/BID/SSA funds, General City funds, Energy Efficiency and Conservation Block Grant, Illinois Energy Efficient Affordable Housing Construction Program
	Provide technical assistance to residents and businesses wishing to incorporate sustainable practices	City Staff, Illinois Green Government Coordinating Council	General City funds, Energy Efficiency and Conservation Block Grant, Illinois Energy Efficient Affordable Housing Construction Program
	Continue to develop cultural and recreational programs designed to support, promote, and raise awareness of sustainability (Green Fest)	City Staff, Elmhurst Chamber of Commerce and Industry, Illinois Green Government Coordinating Council, Elmhurst City Centre	General City funds, Elmhurst College, Private funds
<b>Urban Design</b>	Implement Streetscape Improvement Plan	City Staff, IDOT, DuPage County, Spring Road Business Association, York and Vallette Business Association, Elmhurst City Centre, Developers	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, CMAQ
	Implement Urban Design Guidelines	City Staff, IDOT, DuPage County, Spring Road Business Association, York and Vallette Business Association, Elmhurst City Centre, Developers	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, CMAQ
	Implement Maintenance Plan	City Staff, IDOT, DuPage County, Spring Road Business Association, York and Vallette Business Association	General City funds
	Update and implement gateways and wayfinding/branding signage	City Staff, Elmhurst City Centre	ITEP, TIF/BID/SSA funds
	Promote preservation of historic structures	City Staff, Historic Preservation Commission, Elmhurst Chamber of Commerce and Industry, Illinois Historic Preservation Agency, Elmhurst City Centre	Historic Preservation Fund, National Trust Preservation Services Fund Program, Private funds
	Use landscaping to screen unattractive elements and soften development	City Staff, Developers, Property Owners	TIF/BID/SSA funds, ITEP, Illinois Green Streets Initiative, CDBG





*Appendix A*  
■ appendix a ■





## PUBLIC PARTICIPATION

Preparation of the Elmhurst Comprehensive Plan included a high level of public involvement to ensure that the Plan is a true reflection of community aspirations. The planning process included the following major steps:

- **Phase 1: Citizen Outreach and Vision:** Activities focused on garnering citizens' views regarding current and future needs of the community through interviews and community workshops. A series of interviews were conducted in December 2006 to support this phase.
- **Phase 2: Community Scan:** A document was produced analyzing existing conditions of physical, socio-economic, community facilities and services, environmental and related features of the community, including an examination of internal and external factors influencing the city's future (Community Scan Report, July 2007; HNTB). Three public workshops, along with workshops with students of York High School, Immaculate Conception High School, and Elmhurst College, were held in January and February 2007 with the public to learn about additional community issues and opportunities. The Community Scan was brought before the Zoning and Planning Commission in May 2007.
- **Phase 3: Imagining the Future:** This step provided a preliminary draft of the future framework for the city, including detailed sub-area plans for nine geographies. A series of four workshops with the public and City staff were conducted October through December 2007 to receive community input on the future visioning plans (Imagining the Future: Preliminary Community-wide and Sub-area Plans, April 2008; HTNB). The draft framework and Plan were brought before the Zoning and Planning Commission in April 2008, followed by three public presentations throughout April and May 2008 to receive final community comments.
- **Phase 4: Vision Program Documentation:** This document represents the culmination of the previous three phases. Following a rigorous community assessment and evaluation of the preliminary plan, the final Comprehensive Plan was developed for community review and adoption and includes the community's preferred future land use framework, policy framework, and recommended implementation activities. The updated Comprehensive Plan will serve as a guide for Elmhurst's development over the next ten to fifteen years.

A complete listing of public participation events is listed below:

### Phases 1 and 2:

- 12.06: Key person interviews conducted
- 12.14.06: Comprehensive Plan Program Update
- 01.17.07: Public workshop at York High School
- 01.24.07: Public workshop at Emerson Elementary
- 02.05.07: Public workshop at York High School
- 02.05.07: Public workshop at Immaculate Conception High School
- 02.07.07: Public workshop at Jackson Elementary
- 02.15.07: Public workshop at Elmhurst College
- 03.08.07: Presentation to Zoning and Planning Commission
- 05.10.07: Presentation to Zoning and Planning Commission/Vision Summit
- 06.14.07: Presentation to Zoning and Planning Commission/Vision Summit
- 08.22.07: Community Vision Meeting at York High School
- 08.29.07: Community Vision Meeting at Conrad Risher School
- 09.05.07: Community Vision Meeting at Jackson School

### Phase 3:

- 10.30.07: SketchPlan workshop with City staff
- 11.28.07: Public SketchPlan workshop
- 12.05.07: Public SketchPlan workshop
- 12.13.07: SketchPlan workshop with Zoning and Planning Commission
- 04.10.08: Presentation to Zoning and Planning Commission
- 04.17.08: Public presentation at Jackson School
- 04.23.08: Public presentation at Emerson School
- 05.13.08: Public presentation at Edison School
- 08.14.08: Comprehensive Plan Program Update
- 08.14.08: Presentation to Zoning and Planning Commission
- 08.18.08: Presentation to City Council
- 08.21.08: Comprehensive Plan Program Update
- 08.26.08: Comprehensive Plan Program Update
- 09.04.08: Comprehensive Plan Program Update
- 09.09.08: Comprehensive Plan Program Update

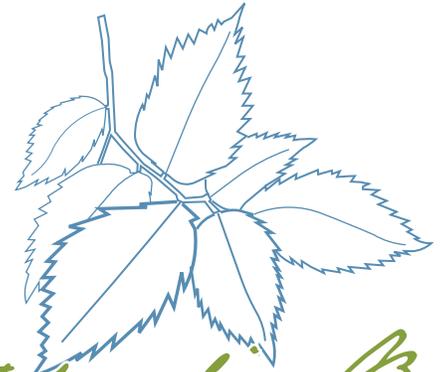
### Phase 4:

- 10.23.08: Presentation to Zoning and Planning Commission

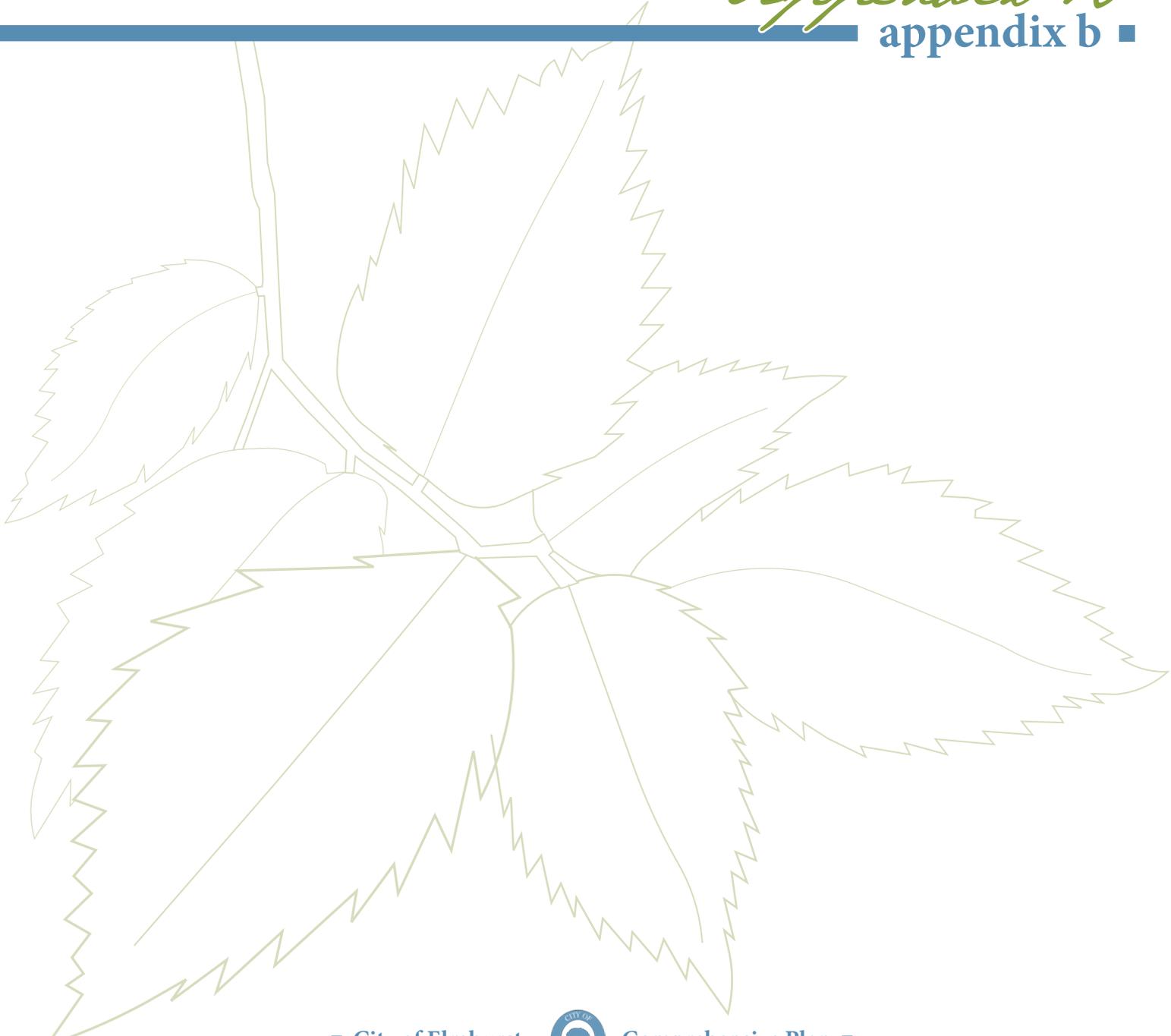








*Appendix B*  
■ appendix b ■

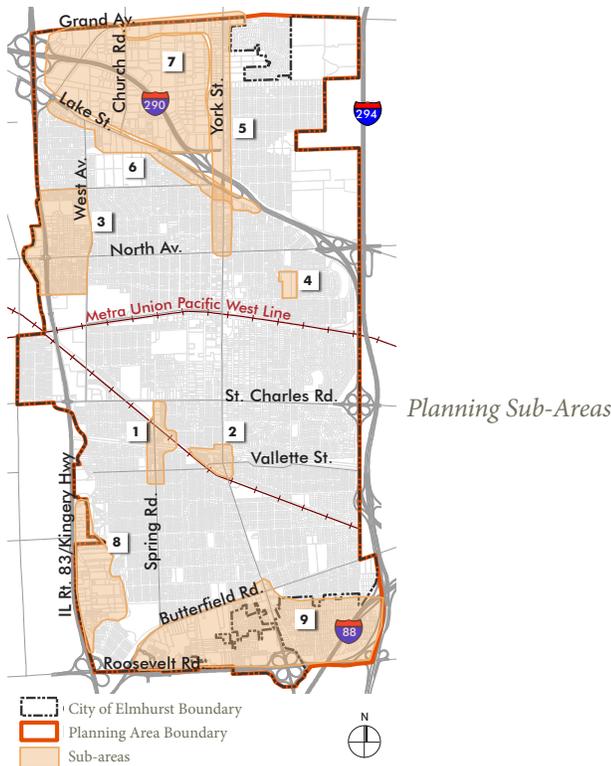




# SKETCHPLANBUILDER™ WORKSHOPS

Community involvement in early steps of the planning process brought focus to several locations in the City requiring particular thought and consensus to determine a desired future. The Elmhurst Community Scan Report prepared in July 2007 identified nine (9) community sub-areas which were examined in more detail. Of those nine, four were chosen (highlighted in bold below) for more detailed community discussion as part of the sub-area planning exercise because these four areas received the most discussion in the early steps of the planning process:

- 1. Spring Road Business District**
- 2. York/Vallette Business District**
3. North Avenue / Route 83 Area
4. Elmhurst Hospital (Bertheau location)
- 5. North York Street and Grand Avenue Corridors**
- 6. Lake Street Corridor**
7. Elmhurst Employment District (area west of York Street and north of Lake Street)
8. South Riverside Drive Corridor
9. Yorkfield Area



The HNTB team utilized its technology tool SketchPlan-Builder™ for the exercise in these workshops. SketchPlan-Builder™ is based on Geographic Information Systems (GIS) technology and allows participants to create alternative land-use and development ideas for

the future of the community. The tool provides the capability to “report” on the outcome and potential impacts of land uses choices in areas such as of household and employment growth, trip generation and tax revenues. Its purpose is to establish a higher level of informed decision making in the planning process.

Public workshops were conducted with a broad cross-section of residents and business owners invited to develop future “scenarios” of the type and intensity of development most desirable in each of the four selected sub-areas. Attendees at each meeting were divided into three small groups that worked together to create future scenarios. In addition, workshops were held with City staff and the Zoning and Planning Commission.

The options generated at these workshops provided input into the development of the Future Land Use Framework and Sub-Area Plans for inclusion in this Plan. While the future land use framework included in the Plan is more generalized, the detailed concepts developed during the SketchPlanBuilder™ workshops fostered valuable discussion and insight into community preferences for key areas.

## Public Workshops

A wide range of issues were discussed by each group and several interesting ideas were generated. While each group developed its own scenario and future recommendations, several common themes emerged from their work. At the same time, there were also areas where the groups had significantly different proposals. The SketchPlan workshop participants and a summary of the development concepts generated in the workshops are provided below. Figures 1 through 4 present the results of the concepts.

## Sketch Plan Workshop Participants

- |                   |                   |
|-------------------|-------------------|
| Todd Benson       | Brian Black       |
| Joanne Brundage   | Anne Callen       |
| Ray Cocco         | Ellen Cortopassi  |
| John DeVries      | Pete DiCianni     |
| Monica Fichtner   | Louis Goebel      |
| Bob Gorsky        | Michael Horne     |
| Andrea Hutchinson | George Hutchinson |
| Jason Janes       | Diane McGinnis    |
| Dare Messina      | Lisa Miceli       |
| Craig Nelson      | Kevin O’Keefe     |
| Jim Patchett      | Paula Pezza       |
| John Quigley      | Jim Rogers        |
| Susan Somers      | Sharon Sullivan   |
| Sue Whitworth     |                   |

## Spring Road Business District

Land use recommendations proposed by the six groups for the Spring Road Business District sub-area are identified below and illustrated in Figure 1:



- Preserve as a neighborhood scale commercial corridor.
- In general, maintain existing development pattern south of the Prairie Path.
- Consider two-three story mixed use (office or residential above commercial) north of the Prairie Path – mixed use redevelopment was proposed for both sides of Spring Road by different groups.
- Provide more parking, especially if the area is developed with more intense uses. The following areas were proposed for additional parking:
  1. On the south side of the Prairie Path east of Spring Road (similar to the existing parking area on the west side).
  2. Two single-family parcels west of Spring Road to extend the existing parking lot to Eggleston Avenue.
  3. Single-family homes behind the commercial uses east of Spring Road, especially south of Eggleston Avenue.
- Preserve the charming, traditional feel of the Spring Road Business District.
- Establish appropriate streetscape improvements.
- Offer facade maintenance and/or renovation incentives.

### York and Vallette Business District

Land use recommendations proposed by the six groups for the York and Vallette Business District sub-area are identified below and illustrated in Figure 2:

- Redevelop the southwest corner of the York and Vallette intersection with an integrated, higher density mixed use development pattern in a “streetwall” configuration. Buildings up to roughly five stories in height can be located near the intersection with lower heights (up to three stories) near the railroad.
- The northwest corner is underutilized and could be redeveloped in the future for mixed use.
- The southeast corner is already slated for new commercial development. It should reflect quality design consistent with the desired future image of the district
- Some participants proposed redevelopment of the northeast corner; others proposed facade uplift to create a consistent image with the other redeveloped corners.
- Several different uses were proposed for the commercial parcels north of the Prairie Path. The proposals ranged from maintaining existing commercial uses to redevelopment as mixed use with ground level commercial (uses such as ice cream shop/coffee shop), condominiums, townhomes and single-family homes.

- 
- Most groups recommended a change for the area.
  - Most expressed the need to maintain the City parking lot although one group proposed commercial development along the street in front of the parking lot
  - Buildings should be brought closer to the street and parking should be provided in interior/rear lots.
  - Create stronger pedestrian connections and development orientation to the Prairie Path.

### North York Street and Grand Avenue Corridors

Land use recommendations proposed by the six groups for the North York Road Corridor sub-area are identified below and illustrated in Figures 3a and 3b:

- Consolidate parcels on the west side of York Street (between Grand Avenue and the utility easement up to the west side of Addison Avenue) to create opportunities for larger scale retail users.
- Convert isolated single-family residential uses on the east side of York between Crestview and the power easement into commercial uses.
- The limited depth (approximately 130 feet) of the commercial parcels fronting on the east side of York Street in this area makes it difficult to accommodate commercial centers and associated parking. A few groups proposed extending the commercial development to cover the entire block with sensitive design to minimize impact on the adjoining residential area. Most groups however favored limiting commercial development to the half-block fronting York Street without disturbing the existing residential neighborhood.
- Lake Street and I-290 interchange area should be redeveloped as a “gateway” into Elmhurst. Consider higher quality commercial uses (such as hotels compared to hardware store etc.) for the area; promote high quality design to create and attractive entry.
- For the area south of I-290 several groups proposed redevelopment of parcels with marginal commercial uses into stronger, more viable commercial development. One group proposed higher-density mixed use development.
- Most groups made recommendations for improving corridor appearance through measures such as signage control, buried utility lines and architectural and site design guidelines.

## Lake Street Corridor

Recommendations for this corridor were primarily focused on the stretch between York and Walnut Streets where existing commercial uses are challenged due to difficult access conditions. Land use recommendations proposed by the six groups for the Lake Street sub-area are identified below and illustrated in Figures 4a and 4b:

- Several different land uses were proposed for the south side of Lake Street between York and Walnut. Some thought that the confusing and indirect access in the area makes it challenging to support retail uses and therefore recommended commercial service and/or office uses. Others recommended multi-family residential. Yet others proposed improving access and promoting commercial uses to take advantage of the high visibility location.
- West of Walnut Street, Lake Street should be maintained as a commercial corridor.
- The single-family homes near the Grand Avenue intersection should be combined and redeveloped into commercial with direct Lake Street access.
- Explore the feasibility of providing two-way access on Lake Street between Walnut and York Streets.
- Streetscape/urban design improvements should be implemented along the corridor – controlled signage, landscaping and facade upgrades of buildings.

## City Staff Workshop

A SketchPlan workshop was conducted with City staff representing different departments. This workshop provided valuable insight and ideas regarding future development patterns within Elmhurst. The land use concepts developed in this workshop are presented in Figures 5 and 6 and key recommendations are summarized below.

## Spring Road Business District

- The commercial uses north of the Prairie Path could be redeveloped into mixed use buildings two-three stories in height in the future.
- The vacant parcel behind Roberto's restaurant should be developed as a commercial use associated with the restaurant.
- Additional parking could be provided by acquiring single-family homes on Eggleston behind the commercial parcels east of Spring Road.

## York and Vallette Business District

- Commercial parcels north of the Prairie Path should be converted into residential townhomes and/or single family homes.
- The southwest corner should be redeveloped into an

integrated mixed use development.

- Mixed use redevelopment was proposed for the remaining corners as well in the future. One group did not expect the northwest corner to be redeveloped.

## North York Street and Grand Avenue Corridors

- Consolidate parcels on the west side of York Street between the utility easement and Grand Avenue to create a large parcel suitable for big box retail development.
- Redevelop scattered single family homes on the east side of York north of I-290 into commercial uses.
- Extend commercial development to the entire block (instead of half-block) on the east side of York Street to increase the lot area available for commercial development.
- Promote retail uses near the I-290 interchange and commercial service uses farther south.

## Lake Street Corridor

- Promote multi-family development on Lake Street between York and Walnut Streets.
- Promote commercial uses along the rest of the corridor. Because of the auto-oriented character of Lake Street, these commercial uses will be accessed mainly by automobiles and they should be designed to be easily accessible for vehicular traffic.

## Zoning and Planning Commission Workshop

A SketchPlan workshop was conducted with the Zoning and Planning Commission. The land use concepts developed in this workshop are presented in Figure 7 through Figure 9, and key recommendations are summarized below.

## Spring Road Business District

- The commercial uses north of the Prairie Path could be redeveloped into neighborhood commercial and/or mixed use buildings in the future, creating a consistent frontage treatment.
- Mixed use redevelopment along both sides of Spring Road south of the Prairie Path should be encouraged. Single family uses should remain on the remainder of these blocks, with only existing commercial or parking uses allowed to extend further off Spring Road.
- Lots along Eggleston Avenue should be redeveloped for residential use, potentially including townhome or condominium uses. Alternatively, mixed use development could extend further east on the north side of Eggleston.
- Additional parking could be provided by acquiring single-family homes on Eggleston behind the commercial parcels east of Spring Road.



### **York and Vallette Business District**

- Commercial parcels north of the Prairie Path should be converted into residential townhomes and/or single family homes.
- The southwest corner should be redeveloped into an integrated mixed use development.
- Mixed use redevelopment was proposed for the remaining corners as well in the future, although one group preferred that neighborhood commercial uses remain on the northeast corner and at the existing shopping center on the northwest corner.
- The municipal parking lot should remain in use.

### **North York Street and Grand Avenue Corridors**

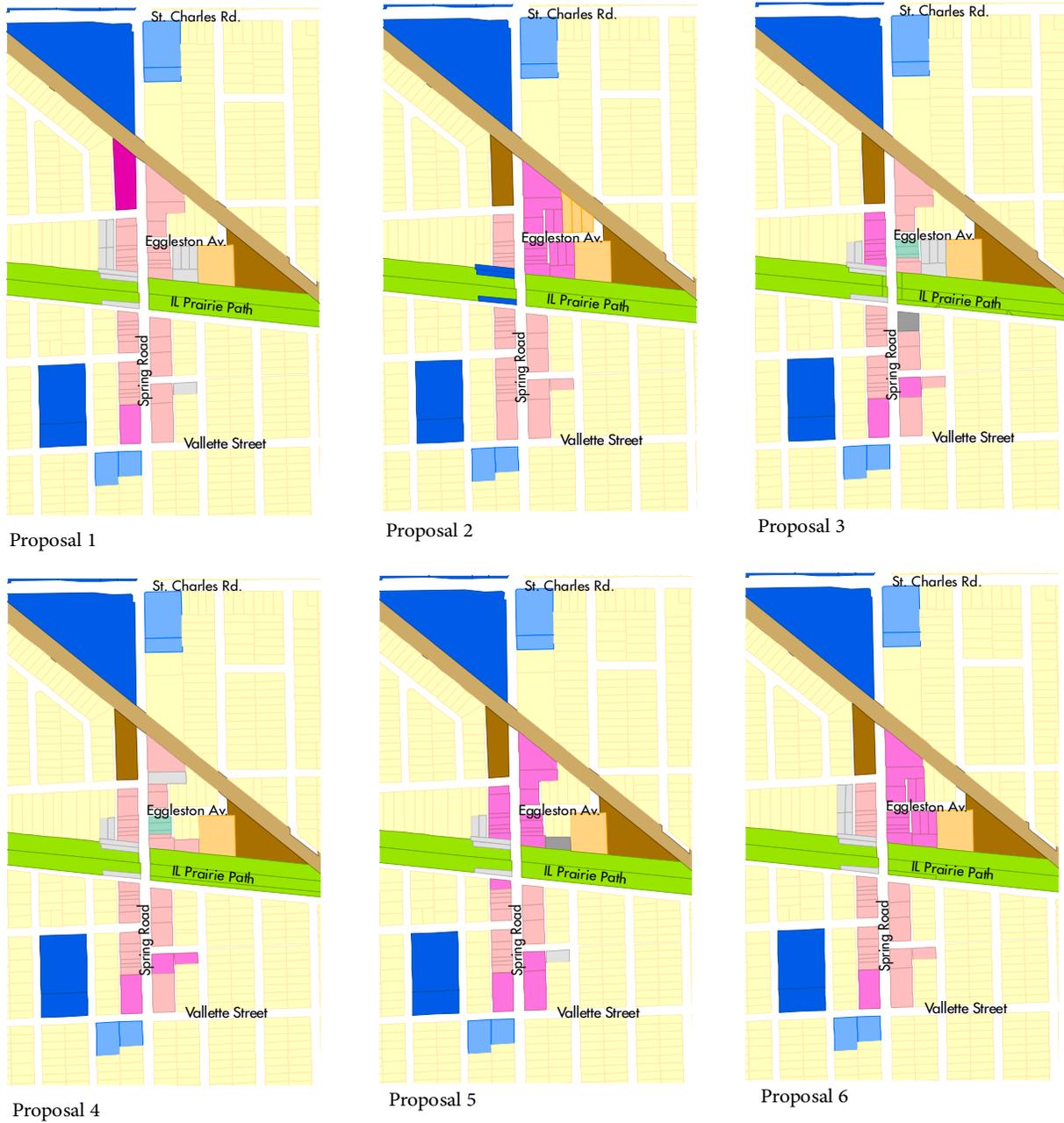
- Consolidate parcels on the west side of York Street between the utility easement and Grand Avenue to create a large parcel suitable for big-box retail development. One group advocated extending further west and potentially vacating Addison Avenue, while the other group indicated light industrial uses west of Addison Avenue.
- Redevelop scattered single family homes on the east side of York north of I-290 into commercial uses.
- One group advocated extending commercial development to the entire block (instead of half-block) on the east side of York Street to increase the lot area available for commercial development (between I-290 and the utility easement).
- South of I-290, encourage more consistent commercial frontage. One group advocated potentially extending commercial uses east of York Street in this area to create a lot depth of up to 300 feet.

### **Lake Street Corridor**

- Promote mixed use development on Lake Street between York and Walnut Streets, incorporating residential, commercial and entertainment (recreation) uses.
- Promote commercial uses along the rest of the corridor. Because of the auto-oriented character of Lake Street, these commercial uses will be accessed mainly by automobiles and they should be designed to be easily accessible for vehicular traffic. One group suggested a potential mixed use redevelopment on the south side of Lake Street just east of the Oaklawn intersection, a deep site that abuts the Wagner Community Center to the west and Berens Park to the south.
- Redevelop the corner of Lake Street and Grand Avenue for commercial uses accessible from Lake Street.

# APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

**Figure 1:** Proposals for the Spring Road Business District sub-area



**Future Land Use**

- |  |                             |                          |
|--|-----------------------------|--------------------------|
| Single Family Residential              | Institutional               | General Industrial       |
| Duplex/Townhomes                       | Neighborhood Commercial     | Business Park            |
| Multi-Family Residential (2-3 stories) | Community Commercial        | Open Space               |
| Multi-Family Residential (>3 stories)  | Downtown Retail             | Forest Preserve          |
| Mobile Homes                           | Mixed Use (up to 3 stories) | Parking                  |
| Public                                 | Mixed Use (> 3 stories)     | Transportation/Utilities |
|  | General Office              | Vacant                   |



0 550 1,100  
Feet

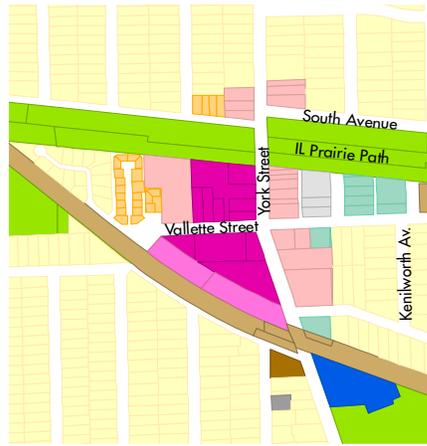


# APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

**Figure 2:** Proposals for the York/Vallette Business District sub-area



Proposal 1



Proposal 2



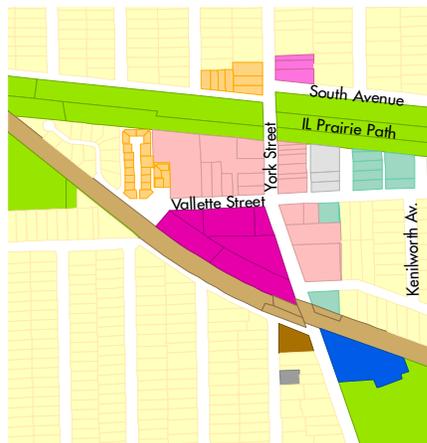
Proposal 3



Proposal 4



Proposal 5



Proposal 6

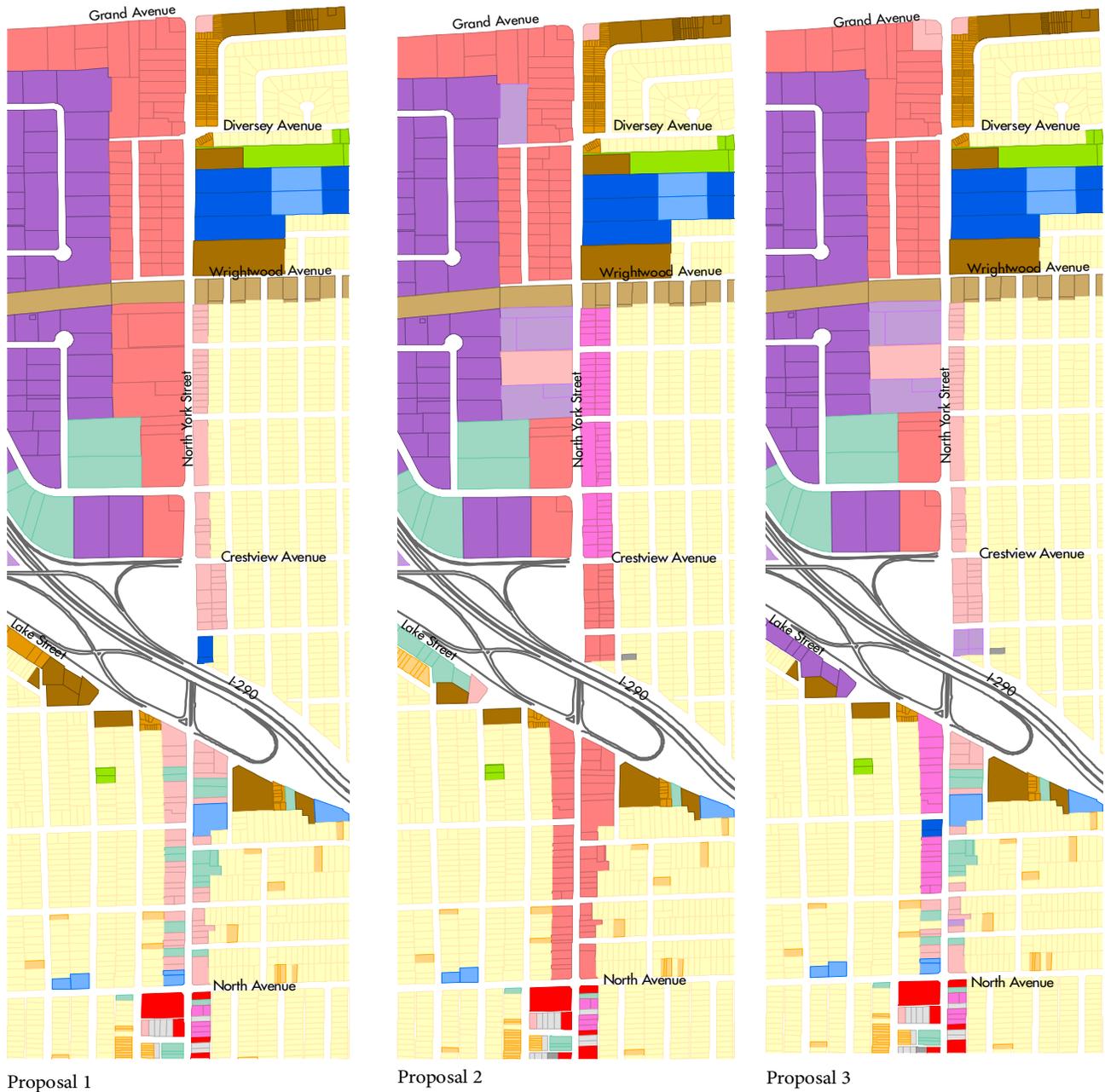
**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office
- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant

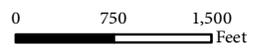


# APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

**Figure 3a:** Proposals for the North York Street Corridor

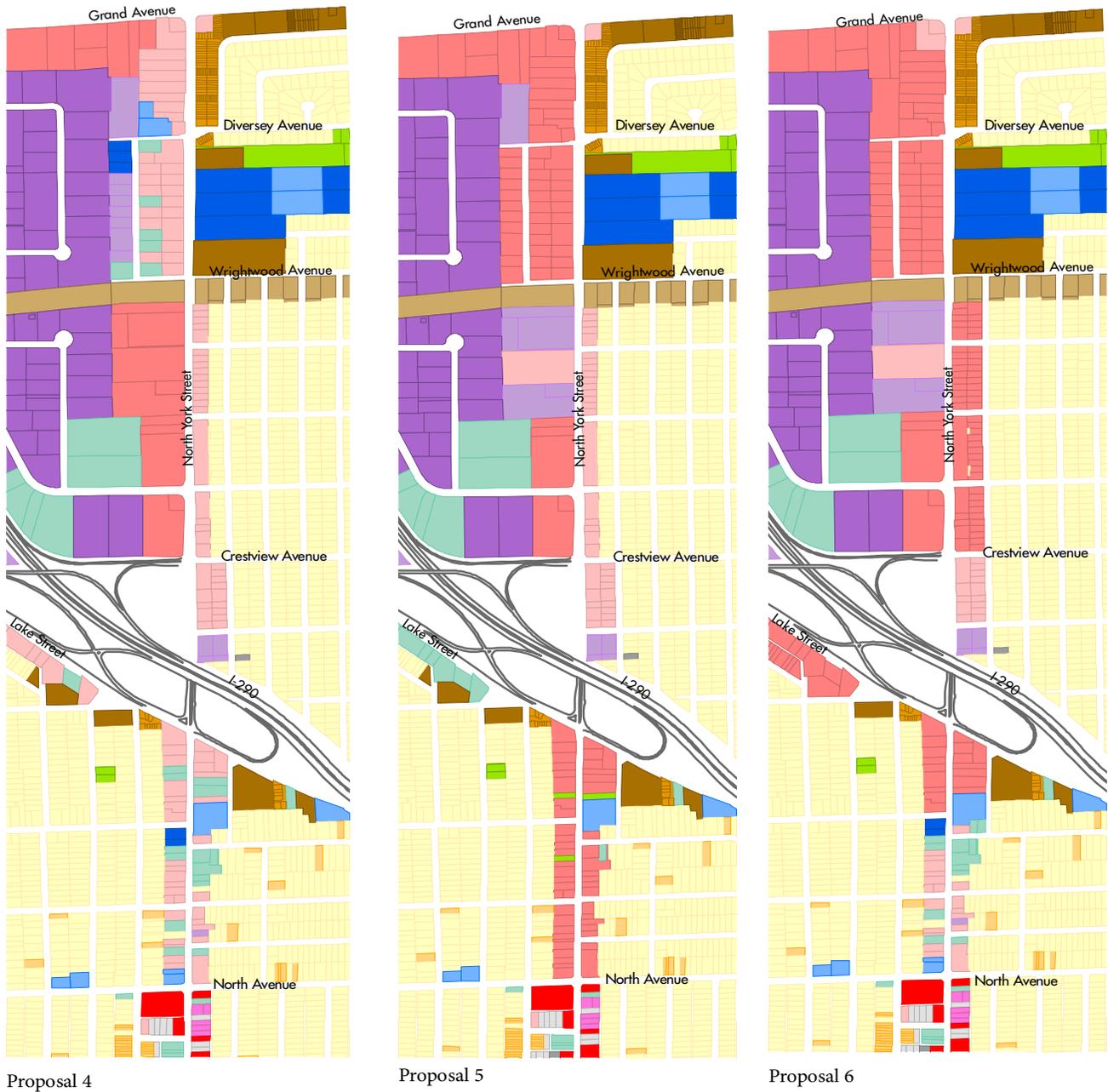


Future Land Use					
	Single Family Residential		Institutional		General Industrial
	Duplex/Townhomes		Neighborhood Commercial		Business Park
	Multi-Family Residential (2-3 stories)		Community Commercial		Open Space
	Multi-Family Residential (>3 stories)		Downtown Retail		Forest Preserve
	Mobile Homes		Mixed Use (up to 3 stories)		Parking
	Public		Mixed Use (> 3 stories)		Transportation/Utilities
			General Office		Vacant



# APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

**Figure 3b:** Proposals for the North York Street Corridor



**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public

- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office

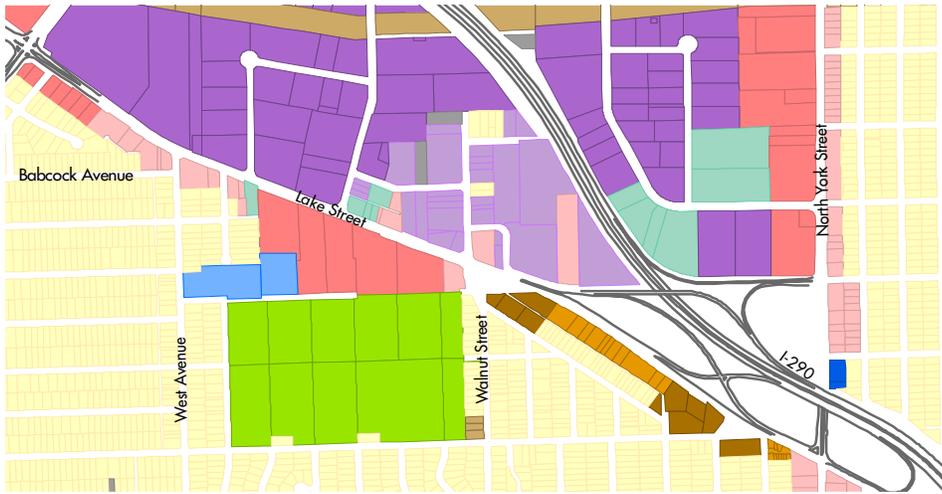
- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant



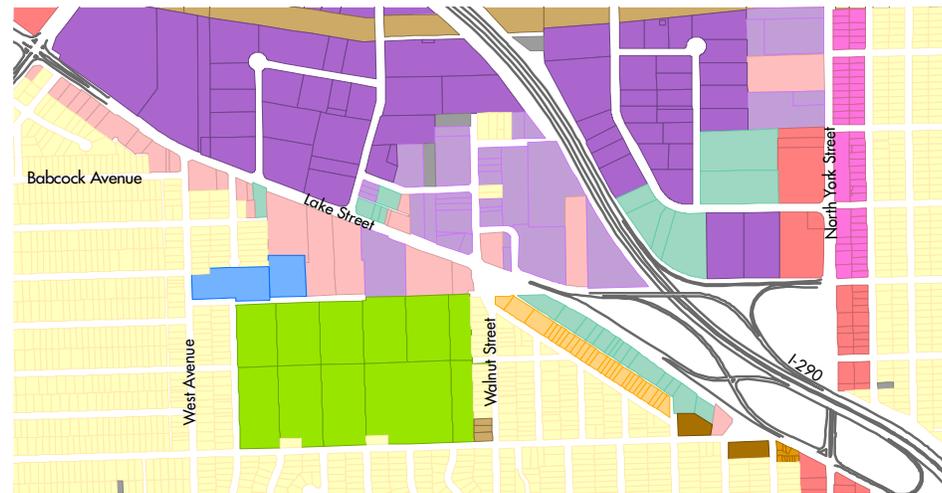
0 750 1,500 Feet

# APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

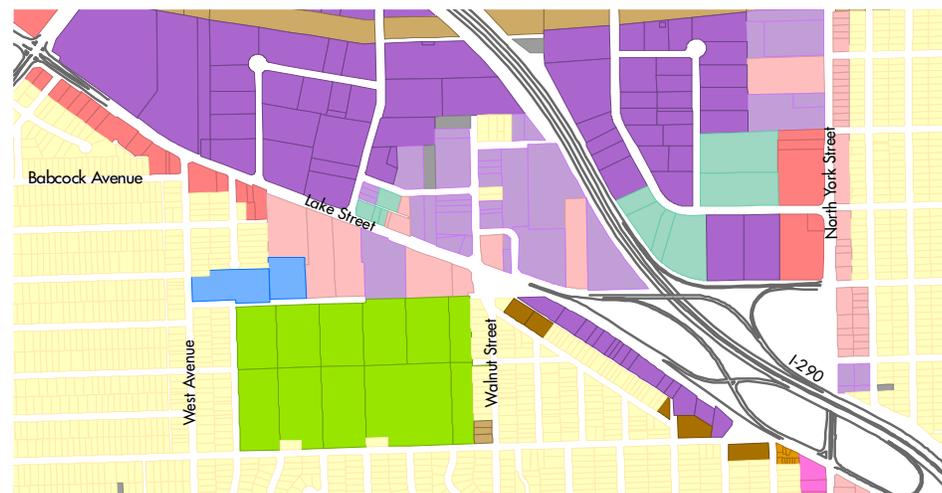
**Figure 4a: Proposals for the Lake Street Corridor**



Proposal 1



Proposal 2



Proposal 3

**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office
- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant

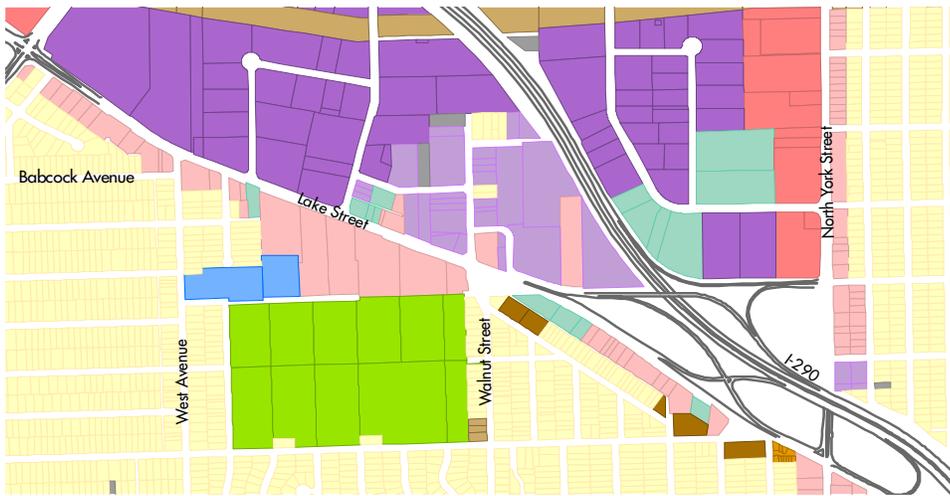


0 750 1,500 Feet

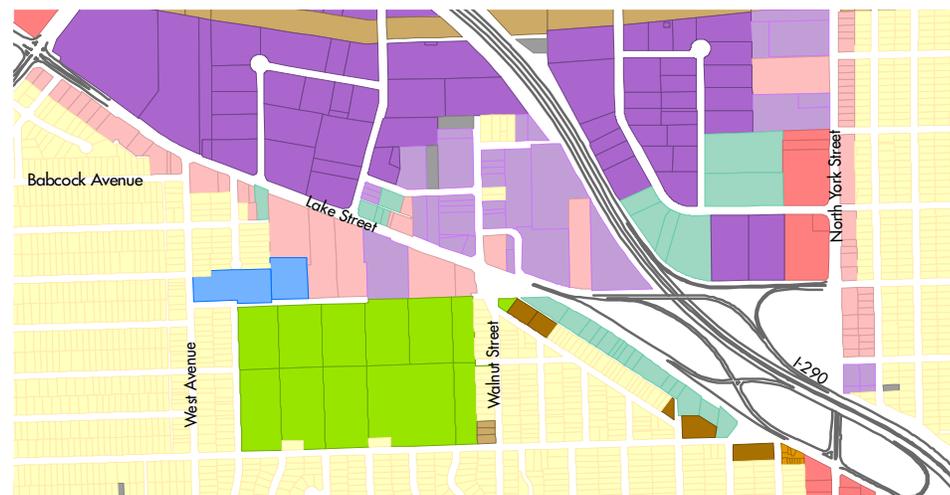


# APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

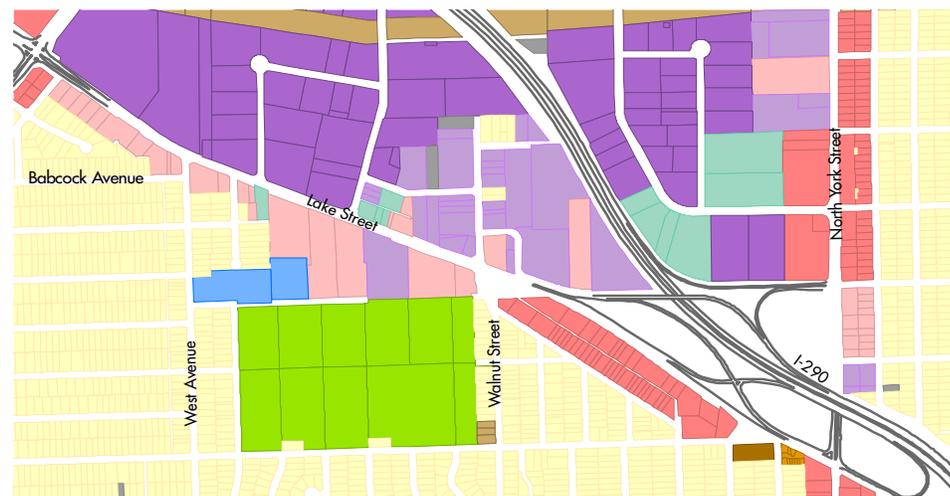
**Figure 4b:** Proposals for the Lake Street Corridor



Proposal 4



Proposal 5



Proposal 6

**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office
- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant



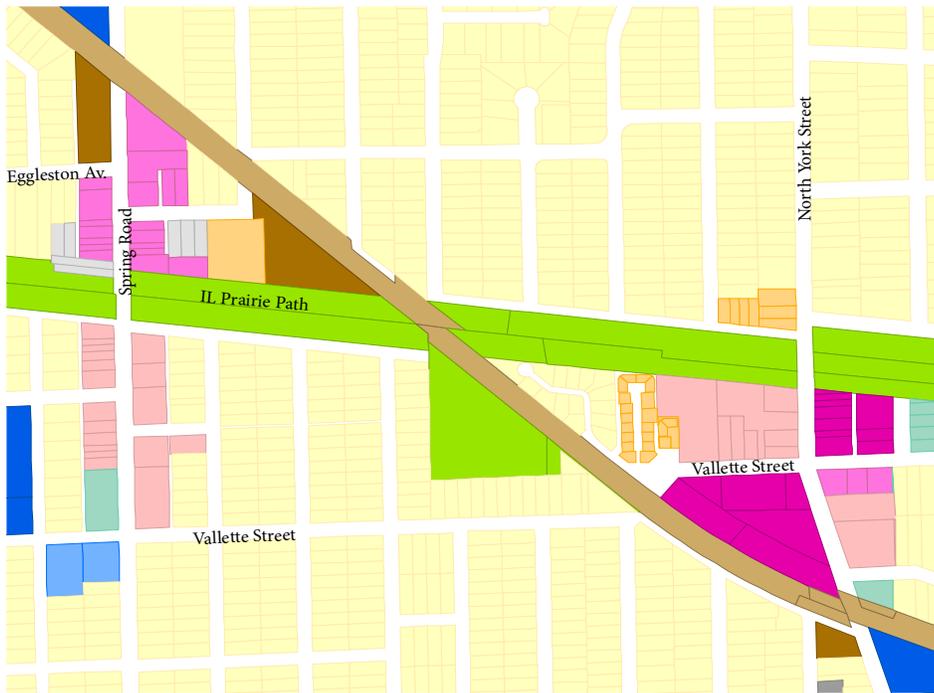
0 750 1,500  
Feet

APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

Figure 5: Future Land Use Concept for Spring Road and York/Vallette Business Districts



Proposal by Group 1



Proposal by Group 2

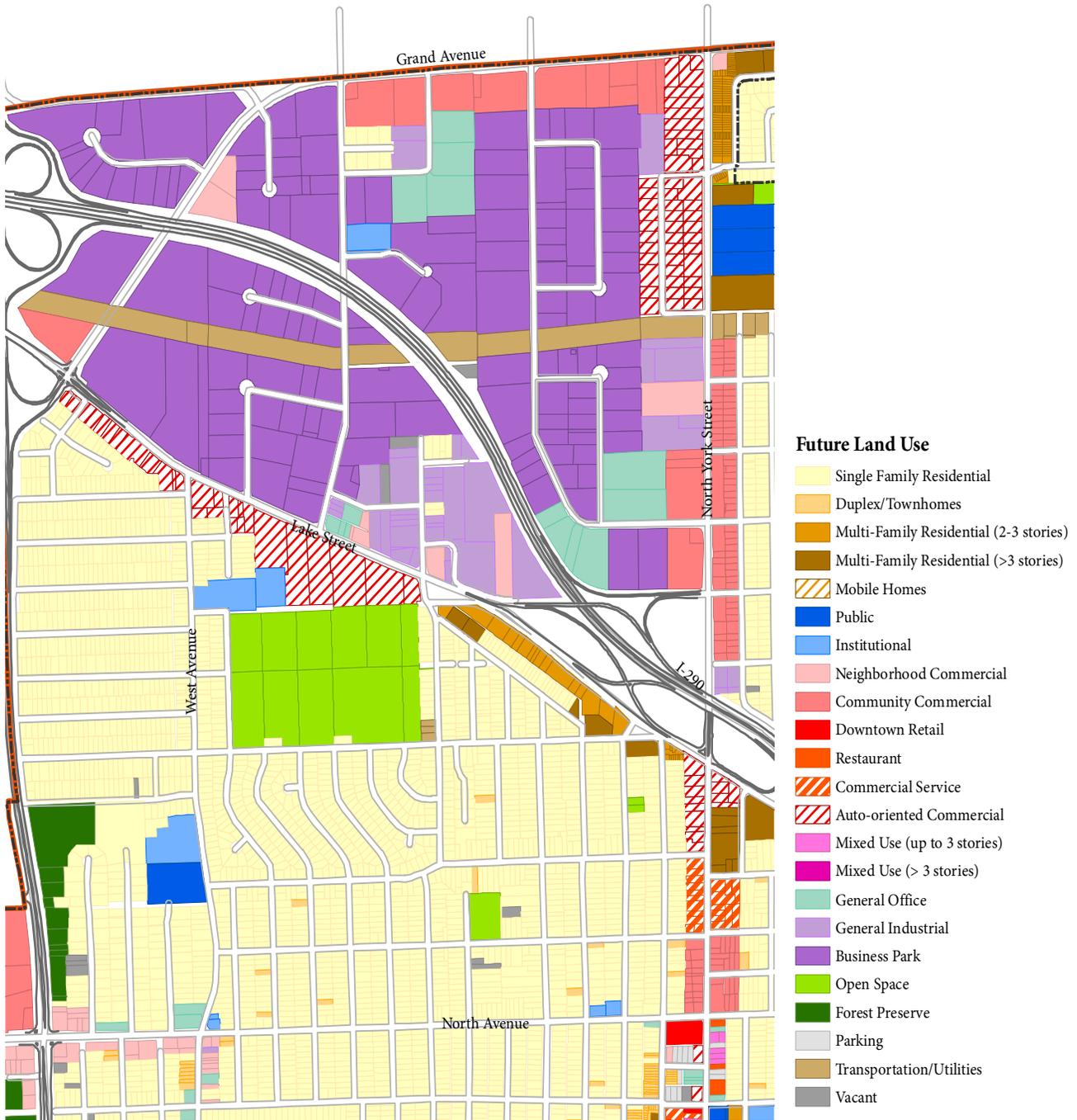
**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Restaurant
- Commercial Service
- Auto-oriented Commercial
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office
- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant

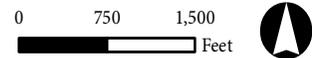


APPENDIX B - FIGURES 1-6: SKETCH PLAN PROPOSALS

Figure 6: Future Land Use Concept for North York Street Corridor and Lake Street Corridor



Note: This concept was developed by both groups together



## APPENDIX B - FIGURES 7-9: SKETCH PLAN PROPOSALS

**Figure 7:** Proposals for the Spring Road Business District sub-area



Proposal A

Proposal B

**Figure 7:** Proposals for the York/Vallette Business District sub-area



Proposal A

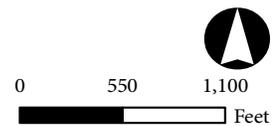
Proposal B

**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public

- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office

- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant



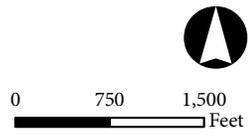
# APPENDIX B - FIGURES 7-9: SKETCH PLAN PROPOSALS

**Figure 8:** Proposals for the North York Street Corridor



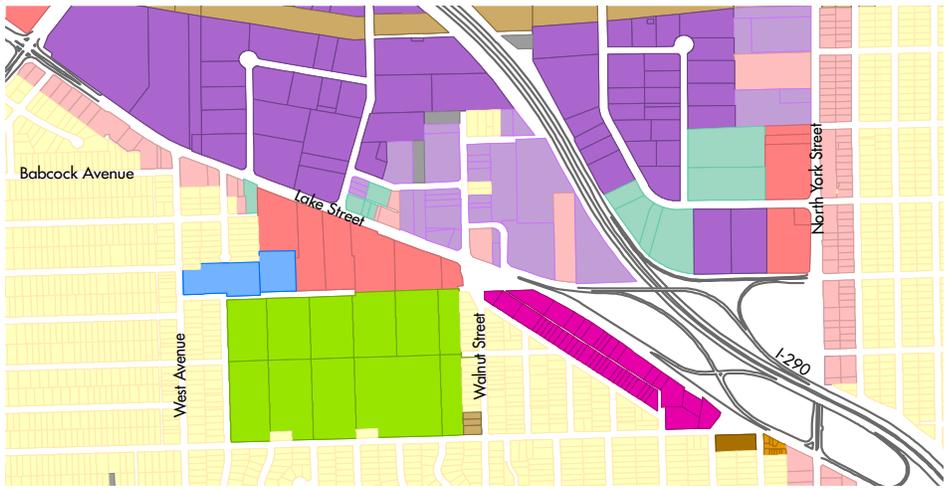
**Future Land Use**

Single Family Residential	Institutional	General Industrial
Duplex/Townhomes	Neighborhood Commercial	Business Park
Multi-Family Residential (2-3 stories)	Community Commercial	Open Space
Multi-Family Residential (>3 stories)	Downtown Retail	Forest Preserve
Mobile Homes	Mixed Use (up to 3 stories)	Parking
Public	Mixed Use (> 3 stories)	Transportation/Utilities
	General Office	Vacant

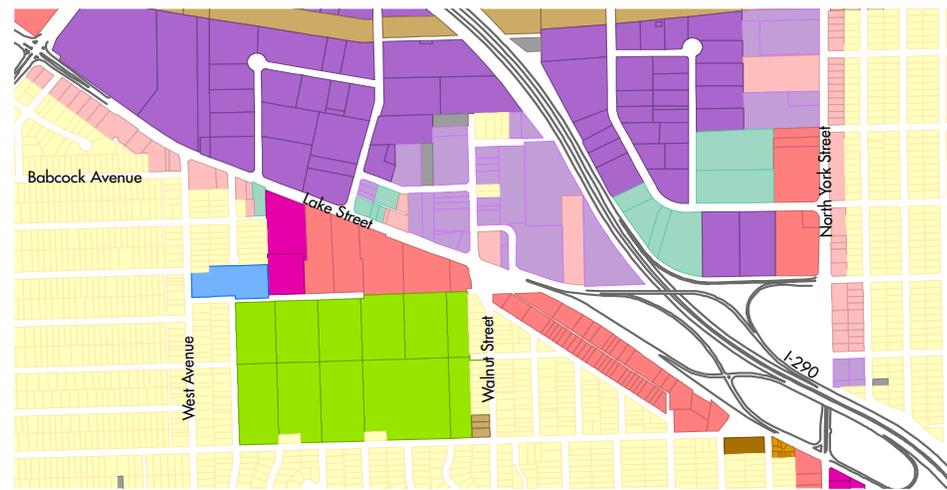


# APPENDIX B - FIGURES 7-9: SKETCH PLAN PROPOSALS

**Figure 9:** Proposals for the Lake Street Corridor



Proposal A



Proposal B

**Future Land Use**

- Single Family Residential
- Duplex/Townhomes
- Multi-Family Residential (2-3 stories)
- Multi-Family Residential (>3 stories)
- Mobile Homes
- Public
- Institutional
- Neighborhood Commercial
- Community Commercial
- Downtown Retail
- Mixed Use (up to 3 stories)
- Mixed Use (> 3 stories)
- General Office
- General Industrial
- Business Park
- Open Space
- Forest Preserve
- Parking
- Transportation/Utilities
- Vacant

