LOOKING FORWARD

U.S. NAVAL AIR STATION

GLENVIEW, ILLINOIS
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Glenview Looking Forward
Incorporated in 1899, the Village of Glenview is recognized as one of the foremost communities in the North Shore for the preservation of its cultural heritage and natural open spaces, and its forward thinking municipal leadership.

Glenview Looking Forward

Overview

As the home of Illinois’ first naturalist, Robert Kennicott, and the former home of the Glenview Naval Air Station, Glenview has a rich history of pioneers and civic service.

Today, Glenview is known for its many cultural attractions such as:

- The Grove
- Wagner Farm
- The Kent Fuller Air Station Prairie
- The Kohl Children’s Museum

To ensure our high-quality of life, the Comprehensive Plan honors our past, celebrates our present, and thoughtfully plans our future.
Introduction

Glenview is a family-oriented community that is welcoming to all. Many characteristics combine to make Glenview what it is today: our proximity to downtown Chicago with access to various transportation networks, high-quality schools, diverse commercial areas, and a variety of recreational opportunities. Some of Glenview’s best features include our thriving walkable neighborhoods and preserved natural and cultural areas such as The Grove, Air Station Prairie, Gallery Park, and Wagner Farm. All these features are what residents love about Glenview and are what makes Glenview an attractive place to live, work, and play.

Looking back, all the things we love about Glenview didn’t happen by accident. Thoughtful planning helped build our community, but that doesn’t mean we stop looking forward. The Comprehensive Plan is a road map to our future – a way to imagine the next 10 to 20 years – a plan that helps safeguard future generations by prioritizing resources and recommending policies to manage change.

Comprehensive Plan 2016

A Comprehensive Plan covers a wide range of civic interests, including: land uses, neighborhoods, traffic circulation, utilities, public services, recreation, natural resources, and many other topics. Since the adoption of the 2004 Comprehensive Plan, the Village of Glenview has experienced changes in demographics and development patterns. Over time the needs of the community have evolved.

The 2016 Comprehensive Plan is a visionary document, adopted by the Board of Trustees that encompasses the entire Village. This Plan includes goals and recommendations addressing both immediate and long-term needs to serve several purposes:

- Provides a vision and framework for Glenview’s future
- Provides a description of current conditions and trends shaping the Village of Glenview
- Identifies planning issues, provides background, presents opportunities
- Explores land use and recommended policy alternatives
- Ensures that the Comprehensive Plan is current, internally consistent, and easy to use
- Provides guidance in the planning and evaluation of future land and resource decisions

In accordance with the Public Participation Plan for the Comprehensive Plan, residents and community leaders were engaged to discuss the future of Glenview throughout the process. Building upon Glenview’s already strong foundation, the input and resulting recommendations from residents and community leaders helped to set the framework for the Comprehensive Plan.

This framework is separated into six key chapters:

- Vision
- Neighborhoods
- Land Use
- Redevelopment
- Transportation & Mobility
- Natural Resources

These chapters will provide guidance to keep Glenview looking forward and help set the course for the next ten years and beyond.

The Region

The Village of Glenview is located in northern Cook County 20 miles from downtown Chicago and 10 miles west of Lake Michigan. Its immediate neighboring communities include Wilmette, Northfield, Northbrook, Golf, Morton Grove and Skokie (see Figure 1-1).

Northeastern Illinois is the historic meeting point of America’s East and West. Established at a natural portage between the Great Lakes and the Mississippi Valley, the region has served as the pivotal link in the nation’s water, rail, and aviation networks.
The region’s central city, Chicago, is the economic and cultural capital of the Midwest. The six-county metropolitan area is home to about 8.5 million people, encompassing 3,749 square miles of land and water. Natural assets include 75 miles of Lake Michigan shoreline (over half of it in public ownership); 270 square miles of forest preserves, parks, and other open space; 138 square miles of wetlands; and extensive river, stream, and lake resources.

**Mapping and Data Analysis**

Due to its proximity to Chicago, there are a number of excellent data sources available for the area. The preliminary data analysis relied on Glenview’s Geographical Information System (GIS) Consortium and several free data portals including: Cook County data, Chicago Metropolitan Agency for Planning (CMAP), Illinois Department of Transportation (IDOT), U.S. Geological Survey (USGS) National Map, and the U.S. Census. All maps, data layers were mapped using ESRI’s ArcGIS mapping software.
Glenview's Past

Until the late 1800s, what is present-day Glenview was an area of natural prairie, wetlands, and oak woodlands. This natural environment would inspire one of the nation’s foremost naturalist of the time, Robert Kennicott.

Kennicott was an American naturalist who considered the area that would later become Glenview his home. He spent most of his youth outdoors, collecting plants and animals on his father’s large land holding. This area would later become known as “The Grove.” Mr. Kennicott's reputation as a diligent and thorough naturalist led to a request by Northwestern University to help create a museum of natural history of the area, which resulted in the founding of the Chicago Academy of Sciences. [Source: Ronald S. Vasile, Illinois Historical Journal Vol. 87, No. 3 (Autumn, 1994), “The Early Career of Robert Kennicott, Illinois’ Pioneering Naturalist”]

Today, The Grove in Glenview is recognized as a National Historic Landmark, and discussed further in Chapter 7 of this Comprehensive Plan.

Glenview was incorporated as a village in 1899 with Hugh Burnham (nephew of the famous Chicago Urban Designer and Architect Daniel Burnham) as its first village president. At this time, the village had an adult population of 325. Its first governing board installed wooden planked sidewalks and gas streetlights on Waukegan Road. The gravel streets were not paved until the 1920s. The Village remained primarily a farming community, and as late as 1930, it had fewer than 2,000 residents.

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Nationally, Glenview is known for its aviation history. Beginning in 1923, Naval Reserve Air Base, Great Lakes, Illinois, was commissioned in Northeastern Illinois. It operated a number of seaplanes from the shore facilities of nearby Lake Michigan. By 1929, the Curtiss-Reynolds Airport was built in Glenview by the Curtiss Flying Service, a subsidiary of the Curtiss Corporation established by aviation pioneer Glenn Curtiss. In 1937, Rear Admiral John Downes, USN, Commandant, Ninth Naval District, recommended that the Naval Reserve Air Base be moved to the Curtiss-Reynolds Airport. With the outbreak of World War II in 1941, the Naval Reserve Air Base Chicago located in Glenview became a center for the Navy’s expanded flight training program and primary training command. This expansion required the purchase of an additional 570 acres adjacent to the field, west of Shermer Road and south of old Lake Avenue, and led to the establishment of the Glenview Naval Air Station (GNAS).
Glenview Naval Air Station (GNAS)

Naval Reserve Aviation Base Chicago was renamed to Glenview Naval Air Station in 1943 and grew to include 300 officers, 1,000 cadets, and 3,500 enlisted men.

During this time, the Navy initiated a Carrier Qualification Training Program for advanced pilots. To help with the training, two converted lake steamers were modified to resemble the deck of an aircraft carrier in order to allow cadets to practice carrier landings on Lake Michigan. By the end of World War II, 9,000 primary aviation cadets had been trained along with 15,000 carrier pilots. Some of the notable men who served or later trained at GNAS included 19-year-old George Herbert Walker Bush, Gerald Ford, and Neil Armstrong who was a reservist at the base prior to his entry into the space program. (Source: Dawson, Beverly, Images of America: Glenview Naval Air Station). In 1971, Naval Air Station Glenview was annexed into the corporate limits of the Village of Glenview.

In 1993, the Department of Defense announced the closure of the 1,121-acre GNAS and designated the Village of Glenview as the Local Redevelopment Authority. In anticipation of the possible base closure, the Village Board adopted a Comprehensive Plan in 1990 which included a conceptual development scenario for GNAS that served as the basis for initial discussions regarding its redevelopment. This preparation created an opportunity for the Village of Glenview to petition the Federal Government for an economic development conveyance of the land. Unlike instances of other base closures around the country, a development selection process was not completed by the Federal government. Instead, the Village was able to submit a proposal that proved that the vision created in the conceptual developments would have significant impact on economic development and quality of life in the surrounding area.

All flight operations ceased on March 1, 1995 and GNAS was officially closed on September 30, 1995. The Glenview Naval Air Station Redevelopment Project Master Plan and Design Guidelines were adopted as an update to the 1990 Comprehensive Master Plan in 1998. The redevelopment of GNAS (known as “The Glen” today) added approximately 2,200 residential units, 5,000 new residents, 120 new businesses, and 5,000 employees. Over 400 acres of open space are located within The Glen, including 220 acres of golf courses, a 140-acre park with a community and senior center and Lake Glenview, and a 32-acre prairie with the LEED Platinum Tyner Interpretive Center.

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At its peak, GNAS was the largest such unit operated by the Navy, spanning 1,200 acres and turning out 1,000 cadets every three months. There were nearly 3,500 enlisted men at the base.

Photo courtesy Glenview Hangar One Foundation: thehangarone.org
Comprehensive Plan History

In Illinois, counties, municipalities, and townships have the authority to establish comprehensive plans to promote harmonious growth and development. A comprehensive plan guides land use in an advisory, instead of a regulatory capacity. The comprehensive plan contains general goals and recommendations, which may be location specific, but also provide guidance for how future development and redevelopment can be compatible with the Village of Glenview’s overall vision.

The Village had three previous Comprehensive Plan documents of note, the 1960 Plan, the 1990 Plan and the 2004 Plan. Following is a brief description of the previous three plans.

Comprehensive Plan 1960
The 1960 Comprehensive Plan was the first modern plan, and an update to the 1953-1954 Comprehensive Plan. The plan provided a summary of current conditions and recommendations for Residential Aspects, Commercial Aspects, Industrial Aspects, and Major Streets and Parking. The 1960 Comprehensive Plan discussed an Implementation Plan to address the recommendations, which included zoning ordinances, building codes, a Land Subdivision Platting Ordinance, and an Appearance Plan to regulate aesthetics in commercial and multi-family districts. This Appearance Code was one of the first of its kind in the country.

Comprehensive Plan 1990
The 1990 Comprehensive Plan addressed the community-wide issues of Residential Land Use, Commercial Land Use, Transportation and Circulation, Annexation, Community Service, Conservation, and Open Space and Drainage. To mitigate these concerns, the plan described goals and objectives for Growth, Circulation, Residential Environment, Village Services, and Image. The plan included a Land Use Plan, Circulation Plan, Community Facilities Plan, Capital Improvements Plan, and Special Study Areas including the redevelopment of the Glenview Naval Air Station. The plan also included a summary of a survey that was distributed to Glenview residents to identify strengths and weaknesses of Glenview.

Comprehensive Plan 2004
The 2004 Comprehensive Plan focused widely on land use concerns; however, it referenced the 1990 Future Land Use map. The plan is organized by three different land use types: Districts, Corridors, and Places. Each was defined and provided recommendations for improvement. The plan also included a Transportation Study, which outlined existing and future transportation conditions and provided recommendations. Policies, regulations, and methods of operation are provided to address the recommendations.
Existing Conditions

The Glenview Community

The Village of Glenview is an established suburban community encompassing an area of 13.8 square miles. The Village is primarily located east of Interstate 294 (Tri-State Tollway), west of the Edens Expressway, south of Willow Road, and north of Golf Road. According to the U.S. Census, the population’s median age in 2010 was 45.5 years of age and the 2010 median household income was $107,037. Glenview is a self-government community with a Council-Manager form of government. With over 250 employees, the Village operates a full-time Police and Fire Department, as well as a Public Works Department, Community Development Department, and Administrative Services Department, which are overseen by the Village Manager’s Office. Most of the water supplied to Glenview is water from Lake Michigan, purchased from the Village of Wilmette. The largest single revenue source is sales tax and the corporate fund property tax rate has been stable for the past decade.

While Glenview is a predominately single-family residential community, it also includes multiple-family housing and a series of mixed-use commercial districts along its arterials, industrial lands, and the Cook County Forest Preserve.

Community Characteristics and Economic Profile

Gathering and analyzing data on a community’s population is a critical function in the comprehensive planning process. It provides key insights to issues and trends that a community is facing or will face in the future and will allow decision-makers to make policy decisions grounded in reliable data and historical trends.

Past trends in Glenview show that population growth occurred slowly up to 1950 when the Census recorded 6,142 residents. Spurred by the opening of the Edens Expressway (Chicagoland’s first expressway to the northern suburbs) along the eastern boundary of the Village, the population nearly tripled to 18,132 at the 1960 Census and continued booming, reaching 37,093 people in the 1990 census. By the 2000 Census, Glenview continued to grow, recording a population of 41,847, up 12.8% from the 1990 Census within the Village’s 13.5 square miles. A Special Census was conducted in 2005 to account for growth within The Glen showing a population of 44,443. The Village’s population at the 2010 Census was 44,692. From 1990 to 2000, the population increased by 5.33%, but the population decreased in the county by 3.39% from 2000 to 2010.

Table 1-1 Glenview Village Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Population Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>37,093</td>
<td>–</td>
</tr>
<tr>
<td>2000</td>
<td>41,847</td>
<td>12.82%</td>
</tr>
<tr>
<td>2010</td>
<td>44,692</td>
<td>6.80%</td>
</tr>
<tr>
<td>*2014</td>
<td>46,767</td>
<td>4.64%</td>
</tr>
</tbody>
</table>

Source: U.S. Census; *American Communities Survey

Table 1-2 Cook County Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Population Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>5,105,067</td>
<td>–</td>
</tr>
<tr>
<td>2000</td>
<td>5,377,175</td>
<td>5.33%</td>
</tr>
<tr>
<td>2010</td>
<td>5,194,675</td>
<td>-3.39%</td>
</tr>
<tr>
<td>*2014</td>
<td>5,246,456</td>
<td>0.99%</td>
</tr>
</tbody>
</table>

Source: U.S. Census; *American Communities Survey
Existing Conditions

Age

The most important demographic characteristic of a population is its age-gender structure. Nationally, it is recognized that the U.S. population is aging. Population aging is a shift in the distribution of a country’s population towards older ages and this trend is reflected locally. Glenview’s population has aged by 10% from 2000 to 2010. The median age for Glenview in 2010 was 45.5 years compared to the median age in 2000, which was 41.3 years.

Age-gender pyramids (also known as population pyramids) graphically display total population separated by age and gender. As illustrated in Figures 1-2 and 1-3, male and female residents are separated vertically. Female residents are represented on the right in red and male residents are represented on the left in blue.

The figure is further separated horizontally by age, sorted by youngest on the bottom to the oldest on the top.

Age-gender pyramids display the percentage or actual amount of a population broken down by gender and age in five-year age increments. Graphically illustrating population in this way allows decision-makers to see long-term population trends.
In general, the Glenview population pyramid illustrates an aging population with the groups 70 years of age or older growing more rapidly than any other age group. These age groups grew from total of 4,845 in 2000 to 6,532 in 2010, representing a 35% increase (see Table 1-3). Glenview’s growing senior population has had the effect of increasing the Village’s median age to 45.5 years old as referenced earlier. This increase may be due, in part, to the trend of older Americans deciding to ‘age in place’ or waiting for the economy to improve. Aging in place is a term used to describe the status of people who decide to stay in their home or community as they age, rather than move away. The age in place trend may be driving the larger regional trend that has seen an increase in construction of senior living facilities in the Chicagoland area. It is important to recognize this trend, since continued growth of this population in Glenview may require a higher level of certain services to provide for this age group. It is also important to understand that due to the economic downturn beginning in 2008, many homeowners were unable to sell their homes and this may have impacted long-term retirement or relocation plans.

During this same period, Glenview has also seen an increase in the school-age population, (5-19 years old). From 2000 to 2010 this population age group grew by nine percent. This is most likely due to the redevelopment of The Glen. The redevelopment is complete, therefore it is expected that this trend will begin to decline. In fact, a recent study by DeJong Richter for the Glenview School District 34 indicates the overall trend in school enrollment is expected to decline each year beginning in 2016/17 through 2025/26. Understanding this growth trend will allow Village decision-makers and school administrators to make the appropriate adjustments to their respective services.

The group that has seen the biggest decline in Glenview is the 20-39 year old age group. From 2000 to 2010, this age group decreased by 18% or over 1,500 people. Generally, this could be due to any number of larger trends such as the past mortgage crisis and the trend of younger adults deciding to live in the city center and waiting longer to buy a home.

Over time, as communities mature, individual neighborhoods experience the ‘neighborhood life-cycle’ which is recognized as a cycle of growth, stability, decreased demand and renewal. Typically, the phase between decreased demand and renewal is fueled by the market responding to changing demographics and can take different forms such as gentrification of older neighborhoods or tear downs to modernize out-dated buildings. Today, Glenview is experiencing some renewal due to the trend of aging in place. This trend and its impact on Glenview neighborhoods is discussed in Chapter 3 of this document.

### Table 1-3 Glenview Population Projections by Age Group

<table>
<thead>
<tr>
<th>Age Group</th>
<th>2000 Population</th>
<th>2010 Population</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5</td>
<td>2,709</td>
<td>2,312</td>
<td>-15%</td>
</tr>
<tr>
<td>5 - 9</td>
<td>3,018</td>
<td>3,391</td>
<td>+12%</td>
</tr>
<tr>
<td>10 - 14</td>
<td>3,162</td>
<td>3,309</td>
<td>+5%</td>
</tr>
<tr>
<td>15 - 19</td>
<td>2,566</td>
<td>2,795</td>
<td>+9%</td>
</tr>
<tr>
<td>20 - 24</td>
<td>1,437</td>
<td>1,601</td>
<td>+11%</td>
</tr>
<tr>
<td>25 - 29</td>
<td>1,705</td>
<td>1,432</td>
<td>-16%</td>
</tr>
<tr>
<td>30 - 34</td>
<td>2,272</td>
<td>1,497</td>
<td>-34%</td>
</tr>
<tr>
<td>35 - 39</td>
<td>3,116</td>
<td>2,431</td>
<td>-22%</td>
</tr>
<tr>
<td>40 - 44</td>
<td>3,489</td>
<td>3,249</td>
<td>-7%</td>
</tr>
<tr>
<td>45 - 49</td>
<td>3,564</td>
<td>3,639</td>
<td>+2%</td>
</tr>
<tr>
<td>50 - 54</td>
<td>3,347</td>
<td>3,702</td>
<td>+11%</td>
</tr>
<tr>
<td>55 - 59</td>
<td>2,646</td>
<td>3,428</td>
<td>+30%</td>
</tr>
<tr>
<td>60 - 64</td>
<td>2,134</td>
<td>3,089</td>
<td>+45%</td>
</tr>
<tr>
<td>65 - 69</td>
<td>1,837</td>
<td>2,285</td>
<td>+24%</td>
</tr>
<tr>
<td>70 - 74</td>
<td>1,767</td>
<td>1,805</td>
<td>+2%</td>
</tr>
<tr>
<td>75 - 79</td>
<td>1,448</td>
<td>1,504</td>
<td>+4%</td>
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<tr>
<td>80 - 84</td>
<td>926</td>
<td>1,431</td>
<td>+55%</td>
</tr>
<tr>
<td>85 - 89</td>
<td>462</td>
<td>1,108</td>
<td>+140%</td>
</tr>
<tr>
<td>90+</td>
<td>242</td>
<td>684</td>
<td>+183%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>41,847</strong></td>
<td><strong>44,692</strong></td>
<td><strong>7%</strong></td>
</tr>
</tbody>
</table>

Source: U.S. Census
Race/Ethnicity

According to the United States Census in 2000, 85.6% of Glenview residents identified as White. In 2010, that percentage decreased slightly to 83.2%. As the White population decreased slightly, the percentage of residents who identified as Asian increased from 10.1% in 2000 to 12.5% in 2010. In addition, the percentage of residents who identify as being ethnically Hispanic or Latino increased from 4.1% in 2000 to 5.8% in 2010. Table 1-4 features a breakdown of the percentage of residents who identify with each race and ethnicity.

Nationally, the share of the population that is non-Hispanic White alone is projected to decrease by about 18% among those 65 years and over, and by about 13% among those 85 years and over between 2012 and 2050. In total however, because of the projected increase in minority population, both of those age groups are projected to become a bigger share of the overall population between 2012 and 2050 (Source: U.S. Census Bureau, 2012 Population Estimates and 2012 National Projections). While not Glenview specific, it is important to note that some shift in Glenview’s demographics will most likely continue to occur.

Table 1-4 Glenview Race and Ethnicity Summary for Census Years 2000 and 2010

<table>
<thead>
<tr>
<th>Race</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Percent</td>
</tr>
<tr>
<td>Total population</td>
<td>41,847</td>
<td>100.00%</td>
</tr>
<tr>
<td>White</td>
<td>35,817</td>
<td>85.60%</td>
</tr>
<tr>
<td>Black or African American</td>
<td>665</td>
<td>1.60%</td>
</tr>
<tr>
<td>American Indian and Alaska Native</td>
<td>41</td>
<td>0.10%</td>
</tr>
<tr>
<td>Asian</td>
<td>4,207</td>
<td>10.10%</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander</td>
<td>7</td>
<td>0%</td>
</tr>
<tr>
<td>Some other race</td>
<td>532</td>
<td>1.30%</td>
</tr>
<tr>
<td>Two or more races</td>
<td>578</td>
<td>1.40%</td>
</tr>
<tr>
<td>Ethnicity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hispanic or Latino (or any race)</td>
<td>1,702</td>
<td>4.10%</td>
</tr>
</tbody>
</table>

Source: U.S. Census
Educational Attainment

Glenview increased its overall educational attainment from 2000 to 2010. The number of Glenview residents with a high school diploma or higher increased from 94.3% to 95.4% between 2000 and 2010. Likewise, the percentage of residents with a bachelor’s degree or higher increased from 56.0% to 62.6% between that same time period. Although the percentage of residents who are 25 years and older and have some college with no degree has increased, the percentage of both bachelor’s degrees and graduate or professional degrees have both increased.

Studies have shown that higher educational attainment leads to higher wages (Source: Economic Policy Institute, 2013 A Well-Educated Workforce Is Key to State Prosperity). This is seen in Glenview’s increasing educational attainment (Table 1-5) and median household income (Table 1-6). High wages and high levels of employment, which both stem from high educational attainment, are crucial for boosting Glenview’s local economy. Continuing to invest in education supports Glenview’s future economic growth.

### Table 1-5 Glenview Educational Attainment Summary for Census Years 2000 and 2010

<table>
<thead>
<tr>
<th>Educational Attainment</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>Percent</td>
<td>Count</td>
</tr>
<tr>
<td>Population 25 years and over</td>
<td>28,855</td>
<td>100.00%</td>
</tr>
<tr>
<td>Less than 9th grade</td>
<td>553</td>
<td>1.90%</td>
</tr>
<tr>
<td>9th to 12th grade, no diploma</td>
<td>1,087</td>
<td>3.80%</td>
</tr>
<tr>
<td>High school graduate (includes equivalency)</td>
<td>4,131</td>
<td>14.30%</td>
</tr>
<tr>
<td>Some college, no degree</td>
<td>5,437</td>
<td>18.80%</td>
</tr>
<tr>
<td>Associate’s degree</td>
<td>1,507</td>
<td>5.20%</td>
</tr>
<tr>
<td>Bachelor’s degree</td>
<td>9,250</td>
<td>32.10%</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
<td>6,890</td>
<td>23.90%</td>
</tr>
<tr>
<td>Percent high school graduate or higher</td>
<td>94.30%</td>
<td>–</td>
</tr>
<tr>
<td>Percent bachelor’s degree or higher</td>
<td>55.90%</td>
<td>–</td>
</tr>
</tbody>
</table>

Source: U.S. Census
Existing Conditions

Income

The median household income increased significantly from 2000 to 2010 as shown in Table 1-6. The change in median income is largely attributed to the increase in the $100,000-$149,999 range and $200,000+ range, as well as a slight increase from $150,000-$199,000 range. These increases were accompanied by decreases in the $25,000-$34,999 range and the $35,000-$49,999 range with a significant decrease in the $50,000-$74,999 range.

<table>
<thead>
<tr>
<th>Income and Benefits</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Percent</td>
</tr>
<tr>
<td>Total households</td>
<td>15,407</td>
<td>100.00%</td>
</tr>
<tr>
<td>Less than $10,000</td>
<td>362</td>
<td>2.30%</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>317</td>
<td>2.10%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>865</td>
<td>5.60%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>986</td>
<td>6.40%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>1,935</td>
<td>12.60%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>2,687</td>
<td>17.40%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>2,033</td>
<td>13.20%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>2,623</td>
<td>17.00%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>1,405</td>
<td>9.10%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>2,194</td>
<td>14.20%</td>
</tr>
</tbody>
</table>

Median Household Income 2010

Median household income (dollars) | $80,730 | $107,037

Source: U.S. Census
From 2000 to 2010, the number of jobs in Glenview decreased from 20,997 to 20,326 as shown in Table 1-7. Educational services continued to be a strong employer overall in Glenview with a 6.6% increase from 2000 to 2010. Finance and insurance, as well as real estate and rental and leasing continued to be a strong sector representing increases in both sectors in Glenview.

### Table 1-7 Glenview Industry Summary for Census Years 2000 and 2010

<table>
<thead>
<tr>
<th>Industry</th>
<th>2000</th>
<th>2010</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilian employed population 16 years &amp; over</td>
<td>20,997</td>
<td>20,326</td>
<td>-671</td>
</tr>
<tr>
<td>Agriculture, forestry, fishing and hunting, and mining</td>
<td>17</td>
<td>9</td>
<td>-8</td>
</tr>
<tr>
<td>Construction</td>
<td>949</td>
<td>952</td>
<td>3</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>2,404</td>
<td>2,165</td>
<td>-239</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>1,049</td>
<td>813</td>
<td>-236</td>
</tr>
<tr>
<td>Retail trade</td>
<td>2,180</td>
<td>1,994</td>
<td>-186</td>
</tr>
<tr>
<td>Transportation and warehousing, and utilities</td>
<td>632</td>
<td>627</td>
<td>-5</td>
</tr>
<tr>
<td>Information</td>
<td>730</td>
<td>456</td>
<td>-274</td>
</tr>
<tr>
<td>Finance and insurance, real estate and rental and leasing</td>
<td>2,392</td>
<td>3,114</td>
<td>722</td>
</tr>
<tr>
<td>Professional, scientific, management, administrative and waste management services</td>
<td>3,161</td>
<td>2,916</td>
<td>-245</td>
</tr>
<tr>
<td>Educational services, health care and social assistance</td>
<td>4,190</td>
<td>4,469</td>
<td>279</td>
</tr>
<tr>
<td>Arts, entertainment, recreation, accommodation and food services</td>
<td>1,276</td>
<td>1,457</td>
<td>181</td>
</tr>
<tr>
<td>Other services, except public administration</td>
<td>1,015</td>
<td>853</td>
<td>-162</td>
</tr>
<tr>
<td>Public administration</td>
<td>513</td>
<td>501</td>
<td>-12</td>
</tr>
</tbody>
</table>

**Source:** U.S. Census
Transportation and mobility act as the veins of a community. They allow for the swift and efficient movement of citizens from one destination to the next. Public transit improves village-wide connectivity while simultaneously lowers automobile traffic volumes. Urban trails and paths create an engaging built environment that support walking and biking habits. A comprehensive transportation network promotes a healthy and active lifestyle.

Glenview is a well-connected, safe and efficient multi-modal community. The Village enjoys a multitude of paths and trails for pedestrians and bicyclists, and features two Metra commuter rail stations, one of which doubles as an Amtrak passenger rail stop (one of only two in Cook County). Glenview's circulation network supports a variety of options for users: pedestrians, bicyclists, motorists and commuters.

Pictured above: The Downtown Glenview Metra station

How to Use This Plan

Each of the Chapters is divided into the following four parts:

1. **Chapter Description**
   - Each chapter will begin with a description of the chapter, which includes a brief summary and its relevance to the present and future of Glenview.

2. **Subsection Description**
   - Chapters that are divided into subsections will include background information about that subsection topic, including a description of the current state of the subsection topic.

3. **Goal**
   - The Goals in each chapter have been developed through the public input process described in Chapter 2, Vision. The Goals are the desired end state that the Village hopes to achieve. The Goals are numbered sequentially in each chapter. The numbering protocol is an alphanumeric represented by the abbreviated chapter name followed by a hyphen then the numbered goal.

4. **Resources**
   - The Resources section includes links to websites, agencies and/or Village plans or documents. The intent of the Resources section is to identify various sources of information that can be used to help implement the goal.

Chapter Icons

Each Chapter is symbolized with an Icon that is representative of the Chapter contents. Each Icon in this plan is shown below.

1. Overview
2. Vision
3. Neighborhoods (NH)
4. Land Use (LU)
5. Redevelopment (RD)
6. Transportation & Mobility (TM)
7. Natural Resources (NR)
8. Glossary
Vision Statement

Glenview is a welcoming and vibrant village built on a sense of community, inclusiveness, and shared values. We are committed to maintaining our distinctive neighborhoods, quality schools, and abundant recreational opportunities. Our robust civic engagement encourages both innovative growth management and stewardship of our unique natural, cultural, historic, and fiscal resources through our responsive and cooperative governmental units. Glenview takes great pride in ensuring it is an engaging place for every age and stage of life.
Community Values

All communities experience change over time. Many changes might be perceived as positive – new people, new ideas, better shopping, and improved infrastructure and amenities, while others could be considered challenges – additional congestion, loss of open space, the removal of cultural and historic assets, aged infrastructure, and blighted businesses. In the Village of Glenview, new developments and redevelopments are built to be compatible with the Village’s vision and values, while balancing the constraints of constantly changing market demands. Residential neighborhoods across the Village inevitably turn over as older families move out and younger families move in. Business districts thrive or succumb to the latest consumer trends.

The Comprehensive Plan is the vehicle used to effectively manage these changes as new trends continue to apply development pressures on the community. Although such changes do not occur overnight, it is important that Glenview remain proactive to direct future development in a way that matches the community’s core values. This is key, because while a community may change in its outward appearance, protecting its inner core values is what will ensure that the community retains its character over the long-term. Communities that are most resilient and able to adapt to changes over time are the communities that know what they value and what to protect.

As part of the public engagement process, an assessment of what the residents value about living in the Village was conducted during a community workshop (see Table 2-1). This assessment activity helped the Committee understand how growth, transportation and environmental issues impact residents’ most fundamental values.

The participants were asked to rate a set of values and the following were the top values:

<table>
<thead>
<tr>
<th>Table 2-1 Values Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Top Values</strong></td>
</tr>
<tr>
<td>1. Security</td>
</tr>
<tr>
<td>2. Trust</td>
</tr>
<tr>
<td>3. Sense of Community</td>
</tr>
<tr>
<td>4. Friendliness</td>
</tr>
<tr>
<td>7. Sense of Well-being</td>
</tr>
</tbody>
</table>
Public Participation

One of the most critical elements of a Comprehensive Plan is community engagement. To guide community engagement, the Committee developed a Public Participation Plan, which described a broad process to be followed by the Committee in order to generate ideas from the community and incorporate these ideas into the final Comprehensive Plan.

Utilizing various outreach tools, the overarching goal of the Public Participation Plan was to obtain community input and an understanding of the community's objectives. The public was engaged through several methods including community workshops, open house meetings, and committee meetings. Key outreach components of the Public Participation Plan included the items listed in the table above.

The outreach process was geared toward generating active participants. To accomplish this, the project team developed a thorough understanding of the Village's conditions through researching and documenting existing and past plans as well as developing a comprehensive GIS database. This baseline knowledge was used to help educate the Committee and residents.

Public Outreach Components

- Oversight Committee
- Focus Group Interviews
- Public Engagement Video
- Community Workshops
- Community Charrettes
- Community Planning Month
- Flyers
- Social Media
- Project Website
- Informational Brochures
- eBlasts
- Legislative Hearings
- Media Outreach
- Public Hearings
- Project Branding
- Public Workshops
Values / Vision

Idea Generation

Focus Group Participants and Interviews

The focus group component was designed to engage all relevant agencies, landowners, and interested groups to assist in the development of the Comprehensive Plan. Informing the focus groups and keeping them up-to-date on project information throughout the process was key to developing the goals and recommendations of the plan. The different focus groups included residents, village staff, major employers, property owners, business owners, school districts, youth organizations, community and faith-based organizations, park district, health and service organizations, and other public agencies.

Community Workshops

A collaborative planning process that included all interested parties was used to gain input on issues and opportunities impacting Glenview. The workshops were open-ended events that were used in the creation or further development of feasible alternatives. This process helped the participants act as advocates through a constant feedback loop (see Figure 2-1) consisting of:

1. Research and understanding of the Comprehensive Plan.
2. Education of the process and potential for Glenview.
3. Engagement for residents' input.

During the Kick-off Workshop, residents identified places of interest in the Village by placing stickers on a map of Glenview. This initial exercise was intended to identify areas that residents are proud of, as well as areas of concern. “Positive areas” were identified as shopping, cultural assets, and parks and open space. Areas of concern, or “things to be improved,” included roads, traffic, and drainage. “Must-see attractions” were identified in several areas in the Village, but a consensus was developed around Wagner Farm, Downtown, and The Glen. The results of this exercise can be seen in Figure 2-2.
The information generated from the Kick-off Workshop helped to identify topics that people were thinking about and allowed the committee to focus on specific issues and areas. These issues and areas were explored further in a set of scenario planning and visioning workshops held over a four day period. During the workshops, the participants discussed the following:

1. Downtown revitalization and ways to reinforce Downtown’s sense of place through wayfinding signage;
2. Identifying the tradeoffs associated with alternative development scenarios for eight special study areas;
3. Reviewing transportation opportunities along with bike and sidewalk connections to the Village’s natural resources.

### Downtown Wayfinding

The purpose of the Downtown Wayfinding workshop was to gain an understanding of the revitalization progress to date, understand the current economics of downtown, develop a consensus on the boundaries of downtown, and provide input on Downtown wayfinding signage. The main words that were used to describe the desirable character of signage were: traditional, legible, and have Glenview character. Between the two options of Traditional vs. Contemporary signs, participants indicated that they prefer a Traditional style for Directional-Pedestrian, Directional Auto-Oriented, and Gateways signs.

### Land Use Scenario Planning

The purpose of the Land Use Scenario workshop was to get an overview of the market, understand development pressures, identify development parameters, and determine potential land use alternatives in appropriate areas. Development pressures were evident by an increase of inquiries to allow senior housing on retail or industrial sites; medical offices and services migrating to retail areas, retail inquiries on industrial sites, and non-traditional uses in industrial areas. Potential objectives that were generated included the review of modifications to zoning requirements or districts, and consideration of redevelopment parameters to adequately buffer neighborhoods.

### Circulation and Open Space

The purpose of the Circulation and Open Space workshop was to generate ideas on how to improve mobility and connectivity especially to open space. Lake and Waukegan was identified as the primary intersection needing both roadway and pedestrian improvements. This intersection was consistently listed as an area of concern throughout the public input process.

According to the participants, the main bike route needing improvement is the route along Glenview Road from Shermer Road to the North Branch Trail. In general, comments related to open space were very positive however it was noted that connectivity to the river and Forest Preserve open space could be improved.

Capital Improvement Plan priorities identified were: East Lake and Waukegan, safe east-west bike/pedestrian connectivity to open space, Village-wide gateway/landmark signage, natural open spaces protection, and safe pedestrian crossings.
Values / Vision

Comprehensive Plan Committee Meetings

The Comprehensive Plan Committee consisted of 16 members, and was created as a working group to help develop the Comprehensive Plan update. A diverse group of residents from all parts of the community formed the committee, which provided additional community input to village staff and the project team during the development of the Plan. The Committee typically met once a month. In addition to their own meetings, the 16 Committee members also participated in the public workshops.

<table>
<thead>
<tr>
<th>Comprehensive Plan Committee Members:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Kerry Cummings, Chair</td>
<td>David Gonzalez, Citizen</td>
</tr>
<tr>
<td>Judy Beck, Environmental Review Committee representative</td>
<td>Bill MacFadden, Citizen</td>
</tr>
<tr>
<td>Michael Burton, Plan Commission representative</td>
<td>Chris Northwick, Citizen</td>
</tr>
<tr>
<td>Rich Carrigan, Citizen</td>
<td>Rita Planey, Citizen</td>
</tr>
<tr>
<td>Peggy Chambers, Citizen</td>
<td>Henrietta Saunders, Natural Resources Commission representative</td>
</tr>
<tr>
<td>Mark Demsky, Appearance Commission representative</td>
<td>Katie Siegel, Zoning Board of Appeals representative</td>
</tr>
<tr>
<td>Ellen Dickson, Plan Commission representative</td>
<td>Tim Spillane, Citizen</td>
</tr>
<tr>
<td>Brian Duff, Citizen</td>
<td>Peter Stamatis, Citizen</td>
</tr>
</tbody>
</table>

Project Website

A project website was created to provide public and media access to project information, informational materials, and documents. The homepage for the project website is: [www.glenviewlookingforward.com](http://www.glenviewlookingforward.com)

Informational Brochures

Informational brochures were developed as part of the update process. The brochures were graphic-oriented, explanatory handouts. The informational brochures were made available via email, the project website, and at workshops. A total of three (3) brochures covered the following topics:

- **Comprehensive Plan Overview.** The first brochure described the purpose, goals, and objectives of the Comprehensive Plan and methods to provide input into the process.
- **Visioning and Scenario Planning Results.** The second brochure provided an overview of the results of the visioning and scenario planning workshops.
- **Comprehensive Plan Executive Summary.** The final brochure provided a results summary of the public outreach process.
Community Input Summary

Through the six-month community outreach hundreds of stakeholders representing a broad range of interests provided thousands of comments on issues related to land use, mobility, open space, and conservation.

Stakeholder input not only informed this Plan, but was essential to creating the ideas and solutions for continuing Glenview’s legacy of civic leadership, community building and preservation.

Most Frequently Heard Themes

These themes were consistently heard more frequently and more passionately than others, surfacing at meetings and workshops.

Community Character

Stakeholders spoke at length and with great passion about the characteristics that make Glenview a special place. When asked to rank several characteristics in priority, most participants noted that Glenview is a good place to raise a family due to the extensive parks, natural open spaces, and good schools. The Goals resulting from stakeholder input on community character can be found in the Neighborhoods chapter of this Plan.

Downtown

In regard to Downtown Glenview, all stakeholders felt a connection with downtown and felt the recent improvements and activity have put downtown on the right track. They encouraged the Village to continue with the implementation of the Downtown Revitalization Plan, but suggested that more could be done to improve the sense-of-arrival and sense-of-place for the downtown. Other suggestions included support for continuing to improve bicycle and pedestrian access to downtown. The Goals resulting from stakeholder input on Downtown Glenview are captured in the Redevelopment chapter of this Plan.

Redevelopment

Participants were also concerned about the redevelopment of areas of Glenview that may be subject to change. The stakeholders focused on specific special study areas, or “Subareas” to determine appropriate ideas for redevelopment. Opinions varied on the type, density and intensity of future redevelopment of these large parcels and the potential impacts it could have on existing community character. However, in general, all stakeholders agreed that various forms of redevelopment are essential for Glenview if the community is to retain its character and destination as a family-oriented community. The Goals resulting from stakeholder input on the various Subareas can be found in the Redevelopment chapter of this Plan.

Traffic

Traffic congestion was identified as one of the more challenging issues in the Village. Although some pointed out that local traffic was not nearly as bad as other areas in the region and that a reasonable level of traffic volume in the Village’s business districts is necessary for economic success, many participants expressed frustration with traffic congestion at particular intersections. Participants learned of the many transportation improvements planned in the Village’s Capital Improvement Program and how Glenview works with the Illinois Department of Transportation (IDOT) on major corridors. In addition to traffic, walking and biking were raised as important alternative methods of transportation that also contribute to the quality-of-life in Glenview. The Goals resulting from stakeholder input on transportation are captured in the Transportation and Mobility chapter of this Plan.

Open Space and Parks

Glenview’s parks and natural open spaces are one of the most loved and appreciated assets in the community. Stakeholders were particularly complimentary of the natural resources, the parks and the cultural resources such as Wagner Farm and The Grove. Residents were also pleased with the implementation of the recommendations from the ‘Plan for Nature’ and the effectiveness of the joint partnership between the Village and the Park District in acquiring and maintaining the parks and open spaces. The Goals resulting from stakeholder input on open space are captured in the Natural Resources chapter of this Plan.

Moving forward, the committee wishes to express a genuine and sincere thank you to all who participated in this process. Your involvement reminds us why, “We Love Glenview!”
Please see next page.
The Village is made up of a collection of diverse neighborhoods that have access to significant cultural resources and local amenities that contribute to Glenview being a great place to live, work, and play.

Neighborhoods are the foundation of a community. They are more than just buildings and roads; neighborhoods are also the people, local businesses, religious institutions and community centers, open space and recreational opportunities, playgrounds and parks, the schools, and a wide variety of cultural resources. Strong neighborhoods contribute to a healthy, stable, and resilient community by providing:

- Safe and secure surroundings
- Family-friendly setting
- Fellowship
- Vibrancy as well as peacefulness
- Educational opportunities
- Reflection on the past
- A sense-of-place
Background

Glenview is an established, family-oriented community that attributes its strong identity and sense of place to the many assets which create a unique, interconnected, and resilient Village. These assets are a source of pride for the community and have provided a strong foundation for the many unique and diverse neighborhoods in Glenview.

Glenview’s neighborhoods range from historic, early 20th century era neighborhoods to master-planned communities which provides an assortment of living options for its residents. This diversity and healthy mix of neighborhoods enriches the Village’s identity and quality of life.

The neighborhoods of Glenview have a variety of characteristics and building types including clusters of multi-family homes, traditional suburban developments, and large estate properties. Some neighborhoods, such as Downtown Glenview, have a more active mix of residential and non-residential uses. Other neighborhoods, such as the Park, have a distinct historic residential character.

Neighborhood Components

For the purposes of the Comprehensive Plan, the term “neighborhood” refers to geographic areas tied together by community-identifying elements such as schools, houses of worship, retail centers, parks, character, and identifiable boundaries. Neighborhoods also have diversity in buildings, streets, and open spaces which contribute to the internal and external connectivity of an area. When development and redevelopment occur, a focus should be on encouraging techniques that maintain the Village’s established character by promoting cohesive and inter-connected neighborhoods.

In Glenview, there are four elements that help form neighborhoods. These elements are:

- Adaptability
- Character
- Connectivity
- Core needs

Adaptability refers to the ability of a neighborhood to change over time. In a mature community like Glenview, neighborhoods continually evolve and adapt. This allows neighborhoods to remain vibrant and attract new residents and young families to the Village while maintaining the established character of a specific neighborhood.

Character refers to the architectural and environmental setting of the neighborhood. Investment in neighborhoods is more likely to occur when a neighborhood has its own character and personality. Character and personality can come from such things as architectural style, landscaping, open space, artwork, and tree-lined streetscape. Parks, schools, or shopping areas also contribute to defining a neighborhood’s character. Maintaining a high quality character for Glenview is ultimately a partnership between property owners and the Village.

Youth Services Building

The Village of Glenview adopted an Appearance Code and created the Appearance Commission in 1969 to review new multi-family, commercial, and industrial projects to protect the Village’s distinct character. By setting high-quality standards for developments, which are established through Design Guidelines, the Appearance Commission ensures Glenview maintains a cohesive, harmonious look, even as it redevelops and grows.
Connectivity refers not only to mobility, but social connectedness within and between neighborhoods. Neighborhoods are made up of more than just homes; they’re made up of people. Social connectivity within a neighborhood establishes a personal bond that enhances safety and security. Connectivity between neighborhoods further enhances the quality of life. Block parties, parades and other neighborhood social events build a sense of community that is so vital to strong neighborhoods.

Schools, parks and other community facilities are often a key component of a strong neighborhood. They can provide a significant focus for families within a neighborhood as well as a gathering place for neighborhood events and activities. This raises the quality of life for the residents and the Village as a whole.

Neighborhoods should be highly interconnected, however, given the many mature neighborhoods in Glenview, access and mobility should respect historic street and property patterns.

Core Needs refers to the nearby amenities and public services that are important to the neighborhood. For many people, family is their most significant personal investment and their home is the most significant financial investment. People want to have their homes in neighborhoods where their families will be safe and they can enjoy fun, healthy, and productive lives. A great neighborhood has a full range of amenities and public services for residents which include shopping, parks, schools, public safety infrastructure, libraries, and more. All neighborhoods share these basic needs which contribute to a quality built environment. It is through these core needs that neighborhoods have the opportunity to flourish and grow.

As a built-out community, the Village must preserve and enhance the qualities that make neighborhoods safe, special, and vibrant. Recognition of the preservation and revitalization of Glenview’s mature neighborhoods is critical to maintaining and strengthening the health, safety, prosperity, and enjoyment of the community.
Each era of development within the Village has resulted in a variety of housing patterns. Some of Glenview’s oldest subdivisions preserve the Village’s early history.

The Park Subdivision at the northwest corner of Glenview Road and Shermer Road is one of the first planned communities in the United States. Set within a natural area which includes some of the oldest residences in the Village, the narrow width lots spread out along a ring road that surrounds the New Church and School.

The Circles, adjacent and to the east of downtown Glenview, consists of meandering streets running parallel to the West Fork of the North Branch of the Chicago River with homes of varying styles and unique architectural designs.

The Glen Oak Acres neighborhood streets exhibit a rural road condition as they wind through thick pockets of trees. This area was once lined with cabins, providing early part-time residents of Glenview a respite from the congestion of the City of Chicago.

Glenview also features low density single-family subdivisions such as Swainwood, and Glenayre Park among others. Homes in these neighborhoods are designed to feature larger setbacks, allowing for larger yards and encouraging a more traditional suburban setting.

Development patterns in the mid-1940s through the 1970s included a greater number of split-level homes and large homes on larger lots such as those in the Willows, Park Manor, Indian Ridge, Northfield Woods, and Bonnie Glen. Homes in these neighborhoods are commonly on quarter-acre to one-acre parcels.

The Glenlake Estates, Heatherfield and Haverford subdivisions, built in the 1990s, started the introduction of new and unique product types into the Village including a mix of single family homes, townhomes with rear loading garages and small private greenspace, and multi-story condo buildings.

The Glenview Naval Air Station was an integral part of the Village’s fabric until 1995 when the base was decommissioned. The Village acted as the master developer of the property to ensure the protection of Glenview residents’ interests. The area the base previously occupied was renamed The Glen and today includes a range of housing choices with both suburban and urban-style neighborhood such as Southgate, Chapel Crossing, and Concord at The Glen. Housing types in the Glen include duplexes and tuck-under townhomes of the Regency at the Glen, townhomes and cluster homes of West Gate at the Glen which allow for larger decks or three season rooms on top of the garage, narrow single family homes of Cambridge at the Glen, and several different types of senior housing, and the four-story Tower Crossing townhomes. All of these encourage a steady and diverse population base and support a vibrant mixed-use setting. The Glen also supports local and regional recreational amenities such as Lake Glenview in Gallery Park, the Glen Club Golf Course, the Prairie Club and the multi-purpose Park Center.

Glenview Subdivisions are shown on Figure 3-1. Each neighborhood within the Village is unique unto itself and can offer the residents special experiences and a place to call home.
Much like Glenview’s subdivisions, Glenview’s schools have an equally rich history. Pre-dating the incorporation of the Village, the first school in Glenview was established in the early 1840s. The school did not have an actual building; rather, the students and teachers met out of a corner shop on the southwest corner of what would later become Waukegan Road and Dewes Street. Today, the Village is served by nine elementary school districts and five secondary school districts, see Table 3-1 and Figure 3-2. The largest district is Glenview Public School District 34 with eight schools (three primary, three intermediate and two middle) and almost 5,000 students with a majority of them attending Glenbrook South High School.

Several private schools, including Our Lady of Perpetual Help (PK-8), St. Catherine’s Laboure (K-8) and Loyola Academy (9-12) serve the area and educate more than 3,000 children and young adults.

The schools throughout the Village also provide other benefits that are less tangible and are harder to quantify. Neighborhoods are socially built around schools, as the bond between students during the day often provides the framework from which community and friendships can grow. Glenview recognizes that public and private schools provide neighborhood stability and contribute to a healthy and livable community.

There are many ways that Village and school resources are utilized to provide enhanced services. In addition to educational services, schools in cooperation with other agencies provide park space, open space, gyms, libraries, and other community resources that complement services provided by the various agencies that serve the Village. This spirit of sharing improves relationships between schools and the larger community by fostering a greater sense of belonging among children, teachers, community members and groups. It provides for a more integrated learning environment and ultimately a more connected community.

### Table 3-1: Glenview Public School Districts

<table>
<thead>
<tr>
<th>Elementary School Districts</th>
<th>Secondary School Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avoca School District 37</td>
<td>Maine Township High School District 207</td>
</tr>
<tr>
<td>East Maine School District 63</td>
<td>Niles Township High School District 219*</td>
</tr>
<tr>
<td>Golf Elementary School District 67*</td>
<td>Northfield Township High School District 225</td>
</tr>
<tr>
<td>Glenview Public School District 34</td>
<td>Township High School District 214*</td>
</tr>
<tr>
<td>Northbrook / Glenview School District 30</td>
<td></td>
</tr>
<tr>
<td>West Northfield School District 31</td>
<td></td>
</tr>
<tr>
<td>Wilmette School District 39</td>
<td></td>
</tr>
<tr>
<td>River Trails School District*</td>
<td></td>
</tr>
</tbody>
</table>

*Denotes districts within Glenview boundaries that serve non-residential areas with no school children.
Figure 3-2: Glenview School Districts
Community Resources

Affordable Housing

The State of Illinois adopted Public Act 93-0595, the Affordable Housing Planning and Appeals Act of Illinois (“AHPAA”), which went into effect on January 1, 2004 and was recently updated in 2013 per Public Act 98-287. The Act’s purpose is to "encourage counties and municipalities to incorporate affordable housing within their housing stock sufficient to meet the needs of their county or community." It requires counties and municipalities with less than 10% affordable housing to adopt a Plan.

The Village has been actively involved through support or sponsorship in providing, or separately in approving affordable housing options over the past 25 years, so that persons with moderate incomes can enjoy the benefits of living in the community and residents can enjoy the benefits of a community with economic diversity. Examples include Patten House, Depot Square, Thresholds, Thomas Place at the Glen, Greenleaf Manor, Axley Place, and various group community residences. The Village has been careful to balance the worthy objectives of these actions against other important policies favoring the following:

- the maintenance of the Village’s single-family-home character
- multi-family residential uses in proximity to amenities (public transportation, jobs, grocery stores, shopping, recreation, etc.)
- land use redevelopment consistent with the capacity of infrastructure
- preservation of land owner’s property rights.

The purpose of Glenview’s Affordable Housing Plan (“The Plan”) is to guide affordable housing within the corporate limits of the Village in accordance with the AHPAA. Through this Plan, the Village reaffirms its ongoing commitment to a proactive and reasoned approach towards compliance with the State of Illinois requirements. The following four components are included in the Plan:

1. Assessment of total number of affordable housing units that is necessary to exempt the local government from the operation of the Act:
   - 10% of 16,002 total units = 1,601 affordable units
   - 1,601 necessary units – 1,191 existing affordable units = 410 affordable units to comply with Act

2. Identification of lands within the jurisdiction that are most appropriate for the construction of affordable housing:
   - Potential mixed-income or affordable multi-family developments (apartments, condominiums, senior housing, and mixed-use buildings) should be focused in multi-family districts and transit-oriented locations
   - Located near amenities, such as possible places of employment, a grocery store, shopping choices, parks for recreation, and in a pedestrian friendly walking environment

3. Provision for incentives that the local government may provide for the purpose of attracting affordable housing to their jurisdiction:
   - Education
   - Zoning Bonuses
   - Direct Village Involvement
   - Other techniques with a similar broad cost-sharing impact could include:
     - property tax abatements
     - financing assistance through municipal bonds or low cost loans
     - outright grants
     - reduced fees (e.g., zoning and building permits, water/sewer fees, etc.)
     - cooperation with affordable housing developers requesting private/public funding

4. Selection of one goal for increasing local affordable housing stock:
   - A minimum of a total of 10% of affordable housing within Glenview’s jurisdiction

Glenview’s Affordable Housing Plan includes detailed descriptions of the Act’s requirements, explanations on how Glenview was identified as a Non-Exempt Local Government, and details on the four required components of the Plan.
Community Resources

Glenview has invested in an extensive array of community services and facilities. This investment is representative of the commitment to provide high-quality amenities for Village residents, businesses, and visitors.

Glenview Park District Facilities

**Park Center**
A cornerstone of Glenview’s civic facilities is the Park Center. Located in the Glen, the Park Center is a 170,000 square foot, award-winning community center managed by the Glenview Park District. This multi-purpose community center includes a state-of-the-art fitness center, indoor aquatic center, basketball courts, indoor walking track and provides various programming activities for youth, adults, and seniors.

**Glenview Ice Center**
The Glenview Ice Center features a 200’ x 85’ main rink, a 90’ x 60’ instructional rink, spectator seating, skate rentals, and two multi-purpose rooms available for rental. It is a leading regional facility for on-ice sports competitions and lessons.

**Glenview Tennis Club**
The Glenview Tennis Club is an eight court indoor tennis complex and learning center located in Cole Park. The center provides active recreation and learning for those interested in tennis.

**Outdoor Swimming Pools**
Roosevelt and Flick Aquatic Centers are award-winning outdoor swimming complexes that include zero depth pools and one-of-a-kind water features and slides.

**Active Parks**
Glenview has 26 parks encompassing over 836 acres including developed (playgrounds, ball fields, skate parks, tennis courts) and undeveloped parkland and open space.

Community Facilities

**Glenview Public Library**
The Library encourages lifelong learning with access to a wealth of information and ideas via the in-house collection of materials as well as the internet. The Library’s diverse programs and services strive to educate, enrich, inspire, and entertain residents of all ages.

**Glenbrook Hospital**
Glenbrook Hospital is part of the NorthShore University Health System. The facility employs over a thousand staff members and focuses on preserving and improving the lives of those in Glenview as well as the entire Chicagoland region. This medical and surgical hospital has 173 beds with quick access to urgent and emergency care.

**Glenbrook Fire Protection District**
The Glenview Fire Department focuses on suppressing fires, providing rescue services, and emergency medical services within Glenview and the Glenbrook Fire Protection District. The Village operates three ambulances and over 60% of the fire fighters are also State of Illinois licensed paramedics.

**Public Works**
The Glenview Public Works Department maintains the Village’s streets, forestry and grounds, sewers, potable water, and fleet services teams. Their campus houses equipment, employees, and supplies for these tasks. During the winter months, the Public Works Department works around the clock to clear Village streets of snow and ice.

**Village of Glenview Facilities**

**Glenview Village Hall**
Glenview’s Village Hall is a municipal service building that houses various operating departments including Administrative Services, Community Development and the Manager’s Office who serve the residents and businesses of Glenview. Residents or business owners can visit Village Hall to request services, apply for permits, participate in local government issues or pay their utility bills. The Village President and Board of Trustees meet in the Burnham Board Room twice a month to conduct the business of the Village. In addition, numerous regulatory Commissions meet to review development policies in Village Hall and it acts as a gathering space for various members of the community.

Public Safety Services

Public health and safety are two of the most important functions the Village can provide. The Police and Joint Dispatch departments also operate out of the Village Hall, while there are five fire stations located throughout the Village.

The Police Department is comprised of three different divisions: Patrol, Traffic, and Investigations. It is through these three divisions that the Police Department protects lives and property, enforces the law and preserves the safety of Glenview.

The Glenview Fire Department focuses on suppressing fires, providing rescue services, and emergency medical services within Glenview and the Glenbrook Fire Protection District. The Village operates three ambulances and over 60% of the fire fighters are also State of Illinois licensed paramedics.

Public Works

The Glenview Public Works Department maintains the Village’s streets, forestry and grounds, sewers, potable water, and fleet services teams. Their campus houses equipment, employees, and supplies for these tasks. During the winter months, the Public Works Department works around the clock to clear Village streets of snow and ice.
Cultural Resources

Cultural resources are an important component of a community as they provide a sense of heritage and community identity.

The Grove
The Grove National Historic Landmark, a 152-acre natural and historic treasure that welcomes close to 200,000 visitors a year, was home to some of Glenview’s earliest settlers, and is designated locally as an Environmentally Significant Area (ESA). It is set in an ecologically diverse prairie grove preserved and maintained by the Glenview Park District. In 1856, Dr. John Kennicott built a gothic revival house which has since been restored and contains many pieces of furniture belonging to the family. The Grove was also home of Robert Kennicott, a renowned naturalist who was instrumental in the purchase of Alaska and has contributed the largest number of Smithsonian specimens. Other structures on the property include an archive building, the Redfield Estate, a 5,000 square foot interpretive center with a collection of live animals, and several educational buildings such as a program barn, blacksmith shop, Native American village, and 19th century school. The Grove, a facility managed by the Glenview Park District, was designated a National Historic Landmark in 1976, is listed on the National Register of Historic Places, and is an Illinois Nature Preserve.

Evelyn Pease Tyner Center
The Evelyn Pease Tyner Interpretive Center at Kent Fuller Air Station Prairie is a 3,000 square foot state of the art LEED Platinum-rated environmental learning facility housing interactive educational exhibits illustrating the many aspects of the prairie environment from pre-settlement times. The center is set in the 32-acre remnant of a tall-grass prairie and features a geothermal heating and cooling system, solar panels, and a “green roof.” Originally developed and financed by the Village of Glenview in conjunction with the redevelopment of the Glenview Naval Air Station, the prairie and Evelyn Pease Tyner Interpretive Center allows visitors to gain a better understanding of this unique prairie environment.

Kohl Children’s Museum
Kohl Children’s Museum of Greater Chicago is located on a 9-acre parcel and includes almost 50,000 square feet of exhibit space in an environmentally friendly, energy-efficient Silver-level LEED building. Over 350,000 visitors a year come to see the 17 hands-on, interactive exhibits and programs. This engaging informal learning environment encourages young children ages birth to eight years old to become effective learners through self-directed complex play.

Wagner Farm
Historic Wagner Farm, is one of the last working dairy farms in Cook County where you can milk a cow, experience farm life as it was in the 1920s, learn where food comes from, and visit the Heritage Center museum with interactive exhibits, milking parlor, ice cream parlor, greenhouse, and an authentic 1930s grocery store. Through grass-roots efforts local citizens banded together to gain Village-wide support as part of a Park District referendum to approve funding to purchase the farm in 2000, resulting in this unique opportunity for families to learn about Glenview’s farming heritage.

Naval Air Station Glenview Museum
Adjacent to The Glen, resides a museum which was created as a permanent memorial to recognize the contributions of veterans of Naval Air Station Glenview who served, or supported its operations. The museum is operated by the not-for-profit Glenview Hangar One Foundation, which consists of military veterans and patriotic civilians who are committed to preserving the history of Naval Air Station Glenview and those who served there through the operation of the museum and associated educational programs.
Local Historic Landmarks

The Village Board established the Glenview Historic Preservation Commission to oversee the identification and preservation of the Village’s architectural, cultural, environmental, and historical resources and makes recommendations to the Board regarding the designation of properties or districts as local Landmarks or Historic Districts. The commission also reviews and makes recommendations regarding building permit applications for changes to designated Landmarks or structures within Historic Districts. Similarly the Park District has a Museum and Historical Preservation Committee charged with reviewing all changes to historic sites owned and operated by the Glenview Park District such as The Grove and Wagner Farm.

Traditional cultural places and traditional cultural landscapes are places and areas that have significant meaning and often incorporate aspects of the natural and the human-made worlds. For example, a traditional cultural landscape may include homesteads, archaeological sites, farming areas, and other important cultural assets. In Glenview, planning for cultural resources achieves four primary goals: conservation, protection, public education, and preservation.

Historic Landmark #1 – Original Village Hall & current Glenview Park District Offices

The Glenview Civic Building was dedicated on September 7, 1929. It was used for Village offices, Village board meetings, the library and library board meetings, a voting polling place, Glenview Days, American Legion, Chamber of Commerce, Mason meetings, and other village celebrations. In 1980, the Glenview Civic Building became the administrative headquarters for the Glenview Park District. In 2011, the building underwent a $3.2 million renovation.

Historic Landmark #2 – Hutchings Family Residence & currently the home of the Glenview Historical Society

Built in 1864 by Sarah Linden Hutchings for her son, John Hutchings, the existing Federal style residence was constructed on 40 acres of farm land, a portion of a greater 120 acres owned by Mrs. Hutchings, much of which now comprises modern Downtown Glenview. The house is a very typical example of Midwestern farmhouses built in the mid-1800’s and is one of the oldest homes in the Village of Glenview. The Glenview History Center acquired the house in 1967, and since then, it has been maintained, decorated, and furnished to reflect life in the late Civil War to World War II periods. Artifacts include antique furniture, textiles, and other unique pieces, which reflect life in Glenview many years ago.

Historic Landmark #3 – Felix & Amy Junge Residence

Built in 1922, the Dutch Colonial building is located in The Park Subdivision and is integral to The Park neighborhood’s character. The homeowner utilized the Historic Landmark designation to obtain tax incentives related to the renovation of the home.
Goals

The goals outlined in the Comprehensive Plan are established to maintain and enhance the quality-of-life established in Glenview neighborhoods. The cultural diversity, rich architectural style, and truly unique neighborhoods help define its character. These Goals are provided to ensure that our neighborhoods always function as unique livable communities.

Goal NH-1

Glenview shall continue to maintain, preserve and enhance the quality of Glenview’s neighborhoods.

<table>
<thead>
<tr>
<th>NH-1.1</th>
<th>NH-1.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within established neighborhoods, new residential development shall be of a character, size, density and quality architecture that respects the traditional neighborhood character and maintains the quality of life for existing and future residents.</td>
<td>Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative design solutions in special circumstances, e.g. in developing mixed-use developments or in housing in the Downtown District (D-D).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NH-1.3</th>
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</thead>
<tbody>
<tr>
<td>Continue to evaluate modifications to the high quality standards within the Appearance Code in order to protect the Village’s character and investigate ways to streamline the review process.</td>
</tr>
</tbody>
</table>
### Goal NH-2

**Glenview should encourage the public and private preservation of historic and/or significant buildings and sites.**

<table>
<thead>
<tr>
<th>NH-2.1</th>
<th>NH-2.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Historic Preservation Commission should identify historically and culturally significant sites and buildings in Glenview and educate property owners on the available opportunities for preservation.</td>
<td>The Village shall work with the Glenview Park District to ensure the preservation of their important cultural resources.</td>
</tr>
</tbody>
</table>

### Resources

- [Glenview Historic Preservation Commission](#)
- [Glenview Park District](#)
- [Illinois Nature Preserves Commission](#)
- [Illinois Historic Preservation Agency](#)
- [United States Department of the Interior](#)
### Goal NH-3

**The Village of Glenview shall continue to provide a balanced mix of housing types that promotes a healthy sense of community.**

<table>
<thead>
<tr>
<th>NH-3.1</th>
<th>NH-3.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glenview shall continue to monitor the progress of the Affordable Housing Plan in accordance with state statutes.</td>
<td>Glenview shall support new housing projects that provide a mix of housing types in the Village.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>NH-3.3</th>
<th>NH-3.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Village shall monitor the impacts of senior housing, as defined in this document, in the community. Consideration for new zoning regulations should be given for senior housing developments, which could utilize many of the requirements of design standards seen in the D-D Code. Refer to glossary for senior housing definition.</td>
<td>The Village shall encourage housing that promotes sustainability in architectural and site design through resource-conserving and energy efficient design.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NH-3.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>The creation of walled-off residential enclaves, or of separate, unconnected tracts, is discouraged.</td>
</tr>
</tbody>
</table>
Glenview has established itself as a family-oriented residential community with a diverse range of shopping and unique cultural destinations.

Land Use

Land use is the collection of activities in the natural and built environment that make up the whole of a community’s land area. A community’s mix of land uses helps define its character and give it its sense of place.

The land use chapter designates the location and extent of public and private land uses, the location of natural and built areas, and the density and intensity of the built environment. The purpose of this chapter is to:

- Guide development in order to preserve and enhance Glenview’s unique residential character.
- Foster growth that is integrated with, and highly accessible to good jobs, shopping, amenities and recreation.
The overall objective of the Comprehensive Plan is to establish the future vision for the community. This section establishes general goals to guide future growth and redevelopment, in order to ensure Glenview’s future land use mix continues to embody the Vision set forth in Chapter 2 of this plan.

To understand Glenview’s current land use mix, it is important to comprehend its historical context. As Glenview evolved from its pioneering, agricultural roots, newly-arrived groups began to plat larger properties into smaller, individual home sites.

In 1899, several Swedenborg church members and businessmen organized a referendum to incorporate as a Village. This meeting occurred on the third floor of what is now known as the Glenview House. Following the cast of 20 ballots, Hugh Burnham became Glenview’s first Village President. With a local government that was now able to respond more quickly to the needs of the community, additional services were provided. Public utilities, sidewalks and street pavement, and a water distribution system were established in the early 1900’s. A zoning ordinance was adopted in 1928 and the current council/manager form of government was created in 1932. In the late 1930’s the Village’s wells were abandoned following the connection of the Village’s water system to Lake Michigan water through an agreement with Wilmette that still exists today. New residents and platted communities followed and Glenview’s population continued to grow slowly. The 1950 Census recorded 6,142 residents.

The opening of the Edens Expressway (I-94), on Glenview’s eastern boundary triggered a rapid increase in new single-family home construction and commercial developments along the arterial roadways.

By 1960, Glenview’s population tripled to 18,132 residents, and from 1960 to 1990 Glenview’s population doubled to 37,093.

In 1993, the Department of Defense announced the closure of the 1,121-acre Glenview Naval Air Station which led to the redevelopment of the site as a mixed-use master-planned development with residential, retail, and office. The successful redevelopment of the site, as well as the development of several large vacant sites in the northeast corner of the Village, led to an increased population. By the year 2000, Glenview’s population increased 12.8% from 1990 to a population of 41,847, before stabilizing at the time of the 2010 Census to 44,692 people. For an overview of Glenview Subdivisions, see Chapter 3: Neighborhoods.
Existing Land Uses

Today, Glenview continues to be known first and foremost as a residential community. However, Glenview also includes a wide array of non-residential land uses, including multi-story corporate offices, light industrial warehouses, retail stores, as well as numerous active and passive open space areas. Overall, Glenview enjoys a healthy amount of diversity in its existing land uses. This rich diversity of land uses contributes to residents’ quality-of-life and their ability to live, work, and play in Glenview.

The Chicago Agency for Metropolitan Area Planning (CMAP), the regional planning agency for northeastern Illinois, conducts a survey of the region’s existing land uses. This existing land use survey is referred to in the Land Use Inventory (Figure 4.1). This differs from zoning, as a property may be zoned for commercial or industrial use, but may currently be occupied by a single-family home, and not yet developed as a shopping center or office building. In this case, the existing land use is residential.

Assessing the region’s existing land use is important for many reasons, but it is essential to understanding growth trends and transportation needs in this area. CMAP’s existing land use inventory is published in a Geographic Information System (GIS) format, so it is accessible and widely used by many communities to assess and understand local conditions in the Chicago area. Table 4-1 is a summary of Glenview’s existing land use mix. CMAP is in the process of completing the validation process for the 2013 inventory, which is expected to be available in late 2016 (following the adoption of this document); as such, these figures are from the 2010 inventory.

As one would expect, the large majority of property in Glenview (42%) is developed as residential. The residential category includes all types of residential as well as all density ranges. The second largest land use category is Transportation & Utility. This is due to the extensive multi-modal transportation system (roadways, railroads, etc.) and reflective of the infrastructure improvements completed to accommodate local and regional storm water detention facilities. Finally, rounding out the top three land use categories is Open Space.

### Table 4-1

<table>
<thead>
<tr>
<th>Categories</th>
<th>Acres</th>
<th>Percentage of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>3,784</td>
<td>42%</td>
</tr>
<tr>
<td>Transportation &amp; Utility**</td>
<td>1,727</td>
<td>19%</td>
</tr>
<tr>
<td>Open Space***</td>
<td>1,584</td>
<td>18%</td>
</tr>
<tr>
<td>Commercial</td>
<td>475</td>
<td>5%</td>
</tr>
<tr>
<td>Office</td>
<td>362</td>
<td>4%</td>
</tr>
<tr>
<td>Institutional</td>
<td>360</td>
<td>4%</td>
</tr>
<tr>
<td>Industrial</td>
<td>253</td>
<td>3%</td>
</tr>
<tr>
<td>Vacant</td>
<td>212</td>
<td>2%</td>
</tr>
<tr>
<td>Government</td>
<td>211</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>8,968</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Chicago Metropolitan Agency for Planning (CMAP) 2010
*See figure 4.5 for applicable clarifications
**Includes stormwater detention facilities
***Includes private golf clubs / golf courses

As noted previously, the Village, in partnership with the Glenview Park District, has a large amount of active as well as passive natural open space. Natural areas within the Cook County Forest Preserve border the Village, there are three river watersheds, large open spaces such as The Grove, Gallery Park, and Wagner Farm, and numerous local sports fields and neighborhood parks.

A map illustrating the locations of the existing land uses, as provided by CMAP, is shown on Figure 4-1.
Existing Land Uses

Figure 4-1: CMAP 2010 Existing Land Use Inventory Map

Source: CMAP 2010 Existing Land Use Inventory
A complete description of all the CMAP existing land use categories in Glenview is provided below.

Existing Land Use Categories

- **Residential**
  Residential is the most prevalent land use category within the Village of Glenview. Densities range from single-family houses to multi-family and mixed-use condominiums and apartments. In many neighborhoods there is a mixture of newer developments blended with traditionally designed houses dating back to the early 19th century.

- **Transportation & Utility**
  Transportation and Utility refers to all parking lots, roads, rail lines, stormwater facilities, and communication facilities in Glenview. As expected, these land uses are sporadically dispersed throughout the Village. Notable sites include the Techny Basin (Metropolitan Water Reclamation District (MWRD) storm water retention facility), two rail lines (Metra/Amtrak and Union Pacific), and the Village of Glenview public water supply buildings.

- **Open Space**
  One of the reasons Glenview is such a popular place to live is due to its abundance of open space. In cooperation with the Glenview Park District, the Village is committed to continue providing ample recreational and passive open space to its citizens. Additionally, Glenview is fortunate to be bordered by Cook County Forest Preserves on both its east and west boundaries. In all, Glenview's open space includes a myriad of varied open space types including paths and trails, neighborhood parks, sports fields, and five golf courses. Amenities such as Wagner Farm and The Grove—a National Historic Landmark and Illinois Nature Preserve—help enhance Glenview's desirable character.

- **Commercial**
  Glenview has a wide range of commercial properties that include large shopping centers with big box or grocery store anchors as well as stand-alone commercial sites along well traveled corridors. Established shopping areas in Glenview include the Waukegan Road and Milwaukee Avenue corridors, which include restaurants, hotels, and small and large retail shopping centers. Recent commercial developments (completed in 2014-2015) have been larger scale, big box stores and grocery store anchored developments at the community’s periphery, characterized as more common suburban shopping areas, catering to automobiles. In contrast, a few revitalization efforts have reinforced pedestrian-oriented mixed-use developments in the Downtown District and the lifestyle shopping center design of The Glen Town Center.

- **Office**
  Office buildings are typically clustered in the industrial areas throughout Glenview or along major transportation routes. They range from smaller, mixed-use developments, to large scale office complexes and corporate headquarters. As expected, the smaller office developments are more centrally located in Glenview, specifically in the Downtown District and along the Waukegan Road and Milwaukee Avenue corridors. Larger office clusters or complexes can be found near the edges of the Village, primarily in North Shore and Prairie Glen corporate parks with direct access to major thoroughfares such as Willow Road and near the North Glenview at the Glen commuter train station.

- **Institutional**
  Institutional land uses are those related to hospitals, churches and cemeteries. One of the larger structures in this land use category is the Glenbrook Hospital and Medical Office Campus. Additionally, a variety of very diverse faiths can be found at over twenty-four houses of worship located throughout the Village which are all situated in residential areas and occupy small buildings to large school campuses.

- **Industrial**
  Glenview’s industrial uses are relatively small in scale when compared to the other land uses. The primary location for these uses in Glenview is found near the two rail lines that transect Glenview (along Lehigh Avenue and Old Willow, West Lake and Greenwood, West Lake and Pfingsten). As is common with industrial uses, contractors, automotive uses, training/fitness uses, and light industrial services can find affordable tenant space from which to serve the local community. These areas have also received some pressure for redevelopment, as frequent inquiries are made by developers to convert the space from industrial uses to retail or various types of housing due to regional trends.

- **Vacant**
  Vacant land is considered developable land that has not yet been built upon and is not currently being used. The amount of vacant land within the Village is relatively small and is typically made up of remnant parcels, or parcels that had previous development where structures were demolished.

- **Government**
  Government land uses are comprised of government buildings and schools. Buildings included in the Government category include all Glenview Park District facilities and parks, the Glenview Public Library in the Downtown District, all the public and private schools (primarily associated with Districts 30, 31, 34 and 225) as well as parochial / secular private schools, and the Glenview Municipal Center and Water Department facilities, and a portion of Solid Waste Agency of Northern Cook County (SWANCC) facility.
Future Land Uses

Generally, a community is considered to be “built-out” when the total amount of vacant land (i.e. land not presently occupied by structures) comprises five (5%) percent or less of the total available land area in the community. These categories are not proposed as new zoning. As only 2% of its land area is considered vacant, Glenview is considered a built out community. There are many advantages to being a built out community which typically include a steady tax base, stable neighborhoods, and reliable community services.

Nevertheless, there are a variety of pressures that create a challenge for built out communities. As a desirable “built-out” community it is easy to embrace the status quo and prohibit change. Due to the natural cycle of change, and the pressures communities experience to redevelop, Glenview should continue to address redevelopment with a balanced approach. Redevelopment and adaptive reuse of buildings (e.g. Hangar One at the Glen Town Center) can be beneficial if it retains the community’s character and brings in new land uses that contribute to a diversified land use mix.

While a majority of the Future Land Use Map (shown on Figure 4-2) is representative of the zoning districts shown on the current zoning map, Glenview’s Future Land Use Map shall be used to identify appropriate land uses throughout the community. The Future Land Use Map also identifies areas that are experiencing pressure to redevelop, as discussed more fully in Chapter 5 Redevelopment.

Unmanaged redevelopment that is not well planned or simply capitalizes on the latest trends may cause different pressures when demand subsides.
The Village of Glenview Comprehensive Plan includes 13 future land use categories. Following is a description of the Future Land Use categories.

A Future Land Uses Map and locations of the potential subareas for redevelopment is shown on Figure 4-2.

**Future Land Use Categories**

- **Estate Residential (ER)**
  The Estate Residential (ER) category accommodates a large lot development and may include environmentally significant areas. This category includes generous setbacks from streets, between residential dwelling units, and promotes a semi-rural setting. Property designated ER may be zoned R-E, R-1, and R-1.3 residential zoning districts.
  
  **Permitted Residential Density:**
  \( \leq 1.3 \text{ dwelling units per acre (du/}ac) \)

- **Low Density Residential (LDR)**
  The Low Density Residential (LDR) category is intended as a detached single-family, suburban residential development. Setbacks from streets and between residential dwelling units allows for an open suburban setting. Property designated LDR may be zoned R-2, R-3 or R-4 and represents the land uses covering a majority of the property in the Village.
  
  **Permitted Residential Density:**
  \( 2 – 4 \text{ du/}ac \)

- **Medium Density Residential (MDR)**
  The Medium Density Residential (MDR) category is intended as a detached single-family residential development with reduced setbacks to promote a more compact suburban form and often includes alley access to garages. Property designated MDR may be zoned R-5 and R-6 and is commonly found around the Downtown area and The Glen.
  
  **Permitted Residential Density:**
  \( 5 – 6 \text{ du/}ac \)

- **Medium-High Density Residential (MHDR)**
  The Medium-High Density Residential (MHDR) category is intended as an urban, attached single-family and multi-family residential development. Setbacks from streets, and between residential dwelling units are reduced to create a compact urban environment. Property designated MHDR may be zoned RT-8 and R-18 and is represented by product types such as townhomes, rowhomes, senior housing facilities and mid-rise condominiums.
  
  **Permitted Residential Density:**
  \( 8 – 18 \text{ du/}ac \)

  Note: Buildings primarily devoted to religious worship may be permitted as a Conditional Use in the residential land use categories.

- **Commercial (C)**
  The Commercial (C) land use category accommodates numerous types of commercial and retail uses to allow for varying scales and intensities. These types of uses are generally characterized by individual parcels, commercial center developments, master planned developments, and regional level destination developments. Commercial activity is to be guided into distinct nodes at the intersections of major thoroughfares throughout the Village, as well as along major arterials in defined commercial corridors. Property designated Commercial may be zoned B-1, B-2 and B-3.

- **Office (O)**
  The Office (O) land use category is intended to allow for large office employment type uses such as administrative, research, public utility service and business organizations. Typical office developments have their
own architectural and landscape theme, as well as identification signs, parking areas, and driveways at stoplight controlled intersections. Property designated Office may be zoned I-1 and I-2.

- **Mixed-Use Retail Center (MURC)**

The Mixed-Use Retail Center (MURC) designation is intended for The Glen Town Center. The Glen Town Center is a pedestrian-oriented, lifestyle center characterized by a compact and intense site design to accommodate a mix of uses including residential, retail, and office to encourage a live-work-play environment. Development densities and intensities within this land use category shall conform to the approved Downtown Development district zoning. The DD designation is a pedestrian-oriented district that allows a mix of residential and non-residential densities governed by a form-based code. The code prescribes new developments add to the scale and sense of place of the pedestrian oriented downtown.

**Permitted Residential Density:** Refer to the MURC zoning district.

- **Downtown Development (DD)**

The Downtown Development (DD) designation is intended for Downtown Glenview. Development densities and intensities within this land use category shall conform to the approved Downtown Development district zoning. The DD designation is a pedestrian-oriented district that allows a mix of residential and non-residential densities governed by a form-based code. The code prescribes new developments add to the scale and sense of place of the pedestrian oriented downtown.

**Permitted Residential Density:** Refer to the DD zoning district.

- **Light Industrial (LI)**

The Light Industrial (LI) designation allows low intensity industrial type uses such as warehousing, wholesaling, distribution, limited manufacturing and processing businesses, office, and local service uses. The areas designated for Light Industrial have adequate transportation and infrastructure access with an emphasis on minimal conflict with existing adjacent land uses. Property designated LI may be zoned I-2. Building types include a larger range, from smaller incubator uses in a clustering of industrial buildings to larger warehouse and distribution buildings to corporate headquarters.

**Permitted Residential Density:** Refer to the MURC zoning district.

- **Sports, Leisure & Entertainment (SLE)**

The Sports, Leisure and Entertainment (SLE) district is intended as a location for larger scale sports, recreation, wellness, entertainment, and cultural activities, with ancillary office and retail services. Development may range from large, sub-regional uses, such as museums or golf courses, to small scale uses programmed for day and evening activities, and accommodating related visitors and traffic. Shared parking shall be encouraged where uses are complementary. Property designated SLE is zoned S/L/E.

- **Open Space and Government (OSG)**

The Open Space and Government designation identifies existing parks, open space sites and corridors intended for public recreation and resource conservation. This category also includes lands managed by governmental agencies and public utilities. Land ownership in this category includes, but is not limited to, the Village of Glenview, the Glenview Park District, and the various public school districts. Property designated OSG may be zoned P-1.

- **Institutional (I)**

The Institutional (I) category designation provides for large-scale quasi-public or private facilities such as hospitals. Property designated I is zoned H-1.

- **Planned Development (PD)**

The Planned Development (PD) designation provides for the coordinated planning of large tracts, under a single entity, in harmony with the comprehensive plan. Proposed development in the PD land use category requires a master development plan to show the relationship between buildings, driveways and internal circulation, pedestrian circulation, gathering areas, and open space, parking, and landscaped areas. Key factors for evaluating PD proposals are: minimize development and land use conflicts, maintain appropriate transportation access and parking, ensure adequate public services, and provide community connectivity and convenience. While several properties throughout the Village have been master planned and are designated Planned Developments with an underlying zoning district, only a few properties are designated only as a Planned Development. Property designated PD are zoned PD.
Figure 4-2: Future Land Use Map

Future Land Use
- Residential Estate
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- Commercial
- Office
- Mixed Use Retail Center
- Downtown Development
- Light Industrial
- Sports, Leisure, Entertainment
- Open Space / Government
- Institutional
- Planned Development

Subareas (see Chapter 5)
As change occurs, the comprehensive plan becomes a valuable tool to ensure that Glenview can maintain its common values. To safeguard Glenview’s future land use mix and continue to embody the Vision described in this Comprehensive Plan, proposals for any development will need to justify its request by demonstrating conformance with this comprehensive plan, meeting the requirements of the Village’s ordinances, and illustrating how the proposed development will supplement and/or raise the quality of life in Glenview. Following is a list of Goals to support the implementation of this chapter.

### Goal LU-1

*Significant natural, historic, cultural sites and resources are protected from encroachment of non-compatible land uses.*

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<tr>
<th><strong>LU-1.1</strong></th>
<th><strong>LU-1.2</strong></th>
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<tr>
<td>Where redevelopment is proposed, applicants should identify any items that may have natural or cultural significance.</td>
<td>Site design transitions between types of land uses adjacent to natural, historic, and cultural resources shall be orderly and efficient through the use of buffers such as increased setbacks, open space, conservation easements, and/or landscaping buffers.</td>
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<td>Architectural design adjacent to natural, historic, or cultural sites shall be respectful and in harmony to the existing sites.</td>
<td>Development should be minimized in areas prone to flooding and be designed to mitigate negative existing conditions and lessen development impacts while enhancing natural areas.</td>
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### Resources

- Glenview Historic Preservation Commission
- Illinois Historic Preservation Agency
- Glenview History Center
- Natural Resources Commission
- Environmental Review Committee
- Tree Preservation Ordinance
Goal LU-2

Development is guided by sound growth management strategies and development review practices.

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<td>The Village shall continue to evaluate the best practices for development review and update and/or amend appropriate codes and ordinances.</td>
<td>The Village should regularly identify areas that may be experiencing market pressure to redevelop to a different use.</td>
<td>Where appropriate, the Village shall encourage adaptive reuse, infill or redevelopment of underutilized properties in order to leverage existing infrastructure.</td>
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<td>New development of medium-high density residential should be limited to areas with supportive amenities (i.e. near transportation stops, grocery and retail stores, community services, etc.).</td>
<td>Redevelopment shall reinforce the character and identity unique to the neighborhood, be consistent with the Village’s Appearance Code, be sensitive to the bulk, density, and scale of nearby structures and incorporate adequate development standards to mitigate impacts on adjacent properties.</td>
<td>In considering the height of a proposed development, attention should be devoted to mitigating impacts on adjacent properties and ensuring compatibility with the bulk, density, and scale of neighboring structures. Any relief requested through a variance or Planned Development will need to address the respective standards as described and set forth in the Village Code.</td>
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<td>Ensure Glenview has a sufficient mix of all land use types contributing to a vibrant and stable environment.</td>
<td>Requests for changes in zoning should be accompanied with an analysis detailing any fiscal and transportation impacts the request would have on the Village and maintain a balance of uses throughout the Village.</td>
<td>The Village should formalize a fiscal review policy with the objective of any new development contributing positively, and not negatively impacting Village services and the services of other governing bodies.</td>
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Resources

- Planning and Development
- Land Use and Zoning Information
- Appearance Commission
- Planning Commission
- Zoning Board of Appeals
- Building Permits
### Goals

**Goal LU-3**

Glenview’s light industrial land uses match the character of Glenview while providing workspace for businesses servicing the local community.

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<td>Heavy industrial uses should be discouraged.</td>
<td>Site and architectural design of industrial land uses shall be compatible with adjacent development and minimize environmental and transportation impacts.</td>
<td>A new zoning category should be established in the light industrial land use areas to allow flex space use (non-traditional industrial uses like auto repair and sales, personal services, entertainment, and sports/fitness training) in order to support small-scale, low-impact, incubator flex-type industrial spaces for small and emerging businesses.</td>
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### Resources

- Code Enforcement and Property Maintenance
- Land Use and Zoning Information
- Appearance Commission
- Ordinances and Codes
Goal LU-4

New development shall conform to any applicable overlay plan, including, but not limited to: the Milwaukee Avenue Corridor Plan, the Waukegan Road Corridor Plan, the Downtown Revitalization Plan, The Glen Master Plan and Design Guidelines, the Bike and Sidewalk Master Plan, and the Plan for Nature.

Resources

- Regulatory and Corridor Plans (Waukegan, Milwaukee, The Glen, etc.)
- Downtown Revitalization Plan
- Village Stormwater Mitigation Plan
- Plan for Nature
Please see next page.
The Glen is a first-rate, mixed-use redevelopment. Formerly home to the Glenview Naval Air Station, The Glen, encompassing 1,121 acres, is now home to a range of residential densities, offices, and retail space. The redeveloped site also includes many public amenities including the Park Center, Gallery Park and Lake Glenview, Air Station Prairie, two golf courses, and a Metra commuter rail station.

Over time, development trends, pressures, and practices change. Focused redevelopment offers the opportunity to improve areas for the benefit of the entire community. The Redevelopment goals are intended to encourage improvements in developed areas by:

- allowing owners to actively maintain their properties under the current zoning
- provide interested parties guidance on the Village’s vision for possible redevelopment sites
Sites susceptible to changing market forces suffer from perceived, or real, physical site or structural deficiencies such as blight and obsolescence. In other instances, due to changing social or market conditions, the intended uses for the site have become archaic or are no longer appropriate. This chapter helps guide redevelopment by identifying subareas within the Village where redevelopment may be supported. Redevelopment generally involves new construction or substantial improvements to an area that was developed previously. Redevelopment could also include the adaptive reuse or restoration of a structure for a use different than its original purpose. Finally, redevelopment might include the modernization of the facilities or façades to improve certain aspects of a site which might have adversely impacted its core businesses or degraded over time. All three ‘redevelopment’ approaches can be successful and have a place in maintaining the vitality of Glenview.

Through an extensive public participation process led by the Comprehensive Plan Committee, an assessment of current conditions, background, and opportunities was conducted to identify subareas in Glenview that are experiencing or may experience pressure to redevelop. In total, thirteen subareas were identified see Figure 5-1.

Each subarea identified has opportunities unique to its location. Some subareas are impacted by existing industrial uses and adjacent railways, such as subareas 1 and 2. Other areas are more impacted by existing residential, such as subareas 3, 4, and 5. Still others are impacted by heavily travelled arterials, such as subareas 7 and 8. If managed effectively, redevelopment can not only improve the subject site and its surrounding areas, but can also contribute positively to the overall quality-of-life in Glenview and the Village’s long-term sustainability.

The objectives of this chapter are as follows:

1. Prevent blight and encourage developments which preserve the character of the existing residential stock and the value of the properties within and adjacent to an area.

2. Replace incompatible land uses and encourage the redevelopment or reuse of underutilized, vacant properties or buildings which detract from the economic vitality and aesthetic appearance of the Village.

Resources

The Resources section includes links to websites, agencies, and/or Village plans or documents. The intent of the Resources section is to identify various sources of information that can be used to help implement the goal. The following general resources apply to all subareas. Additional site specific resources are provided for each subarea where applicable.

- Development Process Flowchart
- Planning a Development
- Glenview Zoning Code
- Engineering Resources
Redevelopment Goals and Development Parameters

The intent of the Goals and Development Parameters in this section is to provide guidance to staff and the Board of Trustees to facilitate the review, analysis, and approval of redevelopment in the identified subareas. The guidance attempts to answer the question of “What does the Village want to see on this site?” and prescriptively identifies the opportunities and issues that would need to be addressed in conjunction with any redevelopment request. Beyond the Comprehensive Plan, development proposals are required to comply with existing codes, ordinances, and guidelines of the Village, which provide detailed direction with respect to densities, site coverage, setbacks, building height, landscaping, parking, and other aspects of development. Proposed redevelopment projects may be subject to additional conditions resulting from the regulatory review process conducted by the Plan Commission with the benefit of public input, and the consideration of development approvals by the Village Board of Trustees.
Subareas

Subarea 1: Old Willow/Willow

Existing Conditions
Subarea 1 is located in northern Glenview at the southwest corner of Old Willow Road and Willow Road. This subarea is currently zoned I-2 Light Industrial and covers approximately 12 acres. The surrounding uses include the Willow Creek Shopping Center to the east, the North Shore Corporate Park to the south, and the Prairie Glen Corporate Park to the west. See Figure 5-2.

Background
Willow Road is designated a Strategic Regional Arterial by IDOT and generates a significant amount of traffic. This is very beneficial to the large number of commercial and office sites along Willow Road, but it also presents a set of challenges to Subarea 1. This site does not have clear visibility to Willow Road which reduces its curb appeal. With the railroad viaduct creating challenging topography, the ingress and egress is entirely from Old Willow Road. Old Willow Road is also the primary access to and from the commercial and industrial properties south of Willow Road, including the Loyola Sports Fields, and has become a more traveled route since the Glenview Naval Air Station redevelopment. As a result, auto traffic is intermixed with commercial and industrial truck traffic servicing this area, which during peak times can back up at the intersection. The current uses in Subarea 1 include self-storage mini-warehouse facilities, light office, manufacturing, and home services. Due to good vehicular access and smaller sized, flexible tenant spaces there has been a rise of non-traditional uses like auto repair and sales, personal services, entertainment, and sports/fitness training in the area.

Opportunities
High adjacent traffic volumes and proximity to the local and regional shopping centers and major corporations along Willow Road could lead to redevelopment. Redevelopment of the area could be done under the current industrial zoning or could include a rezoning of Subarea 1 to permit retail, restaurant, or professional office uses, or a mix of those uses.
## Goal RD-1

The Village should consider redevelopment scenarios under the existing industrial zoning regulations and retail land uses.

### RD-1.1

Redevelopment efforts should be compatible with adjacent uses through site and building design.

- **Development Parameter RD-1.1.1**: Ensure that uses complement the adjacent retail uses to the east of Old Willow Road.
- **Development Parameter RD-1.1.2**: Identify redevelopment uses that could be appropriately placed adjacent to the railroad tracks.
- **Development Parameter RD-1.1.3**: Appropriate landscape setbacks to buffer the impacts generated by the railroad corridor shall be applied to any new redevelopment, along with other opportunities to introduce open space elements.

### RD-1.2

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 1, which would be primarily funded by the developer/property owner.

- **Development Parameter RD-1.2.1**: Roadway and sidewalk improvements are likely required to improve circulation (i.e. intersection improvements with a dual left turn lane for northbound Old Willow Road traffic; alignment of curb cut access into site directly adjacent to the Willow Creek Retail curb cut along Old Willow Road).
- **Development Parameter RD-1.2.2**: Future cross access with the parcel to the south should be provided and constructed to minimize the curb cuts on Old Willow Road.
Subarea 2: Lehigh Industrial Corridor

Existing Conditions
Subarea 2 is located in northern Glenview off of Lehigh Avenue, just north of Chestnut Avenue. This subarea is zoned I-2 Light Industrial and covers 18 acres. The surrounding uses include the Glenshore Condominiums and the Glenview State Bank Building directly to the south, Gallery Park to the west, the Glen of North Glenview Train Station to the north and the Johns Drive Industrial Area to the east. There are currently 12 different property owners in Subarea 2 with a variety of uses including warehouse, light office, manufacturing, distribution, auto repair, and various service businesses. See Figure 5-3.

Background
Subarea 2 exhibits a broad range of industrial and service uses which originated in an area between an airport and existing railroad corridor along Lehigh Avenue. Recent redevelopments have occurred to the south and to the west as part of the redevelopment of the former Glenview Naval Air Station (GNAS) to the west. A berm and heavy landscaping was planted along the east side of Lake Glenview to frame the natural environment of Gallery Park and screen the view of this industrial area. Lehigh Avenue was widened to a three-lane cross section as part of the GNAS redevelopment to accommodate the truck turning movements of vehicles visiting the industrial sites along Lehigh Avenue.

Opportunities
With the proximity to The Glen and adjacency to Gallery Park and its amenities, Subarea 2 may attract interest in redevelopment. Redeveloping under the current zoning is an option for all properties located in this subarea, with an emphasis on building aesthetics along Lehigh Avenue that would be commensurate with other new developments in the area.

The uses in the Subarea 2 are reflective of the current trends and valued by the community for the varied services provided. Additionally, a major portion of the area is characterized by narrow and very deep lots, and with multiple owners throughout the triangle shaped area, only the southern portion of Subarea 2 was recommended for potential redevelopment. This opportunity includes the potential rezoning of those parcels south of Northfield Township Road District site to allow mixed-use retail and residential, or residential (single-family, multi-family, senior oriented residential) uses. These two lots are adjacent to redevelopments along Chestnut Avenue.
Redevelopment of those parcels south of Northfield Township Road District could include the following: mixed-use developments consistent with the adjacent B-1 zoning designation; townhomes/rowhomes; condos/apartments; and or senior-oriented residential.

RD-2a.1
Redevelopment efforts shall be compatible with adjacent uses through site and building design, and address the following:

- **Development Parameter RD-2a.1.1**: Consistent with the intent of the Gallery Park Guide, craft height limitations to preserve the view corridors to and from Gallery Park, which may be lower than adjacent developments.
- **Development Parameter RD-2a.1.2**: Redevelopment shall be compatible with Glenview Naval Air Station Design Guidelines.
- **Development Parameter RD-2a.1.3**: Redevelopment shall provide setback and landscape buffers adjacent to the existing Gallery Park and industrial uses to the north.

RD-2a.2
Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 2, which would be primarily funded by the developer/property owner.

- **Development Parameter RD-2a.2.1**: Roadway connections to Lehigh Avenue are likely required.
- **Development Parameter RD-2a.2.2**: Future vehicular and pedestrian cross access with parcels to the north and south should be explored. A sidewalk connection along Lehigh Avenue from these sites to the south would be required to provide connections to Chestnut Avenue.
- **Development Parameter RD-2a.2.3**: Coordinate with the Glenview Park District on an access management plan that may include limited sidewalk connections to Gallery Park. The connections would be strategic, so as not to interrupt the view corridors from Gallery Park and to limit the impacts on the landscaping along the western boundary of Gallery Park.

Goal RD-2b
Redevelopment south of the Northfield Township Road District site should proceed under the existing industrial zoning regulations.

RD-2b.1
Redevelopment efforts shall be compatible with adjacent uses through site and building design, and address the following:

- **Development Parameter RD-2b.1.1**: Establish design guidelines to create a cohesive character along Lehigh Avenue street frontage.
- **Development Parameter RD-2b.1.2**: Limit curb cuts on Lehigh Avenue.
- **Development Parameter RD-2b.1.3**: Consistent with the intent of the Gallery Park Guide, craft height limitations to preserve the view corridors to and from Gallery Park.
- **Development Parameter RD-2b.1.4**: Redevelopment shall be compatible with GNAS Design Guidelines.
- **Development Parameter RD-2b.1.5**: Redevelopment shall provide setback and landscape buffers adjacent to the existing Gallery Park.
**Subareas**

**Subarea 3: Pearson Education Campus**

**Existing Conditions**
Subarea 3 is located in central Glenview, northeast of where East Lake Avenue and Lehigh Avenue intersect and directly east of the Metra rail line. The subarea is currently zoned I-2 Limited Commercial and covers 19.4 acres. The surrounding uses include the Tall Trees single-family residential development to the east and Wespath (formerly the General Board of Pension and Health site) to the north. The sole use in the subarea is a corporate office for Pearson Education. See Figure 5-4.

**Background**
Developed in 1966, the facility is typical of large office building designs from that time with a large unbroken surface of pavement, which is now under-utilized. The contrast of the impervious surfaces on the site compared to landscaping and green storm water infrastructure of the adjacent Wespath site is very evident. Additionally, the road leading to Subarea 3 includes a stoplight at East Lake Avenue and creates a conflict with the residential access to Tall Trees Road which is located a mere 100 feet to the east.

**Opportunities**
The location, good access, and relatively large size of Subarea 3 makes the site attractive for redevelopment. One option for redevelopment is the adaptive reuse of the existing office structure, as either an elementary school or a post-secondary school. The other redevelopment opportunities could consist of turning Subarea 3 into a residential development compatible with the adjacent Tall Trees development through the rezoning of the land for cluster single-family residential.

**Figure 5-4: Subarea 3 Existing Zoning**

View from Lake Avenue

Parking Lot, looking south
Goal RD-3

The Village should consider redevelopment scenarios under the existing industrial zoning regulations or the reuse of building for institutional uses (e.g. elementary or higher education) and single-family residential (e.g. cluster homes) uses.

RD-3.1

Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.

- Development Parameter RD-3.1.1: Utilize best practices in green infrastructure design to connect the required detention systems to the existing bioswales and detention areas to the north.
- Development Parameter RD-3.1.2: Maximize green space and pedestrian paths throughout the redevelopment.
- Development Parameter RD-3.1.3: Any proposed development shall be compatible with the bulk, scale, and density of the adjacent existing residential.
- Development Parameter RD-3.1.4: Redevelopment shall provide appropriate setbacks and landscape buffers adjacent to existing residential and industrial uses and the rail line.
- Development Parameter RD-3.1.5: Residential units directly adjacent to the railroad tracks shall include additional soundproofing (e.g. insulation in the walls, sound dampening windows, etc.) to mitigate the impacts of rail noise.

RD-3.2

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 3, which would be primarily funded by the developer/property owner.

- Development Parameter RD-3.2.1: Review opportunities for the creation of additional storm water capacity and site drainage.
- Development Parameter RD-3.2.2: If the redevelopment scenario is single-family residential, the roadways must be reconfigured to provide access to both the development and Tall Trees at the signalized intersection.
- Development Parameter RD-3.2.3: If the redevelopment scenario is an institutional use, reconfiguration of the roadways should be analyzed to determine if separate access to Tall Trees at the signalized intersection is appropriate.
- Development Parameter RD-3.2.4: Consideration of pedestrian and bike connections to the Downtown Metra Station (along Metra ROW or East Lake Avenue Street Crossing).
- Development Parameter RD-3.2.5: Roadway and sidewalk improvements on East Lake Avenue.
- Development Parameter RD-3.2.6: Provide and allow for future cross access with parcel to north.
Subareas

**Subarea 4: Kraft Heinz R&D Facility**

**Existing Conditions**

Subarea 4 is located near Downtown Glenview, just south of the Glenview Road and Waukegan Road intersection. The parcel is zoned I-1 Limited Commercial and covers 18.4 acres. The northeast boundary of Subarea 4 is the West Fork of the North Branch of the Chicago River. The surrounding uses include The Cloisters mixed-use development to the north, The Circles single-family residential neighborhood to the east, Carriage Hill Townhomes and Judy Beck Park to the south, and commercial properties to the north and west. See Figure 5-5.

**Background**

Although the site is in an enviable location near Downtown Glenview, it does not have a clear connection to downtown. One of the major challenges for Subarea 4 is its location adjacent to the West Fork of the North Branch of the Chicago River. This section of the river has experienced flooding in the past which results in much of the existing parking lot being placed in flood area with a 1% chance of flooding in one year. Similarly, flooding along the east side of the river prompted the buyout and demolition of the worst affected homes in order to permanently remove the residential structures from the floodplain. While the river provides an open space connection to the north and south, and a natural buffer to the residential neighborhoods to the east, development on this site will need to be considerate of the flooding impacts on the adjacent residential uses.

**Opportunities**

Subarea 4’s close proximity to the Downtown District makes it a desirable site for potential redevelopment. Redevelopment should add uses to support downtown and improve the overall connectivity to the downtown area, river, and adjacent open space.

Redevelopment could occur under the same I-1 limited commercial zone, in which the various issues regarding connectivity could be addressed. Other options for redevelopment would be the rezoning of the subarea to allow townhomes or rowhomes, or residential or commercial uses to complement the Downtown District.
Goal RD-4

The Village could consider rezoning of Subarea 4 to residential or commercial uses that complement the Downtown District.

RD-4.1

Redevelopment shall be environmentally sensitive to the river and adjacent open space, and compatible with adjacent uses through site and building design.

- **Development Parameter RD-4.1.1**: Redevelopment shall maximize green space and provide appropriate protections and rehabilitation of the river and river bank adjacent to the property.
- **Development Parameter RD-4.1.2**: Redevelopment, including building footprints and parking, shall be limited to those areas outside of the areas with a 0.2% chance of a flood occurring in a year.
- **Development Parameter RD-4.1.3**: Parking lot lighting shall be kept to minimum levels adjacent to the river.
- **Development Parameter RD-4.1.4**: Redevelopment shall be compatible with the density, and bulk and scale of adjacent residential developments. Additional relief may be considered if there is a substantial reduction in the impervious lot coverage and/or a conservation easement is included along the river and/or open space and naturalized corridor connections to parks, all of which preserves additional open space.
- **Development Parameter RD-4.1.5**: Redevelopment shall be consistent with the D-D Code to create an urban edge along Waukegan and provide appropriate setback to height ratio and landscape buffers adjacent to existing residential uses.
- **Development Parameter RD-4.1.6**: Redevelopment shall provide connectivity to downtown and park amenities with pedestrian paths throughout the redevelopment.
- **Development Parameter RD-4.1.7**: If commercial uses are proposed, they should be concentrated on the northern portion of the site.

RD-4.2

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 4, which would be primarily funded by the developer/property owner.

- **Development Parameter RD-4.2.1**: Potential improvements should include:
  - Best practices in the storm water detention design and review opportunities for the creation of additional storm water capacity and site drainage, but limit the impacts to the river.
  - River, river bank, and wildlife improvements.
  - Use of pervious pavers throughout the development.
  - Roadway access improvements from Waukegan Road should be limited to the existing controlled intersection.
  - Sidewalk and pedestrian crossing improvements on Waukegan Road.

RD-2.3

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 2, which would be primarily funded by the developer/property owner.

- **Development Parameter RD-2.3.1**: Roadway and sidewalk connections on Lehigh Avenue are likely required.
- **Development Parameter RD-2.3.1**: Future cross access with parcels to the north and south should be explored.

Resources

- Downtown Glenview Revitalization
- Downtown Development Code
- Waukegan Road Corridor Plan
Subarea 5: Signode Office Building

Existing Conditions
Subarea 5 is located in northwest Glenview at Pfingsten Road and West Lake Avenue. The subarea is currently zoned I-2 Light Industrial and covers 8.4 acres. The surrounding uses include the Glen Lake Estates neighborhood, which is a mix of townhomes and single-family residences located north and east of the subarea. The current use in Subarea 5 is vacant corporate office. See Figure 5-6.

Background
This subarea is surrounded by residential use on two sides and industrial uses on the others. There is no direct access to Pfingsten Road or West Lake Avenue from this subarea, as the only access is through driveway connections from the adjacent industrial lot which is an active manufacturing facility. In addition, the subarea is in close proximity to a rail-spur leading to the industrial building, which subjects the subarea to rail car deliveries of raw materials a few times a week.

Opportunities
Although road connectivity is currently an issue, the proximity to residential land uses could lead to the redevelopment of the site. One scenario is to create redevelopment under the current I-2 zoning, while coordinating any connectivity issues with the existing industrial use. Another scenario could be the redevelopment of the subarea into residential land uses that match the adjacent properties to the north and east. Single-family residential, multi-family residential, or a mix could occupy the site. If a dedicated route to Pfingsten or West Lake Avenue cannot be arranged, a connection to the Glen Lake Estates development is possible. It should be noted that while feasible, connectivity to the existing cul-de-sac to the north or east will need to address the concerns of the adjacent residents as the existing traffic patterns in the area will be impacted.
Goal RD-5

The Village should consider redevelopment scenarios under the existing industrial zoning regulations or consider rezoning of Subarea 5 to residential that is compatible with the adjacent residential development. Examples include single-family or townhomes/rowhomes or a mix of both.

RD-5.1

Redevelopment efforts shall be compatible with adjacent uses and take into consideration the railroad spur through site and building design.

- Development Parameter RD-5.1.1: Residential redevelopment shall be of compatible density, bulk, and scale as the adjacent Glen Lake Estates neighborhood.
- Development Parameter RD-5.1.2: Residential units directly adjacent to the railroad tracks shall include additional soundproofing (e.g. insulation in the walls, sound dampening windows, etc.) to mitigate the impacts of rail noise.
- Development Parameter RD-5.1.3: Redevelopment shall provide appropriate landscape setbacks adjacent to existing residential uses, industrial uses and rail lines.
- Development Parameter RD-5.1.4: Open space elements shall be incorporated throughout the redevelopment.

RD-5.2

Redevelopment should provide opportunities to improve on-site and off-site conditions of Subarea 5, which would be primarily funded by the developer/property owner.

- Development Parameter RD-5.2.1: Residential redevelopment improvements should include roadway and sidewalk connections into Glen Lake Estates.
- Development Parameter RD-5.2.2: Under the existing zoning, redevelopment improvements should include:
  - Intersection improvements, reconfiguration of driveways, and modified curb cuts.
  - Roadway connections to Pfingsten or West Lake Avenue, if driveways only serve the redevelopment site.
Subareas

Subarea 6: West Lake / Pfingsten Offices

Existing Conditions
Subarea 6 is located in northwest Glenview between West Lake Avenue, the Hanuman Temple, East Lake Avenue, and Pfingsten Road and spans 10.4 acres. The subarea is currently zoned I-1 Limited Commercial and B-2 General Business and is occupied by office buildings. Adjacent uses are both passive and active, with a water storage facility to the north and a religious use to the east compared to Glenbrook Hospital, Glenbrook South High School, and the Signode manufacturing facility all located to the north. See Figure 5-7.

Background
Subarea 6 is located between an intersection at Pfingsten Road, East Lake Avenue, and West Lake Avenue. The high intensity use of the nearby Glenbrook Hospital and Medical Office Campus, and the traffic generated by the adjacent Glenbrook South High School create significant congestion during peak travel times. At the start and end of the school day, travel times increase due to the congestion of vehicles navigating through the two stop lights that are in close proximity to one another. This subarea is also adjacent to residential development on the west and east sides, creating issues of compatibility between the current commercial and business uses and the surrounding residential development.

Opportunities
Due to its position on the road network, redevelopment could focus on improvements to the site under the current I-1/B-2 zoning. Other options for redevelopment could include uses with low or very limited traffic impacts. While multiple uses such as a car dealership, memory care senior housing, or religious uses could exhibit low traffic impacts there is no single zoning category that would apply. The redevelopments could consider what would complement existing institutional uses such as Glenbrook South or Glenbrook Hospital. Any redevelopments should address issues surrounding the intersection to ensure that there are adequate safety measures for both those who are coming in and out of the Subarea and students and visitors to Glenbrook South High School and Glenbrook Hospital.
Goal RD-6

The Village should consider redevelopment scenarios under the existing industrial office zoning regulations, with possible reuse of building or other redevelopment with low or very limited traffic impacts. Examples could include a memory care senior housing, a religious use, or other low impact use.

RD-6.1

Redevelopment efforts shall be compatible with adjacent uses through site and building design.

- Development Parameter RD-6.1.1: Redevelopment under the existing zoning shall mitigate traffic and circulation impacts during peak travel times of the adjacent roadways.
- Development Parameter RD-6.1.2: Incorporation of open space elements throughout the redevelopment.
- Development Parameter RD-6.1.3: Appropriate landscape setbacks and buffer requirements from the railroad corridor and adjacent residential area shall be applied to any new redevelopment.

RD-6.2

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 6, which would be primarily funded by the developer/property owner.

- Development Parameter RD-6.2.1: Roadway and sidewalk improvements are likely to include:
  - Joint access between properties along West Lake Avenue and potential consolidation or realignment of curb cuts to mitigate traffic congestion.
  - Pedestrian enhancements along West Lake Avenue.
Subarea 7: Milwaukee Avenue Offices

Existing Conditions
Subarea 7 is located in western Glenview along Milwaukee Avenue and south of the Tri-State Tollway. The subarea is mostly zoned I-1 Limited Commercial with medical offices, self-storage, and corporate office uses and covers almost 25 acres. The surrounding uses include the single-family residences along Kennicott Lane to the north, The Grove to the east, the Castilian Court multi-family development to the south, and Abt Electronics and Design Center to the west. The entire subarea is within an Environmentally Significant Area. See Figure 5-8.

Background
A challenge to the redevelopment of this subarea is having multiple property owners that are at differing stages of engagement towards potential redevelopment. Several owners are interested in redevelopment, while others have recently redeveloped their site or have long term leases with tenants. Additionally, the northern portions of the subarea border The Grove and any development should have some relation in the form of landscaping, open space, and access, with setbacks and appropriate buffers to The Grove.

Drainage concerns caused by the adjacent wetlands of The Grove, the generally high water table, and the topography with land sloping towards Milwaukee Avenue are issues that would need to be addressed during any redevelopment.

Opportunities
In conjunction with the Milwaukee Avenue Corridor Plan, access to the properties could be improved through driveways connecting to a planned slip road along Milwaukee Avenue which would lead to a potential new stoplight at the main customer access to the Abt Electronics store. The parking lots of the properties within the Subarea are separated by less than 10 feet and when connected could easily be linked together so all vehicles in the area would be able travel to a safer access point at a stoplight controlled intersection.

Given the challenges related to the various ownership of properties in the area, the Committee recommended this subarea be subject to a special study area plan. Larger scale redevelopment might be possible if there is cooperation with the multiple owners. Without the synergies that would be created with a more comprehensive approach, master planning of the area and redevelopment on a larger scale, the Committee is concerned with the viability of new land uses on small sites. In conjunction with the special study area process, the Village hosted two neighborhood meetings. A long-term vision was created for the subarea, but given the long-range goals of the property owners, it became clear that large scale redevelopment of the subarea was not feasible.

There are limitations to what uses can be included in a redevelopment of this subarea under the current I-1 Limited Commercial zoning. Short-term redevelopment options if done on a larger scale might include retail along Milwaukee Avenue and long-term options might include residential single-family or townhomes/rowhomes adjacent to The Grove. Redevelopment scenarios, whether one use or a mix of office or commercial uses, would need to focus on the traffic volumes generated as well as ensuring connections to the planned slip road and stoplight at Milwaukee Avenue. Any redevelopment that occurs in Subarea 7 should be compatible with the Milwaukee Avenue Corridor Plan.
### Goal RD-7

**The Village should consider redevelopment scenarios under the existing industrial zoning regulations or consider rezoning of parcels in subarea 7 to retail use, such as a boutique hotel or day care center, or residential uses adjacent to The Grove.**

<table>
<thead>
<tr>
<th>RD-7.1</th>
<th>Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• <strong>Development Parameter RD-7.1.1</strong>: Consideration of appropriate protections for Environmentally Sensitive Areas.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Development Parameter RD-7.1.2</strong>: Any proposed development shall be compatible with the bulk and scale of the adjacent developments.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Development Parameter RD-7.1.3</strong>: Redevelopment shall provide appropriate setbacks and landscape buffers adjacent to existing residential uses and environmentally significant uses.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Development Parameter RD-7.1.4</strong>: Maximize green space and pedestrian paths throughout the redevelopment.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Development Parameter RD-7.1.5</strong>: Parking lot lighting shall be kept to minimum levels adjacent to The Grove.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RD-7.2</th>
<th>Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 7, which would be primarily funded by the developer/property owner.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• <strong>Development Parameter RD-7.2.1</strong>: Potential improvements should include:</td>
</tr>
<tr>
<td></td>
<td>• Cross-access (slip road) between properties.</td>
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<td></td>
<td>• New stoplight intersection.</td>
</tr>
<tr>
<td></td>
<td>• Roadway and sidewalk improvements on Milwaukee Avenue.</td>
</tr>
<tr>
<td></td>
<td>• Pedestrian crossing improvements on Milwaukee Avenue.</td>
</tr>
<tr>
<td></td>
<td>• Compliance with the Milwaukee Avenue Corridor Plan.</td>
</tr>
</tbody>
</table>

### Resources

- Milwaukee Avenue Corridor Plan
Subareas

Subarea 8: 1000 Milwaukee Avenue Parking Lot

Existing Conditions
Subarea 8 is located in western Glenview along the Tri-State Tollway and near Milwaukee Avenue. The subarea is currently zoned I-1 Limited Commercial and spans almost 10 acres with a multi-story office building and large surface parking lot. The surrounding uses include Abt Electronics and Design Center to the north, Subarea 7 to the east, and Community Park West to the south. See Figure 5-9.

Background
A challenge to the redevelopment of this Subarea is the significant setback of the property from Milwaukee Avenue with access only provided by Zenith Drive, which leaves the site isolated and difficult to see from the street. Additionally, the parking lot lacks landscaping and parking lot trees leaving a large expanse of asphalt, which is seldom used due to the excess parking capacity that exists. Currently, there are limitations to redevelopment under the current zoning.

Opportunities
During the Milwaukee Avenue Corridor Plan process, the community identified the potential for putting a majority of the surface parking into a parking deck and redeveloping the parking lot into a retail shopping center. While access to the site is through a stoplight at Zenith Drive and Milwaukee Avenue, based on the Comprehensive Plan Committee’s discussion on the current retail trends and the isolation of the site from the street, it was determined redevelopment of the area should be associated with the expansion of either of the two adjacent land uses. The current property owner is investigating the scope of site and building improvements that would coincide with their efforts to obtain long-term office tenant leases prior to the expiration of the current tenant’s (Aon) lease terms.
## Goal RD-8

The Village shall consider redevelopment scenarios under the existing industrial zoning regulations or redevelopment scenarios that would allow for the expansion of the existing adjacent properties located to the north or south of the site.

### RD-8.1

Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.

- **Development Parameter RD-8.1.1:** Identify appropriate setback and buffer requirements adjacent to Community Park West.
- **Development Parameter RD-8.1.2:** Identify appropriate parking requirements for existing and proposed uses.

### RD-8.2

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 8, which would be primarily funded by the developer/property owner.

- **Development Parameter RD-8.2.1:** Potential improvements should include:
  - Interior driveway connections leading to Milwaukee Avenue.
  - Sidewalk connections to West Park and Milwaukee Avenue.
  - Compliance with the parking lot landscaping standards.

## Resources

- [Milwaukee Avenue Corridor Plan](#)
Subarea 9: 4700 West Lake Avenue

Existing Conditions
Subarea 9 is located in western Glenview at the northwest corner of West Lake Avenue and Milwaukee Avenue. This subarea is currently zoned B-2 General Business and covers approximately 4.08 acres. The surrounding uses include the Timber’s Edge and Timber Trails single-family residential development to the west and north, the Lake / Milwaukee Commercial Corridor to the east, and the Northfield Woods single-family neighborhood to the south. See Figure 5-10.

Background
Subarea 9 is surrounded by residential land uses on three of its four sides, and is located on the fringe of the Lake / Milwaukee commercial corridor. At present, a small buffer exists between the site and the residential developments that were built around the property. Milwaukee Avenue is a State route and generates large amounts of traffic and congestion at the nearby Lake Avenue intersection, which is scheduled to be reconstructed in 2019. Because of this, Subarea 9 and the neighboring developments are impacted by heavy traffic, which creates numerous turning conflicts in the area due to the amount of curb cut access points leading into each commercial property. Due to the size and age of the building the property owner has had difficulty in finding interest in office or retail users repurposing the site.

Opportunities
The opportunity for Subarea 9 to integrate better with the neighboring developments and pushing access points to the west, furthest away from the busy intersection, lends it to redevelopment. Should the subarea remain in its present zoning, increased landscape buffers between the residential developments to the north and west should be implemented. Under the current zoning, new retail and restaurant oriented businesses could be an option to supplement the light office use that is already present in Subarea 9. Should this occur, potential connections with the lots to the east can become a possibility. Should these connections between lots be made, some of the curb cuts along West Lake Avenue could be consolidated or removed, helping mitigate the traffic issues these developments face.

Another redevelopment opportunity for Subarea 9 is the rezoning of the lot to accommodate senior housing. In this scenario, the new residential development would be more compatible with scale of the surrounding residential developments to the north and the west and generate less traffic than office or retail uses.
## Goal RD-9

The Village shall consider redevelopment scenarios under the existing commercial zoning regulations or a redevelopment scenario that would allow for senior care uses such as assisted living or memory care with low traffic impacts.

<table>
<thead>
<tr>
<th>RD-9.1</th>
<th>Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Development Parameter RD-9.1.1:</strong> Redevelopment shall provide appropriate setbacks and landscape buffers adjacent to existing residential uses.</td>
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</tr>
<tr>
<td><strong>Development Parameter RD-9.1.2:</strong> Height of redevelopment as part of a rezoning shall be limited to 2-stories and be compatible with the height of adjacent existing residential.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>RD-9.2</th>
<th>Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 8, which would be primarily funded by the developer/property owner.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Development Parameter RD-9.2.1:</strong> Potential improvements should include:</td>
<td></td>
</tr>
<tr>
<td>• Consolidation of curbs cuts to one full access located as far from the intersection as possible.</td>
<td></td>
</tr>
<tr>
<td>• Identify roadway and sidewalk improvements on West Lake Avenue.</td>
<td></td>
</tr>
</tbody>
</table>

### Resources

- Milwaukee Avenue Corridor Plan
Subareas

Subarea 10: Northwest Corner of Pfingsten / Willow

Existing Conditions
Subarea 10 is located at the northern border of Glenview and Northbrook at the northwest corner of Pfingsten Road and Willow Road, and consists of approximately 3.55 acres. In accordance with the Willow Road Corridor Agreement, (an agreement between the communities of Glenview, Prospect Heights, Wheeling, and Northbrook), Subarea 10 shall be developed as a commercial property and under the jurisdiction of the Village of Northbrook. This subarea is currently undeveloped and lies vacant with C-2 Neighborhood Commercial zoning based on the Northbrook zoning code. The surrounding uses include a single-family neighborhood in Northbrook and Subarea 11 (southwest corner of Pfingsten / Willow) to the south and the Willow / Pfingsten Commercial Developments (Glenbrook Market Place and Plaza del Prado) to the east. See Figure 5-11.

Background
Willow Road is a principal arterial along the Glenview and Northbrook corporate boundaries and carries with it large amounts of traffic. Opportunities for development of Subarea 10 should be conscious of the traffic that could be generated, specifically with access to Willow Road as prescribed by the Willow Road Corridor Agreement.

Opportunities
As Subarea 10 is currently vacant there are several opportunities for redevelopment of the site. In 2006, a commercial redevelopment was approved in which a grocery store would be sited, though the project never started and was later abandoned. The property is under new ownership as of 2016, and a redevelopment plan may be brought forward in 2017. Other opportunities for redevelopment include restaurant or office uses. Any redevelopment efforts that occur at Subarea 10 shall be reviewed by Northbrook and subject to compliance with the Willow Road Corridor Agreement made between Glenview and Northbrook.
Goal RD-10

Any relief from the First Amendment to the Willow Road Corridor Agreement shall be reviewed and adopted by both Northbrook and Glenview.

RD-10.1
The Village of Northbrook shall review any proposal for the site consistent with the standards outlined within the First Amendment to the Willow Road Corridor Agreement which included amendments to permit the following:

- The entire unified parcel to be developed as a commercial property.
- Allowed disconnection from the Village of Glenview and annexation into Northbrook.
- Altered the site access standards to permit limited access on both Willow and Pfingsten Roads.

RD-10.2
Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.

- Development Parameter RD-10.2.1: Any development should be configured to minimize traffic impacts to the intersection of Willow and Pfingsten Roads.
- Development Parameter RD-10.2.1: Limited access to the site shall be permitted both on Pfingsten Road and Willow Road, consistent with the former Fresh Farms site plan and in keeping with standards prescribed in the First Amendment to the Willow Road Corridor Agreement.
Subarea 11: Hart Site – Southwest Corner of Pfingsten / Willow

Existing Conditions
Subarea 11 is located in northern Glenview at the southwest corner of Pfingsten Road and Willow Road and covers approximately 8.37 acres. This subarea is currently zoned R-1 Single-Family Residential and is occupied by a single-family residence. The surrounding uses include Subarea 10 (northwest corner of Pfingsten / Willow) to the north, the Willow / Pfingsten Commercial Developments (Glenbrook Market Place and Plaza del Prado) to the east and the Willows Neighborhood to the south. See Figure 5-12.

Background
Subarea 11 shares similar challenges with Subarea 10 due to their close proximity to one another. Willow Road is a principal arterial along the Glenview and Northbrook corporate boundaries and carries with it large amounts of traffic. Opportunities for development of Subarea 11 should be conscious of the traffic that could be generated, and specifically with access to Willow Road, as prescribed by the Willow Road Corridor Agreement. Any redevelopment will have to be compatible with the single-family housing located to the west of the subarea, incorporating setbacks or landscape buffers. If requested, the Village would have to conform to conditions outlined in Ordinance 2856, which calls for 6.2 of the acres in Subarea 11 to be rezoned to B-1 Limited Business and the remaining 2.1 acres on the south side of the site be rezoned to R-4 Single Family Residential.

Opportunities
Compliance with Ordinance 2856 would lead to the rezoning of the northern 6.2 acres of the subarea to B-2 for such uses as retail, restaurant, and office uses, the southern portion would be rezoned to R-4 District single-family use and a connection to the roadway of the existing neighborhood.

Other opportunities for redevelopment of Subarea 11 are available through repealing Ordinance 2856. Should the ordinance be repealed, the subarea could be entirely rezoned to R-4 District single-family which would be compatible with and connected to The Willows neighborhood to the west.

Before any of these scenarios are finalized or carried out, studies should be completed evaluating impacts on roadway and stormwater infrastructure near Subarea 11.
**Goal RD-11**

*If Subarea 11 was considered for redevelopment, any proposal will be subject to the Village’s regulatory review process and shall address either RD-11.1 or RD-11.2 recommendations.*

<table>
<thead>
<tr>
<th>RD-11.1</th>
<th>The Village shall consider a rezoning of the property consistent with the conditions outlined in Ordinance 2856 - 6.2 acres (north side) would be rezoned to B-1 Limited Business and 2.2 acres (south side) would be rezoned to R-4 Single Family Residential.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD-11.2</td>
<td>The Village could consider a redevelopment scenario to allow the development of the 8.4 acres site for all single-family residential use, which would include a recommendation to the Village Board to consider repealing Ordinance 2856.</td>
</tr>
</tbody>
</table>
| RD-11.3  | Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.  
- **Development Parameter RD-11.3.1:** Identify appropriate setback and buffer requirements adjacent to residential and non-residential uses.  
- **Development Parameter RD-11.3.2:** Height of redevelopment shall be limited to 2-stories and be compatible with the height of adjacent existing residential.  
- **Development Parameter RD-11.3.3:** Mitigation of the traffic and circulation impacts during peak travel times of the roadways will be required.  
- **Development Parameter RD-11.3.4:** Incorporation of open space elements throughout the redevelopment and consideration of a conservation easement to preserve existing natural features (pond, landmark trees, etc.). |
| RD-11.4  | Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 11, which would be primarily funded by the developer/property owner.  
- **Development Parameter RD-11.4.1:** Potential improvements should include:  
  - Evaluation of the storm water capacity of the existing pond or other means of providing additional stormwater detention.  
  - Pedestrian enhancements along Pfingsten Road and Willow Road  
- **Development Parameter RD-11.4.2:** If developed under Ordinance 2856 the primary retail access to the site shall be on Pfingsten Road, lining up with the existing Plaza del Prado curb cut. Residential access shall be only from Charlie Court. A connection from the residential parcel through the retail parcel shall be evaluated, considering public safety issues, impacts on the existing residential neighborhood, and impacts on the intersection.  
- **Development Parameter RD-11.4.3:** If developed under an all single-family residential scenario the primary access to the site shall be from the existing Charlie Court. Access to Pfingsten Road may be considered depending on the results of a traffic study evaluating the impacts to the intersection and on the existing residential neighborhood. If a Pfingsten Road curb cut is permitted it shall be aligned with the existing Plaza del Pardo curb cut. |
Subarea 12: Gibson Property - 3365 Willow Road

**Existing Conditions**

Subarea 12 is located on the northern border of Glenview and Northbrook near the intersection of Willow Road and the Tri-State Tollway. This subarea is currently unincorporated land under the jurisdiction of Cook County and covers 8.37 acres. Subarea 12 is surrounded on all sides by residential developments which include Northbrook single-family neighborhoods to the north, and the Villas of Indian Ridge to the west and the Glenridge Meadows to the east in Glenview. The property is currently occupied by a single-family residence and a family farm. See Figure 5-13.

**Background**

The first step towards redeveloping Subarea 12 will be the annexation of the 8.37 acres to the Village of Glenview in accordance with the Willow Road Corridor Agreement. This subarea was prepared for potential redevelopment with the adjacent developments stubbing in an access road at the east and west lot lines and placing utilities along the southern boundary of the site. Removing access to Willow Road and creating connections to the existing residential street system, storm water drainage and buffering the noise of the adjacent Tollway and Willow Road are issues that will need to be addressed in conjunction with redevelopment.

**Opportunities**

Redevelopment efforts for this Subarea will be focused on single-family residential land uses compatible with the adjacent cluster home development and density consistent with Glenview’s R-4 District. The rezoning of Subarea 12 would be an extension of the similar cluster single-family homes currently existing in the Glenridge Meadows neighborhood. Similar to Subarea 10, this subarea is a part of the Willow Road Corridor Agreement and any redevelopment must be in accordance with the agreement.
### Goal RD-12

The Village shall consider a single-family redevelopment scenario, as described in the Willow Road Corridor Agreement. R-4, cluster single-family homes are preferred based on consistency with the adjacent development.

#### RD-12.1

Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design.

- **Development Parameter RD-12.1.1:** Berming or an extenuation of the sound wall (on public or private property) shall be required to mitigate the noise impacts of the Willow Road interchange on the new development. A significant setback from the property line along Willow Road to the new residences may also be needed to accomplish the buffering, as well as landscape buffers to mitigate impacts on the adjacent residential neighborhoods.

- **Development Parameter RD-12.1.2:** Height of redevelopment shall be limited to two-stories and be compatible with the height of adjacent existing residential development at Glenridge Meadows.

- **Development Parameter RD-12.1.3:** Incorporation of open space elements throughout the redevelopment.

#### RD-12.2

Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 12, which would be primarily funded by the developer/property owner.

- **Development Parameter RD-12.2.1:** Potential improvements should include:
  - Primary access to the site shall be on Meadowview Drive. Willow Road access will be removed.
  - Evaluation of the storm water capacity of the existing drainage patterns and overland routes.
Glenview Downtown

Existing Conditions

Downtown Glenview dates back to the early 1800’s, when a trading post was established at the corner of Glenview and Waukegan Roads. During the 1950’s and 1960’s, Glenview’s downtown functioned as part of a regional commercial and retail network and has since gradually evolved into a primarily convenience retail and service center for the community.

Compared to Waukegan Road’s typical auto-oriented businesses, the lots downtown are smaller, the buildings are built to the lot line, and the floor area of the one and two story structures is relatively small. Parking is typically located in lots behind the buildings or along the street.

Glenview Road is a community corridor with a wide range of small retail, service, and office uses. Downtown Glenview is also host to a number of civic/institutional buildings: the Library, Post Office, Train Station, and Our Lady of Perpetual Help (OLPH) Church and School. These buildings help create a civic identity within the district and the surrounding area serves as a gathering place for social and cultural events such as parades and the annual Glenview Street Festival.

In 2006, the Village formulated its Downtown Revitalization Plan with an emphasis on what the plan called “Preferred Concepts”, which demonstrated one example of how Glenview would like to see the Downtown District develop in the future. To implement the concepts within the Revitalization Plan, Glenview adopted a Form-Based Code in 2008 whereby a Downtown Development (D-D) District was created. Within this area, new regulations focused more on the aesthetics and physical characteristics of the new structures and their relationship to the street, and less on traditional zoning practices such as bulk and scale requirements. The D-D District is a zoning district designed to provide a compact core in which mixed-use buildings with residential and retail uses address the pedestrian scale of the streetscape.

Background

Downtown contains small lots with numerous property owners that create challenges for revitalization, as it is difficult for an owner or developer to achieve an economy of scale on a redevelopment project without purchasing adjacent sites or partnering with an adjacent property owner. National tenants tend to look for sites along Waukegan Road due to the automobile exposure and heavy traffic volumes. Entrepreneurial, boutique retail, restaurant, and service-oriented businesses focus on Glenview Road which is more pedestrian friendly and cater to the surrounding neighborhoods. Given the age and conditions of several downtown structures it can be challenging to rationalize reinvestment in the spaces conditions of several downtown neighborhoods. Given the age and conditions of several downtown structures it can be challenging to rationalize reinvestment in the spaces to attract new tenants because the likely tenants cannot justify the higher rents needed to offset the building owner’s costs to make the necessary building improvements.

Opportunities

With the recent developments such as the Glenview Library, Midtown Square mixed-use development, the Heinen’s grocery store, and various other significant building rehabilitations there is momentum in downtown’s revitalization. Parking studies are being completed to investigate ways to maximize the number of available stalls in the locations closest to downtown activity generators. Streetscape and bicycle improvements are planned for 2017, as well as the implementation of new regulations focused more on the aesthetics and physical characteristics of the new structures and their relationship to the street, and less on traditional zoning practices such as bulk and scale requirements. The D-D District is a zoning district designed to provide a compact core in which mixed-use buildings with residential and retail uses address the pedestrian scale of the streetscape.
## Goal RD-13

Explore opportunities to reinforce Downtown’s civic identity.

<table>
<thead>
<tr>
<th>RD-13.1</th>
<th>The Village should articulate defined Downtown characteristics and establish a vision for Downtown.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD-13.2</td>
<td>The Village shall facilitate the replacement of the Glenview Road streetscape (public parking, sidewalks, lighting, landscaping, and furniture) consistent with the Capital Improvement Program.</td>
</tr>
<tr>
<td>RD-13.3</td>
<td>The Village should identify opportunities where public gathering spaces (indoor meeting space or outdoor plazas) or locations for public art may be appropriate.</td>
</tr>
<tr>
<td>RD-13.4</td>
<td>The Village shall evaluate zoning regulations to encourage alternate land uses (e.g., specialty store themes, temporary uses or pop-up stores, arts, cultural, etc.).</td>
</tr>
</tbody>
</table>

### Resources

- [Downtown Glenview Revitalization](#)
- [Downtown Development Code](#)
- [Waukegan Road Corridor Plan](#)
Goal RD-14

Continue to support the implementation of the Downtown Revitalization Plan.

**RD-14.1**  The Village should support infill and redevelopment projects in accordance with the Revitalization Plan, which include a mix of uses near the train station; street-level activities along Glenview Road; parks, plazas, and enhanced environmental features (river); and connectivity to adjacent properties that supports a live-work-play philosophy.

**RD-14.2**  The Village shall continue to evaluate the effects of revitalization on the downtown boundaries and potential transitional land uses at the edges of the district.

**RD-14.3**  Due to increased downtown activity, the Village shall evaluate opportunities to address public parking concerns (perceived lack of spaces, proximity to uses, etc.), including shared parking opportunities.

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**Glenview Downtown**

- **Grandpa's**
- **Downtown Glenview Road**
- **Downtown Riverwalk**
Goal RD-15

Seek out opportunities to support the economic stability of Downtown.

<table>
<thead>
<tr>
<th>RD-15.1</th>
<th>The Village should investigate ways to encourage businesses to locate in vacant or underutilized lots, buildings or storefronts. Promotion of opportunities could include direct Village involvement or potential programs such as expedited permitting services, fee waivers, and infrastructure investments.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD-15.2</td>
<td>The Village should establish a Façade Improvement Program (grant or loan to business to fix up the storefront aesthetics).</td>
</tr>
<tr>
<td>RD-15.3</td>
<td>The Village should investigate coordinated (with Chamber of Commerce, CNSCVB, etc.) marketing activities or other programs to promote retail, restaurant and entertainment uses that serve local, as well as, multi-community trade areas. These programs could also support a variety of temporary, seasonal, cultural, and entertainment events.</td>
</tr>
</tbody>
</table>
Existing Conditions

The wayfinding signage found in Glenview is fairly generic and typical of what would be found in many other Chicagoland communities. The Village has three (3) wood gateway monument signs displaying the Village seal which are located along a few major streets and identify Glenview’s corporate boundaries. Other wayfinding signage which provide some direction to visitors on the location of uses are represented in the prototypical brown or green metal roadway signs. Destinations shown on these signs include such places as civic buildings, houses of worship, and major attractions such as the Kohl Children’s Museum.

Background

Wayfinding is a concept that deals with the familiarity of an area and one’s ability to recognize patterns in the built environment. The existing gateway signs at the entrances to the Village are limited to a few locations and contain an outdated sign design and color scheme. As part of the public input received during the Comprehensive Plan process, numerous participants noted the lack of identifying characteristics that would signify the locations of major destinations and attractions within the Village. The input from the process also focused on ways to reinforce the civic identity of the downtown through wayfinding features.

Opportunities

Wayfinding would help reinforce the identity of a place or area and should be applied Village-wide utilizing various tried and tested techniques. Wayfinding could include gateways, architectural features, landscaping, paving patterns, and signage. All of these techniques combined would provide residents a better sense of place within their community and visitors a better understanding of available destinations to be explored. In terms of the Downtown District, several opportunities for gateways and wayfinding signage were identified during the Comprehensive Plan workshops and are represented in the concept sign location map and rendered sign types (Figures 5-14 and 5-15).

Figure 5-14: Proposed Downtown Signage Locations

Figure 5-15: Preferred Signage Designs
### Goal RD-16

The Village shall create a village-wide wayfinding program to foster the Village’s unique identity.

| RD-16.1 | A wayfinding program (purpose, design, colors, hierarchy of signs, locations, etc.) should be established and applied throughout the Village in accordance with a long-term implementation schedule. |
| RD-16.2 | The Village should implement a gateway sign program that uses the existing Village logo to signify visitors are entering Glenview along select entrances to the Village. |
| RD-16.3 | The Village should implement wayfinding efforts in the Downtown District consistent with its civic identity and the established Downtown vision, compatible with the gateway sign design, but exclusive and different than the rest of the Village.  
  - Work in conjunction with the 2017 Glenview Road Streetscape improvements  
  - Wayfinding design should incorporate Glenview’s Downtown identity and be of traditional design.  
  - Sign scale should be legible with natural colors and materials.  
  - Signage should include the following types: gateway signs, auto-oriented signs and pedestrian-scaled signs. |
Transportation and mobility are vital to a community. They allow for the swift and efficient movement of people and goods from one destination to the next.

- A comprehensive transportation network promotes a healthy and active lifestyle.
- Public transit improves village-wide connectivity while simultaneously lowering automobile traffic volumes.
- Urban trails and paths create an engagingly built environment that supports walking and biking habits.

Glenview is a well-connected, safe, and efficient multi-modal community. The Village enjoys a multitude of paths and trails for pedestrians and bicyclists and features two Metra commuter rail stations, one of which doubles as an Amtrak passenger rail stop (one of only two in Cook County). Glenview’s circulation network supports a variety of options for users: pedestrians, bicyclists, motorists, and commuters.

Pictured above: The Downtown Glenview Metra Station
Background

A well-functioning transportation network is essential to any community. Not only does it help facilitate growth through the movement of goods, it also helps build social capital through the movement of people. A well-functioning network has a balance of transportation modes so that it is not solely reliant on the automobile, but can be traversed by rail, bus, bicycle, or on foot. These multiple modes of transportation will help cater to the wide variety of needs in the community.

The transportation network also helps form the image of a community. While it is important to have a comprehensive and well-connected system, a negative view of the network should not be the first thing that comes to mind when thinking about the community. Rather, it is important that the roadways be able to accommodate sufficient traffic, but not be so wide that it creates an empty, blighted feeling. Also, transit should be well-integrated so that it does not unnecessarily impede automobiles, bikes, and pedestrians.

Glenview is in an enviable position as it has a wide-ranging transportation network with diverse modes from which to choose. This chapter discusses ways in which the network can be improved and includes goals to achieve this vision.

Glenview Mobility

Today, Glenview’s circulation network is influenced by many factors including historic street design and access, an established rail network, natural barriers, state and regional agencies and adjacent jurisdictions.

Land use decisions are another major factor influencing mobility. It is generally understood that the types of land uses and their locations influence travel patterns in Glenview. In the past, the primary solution for congestion was to build newer and bigger roads. This approach generally encouraged more growth, which resulted in increased levels of congestion.

These influences (design, land use, regional agencies, etc.) create some of the greatest challenges to the transportation system in Glenview. However, if Glenview is going to be successful in controlling its future mobility, cooperation, and coordination with jurisdictions and adjacent transportation-related agencies is very important. Glenview’s transportation system, as well as the greater Chicagoland system, have become increasingly multi-modal, and more travel options are available for different population groups. This has helped Glenview meet its mobility needs while decreasing the need for bigger roadways.
Public Input
As part of the 2016 Comprehensive Plan Update process, significant input was gathered from multiple meetings, workshops, and open house events. The results helped shape the outcome of the goals in this Plan. The variety and depth of public input sought to ensure that concerns expressed by citizens from all areas of Glenview were represented. Participants recognized the importance of good street design, the value of multi-modal options, and the benefits of matching our land use patterns with the total transportation system. Public input is a vital component of any Comprehensive Plan and there were several opportunities for residents to be involved. More information on the public input used to prepare the plan can be found in Chapter 2, Vision.

Intersection Congestion
On September 30, 2015 a workshop was held to generate ideas about where circulation improvements could be made. Residents identified areas of congestion along roadways and at intersections in Glenview. The result of this input can be found in Figure 6-1, Intersection Congestion. On the map, larger red dots signify greater concerns with congestion.
The roadway network system is classified into six types of facilities:

- Interstate
- State Route
- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets

The first step in implementing an access management policy is to classify the roadways that will be affected by the policy. Three major classifications are typically identified in most communities as arterials, collectors, and local streets. The difference between these classifications is the tradeoff between mobility and access. An arterial roadway gives priority to through movements and thus the access management policies are more stringent on these types of roadways. A local street gives priority to land access of adjacent properties and thus the through movement is impeded. A collector roadway gives equal priority to the through movements and access to landowners abutting the roadway.

**Arterial roadways** are the main corridors that carry the highest traffic volumes, typically at higher speeds. Arterials are designed to move vehicles with limited access to adjacent developments, collectors, and local streets. When arterials are not designed to accommodate their intended function of a through street, congestion occurs and the collector and local street system experience additional traffic, which can be disruptive to adjacent neighborhoods.

Some arterial roadways are controlled by the Illinois Department of Transportation (IDOT) and outside of Glenview’s control, as shown in Figure 6-3. Most notable of these are:

- Waukegan Road, Milwaukee Avenue and Golf Road – State Routes
- Willow Road – Principal Arterial
- Portions of Central Road – Collector

**Collector roadways** collect traffic from the local streets and transport them to the arterials. Collectors should be designed to accommodate a balance of through traffic and access to adjacent developments and neighborhoods.

**Local streets** are all other roadways in Glenview. These provide access to the collector roadways from individual businesses and residences. While local roadways may serve as connectors for neighborhoods, they should be designed to discourage through-traffic.

It is important to note that although streets receive certain designations as professional practice, at times, local conditions, habits and customs cause certain roadways to be utilized beyond their capacity. This is most commonly experienced on local streets that sometimes act as collectors.

Glenview’s complete traffic circulation map can be found on Figure 6-2.
Figure 6-2: Glenview Traffic Circulation
Roadway Ownership and Maintenance

Roadways throughout the Village are owned and maintained by numerous entities, which means the standards and procedures for roadway upkeep can vary significantly. The state owns/maintains the interstates (e.g. I-94), state routes (e.g. Golf Rd) and principal arterials (e.g. Willow Rd), while Cook County owns/maintains several minor arterials (e.g. East Lake Ave), and the Village of Glenview and Northfield Township, maintain other streets within the Village. The Village continues to coordinate with all these agencies to ensure Glenview’s transportation network is functioning properly. Figure 6-3 illustrates the various roadway ownership responsibilities in Glenview.

There are 158 miles of roadway within Glenview which the Village is responsible for maintaining. For roadways that are owned and operated by Glenview, the Village has established standards for determining their useful lifespan and how to adequately maintain them. Relative to assessing roadway conditions, the Village conducts regular studies to ascertain the current conditions of the infrastructure. By using a rating system, it can be determined when a roadway is beginning to fail. This helps the Village prioritize what streets should be resurfaced and which streets should be replaced in the Village’s Capital Improvement Program (CIP). The CIP is a budget that is used to program construction as well as ongoing maintenance and operations of the Village’s infrastructure. For the four-year period from 2016 to 2019, the Village is planning to reconstruct over 5.2 miles and resurface over 20.4 miles of roadway.

In general, the average lifespan for a roadway is 60 years after initial construction; therefore, the CIP suggests roadways be resurfaced 20 years after being constructed and again 40 years after the original construction. Between the years 2015 and 2019, the Village estimates that a total of $43,197,156 will be spent on repaving and reconstruction projects throughout Glenview. $16 million will go to resurfacing in those five years and $27 million will be allocated for reconstruction.

Several funding sources are utilized to pay for projects in the CIP and one-time revenue streams or grant dollars are typically used for one-time major projects (e.g. a new stormwater detention basin). Ongoing funding typically comes from the Motor Fuel Tax (tax on gasoline), the Capital Project Funds (a Village fund dedicated to infrastructure maintenance) and the Water and Sanitary Funds (revenue generated from a water and sewer bills).

With a well funded and proactive CIP, the Village has been able to effectively maintain the roadway systems through resurfacing and reconstructions, which ultimately save the Village money in the long-term.
Figure 6-3: Roadway Ownership
Roadways

Arterial Roadways

Golf Road is a major east/west Illinois Department of Transportation (IDOT) arterial roadway and is a designated Strategic Regional Arterial (IL-58). The cross-section of Golf Road varies from a six-lane divided roadway to a four-lane divided roadway between Milwaukee Avenue and Waukegan Road in the Village. Golf Road originates at Central Park Avenue in Evanston, IL and continues west to Barrington Road in Hoffman Estates, IL for a distance of approximately 32 miles.

Milwaukee Avenue is a northwest/southeast diagonal four-lane divided arterial roadway and is a designated SRA route (IL-21), under the jurisdiction of IDOT. Milwaukee Avenue originates at Skokie Highway (USH-41) in Gurnee, IL and continues to the south to the intersection of Canal Street with West Lake Street in Chicago, IL for a distance of approximately 40 miles.

Glenview Road is an east/west two-lane undivided collector roadway that widens at the intersections of Milwaukee Avenue, Waukegan Road, and Harlem Avenue. Glenview Road originates at the intersection of Dearlove Road and Milwaukee Avenue in Glenview and continues seven miles to the east to Wilmette Avenue in Wilmette, IL.

Willow Road is a four-lane divided east/west IDOT arterial roadway within the Village of Glenview. Willow Road originates at Green Bay Road in Winnetka, IL and continues west to the west to Algonquin Road (IL-62) in Barrington Hills, IL for a distance of approximately 24 miles. Willow Road has an interchange with the Edens Expressway, I-94, which runs along the east border of Glenview. Willow Road also has an interchange with the Tri-State Tollway (I-294) which runs along the west border of Glenview. West of the I-294 interchange, Willow Road is designated as Palatine Road.

Collector Roadways

Central Road is an east/west two-lane collector roadway that widens at the intersections of Shermer, Greenwood Road, and Milwaukee Avenue. Central Road originates at Lehigh Avenue and continues 11 miles to the west to IL-53 in Schaumburg, IL. As mentioned earlier, portions of Central Road are controlled by IDOT.

Chestnut Avenue is a 1.5 mile east/west two-lane collector roadway that originates at Waukegan Road in Glenview and continues to the west past Patriot Boulevard to Commons Drive in Glenview. West of Lehigh Avenue, Chestnut Avenue transitions to a divided roadway section.

Greenwood Road is a north/south collector roadway that originates at West Lake Avenue in Glenview and continues south for 25 miles. Greenwood Road ends at Peterson Avenue in Park Ridge and its jurisdiction varies at different points, but the portions of roadway in Glenview are primarily under Cook County’s jurisdiction.

Harlem Avenue is a north/south two-lane collector roadway. Harlem Avenue originates at Prairie Street, and continues 40 miles to the south to Eagle Lake Road in Peotone, IL. North of Prairie Street, Harlem Avenue becomes Lehigh Avenue as it continues north.
Harms Road is a north/south two-lane collector roadway. Harms Road originates at East Lake Avenue in Glenview and continues south to Golf Road. South of Golf Road, Harms Road becomes Central Avenue.

Landwehr Road is a 3.5 mile north/south two-lane undivided collector roadway. Landwehr Road widens at the intersections with Willow Road and West Lake Avenue. Landwehr Road originates at West Lake Avenue in Glenview and continues to the north to Dundee Road (IL-68) in Northbrook, IL.

Lehigh Avenue is a northwest/southeast two-lane undivided collector roadway that originates at Willow Road in Glenview and continues two miles to the south to Prairie Street. South of Prairie Street, Lehigh Avenue becomes Harlem Avenue as it continues south.

Patriot Boulevard is a two mile divided two lane collector roadway south of Chestnut Avenue and a divided four-lane collector roadway north of Chestnut Avenue. The roadway begins at East Lake Avenue and continues past Willow Road.

Pfingsten Road is a north/south two-lane collector roadway that originates at Lake Cook Road in Northbrook, IL and continues 4.5 miles to the south to East Lake Avenue in Glenview. South of East Lake Avenue, Pfingsten Road becomes a local street and provides access to a residential neighborhood.

Sanders Road is a north/south four-lane divided collector roadway which originates at Milwaukee Avenue in Glenview and continues to the north. Sanders Road becomes Saunders Road at Lake Cook Road and continues north to Duffy Lane in Lincolnshire, IL.

Shermer Road is a northwest/southeast two-lane collector roadway with two separate roadway sections north and south of The Glen that do not connect. North of the Glen, Shermer Road originates at Dundee Road (IL-68) in Northbrook, IL and continues three miles to the south to West Lake Avenue in Glenview. South of The Glen, Shermer Road originates north of East Lake Avenue in Glenview and continues 3.5 miles to the south to Waukegan Road (IL-43) in Niles, IL. Shermer Road widens at the intersection with Central Road.

Sunset Ridge Road is a north/south two-lane collector roadway. Sunset Ridge Road originates at East Lake Avenue in Glenview and continues four miles to the north to Skokie Road in Northbrook, IL.

Wagner Road is a two mile north/south two-lane collector roadway. Wagner Road originates at Old Willow Road in Northfield, IL and continues south to a portion of Central Road in Glenview which functions as a local residential street.
Transit System

6.10 Glenview Looking Forward • Transportation and Mobility (TM)

Rail Network

Considered the nation’s ‘Rail Capital,’ Chicago is home to the world’s largest rail center. Rail has been a part of the region for over 150 years, resulting in one of the most vibrant and dynamic regions in the world. The foundation that rail built for the region continues to be a key contributor to the quality of life by providing base economic jobs and allowing for a range of transportation options.

In Glenview, the Village is traversed by two rail lines which intersect each other at the northern edge of the Village. The Milwaukee District North Metra Line (MD-N) serves commuter traffic and freight and proceeds northwest out of Chicago, while the Union Pacific Milwaukee Subdivision – New Line (UP) serves freight and proceeds northeast from O’hare Airport, see Figure 6-4.

These rail lines provide numerous transit and accessibility benefits, but come with a unique set of challenges related to health and safety. With limited opportunities for rail crossings, the lines also cause the disruption of surface transportation patterns and travel times.

Milwaukee District North Metra Line (MD-N) The MD-N is a rail line for the Metra commuters and Amtrak. The Metra Milwaukee District North Line connects downtown Chicago to Fox Lake, Illinois. Glenview is home to two Metra stations, one located downtown, north of Glenview Road and the other, The Glen of North Glenview. The North Glenview station opened in coordination with the development of The Glen, and is located at the West Lake Avenue and Lehigh Avenue intersection. There is also a station in the Village of Golf which serves residents of southeast Glenview.

Metra operates up to 28 roundtrips per day on this line between Chicago and Fox Lake.

Amtrak The downtown Glenview station provides service for Amtrak intercity passenger rail as well as Metra. The Hiawatha Service between Chicago and Milwaukee, Wisconsin has seven roundtrips a day Monday through Saturday. On Sunday, Amtrak provides six roundtrips. The Empire Builder train, servicing Chicago, St. Paul, Minnesota, and Seattle, Washington also stops in Glenview twice daily.
Union Pacific Milwaukee Subdivision

- New Line (UP) is a freight rail line. Formerly known as Chicago & North Western, it was opened in 1904 and was the first alternate freight route between Chicago and Milwaukee. The present route was formed by new extensions constructed in 1907 and 1911, hence the name, New Line.

In its early days, the Union Pacific rail line served Chicago commuters, Michigan iron mines, and Illinois coal fields. In 1984, the Chicago & North Western partnered with Union Pacific (UP) to open a connector line to the coal fields in Wyoming’s Powder River Basin which enabled the region to become a major U.S. energy source. The Chicago & North Western and Union Pacific merged in 1995. (Source: Web Feb. 20, 2016, https://www.up.com/aboutup/)

- Although rail brings many benefits, various concerns need to be closely monitored and addressed. Some of these concerns include: noise, vibration, incidents of multi-modal conflicts, and major failures.

- On July 4, 2012, the UP line suffered a derailment that resulted in significant damage and the loss of two lives. This was the second derailment near the Shermer Road bridge in recent years. After a thorough investigation, it was determined that the probable cause of the 2012 derailment was a ‘thermal misalignment’ of the track due to an elevated rail temperature. (Source: Federal Rail Administration - FRA File # HQ-2012-22)

- A more daily concern is the disruption to surface transportation routes. The transecting rail lines create conflicts with cross-traffic patterns, making east-west travel difficult. Further exacerbating this problem is the prolonged wait times for Amtrak passenger trains loading and unloading at the downtown Glenview station, due to the limited rail car storage area which causes the train to idle across Glenview Road. One solution which has been suggested is relocating the Amtrak stop to the Glen of North Glenview stop which would require significant infrastructure improvements. An extensive public input process between all stakeholders would be necessary if this solution is to be considered.

Bus Network

There are four Pace bus routes that serve the Glenview area. Many of these routes serve the Metra stations, shopping centers, high schools, and employment centers. See Figure 6-5.

- Route 210: This route begins in downtown Chicago, with stops at the Western Avenue CTA rapid transit station, various Lincolnwood shopping centers and the Morton Grove Metra station. It then travels north along Waukegan Road to the Glenview Metra/Amtrak Station, and then onto Glenbrook South High School and Glenbrook Hospital.

- Route 270: This route starts at the Jefferson Park CTA station. The route continues north along Milwaukee Avenue and stops at many corporate centers in Glenview as well as Glenbrook Hospital.

- Route 422: This route starts in Wilmette and makes a stop in Glenview along the way. Route 422 stops at the Glenview Metra/Amtrak Station offering further connections to the region.

Figure 6-5: Pace Bus Routes

Route 423: Route 423, like 422, starts at the Linden CTA station. This route instead of turning north turns south and terminates at Chicago’s Harlem Station. In Glenview, Route 423 stops at the Glen Town Center and the Glenview Metra/Amtrak stations.

Route 623: This route serves northern Glenview and its major employment centers. It starts at the Glen of North Glenview Station and on its way out of the Village of Glenview it stops at the Meadowbrook building at the southeast corner of Willow Road and Patriot Boulevard.
Complete Streets

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, often dangerous. Complete Streets can make it easy to cross the street, walk to shops, and cycle to work. With that in mind, the Village of Glenview is focused on reviewing new infrastructure projects against Complete Street guidelines to enable safe access for all users.

Every municipality is different and there is no one design for a complete street. This means that Complete Streets guidelines must be tailored to address the challenges of their specific community. For Glenview, the guidelines could include the addition of raised medians at intersections of major arterials to better protect pedestrians, reduced travel lanes, shared or protected bike lanes, or ADA compliant sidewalks.

The benefits of complete streets are widespread, but the overarching benefit is safety. With Complete Streets design, pedestrians and bicyclists can traverse the community more safely. Other benefits could include the promotion of a healthier lifestyle for those who bike and walk, lower carbon emissions due to reduced traffic volumes, and a more efficient transportation network that provides users with multi-modal transportation options.

Biking and walking lend a community and its citizens multiple benefits including health, social justice, economic, and environmental benefits. These alternative modes of transportation lead to healthier lifestyles and lower risks of heart disease and weight-related health concerns later in life. In transportation, there are typically large concerns relating to social justice. As every member of the community isn’t able to afford owning a car, biking and walking provide a much more accessible and economically feasible option for all members of the community, including those in the lowest income brackets. Biking and walking help avoid the expensive costs attached to vehicles like monthly car payments, auto insurance, maintenance, and gas. Finally, there are no pollutants emitted in the process of biking or walking, so these forms of transportation are immensely better for the environment than driving a car or even taking a bus or train.

The Environmental Protection Agency (EPA) has stated that nearly 80% of carbon monoxide and 55% of nitrogen oxide emissions come from transportation, stark figures in comparison to biking and walking. While it is understandable that biking and walking to a destination isn’t always feasible due to infrastructure or trip lengths, these should be viable options of transportation for shorter trips. In 2009, the US Department of Transportation conducted a transportation survey in which they found that 28% of all trips taken in the country were one mile or less. These are the types of trips that could be taken via bicycle or on foot.
Bicycle and Sidewalk Master Plan

Adopted in 2007, the Village of Glenview Bicycle and Sidewalk Master Plan (“Master Plan”) guides facility improvements and also encourages opportunities to enable regional connections by coordinating with neighboring municipal bike plans.

The Master Plan contains several recommendations, including traffic control devices, roadway improvements, policy recommendations, proposed bicycle facilities, and proposed pedestrian facilities. The plan aims to provide non-motorized transportation facilities as an alternative to automobile use as well as a form of recreation. The plan recommends the installation of more than 50 miles of bicycle facilities, including signed on-street bike routes, bike lanes, and off-street shared use paths. In terms of pedestrian improvements, the plan recommends the installation of nearly 15 miles of sidewalks along with improved traffic control devices, including crosswalks, push button signals, and pedestrian countdown clocks.

The Comprehensive Plan reconfirms the recommendations of the Master Plan and reconfirms the desired goal to improve bicycle and pedestrian facilities within the transportation system that adequately meet the needs of residents, businesses, commuters, and recreational users.

The three corridors generally have a north/south orientation and are located in the west, center, and east sections of the Village. These locations form the foundation for a dispersed network that provides bicycling opportunities for Glenview residents. These three north-south corridors are the culmination of regional efforts to promote bicycling as a viable mode of transportation.

The Village has identified a primary need for east/west bicycle routes to provide interconnections among the three north/south trails, which would jointly form a more complete bicycle route network. As part of the Glenview Comprehensive Plan, the Village seeks to identify necessary improvements to accommodate additional bicycle routes within the Village.

Bicycle Network

The Village of Glenview has three main corridors for bicycle travel:

- Des Plaines River Trail, along the Des Plaines River
- Techy Trail, along the Metra Milwaukee North District tracks
- North Branch Trail, along the Middle Fork of the North Branch of the Chicago River

The Village of Glenview  •  Comprehensive Plan  •  2017
Sidewalk Network

Sidewalks are provided along most of the major roadways in the Village and in most newly developed subdivisions. In accordance with the Village of Glenview Bike and Sidewalk Master Plan the Village has incorporated new sidewalks and multi-modal paths into the design of major intersection and street improvement projects. Since the Master Plan’s approval in 2007, the Village has constructed 13 new sidewalks (4.9 miles), three new multi-use paths (1.7 miles) and one new on-road bike lane (1.6 miles). Even with the recent sidewalk and path improvements, sidewalks on arterials and collectors have been found to be discontinuous along various sections of Willow Road, Milwaukee Avenue, East Lake Avenue, Landwehr Road, and Golf Road.

As a general rule, gaps in sidewalk networks need to be completed in order to provide continuous, safe travel for pedestrians. Sidewalks between residential areas and nearby destinations (within ½ mile) should be provided along major streets. Continuous sidewalks should be provided in the major destination areas, including downtown Glenview, leading to public transportation facilities, shopping areas, recreation areas, and schools.

However, in older areas of the Village there are numerous neighborhoods where sidewalks are limited or non-existent, either due to the development being constructed before such standards existed or due to the preference of the neighborhood.

Some residents in these areas cite the original design of the subdivision as their reason for moving into the neighborhood. Others have concerns with adding sidewalks due to the potential loss of mature trees or their preference to retain the existing rural road conditions of the neighborhood.

In areas without sidewalks or with discontinuous sidewalks, future improvements must take into consideration the desire of residents. If the local residents want to request sidewalk improvements, and can demonstrate significant neighborhood support, sidewalk improvements should be considered. Information on requests for public sidewalk installation can be found in the Traffic Committee’s Traffic Procedures and Policies Manual.

As part of the public engagement process, residents reconfirmed areas of the Bicycle and Sidewalk Master Plan that should be a priority. The result of this input can be found in Figures 6-6 and 6-7, Pedestrian Crossing Summary and Bikeway Priority Summary, respectively.

More extensive information about Glenview’s sidewalk and bicycle network can be found in the aforementioned Master Plan.
Figure 6-7: Bikeways Priority Summary
Bicycle & Pedestrian Paths

Trail Network
A functional network of non-motorized, multi-use trails create journeys of discovery linking local and regional places while connecting to the greater transportation network. These trails serve both recreation and transportation needs, providing a safe and enjoyable experience for all users. The trail network promotes a healthful outdoor lifestyle resulting in more trail users and advocates. The trail network also links people to place, enhancing Glenview’s economy, culture, and quality of life.

Regional Trails

Centennial Trail: This paved off-road trail is the first dedicated east/west connection through Glenview. It offers direct access to The Grove and will ultimately link to the Des Plaines River Trail on the west side of the Village. The trail goes near Glenbrook South High School, connects to the paths in Gallery Park and is planned to link up with the North Branch Trail on the east side of the Village.

Des Plaines River Trail: This unpaved regional trail runs through the Cook County and Lake County Forest Preserves which line the Des Plaines River. The trail begins in Maywood and extends north to Wadsworth, near the Wisconsin state line. The Des Plaines River Trail can be accessed at Milwaukee Avenue, Willow Road, and Techny Road.

North Branch Trail: This paved trail begins at Devon Avenue in Chicago and extends north into the Chicago Botanic Garden, following the North Branch of the Chicago River. There are various on-street connections at both ends of the trail that connect to other trails along the Lake Michigan shoreline. The North Branch trail can be accessed at Glenview Road, Lake Avenue, and Harms Road.

Other Trails

The Gallery Park Paths: These paths wind around Lake Glenview and Gallery Park, located in The Glen.

Techny Basin Reservoir Path: This circular path surrounds the Techny Basin that was developed south of Willow Road, near Ravine Way. Peninsula Park is located at the southeastern end of the Basin. The path will eventually connect to the proposed Techny Trail and The Glen of North Glenview Metra station.

Glenview Trail: A portion of the Glenview Trail is currently in place on the east side of the railroad tracks which runs to the northwest through the Village. It begins at the Downtown Metra station and ends in the vicinity of Spruce Drive.
Figure 6-8: Open Space and Trails Map
Destinations

There are two factors that are integral to a well-used bicycle and pedestrian network: connectivity and direct routes. A network should be well connected to prominent destinations throughout a community and should provide linkages in the shortest distance possible. Glenview’s bicycle and pedestrian network is efficiently connected to downtown, transit stops, shopping areas, recreation areas, and various schools. Major Glenview destinations are described below and illustrated on Figure 6-9.

Downtown Glenview

Within downtown Glenview, there are many destination points, including the Glenview Metra / Amtrak station, the Glenview Public Library, shopping districts along Glenview and Waukegan Roads, Our Lady of Perpetual Help School, and Jackman Park.

Public Transportation

The Village is served by two Metra stations, and a third station is located nearby in the Village of Golf. The downtown Glenview Metra / Amtrak station is located on Depot Street. The Glen of North Glenview Metra station is located at West Lake Avenue and Lehigh Avenue. The Village of Golf Metra station is located on Overlook Drive, just east of Waukegan Road. Several Pace bus routes also terminate near the downtown Glenview Metra/ Amtrak station. All Pace buses are equipped with bicycle racks.

Shopping Areas

Numerous major retail areas are located within the Village, including: Downtown Glenview; Carillon Square, Glen Oak Plaza, and the Gateway Center, all located at East Lake Avenue and Waukegan Road; the Glen Gate Shopping Center at Golf Road and Waukegan; the Heatherfield Shopping Center at Westleigh Drive and Waukegan Road; Glen Pointe Shopping Center at Sanders Road and Willow Road, Plaza Del Prado and Glenbrook Marketplace, located at Willow Road and Pfingsten Roads; and Willow Creek Retail Center, located south of Willow Road at Old Willow Road. There are also numerous retail shops along Waukegan Road, Golf Road, and Milwaukee Avenue. In addition, three regional malls are located near Glenview. Golf-Mill Mall is located in Niles at Golf and Milwaukee Avenue, just south of the Village limits. Old Orchard Shopping Center is located in Skokie at Old Orchard Road and Skokie Boulevard, east of I-94, just south east of the Village limits. Northbrook Court is located in Northbrook on Lake Cook Road.
Figure 6-9: Major Destination Points
Recreation Areas

In addition to several neighborhood parks, Glenview has a number of recreation areas, community centers, and other points of interest including: Flick Park, which is located between Glenview Road and East Lake Avenue, east of Pfingsten Road and west of Greenwood Road; Roosevelt Park, which is north of Glenview Road between Grove Street and Fir Street; the Grove National Historic Landmark and Illinois Nature Preserve, located on Milwaukee Avenue, just east of I-294; Wagner Farm, located at Lake Street and Wagner Road; Gallery Park and Lake Glenview, located at Lehigh Avenue and West Lake Avenue; Techny Basin, a Metropolitan Water Reclamation District (MWRD) Reservoir Area, located near the Willow Creek Retail Center, south of Willow Road, east of Ravine Way; Glenview Ice Center, located at Landwehr Road and West Lake Avenue; Community Park West east of I-294, near Zenith Drive. The Cook County Forest Preserve lands, such as the Des Plaines River Trail and the River Trails Nature Center, and Blue Star Memorial Woods are located on both the east and west sides of the Village.

Schools

Two public and two private high schools primarily serve the Glenview area. Glenbrook South High School is located in Glenview at West Lake Avenue and Pfingsten Road. New Trier High School is located in Winnetka on Winnetka Road, east of Green Bay Road. Christian Academy High School is located in Northfield on Waukegan Road, south of Willow Road. Loyola Academy is located in Wilmette north of Lake Avenue, just west of I-94. A total of ten (10) Elementary School Districts and five (5) High School Districts cover the Village of Glenview incorporated areas, as well as several private parochial schools. In terms of public schools, there are a large number of elementary schools, two middle schools, and one high school (Glenbrook South) within Glenview’s boundaries.

Bicycle Parking

Most of the destinations in the Village that were observed during the field investigation do not have bicycle racks. These included fast food restaurants, schools, and various small businesses and commercial areas. Bicycle racks were present at several large grocery stores and at Metra train stations, as well as Flick and Roosevelt parks. The overall absence of bicycle racks at destination points creates a deterrent for bicycle travel.
Traffic Committee

The Village of Glenview’s Traffic Committee is a multi-disciplinary group of professionals. The Committee meets on a regular basis to review requests from citizens and officials in regards to traffic volumes and speeds at different locations throughout the Village. The Traffic Committee makes recommendations on the inquiries based on law and professional planning, engineering, and traffic standards.

One of the main tools that the Traffic Committee utilizes are traffic calming measures. Traffic calming measures are sets of strategies used to slow and/or reduce vehicular speeding, and improve safety for all roadway users and improve living conditions for residents. Evaluating proposed improvements based on the three E’s – Education, Enforcement, and Engineering – the Committee utilizes the following traffic calming efforts:

- Periodic speed enforcement by the Glenview Police Department
- Speed Boards to display and inform drivers of their travel speed
- Roadway modifications like raised medians, added on street parking, and curb bulb-outs
- Signage to encourage the public to be mindful of their driving speeds
- Road closures
- Unwarranted stop signs
- Speed humps and/or bumps
- “No Thru Traffic” signage
- Turn prohibitions and one-way street designations

Consistent with Village Board policies, the Traffic Committee has developed a list of traffic calming efforts that they do not employ, including:

- Road closures
- Unwarranted stop signs
- Speed humps and/or bumps
- “No Thru Traffic” signage
- Turn prohibitions and one-way street designations

Access Management

The primary function of streets is to move vehicular traffic from one point to another. In between those points there is access to land occupied by the various uses seen throughout Glenview, such as residential neighborhoods, commercial corridors, shopping centers, industrial areas, office buildings, and public spaces including parks and schools. In the commercial corridors, businesses often times want to maximize the opportunities to provide convenient access to their properties. On heavily traveled roadways, especially during peak travel times (rush hour), multiple property access points produce more potential conflicts with vehicles turning into and out of the roadway. These conflicts ultimately reduce the capacity of the roadway which made the site attractive in the first place. A proactive approach to managing the vehicular access points can be accomplished through the application of a comprehensive policy based on the principles of access management.

Access management preserves traffic safety, capacity, and speed on the roadway system while allowing traffic to flow into and out of a site with minimal hindrance to through traffic. It achieves the necessary balance between traffic flow and land use access by careful control of the location, type, and geometric design of driveways and intersections. Access management requires the coordination of land use planning with transportation planning and recognizes the primary function of the roadway.

The goal of access management is to maintain a desired level of service along a corridor or network of streets while providing access to local businesses and landowners adjacent to the roadway. An example of such management would be the reduction of curb-cuts, so they are spaced further apart allowing for more orderly merging of traffic, with fewer conflicts to drivers.

Classifying affected roadways is the first step in implementing an access management policy. Arterial roadways such as Waukegan Road, Lake Avenue, and Willow Road should promote through movement, while still providing well designed access at select locations. Waukegan Road is a good example of a roadway that contains inefficiencies due to its lack of access management.
The Goals in this chapter have been developed through the public input process described in Chapter 2, Vision. The Goals are the desired end state that the Village hopes to achieve. Each goal also includes a Resources section intended to identify various sources of information that can be used to help implement the goal. The Resources section includes links to websites, agencies and/or Village plans or documents.

Finally, the Goals are numbered sequentially in each chapter. The numbering protocol is an alphanumeric represented by the abbreviated chapter name followed by a hyphen then the numbered goal.

**Goal TM-1**

Commit Village of Glenview’s resources to implement the roadway improvements identified in the Capital Improvement Program.

<table>
<thead>
<tr>
<th>TM-1.1</th>
<th>TM-1.2</th>
<th>TM-1.3</th>
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<tr>
<td>The Village shall focus on the following infrastructure improvements: 1. Waukegan/East Lake Intersection – Dual Left-Turn Lanes all directions 2. Shermer/Willow Intersection – Westbound to Northbound Right-Turn Lane 3. Chestnut Avenue Widening 4. Pfingsten/West Lake Intersection Improvements 5. Chestnut/Lehigh/Johns Intersection Improvements 6. Waukegan/Glenview Intersection – Dual Westbound Left-Turn Lanes</td>
<td>The Village shall develop a consistent and cost effective street lighting plan for arterials which should include the following: 1. Outline areas for improvements allowing varied light standards for the various land use considerations 2. Establish proper lighting level standards based on safety considerations along roadways and at major intersections where pedestrians are crossing 3. Create a list of acceptable light sources (solar, LED, metal halide, sodium vapor) and establish a design hierarchy (pole types and fixtures)</td>
<td>The Village shall continue to work with the respective local, state and federal agencies to expedite improvements of roadways and intersections.</td>
</tr>
</tbody>
</table>

**Resources**

- Capital Improvement Program
- Waukegan Road Corridor Plan
- Milwaukee Avenue Corridor Plan
## Goal TM-2

*Promote and improve convenience and connectivity in public transportation.*

<table>
<thead>
<tr>
<th>TM-2.1</th>
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<tbody>
<tr>
<td>The Village should encourage businesses to develop incentive programs to increase transit ridership and evaluate ways to potentially support the attraction, retention, and expansion of employers utilizing rail.</td>
<td>The Village shall coordinate with transit operators to evaluate potential updates to operations, facilities, and/or routes that may increase frequency of services to better serve the community.</td>
<td>The Village shall investigate ways to improve connectivity from train stations to multi-modal paths and arterial roadways.</td>
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<tr>
<th>TM-2.4</th>
<th>TM-2.5</th>
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<tr>
<td>The Village shall coordinate with transit operators to better understand and possibly mitigate arrival and departure delays.</td>
<td>The Village should survey neighboring towns on their shuttle bus program to evaluate the feasibility of implementing a bus service from Metra Stations to help get transit users to their final destinations in Glenview.</td>
</tr>
</tbody>
</table>

### Resources
- [Glenview Traffic and Transportation](#)
- [Milwaukee District / North Line (MD-N) Metra](#)
- [Amtrak Glenview Station](#)
- [Pace Bus](#)

![The Glen at North Glenview Train Station](image)
## Goals

### Goal TM-3

*Continue to monitor and seek out opportunities to mitigate the impacts of trains passing through the community.*

<table>
<thead>
<tr>
<th>TM-3.1</th>
<th>TM-3.2</th>
<th>TM-3.3</th>
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</table>
| The Village shall continue discussions with Amtrak officials to identify feasible long-term solutions (e.g. move Amtrak stop to the Glen of North Glenview Station) to eliminate Amtrak traffic disruptions on local streets. | The Village shall adopt a resolution affirmatively opposing the proposed Union Pacific expansion in Glenview that would add a third, elevated rail track along the rail line known as the ‘A-20’ track for the holding of up to 10,000 foot long trains adjacent to residential neighborhoods. | The Village should coordinate with rail officials and other local, state, and federal agencies to identify potential:  
- Advancements in freight car safety;  
- Methods to mitigate traffic, noise, and vibrations;  
- Reduction of train engine idling at holding tracks |

## Resources

- IDOT Quiet Zone Creation
- National Transportation Safety Board
- Department of Transportation
<table>
<thead>
<tr>
<th><strong>Goal TM-4</strong></th>
<th><strong>Continue to be a friendly environment for bicyclists and pedestrians.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TM-4.1</strong></td>
<td>The Village shall continue to implement the Bicycle and Sidewalk Master Plan.</td>
</tr>
<tr>
<td><strong>TM-4.2</strong></td>
<td>The Village should consider updating the Bicycle and Sidewalk Master Plan to provide connections to existing or planned paths in neighboring communities (e.g., a connection to the bike route in Wilmette, leading to Loyola Academy).</td>
</tr>
<tr>
<td><strong>TM-4.3</strong></td>
<td>The Village shall investigate the feasibility of widening five foot wide sidewalks to 8 – 10 foot shared paths along arterials (e.g., Waukegan) and collectors (e.g., Chestnut) village-wide.</td>
</tr>
<tr>
<td><strong>TM-4.4</strong></td>
<td>The Village should coordinate with area school districts to continue to support the Safe Routes to School program.</td>
</tr>
<tr>
<td><strong>TM-4.5</strong></td>
<td>The Village should install bicycle amenities (bike rack, repair stations, covered storage, route signage, wayfinding, hardscape, street furniture, etc.) at major cultural and civic destinations and along major routes where appropriate.</td>
</tr>
<tr>
<td><strong>TM-4.6</strong></td>
<td>The Village should study potential pedestrian crossing improvements (crosswalks, signage, flashing lights, lighting, timing, etc.) at Waukegan and Lake; Pfingsten and West Lake; Shermer and Glenview; and Shermer and Lake.</td>
</tr>
<tr>
<td><strong>TM-4.7</strong></td>
<td>The Village should continue to apply the same procedures for sidewalk balloting as is currently used for SSA and SWAMP projects. Following an unsuccessful petition to install a new sidewalk, a new petition may be filed per the terms of the Traffic Committee Policies, however in order for a new petition to be considered, four years must have elapsed or a significant change surrounding the initial petition shall exist (e.g., an impending infrastructure project; a significant change in ownership of properties in the affected area, etc.).</td>
</tr>
</tbody>
</table>

**Resources**
- Traffic Committee
- Glenview Bike and Sidewalk Master Plan
- Glenview Park District
- Glenview Bike Trails Map
- Waukegan Road Corridor Plan
- Milwaukee Avenue Corridor Plan
Goals

Goal TM-5

Seek opportunities to support a comprehensive, functional network of shared urban trails and paths which are accessible, convenient, and connected to major destinations.

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<th>TM-5.2</th>
<th>TM-5.3</th>
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<tr>
<td>The Village shall continue to evaluate potential bicycle and pedestrian network connections to neighboring communities (e.g. Northbrook, Wilmette) and to regional trails (e.g. Des Plaines River Trail, North Branch Trail, Techny Trail).</td>
<td>The Village shall collaborate with other communities in the region to evaluate the feasibility of a comprehensive Bike Share program (e.g. Divy).</td>
<td>The Village shall consider the creation of a Glenview Bike Loop map which promotes and connects local attractions and retail opportunities along the route.</td>
</tr>
</tbody>
</table>

Resources

- [Glenview Bike and Sidewalk Master Plan](#)
- [Glenview Park District](#)
- [Glenview Bike Trails Map](#)
- [Bike Glenview](#)
## Goal TM-6

**Develop opportunities for better mobility (automobiles, public transit, bicycles, and pedestrians) and context sensitive infrastructure design.**

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<tr>
<td>The Village shall consider incorporating Complete Streets principles (context sensitive infrastructure design) into new developments and redevelopment efforts.</td>
<td>The Village should review Capital Improvement Program projects against the Complete Streets principles tailored for Glenview.</td>
<td>Ensure all new non-residential development is designed to actively engage and attract pedestrians and provide residents in the surrounding neighborhoods the opportunity to lead a healthy lifestyle.</td>
</tr>
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</table>

### Resources

- **Capital Improvement Program**
- **Waukegan Road Corridor Plan**
- **Milwaukee Avenue Corridor Plan**
- **Street and Sidewalk Maintenance**
**Goal TM-7**

*Continue to seek ways to mitigate the effects of high traffic volume and speed.*

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<tbody>
<tr>
<td>The Village should formalize the policies and procedures currently in practice by the Village’s Traffic Committee.</td>
<td>The Village shall continue evaluating and implementing appropriate traffic calming designs (3E’s, roundabouts, etc.) for residential streets and arterials. Updates could include more community education or enhanced visibility to ensure compliance with stop sign traffic control devices.</td>
<td>The Village shall coordinate with school districts to identify and highlight potential methods and opportunities to reduce peak traffic impacts (drop-off and pick-up times) around school sites.</td>
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**Resources**

- [Glenview Traffic Committee](#)
### Goal TM-8

*Mitigate the impact of multiple driveway access points and enhances the efficiency of arterial roadways.*

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<th>TM-8.1</th>
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<tr>
<td>The Village shall evaluate creating ordinance requirements for new non-residential developments to provide joint curb-cuts and cross-access easements (slip roads) with adjacent parcels.</td>
<td>The Village shall consider a potential curb cut incentive program in conjunction with curb cut reduction requirements.</td>
</tr>
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</table>

### Resources

- [Capital Improvement Program](#)
- [Waukegan Road Corridor Plan](#)
- [Milwaukee Avenue Corridor Plan](#)
Please see next page.
Natural Resources

“A taste for the beautiful is most cultivated out of doors”
- Henry David Thoreau, Walden, or Life in the Woods

The value of natural open spaces in the urban environment is considerable:

- It is essential for a thriving ecosystem and wildlife habitat
- Provides flood protection and improves water quality
- Promotes greater social connectivity and improves overall sense of well-being
- Improves livability and enhances property values

The Village of Glenview is committed to the preservation and improvement of its natural resources for the benefit of its current and future residents.

Set in the Kent Fuller Air Station Prairie, which includes 32 acres of preserved remnant prairie and habitat, the Evelyn Pease Tyner Interpretive Center is an award-winning example of restorative natural redevelopment in an urban setting.
Open space, both active and passive, and natural areas are community assets that are essential to a well-functioning, livable community. These assets provide many benefits that include establishing community gathering areas, influencing healthy and active lifestyles, enhancing the overall aesthetics of the community, providing for natural green infrastructure and contributing to the community’s higher quality-of-life.

Known for innovative planning for and preservation of open space, Glenview is recognized as a leader in establishing and protecting natural and active open spaces. This recognition has come through the hard work of many residents and staff which has led the Board of Trustees to establish two groups to continue to support the Village’s natural resources.

**Environmental Review Committee**

Glenview established an Environmental Review Committee (ERC) which has jurisdiction over requests to designate areas within the Village as Environmentally Significant Areas (ESAs) and regulate development activities within those areas. The ERC is made up of individuals who are collectively knowledgeable in planning, biology, hydrology, water quality, soil science, and engineering. This special ESA designation is applied to areas including and surrounding features of the highest significant natural qualities exhibited in such locations as The Grove, Air Station Prairie, Techny Basin, Lake Glenview, and Woodworth Prairie. The goal of the ERC is to guide development to preserve open space and to regulate development in these areas to mitigate impacts to any significant flora or fauna.

**Natural Resources Commission**

The Natural Resources Commission (NRC) is responsible for preserving, conserving, enhancing, protecting and raising awareness of the environment, natural resources and environmental values of the Village, including the quality of land, air and water, and the interrelationships that exist among and between them and all living things within the Village limits. Made up of five Glenview residents appointed by the Board of Trustees, the NRC also includes two non-voting members: a local student and the Village’s Natural Resource Manager. The Commission’s mission consists of:

- Seeks to raise awareness about local opportunities to enjoy and enhance green spaces.
- Develops and recommends long term strategic plans for protecting and restoring these areas.
- Is continually assessing the Village’s natural resources.
- Coordinates its efforts with local school districts and the Park District.
- Is the final arbiter on appeals to Village decisions to issue or revoke tree-removal permits.
A Plan for Nature in Glenview was adopted in August of 2008 by the Board of Trustees and will continue to act as a guide for the Village to identify, prioritize, preserve and enhance the natural resources within the Village. The Plan was developed by the Natural Resources Commission (NRC) and other participating citizens and identifies several natural areas and environmental corridors within the Village. The Plan then lists restoration, preservation, and improvement opportunities for the various sites. These opportunities range from consideration of various regulatory policies to natural infrastructure projects. The policy considerations and action plans are separated into the following categories:

- Native Landscaping
- Tree Preservation Ordinance
- Zoning and Development Regulations
- Lake Glenview and Gallery Park Action Plan
- West Fork and adjacent Techny Basin Action Plan
- North Navy Ditch Action Plan
- Public and Private property adjacent to West Fork and North and South Navy Ditch
- Miscellaneous Public and Private property recommendations
- Metra Corridor

The Plan created a framework for improvement and preservation of the Village’s natural resources and Environmentally Significant Areas with both broad policy prescriptions and narrow, site-based improvement projects. Many of the recommendations within the Plan are long-term goals meant to be continually implemented and re-evaluated as development evolves within the Village. One of the long-term goals is the reduction and eventual elimination of invasive species. Invasive species compete with, crowd out or overshadow valuable native species. Because of this, invasive species, whether vegetative, biologic or aquatic are a threat to the area’s native natural environment.

Through the efforts of the NRC, an assessment of Glenview’s conditions quantified the natural areas and resources in Glenview to 963 acres across 99 sites. These areas provide much more than aesthetic beauty; they are essential spaces for green infrastructure and recreation within the community. They provide opportunities to connect with nature and preserve the ecological history of Glenview.
Watersheds

Glenview is situated in three watersheds, see Figure 7-1. The Village is bordered on the west by the Des Plaines River and on the east by the North Branch of the Chicago River. A portion of the lands adjacent to the rivers are part of the Forest Preserves of Cook County.

Des Plaines River Watershed
The western portions of Glenview drain to the Des Plaines River, within the Forest Preserve on the western edge of the Village. This watershed includes areas like Indian Ridge, The Grove and the neighborhoods adjacent to Milwaukee Avenue.

Chicago/Calumet Sub-watershed
The largest portion of Glenview (approximately 70%) is drained by the Chicago/Calumet Sub-watershed which flows into the West Fork of the North Branch of the Chicago River. This river runs through the center of Glenview, including the downtown. The West Fork is part of the larger North Branch of the Chicago River (NBCR) tributary system. With a length of nearly 15 miles, the West Fork is the shortest of the three tributary streams making up the NBCR, however, it is the most populated sub-basin.

Chicago/Calumet Watershed
The eastern portions of the Village, including areas east of Waukegan Road, drain in the Chicago/Calumet Watershed. This watershed is served by the North Branch Main Stem after it merges with the Middle Fork of the North Branch of the Chicago River, which runs through the Forest Preserve between Wagner and Harms Roads.

Although this abundance of drainage ways has advantages, it also comes with challenges. The area of the NBCR is relatively flat and prior to development the rivers were generally wider and shallower, creating natural marshes and wetlands. These marshes and wetlands acted as the area's storm water storage. As early development occurred, sufficient storm water storage capacity was rarely provided as flood plains and wetlands were filled in, creating a strain on the area's drainage system.

Flood Risk Reduction Program
Today, recognizing the need for storm water improvements, Glenview and other North Shore communities have developed regional storm water detention basins to increase storage capacity. Two of the seven basins (Techny Reservoir and Lake Glenview) that provide storage in the NBCR are located in Glenview. In 2010, the Village Board approved a comprehensive storm sewer water management plan and a Flood Risk Reduction Program (FRRP) to guide future system improvements. The FRRP established three main Goals. These Goals are:

- Eliminate sanitary sewer basement back-ups for residents served by the Glenview Public Sewer System.
- Reduce the risk and impacts of over-foundation flooding on Village residents and business where it is practical and cost-effective.
- Improve local drainage infrastructure to meet the Village’s current design standards throughout the community.

The FRRP has an extensive list of program accomplishments and is an integral part of the Village’s Capital Improvement Program.
Flood Risk Reduction Program (continued)

Lake Glenview

Lake Glenview is located in the Village of Glenview’s 141-acre Gallery Park on the site of the old Glenview Naval Air Base. Planning and design of this area involved many community groups and residents with ideas for active and passive recreational areas, wetlands and the lake itself. The design and construction of Gallery Park provided a centerpiece to connect the residential, office and commercial neighborhoods that surround it while the lake acts as the central feature of the Park.

The lake was created for storm water detention as well as recreational activities such as fishing. The primary water source for Lake Glenview is storm water runoff. As part of the large storm drainage system for Glenview, storm water runoff from the redeveloped air station drains into the lake, as do many detention basins and storm sewers from the existing neighborhoods to the northwest of The Glen. The lake’s outlet is connected to the West Fork of the North Branch of the Chicago River. The lake and wetlands thus provide a last opportunity for filtering the storm water before it is released to the river.

The lake itself encompasses 45 surface acres with a maximum depth of 19 feet and an average depth of 16 feet. It is surrounded by meandering trails, never displaying a complete view of the water from any single vantage point. The fingers of land and bays off the lake create an environment for exploration and recreation. Shallow ledges and submerged trees provide fish habitat, while partially submerged trees provide perches for birds and turtles. The perimeter of the lake consists of wetland shelves supporting habitat for wildlife and plants adapted to the wetland environment.

The lake is stocked on a regular basis with largemouth bass, walleye, northern pike, channel catfish and crappie. Using the lake for recreational fishing presents an opportunity to educate fishermen/women on environmentally friendly fishing practices and use of waterways.

The natural areas and the lake will continue to be managed as natural areas and wildlife habitat by the Glenview Park District through a long-term agreement. The natural areas surrounding Lake Glenview are designated an Environmentally Significant Area.
Green Infrastructure

Green infrastructure is a term which includes the utilization of natural drainage areas and systems for storm water management, retention and detention, and can occur at all scales. When rain falls in undeveloped areas the storm water is cleaned as it is absorbed and filtered by the soil and plants. In a built environment, the typical storm water solution is through the use of pipes to convey water away from the built environment and directly into the nearest stream or river. Green infrastructure is an important tool to ensure that an environment has clean water and air on a regional basis through an interconnected network of park systems or tree lined corridors that provide wildlife habitat and flood protection. Glenview examples of green infrastructure are shown in Figure 7-2, and include:

- Harvesting rain water into cisterns or barrels
- Rain gardens
- Planter boxes
- Bioswales
- Permeable pavements
- Green streets, alleys and parking areas
- Land conservation
- Besides the benefits of storm water management, green infrastructure provides aesthetic and recreational benefits.

Figure 7-2: Glenview Green Infrastructure
Natural Areas

The Grove
The Grove National Historic Landmark Park District facility is a 143 acre natural and historic treasure, home to some of Glenview’s earliest settlers and is designated an Environmentally Significant Area. It is an ecologically diverse prairie grove preserved and maintained by the Glenview Park District. Nature trails wind through the flora and fauna of the mature oak forests and wetland pools, and the native plants, animals and the local environment can be further studied at the onsite Interpretive Center. As discussed in Chapter 3, The Grove was the home of Robert Kennicott, a renowned American naturalist. The land encompassing The Grove was originally acquired by Robert’s father who was drawn to the area in 1836 for its natural resources. The Grove was designated a National Historic Landmark in 1976, is listed on the National Registry of Historic Places, and is an Illinois Nature Preserve.

Kent Fuller Air Station Prairie
This 32-acre remnant of a tall-grass prairie Park District facility was once part of a landscape that stretched for millions of square miles across North America and is designated an ESA. Originally developed and financed by the Village of Glenview in conjunction with the redevelopment of the Glenview Naval Air Station, the prairie and Evelyn Pease Tyner Interpretive Center allows visitors to gain a better understanding of this unique environment. Walking paths throughout the area allow visitors to discover the crayfish amongst the more than 200 native plant species that make their home on the prairie.

James Woodworth Prairie
The 5 acre prairie is on the east side of Milwaukee Avenue to the north of Greenwood Road and is designated an ESA. This original tallgrass prairie is owned by the University of Illinois at Chicago and has over 325 plant species characteristic of mesic, black-soil Illinois prairie that includes many rare prairie invertebrates. The prairie is actively managed by the university, with studies ranging from population size of particular species to the impacts of atmospheric nitrogen deposition on plant communities.

Techny Basin
The basin is a large dry and wet-bottom detention basin used to control stormwater detention in the Glenview area and is designated an ESA. The 49 acre site includes a multi-modal path around the basin that is linked to other regional trails. While most of the area is covered with native prairie, towards the south end of the basin and near the bottom of the spillway there is a small permanent pool and areas of wetland vegetation. The basin fills following major rain events, notably in 1998, 2002 and 2007, 2008, and 2013, and flood waters are then pumped back into the river when it returns to normal levels.

Synnestvedt Arboretum
This two acre area is the remnant of the Synnestvedt Nursery, which used to be located at the southern end of what is now known as Flick Park, a Park District facility. The trees and plants were used by the nursery to educate customers on the available landscape materials. The arboretum still provides an opportunity to educate the community on the natural environment as visitors can walk along the winding paths and view the informational plaques identifying the various plant species.
Established in 1914, the Forest Preserve of Cook County is the oldest and one of the largest urban forest preserve systems in the nation. With over 69,000 acres of public open land, representing 11 percent of the county, the agency preserves prairies, woods and wetlands in the Chicago region (source: Forest Preserve of Cook County).

**Trails**
Within the Forest Preserve lands are two significant trails adjacent to Glenview’s boundaries – the 33.5 mile North Branch trail running along the North Branch of the Chicago River on the eastern boundary and the 27.2 mile unpaved Des Plaines trail that follows the Des Plaines River on the western boundary.

Although not part of the Forest Preserve, several trails along and near the West Fork river corridor provide connectivity with local trail amenities that tie into the regional forest preserve corridors throughout Glenview. Several projects to increase connectivity have been developed or are being planned. These projects all relate to the proposed 12-mile Techny Trail and Greenway system and include the following: 1) a bikeway along the West Fork of the North Branch of the Chicago River through the Techny Basin developments in Glenview and Northbrook, 2) a pathway through downtown Glenview and Metra commuter rail right-of-way, and 3) planned bike lanes linking to the North Branch Bicycle Trail and the communities of Morton Grove, Golf, Northbrook, and Deerfield.
The Glenview Park District

The Glenview Park District is a two-time winner of the National Gold Medal Award for excellence in recreation. The District provides for the on-going maintenance, operations and programming of the open space and facilities operated on 856 acres of property including 38 landscaped parks and school grounds, 38 outdoor tennis courts, 50 ball fields, 30 basketball courts, 13 field houses, 27 soccer fields, two sledding hills, two skate parks and an arboretum. The Village of Glenview and the Glenview Park District have developed a strong cooperative partnership including golf course renovations, storm water detention facilities, renovation of the historic administrative building, and the transferring of property or management responsibilities of large recreational or open space amenities. In 2013, this partnership was recognized by the Illinois Association of Park Districts (IAPD) as the ‘Best of the Best’ among all Intergovernmental Cooperation agreements.

Glenview Park Golf Club

In the heart of Glenview, the Glenview Park Golf Club is an 18-hole community golf course, which was recently reshaped in 2015 in partnership with the Village of Glenview to add storm water detention capacity to mitigate drainage issues in the surrounding neighborhoods.

Gallery Park

At 142 acres, Gallery Park is the largest community park within the Village. The multi-use site includes the 170,000 sf Glenview Park District Park Center, School District 34’s Attea Middle School and playfields, a large storm water retention lake, tennis courts, a children’s playground and commuter parking among its amenities. Six miles of walking and jogging paths ring the lake, which consists of small islands and is surrounded by natural areas and wetlands, and scenic lookouts and fishing piers. Gallery Park is designed with major “rooms”, large public open areas that contain special uses, such as gathering places for “fun runs,” natural areas like prairie or woodlands, and athletic fields. These landscaped “rooms” will remain as a legacy where current and future generations can be active, inspired and educated.

Prairie Prairie Club

Glenview Prairie Club

The Prairie Club includes a new club house that services a family oriented 9-hole golf course and paddle tennis court facility.

Active Recreation Areas

Park District Recreational Facilities

Glenview Park Golf Club

In the heart of Glenview, the Glenview Park Golf Club is an 18-hole community golf course, which was recently reshaped in 2015 in partnership with the Village of Glenview to add storm water detention capacity to mitigate drainage issues in the surrounding neighborhoods.

Glenview Prairie Club

The Prairie Club includes a new club house that services a family oriented 9-hole golf course and paddle tennis court facility.
Goals

The Goals in this chapter have been developed through the public input process described in Chapter 2, Vision. The Goals are the desired end state that the Village hopes to achieve. Each goal also includes a Resources section. The Resources section includes links to websites, agencies and/or Village plans or documents. The intent of the Resources section is to identify various sources of information that can be used to help implement the goal.

Finally, the Goals are numbered sequentially in each chapter. The numbering protocol is an alphanumeric represented by the abbreviated chapter name followed by a hyphen then the numbered goal.

Resources

- Parking Lot Landscaping Ordinance & Design Guidelines
- Tree Standards Manual
- Heritage Tree Program
- Parkway Tree Planting

Goal NR-1

Glenview is well landscaped and shall continue to use native species where appropriate.

<table>
<thead>
<tr>
<th>NR-1.1</th>
<th>NR-1.2</th>
<th>NR-1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Village should encourage the use of native landscaping where appropriate in residential and corporate settings. This could include an incentive program which builds on the success of the rain garden incentive program. Best practices should be incorporated into design guidelines reviewed as part of the Appearance Commission's Appearance Code update and ultimately considered by the Board of Trustees.</td>
<td>The Village shall include native landscaping and green infrastructure as major elements in the storm water management program and as part of the Capital Projects (CP) Division's update of the Engineering Standards Manual.</td>
<td>The Village should develop a policy to replace traditional landscaping with native landscaping on parkways and medians where practical. An example of this implementation could entail the installation of native landscaping in the available areas at both of the East Lake Avenue railroad underpasses.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NR-1.4</th>
<th>NR-1.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Village shall continue to support the existing Tree City USA Program.</td>
<td>The Village shall continue to support the Village Tree Preservation Ordinance.</td>
</tr>
</tbody>
</table>
## Goal NR-2

### Natural resources and open space are considered at all levels of government

<table>
<thead>
<tr>
<th>NR-2.1</th>
<th>NR-2.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Village shall continue to support the Environmentally Significant Areas Ordinance at all locations formally designated as Environmentally Significant Areas.</td>
<td>The Natural Resource Commission (NRC) should conduct a review of possible candidates for Environmentally Significant Areas and make a recommendation to the Board of Trustees for review by the Environmental Review Committee (ERC).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NR-2.3</th>
<th>NR-2.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>A review by the NRC of regulations and guidelines from a natural resources and green infrastructure perspective shall be conducted (with assistance from Chicago Metropolitan Agency for Planning (CMAP)) to identify barriers and/or potential code modifications or incentives for protection of natural resources.</td>
<td>The NRC shall explore mechanisms for natural open space preservation including land acquisition, conservation easements, and zoning and development regulations for recommendations to be considered by the Board of Trustees.</td>
</tr>
</tbody>
</table>

### Resources

- Natural Resources Commission
- Environmental Review Committee
- A Plan for Nature in Glenview
## Goals

### Goal NR-3

**Natural resources and open space are considered in all public and private projects.**

<table>
<thead>
<tr>
<th>NR-3.1</th>
<th>NR-3.2</th>
<th>NR-3.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Where possible, natural open space preservation is provided through acquisition or a variety of other mechanisms (e.g. the seventeen floodway buyout properties on Pine, Raleigh and Long Valley).</td>
<td>The Village actively pursues habitat restoration/native landscaping and reduction/elimination of invasive species in existing and acquired open spaces.</td>
<td>Detention basins are retrofitted to accommodate additional on-site drainage.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NR-3.4</th>
<th>NR-3.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streambank stabilization and/or stream remeandering is considered and incorporated when appropriate.</td>
<td>The Village actively pursues partnerships with private and other public landowners to encourage and incentivize natural resource projects throughout the Village.</td>
</tr>
</tbody>
</table>

### Resources

- Stormwater Task Force
- Flood Risk Reduction Program
- Glenview Stormwater Management Plan
- Stormwater Pollution Prevention
- Glenview Rain Garden Program
## Goal NR-4

**Lake Glenview and Gallery Park are well managed and maintained.**

<table>
<thead>
<tr>
<th>NR-4.1</th>
<th>NR-4.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Glenview and the natural areas of Gallery Park shall continue to be managed as natural areas and for wildlife habitat. This should be clearly stated in any agreements transferring management or ownership to another entity.</td>
<td>The Village shall continue shoreline stabilization efforts at Lake Glenview.</td>
</tr>
</tbody>
</table>

## Resources

- [Glenview Engineering Standards Manual](#)
- [A Plan for Nature in Glenview](#)
- [Glenview Park District](#)
Goals

**Goal NR-5**

**West Fork, Techny Basin area, and Lot 16 will be improved and will continue to be attractive sites for the Village.**

**NR-5.1**
The Village shall strengthen the West Fork Corridor as both a natural habitat and a place for passive recreation.

**NR-5.2**
The Village should reduce the West Fork riverbank’s slope wherever feasible to reconnect the stream with the surrounding landscapes.

**NR-5.3**
Management and maintenance at the Techny Basin shall continue to eliminate invasive species and restore native vegetation.

**NR-5.4**
The Village shall continue to eliminate invasive species and restore native vegetation at the North Navy Ditch.

**NR-5.5**
The Village shall consider artificial riffles and riverbed habitat enhancement at the North Navy Ditch.

**NR-5.6**
The Village should evaluate Lot 16 to determine the projected costs of the potential following elements: extension of wetlands, re-meandering of the river, restoration of natural vegetation, and potential for storm water detention.

**Resources**

- *Glenview Flood Awareness*
- *Glenview Invasive Species*
- *A Plan for Nature in Glenview*
- *Cook County Stormwater Management Brochure*
<table>
<thead>
<tr>
<th>Goal NR-6</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Village works in partnership with public and private property owners to improve natural resources and open space throughout Glenview.</strong></td>
</tr>
</tbody>
</table>

### NR-6.1
Cooperation with Loyola Academy should continue regarding the joint use of the pedestrian path along the North Navy Ditch and the West Fork.

### NR-6.2
The Village should extend the pedestrian path along the West Fork across the Baxter Parcel and connect it to Chestnut Avenue.

### NR-6.3
The West Fork riverbanks at the Baxter parcel should be cleared of invasive vegetation and considered for connection with the floodplain so as to reestablish a wetland refuge area for aquatic animals.

### NR-6.4
The Village shall work with the Park District to remove the invasive species and modification of riverbanks to improve habitat at West Fork, Peninsula, Tall Trees, Sleepy Hollow, and Judy Beck Parks.

### NR-6.5
The Village should develop a program to encourage homeowners adjacent to the West Fork to restore their riverbanks. The program could include an information campaign and possibly financial support for demonstration projects.

### NR-6.6
The Village should encourage property owners adjacent to the South Navy Ditch to incorporate it as an amenity in landscaping or redevelopment plans, including storm water or wetland mitigation designs.

### NR-6.7
Village-owned storm water detention basins should be retrofitted to provide habitat benefits where practical.

## Resources
- [Flood Risk Reduction Program](#)
- [A Plan for Nature in Glenview](#)
- [Glenview Rain Garden Program](#)
- [Glenview Invasive Species](#)
Implementation Plan & Glossary
# Implementation Plan

The following chart should be used to guide the implementation of the goals identified in the Comprehensive Plan.

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Projects</th>
<th>Goal</th>
<th>Cost Estimate</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed</td>
<td>Replacement of Glenview Road Streetscape.</td>
<td>RD-13.2</td>
<td>..</td>
<td>Contract letting by IDOT underway and construction is scheduled to begin May 2017.</td>
</tr>
<tr>
<td></td>
<td>Survey towns to evaluate feasibility of shuttle bus program from Metra stations.</td>
<td>TM-2.5</td>
<td>..</td>
<td>Staff surveyed towns such as Niles, Norridge, and Highland Park who have provided fixed route service. Costs for running the programs were between $50,000-$175,000 depending on the level of subsidies provided. Given the numerous options available from alternative transportation service providers (i.e. bus transportation offered by senior housing developments), it is recommended no further consideration of a shuttle bus program at this time.</td>
</tr>
<tr>
<td></td>
<td>Adopt Resolution opposing proposed A-20 holding track on Union Pacific line.</td>
<td>TM-3.1 &amp; TM-3.2</td>
<td>..</td>
<td>Resolution 16-163 was adopted on October 18, 2016.</td>
</tr>
<tr>
<td></td>
<td>Evaluate civic and local commercial outreach efforts.</td>
<td>RD-15.3</td>
<td>..</td>
<td>Resolution 15-182 was adopted on November 15, 2015.</td>
</tr>
<tr>
<td>Ongoing</td>
<td>Annual Comprehensive Plan Progress Review.</td>
<td>All goals otherwise not listed (see*)</td>
<td>Staff Time</td>
<td>Annual review by Plan Commission of the progress with implementing the goals within the Comprehensive Plan.</td>
</tr>
</tbody>
</table>

The timelines identified in the chart are as follows:

- **Short-Term** – in the next 1-3 years (e.g. Priority 1 = within 1 year; Priority 2 = within 2 years; Priority 3 = within 3 years)
- **Mid-Term** – in 4-8 years (e.g. Priority 1 = earlier in 4-8 year time period; Priority 2 = middle of the 4-8 year time period; Priority 3 – later in the 4-8 year time period)
- **Long-Term** – After 9+ years (no priority is assigned as implementation timeframe is likely to shift and can be updated as part of annual progress review)
## Implementation Chart

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Priority</th>
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<th>Goal</th>
<th>Cost Estimate</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short-Term</td>
<td>1</td>
<td>Establish a fiscal review policy for evaluating new developments.</td>
<td>LU-2.9</td>
<td>$5,000</td>
<td>Policy would set a baseline for how new development would be evaluated to determine whether they positively or negatively impact how the Village provides its services.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Evaluate downtown parking conditions.</td>
<td>RD-14.3</td>
<td>Staff Time</td>
<td>Evaluate opportunities to address public parking concerns (perceived lack of spaces, proximity to uses, etc.), including shared parking opportunities. Staff worked with the Village's traffic consultant in 2016 to review the parking situation in downtown, the results of which will be reviewed with the Village Board in Summer 2017.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Establish an Economic Development Toolbox.</td>
<td>RD-15.1 &amp; RD-15.2</td>
<td>$5,000</td>
<td>Evaluate tools to encourage development of vacant lots and/or storefronts (i.e. expedited permitting services, fee waivers, infrastructure investments, façade improvement program, TI grants/loans, etc.). The proposed 2017 Development Advisor contract with CBRE would cover the items listed in this proposed scope.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Evaluate civic and local commercial outreach efforts.</td>
<td>RD-15.3</td>
<td>Staff Time</td>
<td>Coordinate (with Chamber of Commerce, CNSCVB, etc.) marketing activities or other programs to promote retail, restaurant, and entertainment uses that serve local, as well as, multi-community trade areas. These programs could also support a variety of temporary, seasonal, cultural, and entertainment events.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Develop a Village-wide wayfinding program.</td>
<td>RD-13.1 &amp; RD-16.1</td>
<td>$60,000</td>
<td>Wayfinding program (purpose, design, colors, hierarchy of signs, locations, etc.) applied throughout the Village in accordance with a long-term implementation schedule. Includes branding and identity process, signage design, sign consultation and public meetings.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Construct Village gateway signs.</td>
<td>RD-16.2</td>
<td>$160,000</td>
<td>Sign program to signify visitors are entering Glenview along select entrances to the Village (e.g. 8 gateway signs @ $20,000 each).</td>
</tr>
</tbody>
</table>
## Implementation Plan

<table>
<thead>
<tr>
<th>Timeframe</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Short-Term</td>
<td>1</td>
<td>Construct Downtown wayfinding signs.</td>
<td>RD-16.3</td>
<td>$180,000</td>
<td>Sign program in Downtown District consistent with its civic identity and the established Downtown vision, compatible with the gateway sign design, but exclusive and different than the rest of the Village (e.g. 6 gateway signs @ $20,000 each; 5 auto-oriented signs @ $7,000 each; 5 pedestrian @ $5,000 each).</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Commit Village resources towards six major infrastructure improvements as part of the typical CIP process.</td>
<td>TM-1.1</td>
<td>TBD in conjunction w/ CIP process</td>
<td>1. Waukegan/East Lake; 2. Shermer/Willow; 3. Chestnut Avenue; 4. Pfingsten/West Lake; 5. Chestnut/Lehigh/Johns; 6. Waukegan/Glenview</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Consider new zoning regulations for senior housing.</td>
<td>NH-3.3</td>
<td>Staff Time</td>
<td>The long-term land use implications of senior housing uses differ from traditional medium-density residential projects.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Craft an ordinance requiring new non-residential developments provide joint curb cut and cross access.</td>
<td>TM-8.1</td>
<td>Staff Time</td>
<td>While cross access can be coordinated through site plan review, new regulations would require cross connections and obligate property owners for future connections where/when applicable.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Establish a curb cut incentive program.</td>
<td>TM-8.2</td>
<td>$50,000</td>
<td>A reduction of 10 curb cuts ($5,000 per curb cut) would result in less curb cuts in locations where redevelopment is unlikely to occur.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Consider new zoning regulations for flex space in the industrial areas.</td>
<td>LU-3.3</td>
<td>Staff Time</td>
<td>New zoning category would address non-traditional uses like auto repair and sales, personal services, entertainment, and sports/fitness training in order to support small-scale, low impact, incubator flex-type industrial spaces for small and emerging businesses.</td>
</tr>
</tbody>
</table>
### Implementation Chart

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</thead>
<tbody>
<tr>
<td>Short-Term</td>
<td>2</td>
<td>Consideration of repealing Ordinance 2856 at SWC of Pfingsten/Willow.</td>
<td>RD-11</td>
<td>Staff Time</td>
<td>Options include future acceptance of 6.2 acres (north side) rezoned to B-1 and 2.2 acres (south side) to R-4 or the repeal of the ordinance with a recommendation for R-4 for the entire 8.4 acres site.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Consider new zoning regulations for Downtown Development District.</td>
<td>RD-13.4</td>
<td>Staff Time</td>
<td>Evaluate zoning regulations to encourage alternate land uses (e.g. specialty store themes, temporary uses or pop-up stores, arts, cultural, etc.). The proposed 2017 Development Advisor contract with CBRE would cover any consultation on this topic, not to exceed $2,000.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Create a bike loop map which promotes and connects local attractions and retail opportunities along the route.</td>
<td>TM-5.3</td>
<td>Staff Time</td>
<td>An expansion on the existing Bike Glenview Maps produced with the Park District.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Review of Village regulations from a natural resources and green infrastructure perspective to identify potential code modifications.</td>
<td>NH-3.4 &amp; NR-2.3</td>
<td>Staff Time &amp; CMAP Grant</td>
<td>CMAP has previously agreed to a matching Local Technical Assistance grant to aid the Village in conducting this evaluation.</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Conduct historically significant site survey.</td>
<td>NH-2.1</td>
<td>$7,000</td>
<td>Survey would update the historically and culturally significant sites and buildings throughout the Village since the previous survey conducted in 2007.</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Identify opportunities where public gathering spaces or public art may be appropriate.</td>
<td>RD-13.3</td>
<td>Staff Time</td>
<td>Work with local agencies to gather feedback on opportunities that are consistent with the Downtown Revitalization Plan.</td>
</tr>
</tbody>
</table>
## Implementation Plan

### Implementation Chart

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</tr>
</thead>
<tbody>
<tr>
<td>Short-Term</td>
<td>3</td>
<td>Update the Bike and Sidewalk Master Plan.</td>
<td>TM-2.3, TM-4.2, TM-4.3 &amp; TM-5.1</td>
<td>$20,000</td>
<td>Last update of the Plan completed in 2007.</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Review of natural resource preservation opportunities, preservation regulations, public/private preservation partnerships.</td>
<td>NR-2.2, NR-2.4 &amp; NR-3.5</td>
<td>Staff Time</td>
<td>Addition of these items to the Natural Resources Commission work plan.</td>
</tr>
<tr>
<td>Mid-Term</td>
<td>1</td>
<td>Update Engineering Standards Manual to add native landscaping and green infrastructure design in storm water detention structures.</td>
<td>NR-1.2</td>
<td>Staff Time</td>
<td>While it may not be applicable in all scenarios, standards would formalize the design criteria when native plantings in storm water structures is appropriate.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Consider a policy to incorporate native landscaping in medians where practical.</td>
<td>NR-1.3</td>
<td>Staff Time</td>
<td>While it may not be applicable in all scenarios, standards would formalize the design criteria when native plantings in medians is appropriate.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Install pedestrian and bicycle amenities at major cultural and civic destinations.</td>
<td>TM-4.5</td>
<td>$50,000</td>
<td>A review of areas that might benefit from additional amenities and installation of such items as bike racks, covered storage, wayfinding, street furniture, etc.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>The Village should extend the pedestrian path along the West Fork across the Baxter Parcel and connect it to Chestnut Avenue.</td>
<td>NR-6.2</td>
<td>$100,000</td>
<td>This path would allow pedestrians to walk from Techny Basin to Chestnut Avenue.</td>
</tr>
</tbody>
</table>
### Implementation Chart

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</tr>
</thead>
<tbody>
<tr>
<td>Mid-Term</td>
<td>2</td>
<td>Develop a consistent and cost effective street lighting plan for arterial roadways.</td>
<td>TM-1.2</td>
<td>$30,000</td>
<td>Throughout the Village there are currently over 10 different styles of roadway lighting used. The plan would outline areas for improvements, establish proper lighting level standards for roadways and busy intersections, create a list of acceptable light sources, design a hierarchy, and estimate costs for various segments that could be prioritized and included in the CIP. Implementation of the plan would likely be costly, as estimates for completion of the remaining Waukegan Road lighting with Sternberg fixtures was estimated at over $5M.</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Collaborate with adjacent agencies on a feasibility plan for bike sharing.</td>
<td>TM-5.2</td>
<td>Staff Time</td>
<td>Bike sharing (i.e. Divy) is beneficial for increasing mobility, however the thresholds in the suburbs differ greatly from the city where they are popular modes of transportation. Implementation of a bike sharing program for Glenview is projected to be $40,000 per year for 20 bicycles located at 4 different stations.</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>For Lot 16 - Determine the projected costs of the potential following elements: extension of wetlands, re-meandering of the river, restoration of natural vegetation, and potential for storm water detention.</td>
<td>NR-5.6</td>
<td>$5,000</td>
<td>Evaluation of potential opportunities for further incorporating this vacant industrial lot into the surrounding natural environment.</td>
</tr>
<tr>
<td>Long-Term</td>
<td></td>
<td>Reduction of the West Fork riverbank’s slope wherever feasible to reconnect the stream with the surrounding landscapes.</td>
<td>NR-5.2</td>
<td>$2,000,000</td>
<td>This long-range effort aims to repurpose the existing relationship of the river to its surroundings along three separate sections of the river. Grant funding will be sought to supplement the costs of these improvements.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construct artificial riffles and riverbed habitat enhancements at the North Navy Ditch.</td>
<td>NR-5.5</td>
<td>$20,000</td>
<td>Similar improvements to those installed in Reach 1 by Techny Basin and along the river adjacent to Heinen’s.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Clearing of invasive species along various points of the West Fork riverbank.</td>
<td>NR-3.2, NR-5.4, NR-6.3 &amp; NR-6.4</td>
<td>Staff Time</td>
<td>Consistent with the long standing efforts to remove buckthorn along the River and allow the native species to return.</td>
</tr>
</tbody>
</table>
Access
A way of approaching or entering a property. Access includes ingress, the right to enter, and egress, the right to leave.

Access Management
The regulation of intersections, driveways and median openings in roadways with the objective of maintaining safe and efficient ingress and egress to property through controlling the location, design, spacing and operation of access.

Active Open Space
Dedicated open space reserved for the active use of organized or unorganized sporting, exercise or active play.

Adaptive Reuse
Converting obsolete or historic buildings from their original or most recent use to a new use. For example, an old manufacturing site could be converted into apartments or retail space.

Affordable Housing
As defined by the Affordable Housing Planning and Appeals Act of Illinois, Affordable Housing means “housing that has a value or cost or rental amount that is within the corporate limits of the Village in accordance with the AHPAA.

 Appearance Commission
As established by Section 2-456 of the Village of Glenview Municipal Code, it is a Commission appointed by the Village Board:

   (1) The Commission studies exterior design drawings, landscape and site plans, and materials for any proposed commercial or multi-family development as to the architectural or aesthetic aspects thereof.

   (2) The Commission holds hearings on the issuance of certificates of appropriateness.

Arterial
A roadway that provides intracommunity travel and access to the countywide highway system, characterized by medium-speed (30-40 mph) and medium-capacity (10,000-35,000 average daily trips).

Buffer Zone
An area of land separating two distinct land uses that mitigates the effects of one land use on the other. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones, such as a multi-family housing zone between single-family housing and commercial uses.

Capital Improvement Plan
Glenview’s Capital Improvement Program, or CIP, is a five year planning instrument used to identify and coordinate the financing and timing of a wide variety of public infrastructure improvements. The goals of the CIP are to plan for the Village’s long term capital improvement needs and associated financing requirements.

Census
The nationwide population study conducted every 10 years by the U.S. Census Bureau.

Chicago Metropolitan Agency for Planning (CMAP)
Created in 2005, the Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP is responsible for comprehensive regional planning and establishes coordinated strategies that help address issues such as regional transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

Glossary List of Terms

Access
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Chicagoland
An informal description of the metropolitan area associated with the city of Chicago and its suburbs.

Collector
A street that provides circulation within and between neighborhoods, characterized by relatively low speed (25-30 mph) and moderate volume (5,000-20,000 average daily trips). Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Character
The image of a community or area as defined by factors such as built environment, natural features and open space elements, type of housing, architectural style, infrastructure, and the type and quality of public facilities and services.

Community Facilities
Publicly owned buildings and facilities that provide services to the community and are available to the public as a gathering place for events or activities. Examples including schools, parks, recreation centers, libraries, etc.

Community Workshops
An open community meeting where participants work individually and/or in groups to generate ideas to address planning related issues and opportunities.

Compatibility
The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in a zoning district is intended to achieve compatibility. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and environmental effects like noise, vibration, glare, air pollution, or radiation.

Complete Streets
Streets designed to accommodate all modes of travel and enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.

Comprehensive Plan
The comprehensive plan is the foundation for local land use planning. The plan provides a vision for the next 10 to 20 years – and translates it into goals for the physical development of the community. All other land use ordinances and policies flow from the comprehensive plan. The comprehensive plan covers all of the land within the jurisdiction and any additional land outside of its boundaries that, in the agency's judgment, bears relation to its planning.

Connectivity
The ease of travel between two points. The degree to which streets or areas are interconnected and easily accessible to one another by direct routes. An example of high connectivity would be a dense grid pattern in a downtown area.

Cook County Forest Preserve
The Preserve encompasses more than 69,000-acres of natural resources in the Chicagoland Region. It is the largest forest preserve district in the United States and contains facilities for recreation, as well as a zoo and a botanic garden.

Cultural Resources
Physical buildings or sites that contribute to an area's past or present social or cultural identity. These may include pioneer homes, buildings or activities; structures with unique architecture; earthworks, such as battlefield entrenchments, prehistoric canals, or mounds.

Demographics
Statistical data relating to the characteristic of the population and subgroups within a population.

Development Parameters
The on-site and off-site planning conditions that should be considered when developing or improving property.

Downtown Development District
Adopted by the Village Board of Trustees on August 15, 2006, is intended to regulate development in the Downtown Development District in order to develop a vibrant, pedestrian-friendly downtown with a mix of uses, architectural diversity and opportunities to live, work, and shop.

Downtown Revitalization Plan
Adopted by the Village Board of Trustees on August 15, 2006, is intended to regulate development in the Downtown Development District in order to develop a vibrant, pedestrian-friendly downtown with a mix of uses, architectural diversity and opportunities to live, work, and shop.

Density
The number of permanent residential dwelling units per acre of land. Densities specified in the comprehensive plan may be expressed in units per gross acre or per net developable acre.

Easement
The right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.
Environmental Review Committee
As established by Section 2-486 of the Village of Glenview Municipal Code, it is an appointed Commission of experts who review and regulate properties within Environmentally Significant Areas.

Environmentally Significant Area (ESA)
Means a larger area encompassing an important natural or cultural resource (primary area) deemed significant by the Village, as defined and regulated by Article IX of the Glenview Zoning Ordinance.

Existing Land Use Categories
The current, physical use of property. Existing land use categories encompass residential, non-residential, open space and vacant land use types.

Flood Risk Reduction Program (FRRP)
The Flood Risk Reduction Program establishes the goals and fundamental principles of the Village Storm Water Management Program by identifying areas prone to problematic flooding and categorizing these areas in 4 tiers based on the severity of flooding. Elements of the program include capital infrastructure improvements, operational, regulatory, funding and public involvement efforts.

Form-based Code
A land development regulation that uses physical form as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into law. A form-based code is an alternative to conventional zoning regulation that is based on a separation of uses.

Geographic Information Systems (GIS)
Computer-based systems capable of managing, integrating, and displaying geographic and population data to reveal relationships, patterns, and trends.

Glen, The
A mixed-use, master planned development encompassing approximately 1,121 acres. The Glen is developed on the former Glenview Naval Air Station property. The Glen includes a range of housing types, offices and retail development. The Glen also includes recreational amenities such as Lake Glenview, Gallery Park, the Glen Club Golf Course, the Prairie Club, the multi-purpose Park Center and the Glen/ North Glenview commuter train station.

Glenview Naval Air Station (GNAS)
An operational U.S. Naval Air Station from 1923 to 1995 in Glenview. The base primarily operated training aircraft as well as seaplanes on nearby Lake Michigan during WWII. In 1993, the base was selected for closure though the Base Realignment and Closure Commission.

The property was redeveloped as The Glen through the Glenview Naval Air Station Redevelopment Project Master Plan and Design Guidelines.

Glenview Naval Air Station Redevelopment Project Master Plan and Design Guidelines
A reuse plan completed in 1995 and updated into a Master Plan in 1998 to guide the redevelopment of the Glenview Naval Air Station.

Green Infrastructure
Structure, system or facility of various scales intended for the purpose of managing storm water resources by simulating or enhancing the natural water cycle to remove pollutants and utilize the water resource while moderating drainage flow. Examples of green infrastructure include, but are not limited to, bioswales, rain gardens, permeable pavement and green roofs.

Grove, The
The Grove is a National Historic Landmark located in Glenview. It encompasses 143 acres of ecologically diverse prairie grove land preserved and maintained by the Glenview Park District. The Grove was the home of Robert Kennicott, a famed naturalist and explorer. The Grove is also listed on the National Registry of Historic Places and is an Illinois Nature Preserve.

Historic Preservation
The preservation of historically significant structures and neighborhoods to facilitate restoration and rehabilitation of the building(s) to a former condition.

Historic Preservation Commission (HPC)
As established by Section 2-471 of the Village of Glenview Municipal Code, a commission established by the Village Board charged with identifying and preserving Glenview’s architectural, cultural, environmental and historical resources. The HPC makes recommendations to the Village Board of Trustees regarding the designation of properties or districts as local Landmarks or Historic Districts. The commission also reviews and makes recommendations regarding building permit applications for changes to designated Landmarks or structures within Historic Districts.

Illinois Department of Transportation (IDOT)
Illinois Department of Transportation (IDOT) is a multi-modal transportation agency with the statutory responsibility for the planning, construction, operation and maintenance of Illinois’ extensive transportation network, which encompasses highways and bridges, airports, public transit, rail freight and rail passenger systems.

Impervious Surface
A surface through which water cannot penetrate, like a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Incorporated Areas
Land areas incorporated or annexed to the Village of Glenview, a municipal corporation and political subdivision of a state of Illinois, and subject to its executive, legislative and judicial authority.

Infill Development
Development of vacant or underutilized land (usually individual lots or leftover properties) within areas that are already largely developed.

Infrastructure
Public services and facilities like sewage-disposal systems, water-supply systems, other utility systems, schools, roads, bicycle and pedestrian facilities, and transit systems.

Intergovernmental Cooperation Agreements
An agreement between units of local government to combine their resources to provide governmental services and perform activities for the benefit of their constituents.
Invasive Species

Plant species that are not native to Illinois, and can cause environmental damage by crowding out native plant species negatively impacting natural landscapes, including woodlands, savannas, prairies and wetlands.

Labor Force, Glenview

Generally, used to describe the subset of Glenview residents who have jobs or are seeking a job, are at least 16 years old, are not serving in the military and are not institutionalized.

Land Use

The occupation or use of land or water area for any human activity or any purpose defined in the comprehensive plan.

Landmarks

As defined by Section 98-536 of the Village of Glenview Municipal Code, a building or site whose character, interest or value as part of the development heritage or cultural characteristics of the community, County, State or country.

Leadership in Energy and Environmental Design (LEED)

Leadership in Energy and Environmental Design (LEED) is a rating system devised by the United States Green Building Council (USGBC) to evaluate and guide the States Green Building Council rating system devised by the United Environmental Design (LEED) is a Leadership in Energy and Environmental Design (LEED) leadership in energy and environmental values of the site.

Median Household Income

An income figure representative of the midpoint of gross household income. The median income for individuals is based on individuals 15 years old and over with income. (source: American Community Survey)

Milwaukee Avenue Corridor Plan

The Milwaukee Avenue Corridor Plan is intended to provide consistent direction for private development activity, and improve the corridor as a gateway to the Village. The Milwaukee Avenue corridor begins at the intersection of Greenwood Avenue and Milwaukee Avenue and extends north to the Village limits, just south of Winkleman Road.

Municipal Code

A comprehensive list of regulations and ordinances that are formally adopted and make up Glenview’s local laws.

National Historic Landmark

A building, site, structure, or object that is officially recognized by the United States government for its outstanding historical significance. (source: National Park Service, Web. 14 Jan. 2016)

Natural Resources Commission (NRC)

As established by Section 2-481 of the Village of Glenview Municipal Code, an appointed commission vested with the jurisdiction and authority to, among other things, preserve, conserve, enhance, and protect the environment, natural resources, and environmental values of the Village including the quality of land, air, and water and the interrelationships that exist among and between them and all living things within the limits of the Village

Neighborhood

A planning area commonly identified as such in a community’s planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes showing the names and boundaries of neighborhoods. Though neighborhoods are not legal designations, they are among the most commonly recognized and understood designations of land.

North Branch of the Chicago River (NBCR)

The North Branch of the Chicago River is formed from three tributaries: the 17 mile Skokie River (or East Skokie), 24 mile Middle Fork (also known as the West Skokie), and the 14 mile West Fork. From their origins in Lake County, these tributaries flow south into Cook County where they converge to form the main stem of the North Branch. (source: Lake County, IL)

Off-site Improvements

Conditions that can be required of a project that involves the installation of streets, curbs, gutters, sidewalks, street trees, traffic control devices and other improvements that are located adjacent to the project on public property.

On-site Improvements

Improvements within the boundary of a development that involves the installation of building and structure, parking lot pavement, curbs, gutters, sidewalks, landscaping, lighting, canopies, trash enclosures, drainage improvements and other improvements that are required on the site of the project.

Parcel

A piece of land in single ownership or under single control usually considered a unit for purposes of development.

Parking Area, Public

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking, Shared

A public or private parking area used jointly by two or more uses.

Passive Open Space

Refers to dedicated open space areas with features such as lawns, trees, landscaped gardens and shrubbery, lakes, fountains, picnic areas, seating and/or walking trails reserved for passive enjoyment and viewing while sitting, walking, bicycling or otherwise traveling.

Pedestrian Friendly

A street or neighborhood that supports the location of stores, offices, residences, schools, recreational areas, and other public facilities within walking distance of each other, and oriented to promote pedestrian access. Such areas also often feature narrow streets, street trees, awnings, covered transit shelters, benches, brick paving or other less conventional paving types, sidewalks on both sides of the roadway, and safe street crossings, among other elements.
Glenview Looking Forward

Urban Areas through Renovation.

A strategy to rehabilitate blighted sites. Redevelopment generally is building new construction on a site that has pre-existing uses or renovating existing uses on a site. Redevelopment generally is a strategy to rehabilitate blighted urban areas through renovation.

Senior Housing
Typically one- and two-bedroom apartments or condominiums designed to meet the needs of and restricted to occupancy by persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older.

Senior Housing Facility Types
The term senior housing also commonly refers to facilities that provide various stages of health care to senior citizens. The categories of facilities could include independent living (apartments/condos with no associated care); congregate care (usually offers at least one communal meal per day, and it’s common for services and activities to be offered to residents); assisted living (long-term senior care option that provides personal care support services such as meals, medication management, bathing, dressing and transportation); skilled nursing facilities (convalescent homes providing skilled medical attention—such as physical therapists and licensed physicians—as well as dining services); and, memory care (skilled nursing facilities specializing in cognitive impairment, dementia or Alzheimer’s care).

Setback
The minimum distance required by zoning to be maintained between two structures or between a structure and a property line.

Site Plan
A plan, to scale, showing uses and structures proposed for a parcel of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features – both natural and man-made.

Stormwater Detention
Any storm drainage technique that retards or detains runoff, like detention or retention basins, parking lot storage, rooftop storage, porous pavement, or dry wells.

Strategic Regional Arterial
Originally developed for Northeastern Illinois, IDOT’s Strategic Regional Arterials (SRAs) are a network of highways designed to accommodate long distance regional traffic, to complement a region’s major transit and highway facilities, and to supplement the freeway system. SRAs may have widely varying characteristics. Existing rights-of-way, roadway features, land use, and access differ from route to route, and also may change from one segment of a route to another.

Street Furniture
Features associated with a street that are intended to enhance its physical character and use by pedestrians and bicyclists, such as benches, trash receptacles, kiosks, lights, bicycle racks, and newspaper racks.

Stormwater Area Management Program (SWAMP)
The Stormwater Area Management Program (SWAMP) was the established policy regarding drainage improvements in the Village. In general, the SWAMP policy provided guidance for the maintenance and replacement of existing Storm Sewers and set the policy for the installation of new Storm Sewers, including financial participation by the Village and the Residents.

Traffic Calming
A strategic set of physical changes to streets to reduce vehicle speeds and volumes. It refers to the use of street design techniques, such as curb extensions and widened sidewalks, to slow and control the flow of automobile traffic.

Underutilized Parcel
A parcel that is not developed to its full zoning potential.

Waukegan Road Corridor Plan
The Waukegan Road Corridor Plan is intended to provide consistent direction for private development activity, and improve the corridor as a gateway to the Village. The Waukegan Road corridor runs from the Willow Road in the north to the Golf Road in the south. The plan for Waukegan Road includes both a design component to guide physical improvements to the corridor and a policy component to guide incremental change to the corridor over time.

Wayfinding
Wayfinding is the act of self-guiding or ways in which people orient themselves, relative to their physical surroundings. Signs, maps, icons, color systems and other elements are used in order to help the wayfinding process.

West Fork of the NCBR, The
The West Fork is one of three tributary streams that make up the NCBR. The Wet Fork is approximately 14 miles in length and begins in a farm field located just north of North Park in north suburban Lincolnshire. This branch of the river flows south through Lincolnshire, Deerfield, downtown Northbrook, and Glenview before it combines with the rest of the Upper North Branch in Morton Grove. (source: Friends of the Chicago River)
Zoning
The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

Zoning Board of Appeals (ZBA)
As established by Section 2-461 of the Village of Glenview Municipal Code, an appointed commission vested with the jurisdiction and authority to, among other things, hear and pass upon applications for interpretations or variations from the Zoning Code.

Zoning Code
The purpose of Zoning Code, Chapter 98 of the Glenview Municipal Code, is to promote the public health, safety, morals, comfort and general welfare of the citizens of the Village through the regulation of the built and natural environment within the incorporated areas of the Village.
Glossary

Please see next page.