

A COMPREHENSIVE PLAN
REVISION REPORT
FOR THE VILLAGE OF
GLENVIEW, ILLINOIS

August — 1960

Prepared by STANTON AND ROCKWELL, planning consultants
23 North Wacker Drive Chicago 6, Illinois

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31 July 1960

FRANCIS R. STANTON
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President and Board of Trustees
Village of Glenview
Glenview, Illinois

Gentlemen:

It is with pleasure that we transmit herewith "A Comprehensive Plan Revision Report for the Village of Glenview, Illinois." This is the work covered by our agreement, authorized by you, in late spring 1959.

This report has been prepared to up-date the "Planning with Glenview" report of 1953-54 and to assist you, the Plan Commission and the Zoning Board of Appeals in the establishment of current standards for the continuing development of Glenview.

If we can be of any assistance in furthering the goals suggested in this report, do not hesitate to call upon us.

Very truly yours,

STANTON AND ROCKWELL



Matthew L. Rockwell

MLR:mc

ACKNOWLEDGMENTS

This work was authorized in June, 1959 by the Board of Trustees and the Plan Commission of the Village of Glenview, composed of the following:

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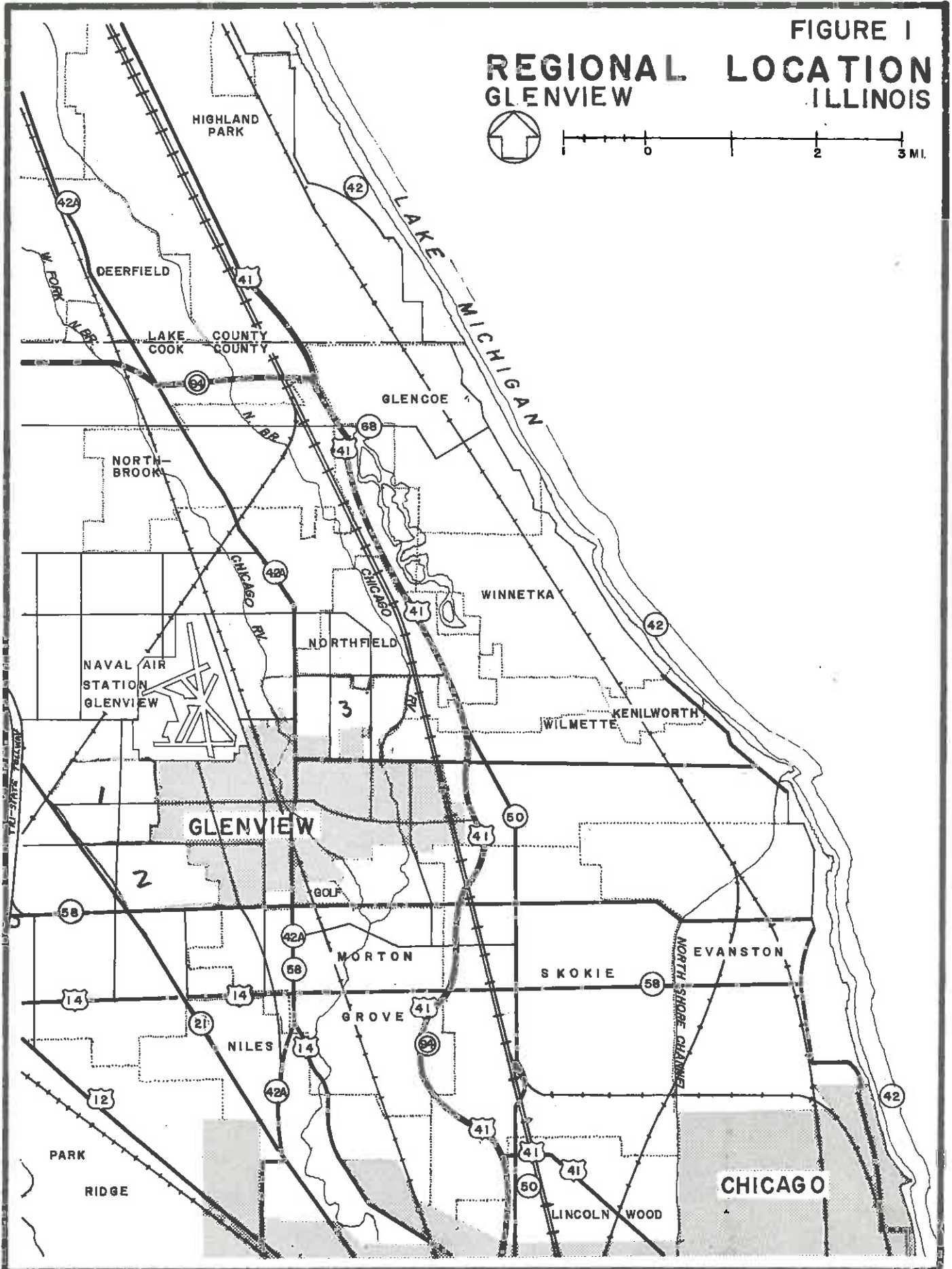
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FIGURE 1

REGIONAL LOCATION GLENVIEW ILLINOIS



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INTRODUCTION & SUMMARY OF CONCLUSIONS

Early in 1959 a general discussion for revision of the Master Plan for Glenview was undertaken as a result of problems arising from (1) new annexations to the Village, (2) the substantial population increases within the corporate limits, (3) the pressures resulting from subdividers' requests for revision of land uses, (4) a new state law which provided for the Village's assuming certain extra-jurisdictional power and authority over the development of land within a mile and one-half of its corporate limits, and (5) the need for updating of the existing Village Plan report in order to provide a sound basis for planning future physical improvements.

Revisions of the Glenview Plan of 1953-1954 were started in July, 1959 under an agreement which is contained in a series of letters between this firm and the Village of Glenview. The agreement specifically deleted several items which we normally consider a part of a comprehensive plan, and therefore no restudy or revision of original data has been undertaken in these deleted areas. For instance, as a result of this decision, no studies were made of park, school and recreational facilities within the Village nor of the need for and location of additional public buildings and public safety facilities within the community. In each instance, recent activity of the appropriate bodies had resulted in a definite program of action.

In two other very important areas implementing the Comprehensive Plan, involving the subdivision ordinance and zoning ordinance, only limited review was requested. The subdivision ordinance had been revised shortly before the agreement was made, and therefore only general comments were requested and have been made in this area. In addition, the Village had appointed a Zoning Committee to review the zoning ordinance and to prepare the necessary revisions for consideration by the Village Board. Since the Committee was somewhat inactive during our period of work and inasmuch as the zoning ordinance is an integral part of any Comprehensive Plan implementation -- and one of the basic tools in executing a plan -- we have included a comprehensive section on Zoning. This involves our rezoning suggestions and recommendations for strengthening the zoning ordinance and map far beyond that which was originally contemplated.

Since the last Village Plan of 1953-54, the State legislature has authorized the extension of Village planning functions into the adjoining unincorporated areas up to one and one-half miles. This one and one-half mile limitation did not consider potential natural barriers or boundaries of spheres of influence of the various municipalities. Therefore, in our studies of the planning area we were instructed to consider the entire jurisdictional area and a more appropriate sphere of Glenview's influence. This area is bounded on the south by Golf Road, on the west by the Tri-State Tollway, on the north by Willow Road, and on the east by the various adjoining municipal boundary lines; the area itself is shown on Figure 2. Also shown are the survey and core areas which were utilized in

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INTRODUCTION & SUMMARY OF CONCLUSIONS

the Central Business District studies in a later chapter of this report, as well as adjoining Village limits and shopping centers which are in a position to compete with or have a definite trade area conflict with portions of the Glenview Central Business District.

SUMMARY OF GENERALIZED RECOMMENDATIONS

Residential Aspects

1. Rearrange present residential zoning to reflect existing development.
2. Adopt additional residential zoning classification of approximately 12,000 sq. ft. lots.
3. Limit density of development in multi-family areas not to exceed twice that allowed in other areas. (Maximum - 10 families per acre.)
4. Construct sidewalks required in new subdivisions, based on lot size, and along all major and secondary streets.

Commercial Aspects

5. Maintain present economic position by competing directly with existing and proposed shopping centers.
6. Continue free parking facilities and maintain present relationship of car spaces to retail store space -- improve proximity of parking to stores.
7. Increase traffic flow in the area and lessen congestion through suggested traffic improvements. (See "Major Streets & Parking")
8. Realign retail and other commercial facilities in Central Area to enhance attraction to shopper through eventual development within suggested zoning classifications.
9. Increase attractiveness of the secondary entrances to stores. Parking lot entrances and amenities of parking facilities are fully as important as street frontage.
10. Enhance merchandising -- selection of goods, competitive prices, services to customer -- to attract and hold shoppers.

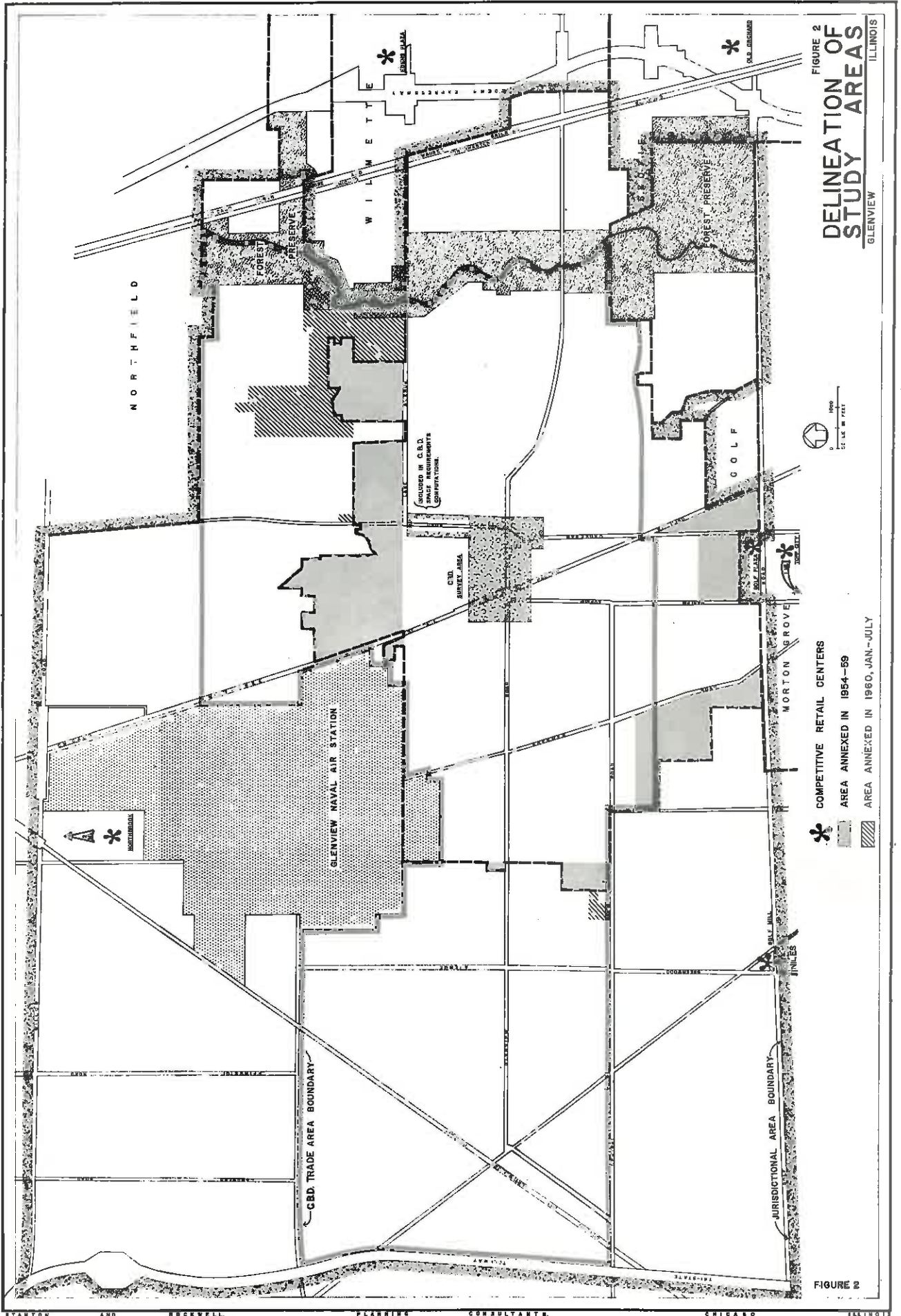


FIGURE 2
**DELINEATION OF
 STUDY AREAS**
 GLENVIEW
 ILLINOIS

COMPETITIVE RETAIL CENTERS
 AREA ANNEXED IN 1954-59
 AREA ANNEXED IN 1960, JAN-JULY

FIGURE 2

INTRODUCTION & SUMMARY OF CONCLUSIONSIndustrial Aspects

11. Improve past "Business Climate" by positive appraisal of desired industrial future.
12. Potential development limited but of sufficient size to justify Industrial Relations Committee and encourage smaller, stable, and high value firms to locate in Glenview.
13. Formalize proposed zoning actions in jurisdictional area, to encourage development.

Major Streets and Parking

14. Parking facilities, although adequate in number, are inadequate in location to retail facilities. New facilities should be located within walking distance of shopping areas.
15. Expand and improve existing commuter parking lots. Additional commuter parking lots will be needed. Commuter parking could be on a "pay" basis.
16. Improved traffic circulation in the Central Business District can be accomplished by:
 - (a) Intersection improvements -- both eventual and immediate -- at Waukegan-Dewes-Glenview Roads, and Harlem Avenue and Glenview Road.
 - (b) Widening Dewes Street to forty-five (45) ft. pavement.
 - (c) Opening Church Street from Glenview Road to Dewes Street.
17. Traffic flows can be facilitated by:
 - (a) Eventual elimination of on-street parking.
 - (b) Construction of an interchange at Lehigh Avenue and the proposed Lake Avenue extension.
 - (c) Ultimate widening and improvement of Waukegan Road.
 - (d) Elimination of border friction by controlling driveways and installing curb and gutter.

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INTRODUCTION & SUMMARY OF CONCLUSIONS

18. Classify all major, secondary, and collector streets in the area, with the eventual development in accordance with right-of-way width and cross-section design as recommended. (See Figures 15 and 20).
19. Improvements considered but not recommended at this time were:
 - (a) One-way streets in the Central Business District.
 - (b) Installation of parking meters.
 - (c) Separation of railroad grade crossings.
20. Recognize that street program is long-range in nature, and all planning, issuance of permits, and extent of future construction should reflect ultimate goal.

Community Appearance

21. Adopt and enforce a "control" type ordinance consolidating existing ordinance features, as well as development of an "Appearance Plan" to provide for the stimulation of good community appearance.

Plan Implementation

22. Formalize the adoption procedure of the Official Village Plan by ordinance, specifying all other documents and ordinances having a relationship to the Plan.
23. The Zoning Ordinance should be revised to:
 - (a) Provide for "exclusive" districting.
 - (b) Include a "conditional" use provision with clearly defined application and procedures.
 - (c) Consolidate all information concerning specific districts into one section. No change is contemplated where the same regulations apply generally to all districts.
 - (d) Expand and realign the business or commercial classifications into Neighborhood Business, Retail Business, Commercial Non-Retail Business, and Regional Service Business.

INTRODUCTION & SUMMARY OF CONCLUSIONS

- (e) Rezone substantial areas of current "A-3" zoning to "A-4" where "A-4" area regulations could apply.
 - (f) Establish a new zoning district for "Public Lands, Buildings, and Open Space."
 - (g) Rezone substantial areas of Waukegan Road to appropriate Commercial and Residential classifications.
 - (h) Reflect existing, actual development in the mapping of Commercial districts.
 - (i) Expand the non-conforming use provisions to provide for ease of enforcement and administration and individual amortization periods of non-conforming uses.
 - (j) Clarify the relationship between the development of the Village Plan and the zoning administration necessary to the execution of the Plan.
24. Revisions to the Subdivision Ordinance include:
- (a) Providing exceptions to the ordinance for land subdivision outside the intent to control as itemized in the State statutes.
 - (b) Defining "Flood Plain" provisions currently in the ordinance.
 - (c) Requiring that developers provide sites for public purpose activities.
 - (d) Providing engineering controls on subdivision improvements to provide for future extensions.
 - (e) Correlating street right-of-way requirements with the Official Major Thoroughfare Plan.
25. Development of capital improvement budget, itemizing needed capital improvements by priority, cost, and approximate year of accomplishment.
26. Initiate and develop agreements with neighboring communities on the proposed development of overlapping jurisdictional areas.

c h a p t e r TWO

BACKGROUND FOR PLANNING

This section is a continuation of the Social & Economic Background chapter of the Comprehensive Plan report of 1953-1954, entitled, "PLANNING WITH GLENVIEW." Only where repetition was necessary to assure a logical perspective of the growth experienced by Glenview -- as in population figures -- have the population and socio-economic data of the previous report been repeated and amplified. Other data, such as origin of new residents, is entirely composed of more recent data with reference to the preceding study.

Economic information has been separated to place that data relevant to both Industrial and Commercial or Retail activities within the chapters specifically dealing with those functional areas.

General data, such as family income, is found in this section, Background for Planning, which will provide many of the basic factors in determining recommended future policy.

Growth in the Chicago Metropolitan area

The population of the United States is increasing most rapidly in the urban portions of the metropolitan areas. To geographically define this population increase more accurately, a metropolitan area is divided into two major sections. The central city portion is represented within the Chicago metropolitan area by the City of Chicago. The metropolitan ring portion around the central city includes the suburban areas both urban and rural. Within the Chicago metropolitan area that ring includes the following counties centered around Chicago: Cook, DuPage, Kane, Will, and Lake counties in Illinois, and Lake county in Indiana.

According to the 1950 U. S. Census, as noted in Appendix I, Table 1, the City of Chicago contained some 3,621,000 persons, while the metropolitan ring contained only 1,874,000 persons. Since the City of Chicago is now almost completely built-up, population predictions indicate that its growth in total population will be slowed in favor of the metropolitan ring. By 1975, it is expected that the metropolitan ring will contain some 4,904,000 persons, out of a total of 9,048,000 persons in the entire metropolitan area. Thus in 1975 the metropolitan ring is expected to contain more than 54 percent of the total metropolitan population, compared with about 34 percent in 1950.

This population growth in the metropolitan ring will have direct relationship to the future of the North Shore segment and adjacent communities such as Glenview. Those portions of the North Shore immediately adjacent to the Lake Michigan shoe line have developed first, and with a rather consistent type of

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BACKGROUND FOR PLANNING

residential development occupied by high income groups. The communities immediately west of the North Shore contain considerable open areas within their municipal boundaries and there are still significantly large unincorporated areas between them. The character of their residential developments has been similar to the Shoreline suburbs, where incomes are high in relation to the remainder of the metropolitan area and where employment of heads of households is predominantly of a professional, managerial and sales character.

From study of the metropolitan area of the role of the metropolitan ring as primarily a residential location, and more detailed analysis of the various sections of the North Shore and adjacent areas, it is apparent that the continued function of Glenview will be primarily that of a residential suburb with its complementary shopping and related community facilities.

Population

The changes which have occurred in suburban sections of Cook County are fully evident in the figures presented in Appendix I, Table 2. It is estimated that by 1960, the suburban Cook County population will increase 104.3 percent over the 1950 figure. During that same ten year period, Glenview increased 183 percent, to a total of 17,380 persons in 1960.

The contrast in growth rates between North Shore suburbs which are almost completely settled and those immediately west, such as Morton Grove or Glenview, is evidenced by a few comparable figures as shown in Table 2. Wilmette is expected to grow only 60.1 percent from 1950 to 1960. Morton Grove soared in population, from 3,926 persons in 1950 to an expected 19,970 persons in 1960, or by 408.6 percent. The Glenview figure of 182.9 percent for the same ten year growth period is 1/3 the range between the extremes of Wilmette and Morton Grove in terms of percentage, but in actual growth, its increase of 11,238 persons for the period is only 310 persons more than in Wilmette.

Other population forecasts (Table 2, Appendix I) indicate that by 1975 Glenview is expected to reach 26,600 persons, or an increase of 333.1 percent over the 1950 population figure. This will not occur within the existing Village limits under proposed zoning, however. By 1975, Wilmette and Morton Grove are expected to increase in population by 112.5 percent and 620.8 percent respectively over the 1950 population. By the year 1975, if the current growth rates continue, all of the land within the existing incorporated limits, together with most of the presently vacant lands in the unincorporated areas, will be fully settled.

The two major components of population increase are net migration and net natural increase (the excess of births over deaths). For the period 1950 to 1959, as

BACKGROUND FOR PLANNING

indicated in the following table, Glenview increased by 9,758 persons. Of that total increase, 35.4 percent was due to natural increase in line with the high annual birth rate of around 44 births per 1,000 persons, and 64.6 percent was due to in-migration. (Figure 3) In terms of average number of persons per dwelling unit, which usually is approximately equivalent to the average size of family, there has been a slight decrease since 1950. In 1950 there were 3.7 persons per dwelling unit, while it is estimated that in 1959 there were 3.6 persons per dwelling unit. Even though there is a slight decrease, the number of persons per dwelling unit remains high compared to the 1950 figure of 3.2 for the State of Illinois. The Glenview figures reflect the large child population emphasized later in study of age groups.

TABLE 1. GLENVIEW POPULATION INCREASE 1950-1959

	<u>Number</u>	<u>Percent of Total</u>
Total 1950-1959 increase*	9,758	100.0
Natural increase**		
Births - 4,315		
Deaths - <u>862</u>	3,453	35.4
Indicated in-migration	6,305	64.5

*To October 1, 1959

** Information from State of Illinois Dept. of Public Health

Population "Saturation"

In order to present a relatively accurate impression of the total growth potential of the Village and its jurisdictional area under planned conditions, estimates have been made as to the "saturation" or total development of both areas. This has been done on the basis of total conformity to the patterns of zoning to be recommended for the Village and jurisdictional areas. It includes the conversion to residential use of lands presently occupied by quasi-public open uses, such as golf courses. It does not include the forest preserves.

Area measurements were made, with space allowed for streets, schools and parks in the presently vacant areas. Platted but presently undeveloped lots were enumerated as available, whatever their size relationship to their recommended zone minimums. It was assumed that all presently occupied residential lots, unless rezoned as suggested, would continue to be used for residence. No continuation or increase of residence in joint occupancy with commercial or other uses (e.g., apartments over shops) was assumed.

Population experts anticipate a national average family size by about 1980 of 4.1 to 4.4 persons. At present it is 3.65 persons. As indicated in Appendix I, Table 3, as the Village and outside area develop, the now young population will, at a decreasing rate, be replaced or joined by young move-ins. Therefore, as the present population continues to age, the net result will be

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BACKGROUND FOR PLANNING

a "maturing" population with smaller, average sized families. The assumed family-size figure for saturation is, therefore, 3.6 persons.

As the Village expands, useful reference can be made to the saturation figures for estimating the potential of each new annexed area and its cost meaning for the Village. As other nearby municipalities expand or assume jurisdiction over (and thereby possibly rezone) these areas, the significance of these "deletions" can quickly be seen. The level of saturation directly concerning the Village will be lowered with each deletion, of course, bringing the time of saturation that much nearer.

The purpose in making these estimates involves the advantages in knowing the conditions of maximum development for thoroughfare planning, capital expenditures, location of community facilities, zoning, rezoning, annexation and acceptance of gifts or exchanges of land.

Present population in the Village represents 65.7% of estimated saturation, (26,450) within the present Village limits.

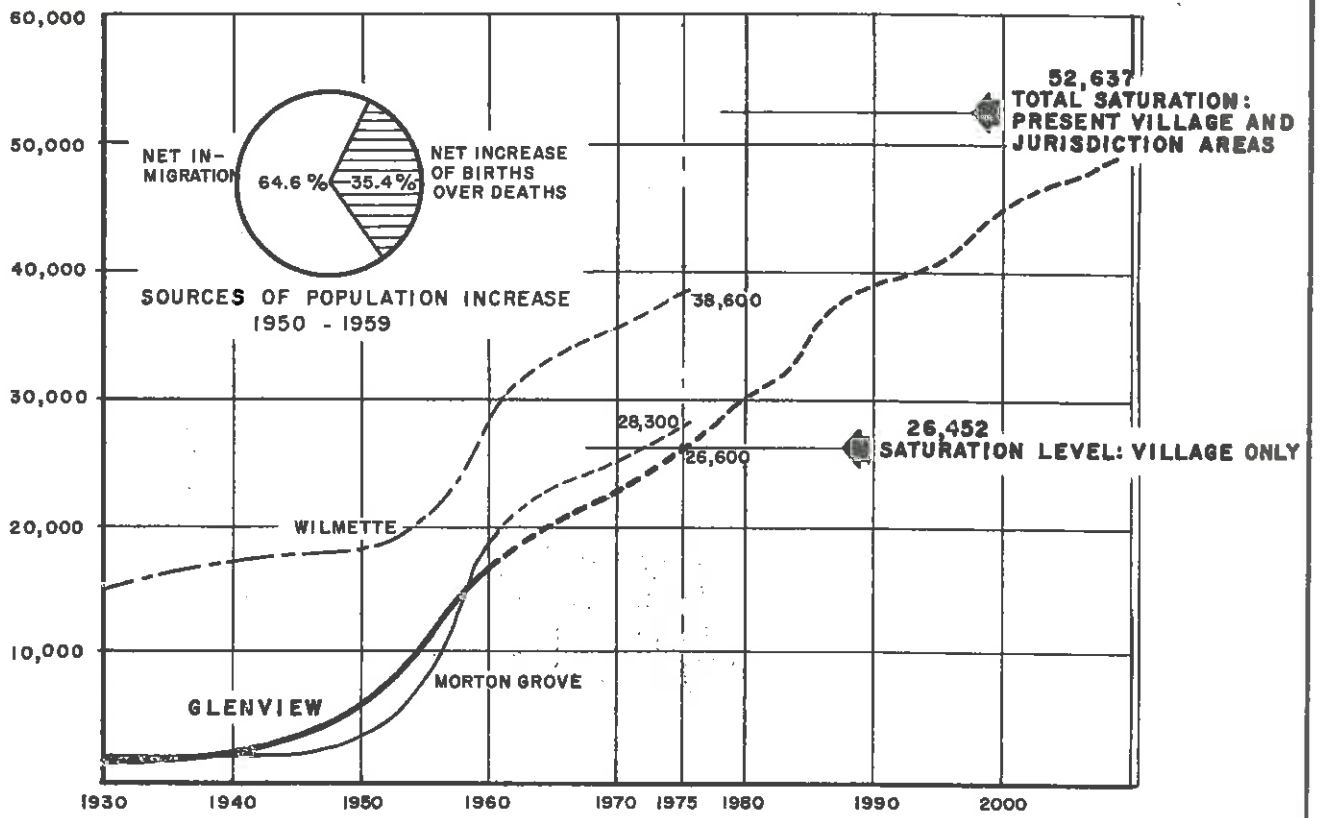
Present population in the jurisdictional area represents 33.73% of estimated saturation (52,640) within its present area.

Population Composition

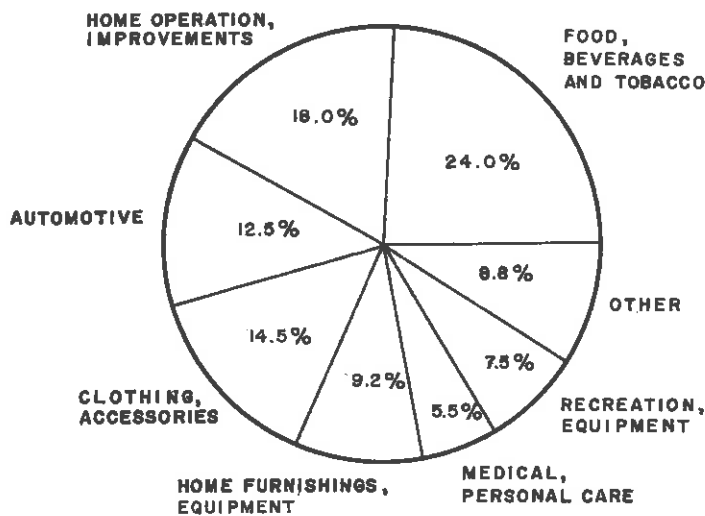
In 1950, females composed 50.8 percent of the Glenview total population. For the State of Illinois the comparable figure was 50.4 percent. For Morton Grove and Wilmette, the comparable figures were 49.8 percent and 52.8 percent respectively. It is presumed that the current percentage of females to total population is approximately what it was in 1950 since this is typical of what would be expected in a suburb largely occupied by young families.

Suburban portions of the metropolitan area are settled usually by families with children. This fact is brought out in analysis of age groups within the total population as given in Appendix I Table 3. For the United States as a whole in 1950, the under 5 year, and 5 to 14 year age groups, composed 10.7 percent and 16.1 percent of the total population. Those figures compared with 12.3 percent and 19.4 percent for the respective age groups in Glenview, indicate the prominence of children in the suburb. In 1959 it is estimated on the basis of school enrollment, that the under 5 year age group equals about 15 percent of the total population, and the 5 to 14 year age group equals 29.0 percent of that population. Undoubtedly as Glenview is fully settled and the population ages, the population will no longer be overwhelmingly composed of young married couples with school-age children. Thus by 1975, it is estimated the age groups will more accurately reflect the national picture. That will involve an under 5 years age group of about 11.9 percent, and a 5 to 14 year age group of about 20.1 percent of the total population, or an age group composition considerably changed from the 1959 population picture.

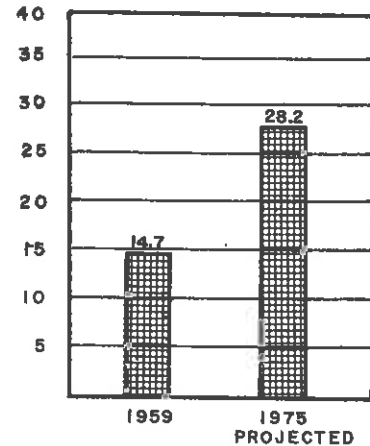
Another indication of the type of population resident in Glenview is provided by analysis of the occupation of heads of households. From 1950 U. S. Census information it is evident that 31.5 percent of the male wage earners were



POPULATION



(IN MILLIONS OF DOLLARS)



ESTIMATED 1959 AVERAGE HOUSEHOLD EXPENDITURES IN THE GLENVIEW TRADING AREA.

GLENVIEW RETAIL SALES

FIGURE 3

ECONOMIC PROFILE

BACKGROUND FOR PLANNING

proprietors, managers or officials, 22.2 percent were professional men, 19.0 percent were skilled workmen, and 18.6 percent were in sales or clerical work. A more recent survey tabulated for periodic intervals since 1950 is provided by information gathered by "The Welcomers." The latter data concern new residents only and vary somewhat as regards major types of employment. In Table 5, the data for new residents for the years 1953, 1956, and 1959, indicate that the group titled Proprietors, managers, officials composed the second largest group, while the group titled Sales, clerical was the largest for heads of households newly resident in Glenview. Salesmen made up the largest single occupation for new residents in 1959.

The income of Glenview consumer spending units, as noted in the following table, is also indicative of the role of Glenview. The \$9,085 figure is median in this table, with Skokie and Evanston below that, and Wilmette and Winnetka above it.

TABLE 2. INCOME PER CONSUMER SPENDING UNIT*

<u>Municipality</u>	<u>Income</u>
Skokie	\$ 7,751
Evanston	7,768
Glenview	9,085
Wilmette	10,022
Winnetka	11,310

*From May 1, 1959 Sales Management magazine Survey of Buying Power.

Figures for Morton Grove and Northfield are not included in this source.

Since families occupying older homes within the central city section of the metropolitan area, seek new homes as they are economically able, it is not surprising that in 1959, 74.3 percent of the new residents were previously located in Chicago and its suburbs. As noted in Table 5, Appendix I, this high percentage of new residents from Chicago and suburbs, has been consistently held from 1953 to 1959. The second largest group of new residents have also been consistently from the middle western states ranging from Ohio to Kansas.

Housing

From 1946 through 1959 (indicated in Table 6 Appendix I), a total of 3,817 new dwelling units were constructed in Glenview, thereby raising the total number of dwelling units to 4,550. Since 83.9 percent of the total dwelling units were constructed in the last 13 years, the existing housing inventory is in excellent condition.

Construction of these new dwelling units has proceeded at a considerable annual volume, especially from 1950, when 357 were constructed, to 1957 when 249 were built. During that time the cost per dwelling unit increased with inflation from \$14,406 in 1950 to \$21,735 in 1957, and in 1959 reached \$23,875.

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BACKGROUND FOR PLANNING

According to the 1950 U. S. Census, 83.9 percent of the dwelling units in Glenview were owner occupied. This high rate of owner occupancy has been maintained and increased considerably, since only during 1958 and 1959 has any appreciable volume of multiple-family residential construction been undertaken.

To house the additional 2,560 new families involved in the predicted 1975 population of 26,600 persons, an equivalent number of new dwelling units will be required. It is anticipated that with such dwelling unit increase, the present village area will be expanded through annexation. The problems inherent in such increase are many, and not the least of these are the community services required by young and sizeable families. To some extent the problem of and municipal costs involved in community services may be lessened by the continued construction of dwelling units in multi-family structures, as has occurred in recent years. Any such construction, however, shall be based on existing demand. Smaller dwelling unit-sizes are particularly suitable for families without children or retired people who would not be using the public school system, which is the prime consumer of the tax dollar.

Economic Base - Local Employment

A total of 1,151 persons are employed in Glenview. Analysis of local employment - tabulated in Table 7, Appendix I - shows that three types of establishments employ seventy-nine percent of the workers. Forty-seven percent of those employed in Glenview work in 139 retail and service establishments, about seventeen percent work in the research laboratory which is the largest single employer, and about fifteen percent work in the public schools. Industrial and manufacturing establishments located within the municipal boundaries employ 121 workers, or 10.5 of those locally employed, while an additional 12 such establishments located outside Glenview (but using a Glenview mailing address) employ 509 workers.

There is not sufficient information available to readily calculate the amount of compensation received by those employed within Glenview and the area immediately adjacent. However, such compensation undoubtedly proves a major factor in the local shopping economy.

c h a p t e r THREE

EXISTING LAND USE

Glenview is a continually changing corporate body. The need for constant and continuing planning is evident in the annexations which have occurred in Glenview since this study was initiated. Of necessity, the land use data is based upon a cutoff date of August, 1959. Therefore, as annexations take place, the various numerical tables become out of date for the Village of Glenview; however, the totals for the entire planning area remain unchanged.

This chapter will trace changes in the direction and nature of land development in Glenview since 1953, when data for the Village's last Comprehensive Plan was gathered, and will interpret the significance of present conditions and recent changes. This survey now includes all unincorporated lands west of the Village, bounded by Willow Road, the Tri-State Tollway and Golf Road. Within this area, the Village is entitled to exercise principal jurisdiction in the subdivision of land, by virtue of statute enacted since the date of the former Plan.

The results of a property-by-property visual inspection inventory conducted in the Village and "jurisdictional area" in August, 1959, are illustrated upon a map submitted to the Village as part of the Plan Report. This map is reproduced herein as Figure 4. All measurements of acreage in use were taken planimetrically from the large map and interpreted under the same procedure as that followed in the 1954 report for the purpose of direct comparison. On Figure 14, property uses in the Central Business District are listed.

Land Use Measurements

Table 3 consists of land use measurements by sector and shows the relationships between the totals by 1954 and 1959 use classifications. Indicated are the rapid increases in the extent of acreage used for single-family development. The increase is 53.7%, of which a large portion is in Sector 3. (Figure 5.) The western sector increased more because of its many large tracts of vacant land; also, the zoning was suitable for accelerated growth, that is, smaller lots for smaller home improvements.

In the 1954 land use report, relative to residential areas, it was stated that there was "sufficient activity in the "A-3" neighborhoods to indicate that they will not long remain in their present state of under-development." This has been supported by growth since then, especially in Sector 3. (Figure 5.) Residential development in Sector 3 has not been confined within Village limits, but has proceeded west to the suggested western jurisdictional limit of the Village, the Tri-State Toll Road.

The most predominant use of land in Glenview is in single-family residence. The following classifications are listed according to their descending area -- vacant land, streets and public and semi-public. The reason for the greater acreage in the public and quasi-public classification is the inclusion of the two golf courses and the Forest Preserve. In percentage, parks occupy 8.9% of the total Village area. Single-family residences occupy 43.4%.

When comparing growth of the residential area with that of the elongated business area it may be seen that rates of increase between the two were quite disparate: this is attributed to the low density of the Village. Although the

chapter THREE

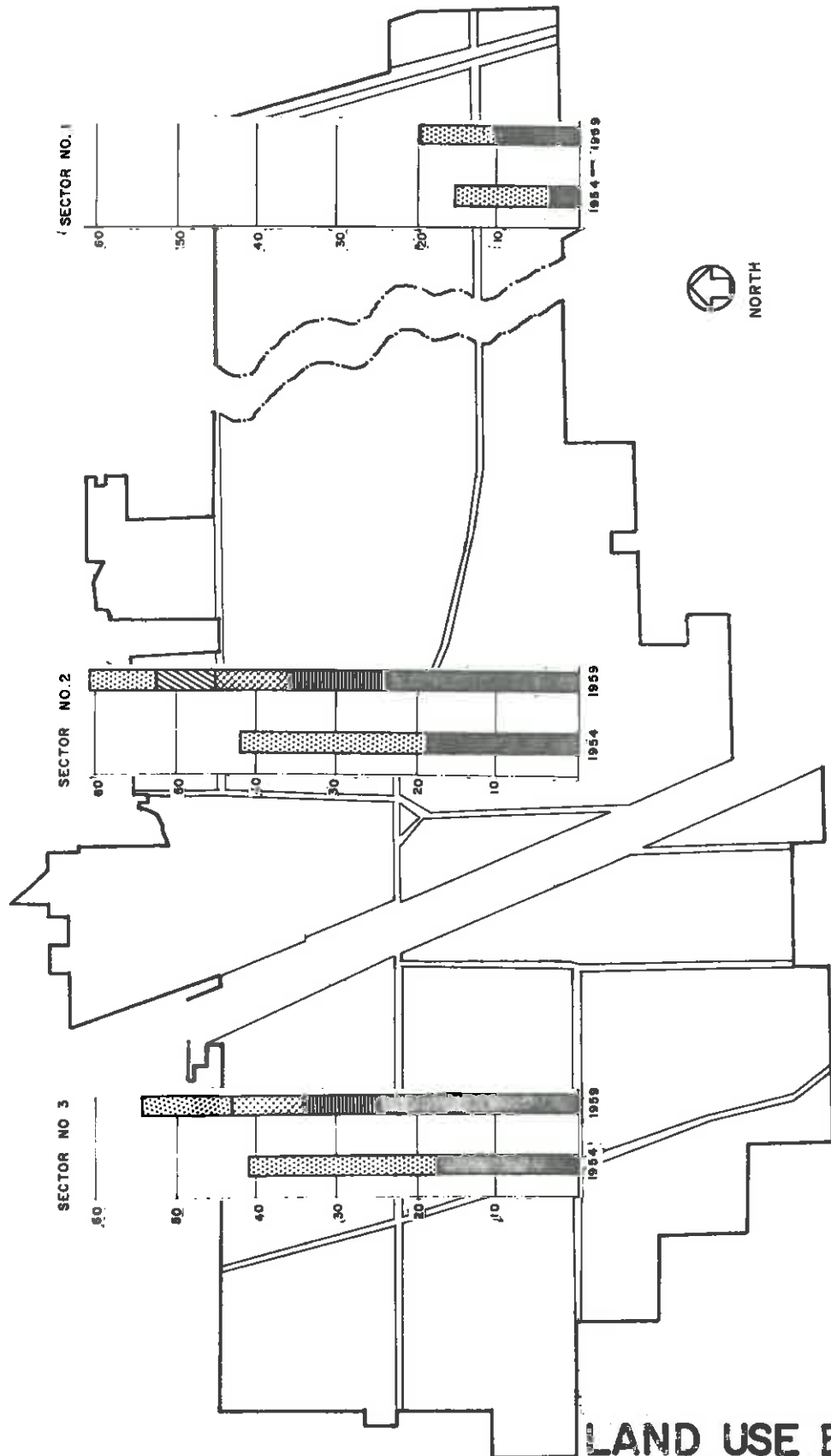
EXISTING LAND USE

TABLE 3. 1959 LAND USE IN GLENVIEW - IN ACRES AND PERCENT
TOTALS COMPARED WITH 1954

Type of Land Use	Sector 1		Sector 2		Sector 3		Sector 4	
	Acres	%	Acres	%	Acres	%	Acres	%
Single-Family	229.0	49.0	541	39.3	564	45.8	1,334.0	43.4
Multi-Family		0	14	1.0	15	1.2	29.0	0.9
Commercial	8.5	2.0	38	2.7	12	.9	58.5	1.9
Industry-Railroads	36.0	8.0	25	1.8	22	1.7	83.0	2.7
Parks	117.0	25.0	104	7.6	52	4.3	273.0	8.9
Public & Semi-Public	15.0	3.0	163	11.8	155	12.6	333.0	10.8
Vacant	42.0	9.0	287	20.8	211	17.2	540.0	17.6
Streets	17.0	4.0	206	14.9	200	16.3	423.0	13.8
Totals	464.5	100.0	1,378	100.0	1,231	100.0	3,073.5	100.0

Type of Land Use	Comparison of 1954 - 1959 Land Use (Village only)					1959 Jurisdictional Area*	
	1959 Totals		1954 Totals		% Change	Acres	%
	Acres	%	Acres	%			
Single-Family	1,334.0	43.4	868.1	31.3	53.7+	1,127.5	16.6
Multi-Family	29.0	0.9	11.6	.4	150.0+	8.5	0.1
Commercial	58.5	1.9	22.4	.8	161.2+	75.7	1.1
Industry-Railroads	83.0	2.7	61.3	2.2	35.4+	71.5	1.1
Parks	273.0	8.9	232.5	8.4	17.4+	78.4	1.2
Public & Semi-Public	333.0	10.8	352.4	12.7	5.8+	1,311.7	19.3
Vacant	540.0	17.6	806.4	31.2	49.3-)	4,113.0	60.6
Streets	423.0	13.8	367.5	13.0	15.1+)		
Totals	3,073.5	100.0	2,722.2	100.0	12.9+	6,786.3	100.0

*Change in State law provided for jurisdictional control in 1959.



600 0 1000 2000 3000
SCALE IN FEET

RESIDENTIAL
ALL OTHERS
STREETS
VACANT
SEMI-PUBLIC



GRAPH SCALED IN MILLIONS
OF SQUARE FEET

FIGURE 5
**LAND USE BY SECTORS
COMPARING SECTORS
GLENVIEW ILLINOIS**

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EXISTING LAND USE

increase in land area is greater in comparison with that of its surrounding residential area for residential land over the five year period, commercially-used area has increased 161.2% over its former size, while residential land in the Village area has increased only 54.9%. Increased growth immediately outside the Village limits subjects the Central Business District to increased usage and in some instances must be included within the Central Business District trade area.

Park areas have increased only 14.8 per cent. Statistically, the total area in parks is quite sufficient, but its distribution is inadequate. If the Forest Preserve area were discounted, park area in Glenview is very low. Discount further the acreage occupied by schools and the land acreage dedicated for recreational purposes is lower still. But the school areas may be used for recreational purposes after school is dismissed, and the Forest Preserve may be used at any time of the day or year. The major problem is that the Forest Preserve does not serve the children in their immediate neighborhoods, and school grounds, when school is in session, are not likely to accommodate younger children.

Neighborhoods

Neighborhood development is an important aspect of land use. Neighborhoods are often determined by land use characteristics.

Neighborhoods in Glenview are defined by major highways, railroads, the forest preserve, character of development, lot sizes, and Village limits. Village limits are included only as a planning barrier since, in some cases, neighborhoods would be extended beyond their present boundaries if the Village limits were also extended. New neighborhoods would not result if Village limits were extended.

Neighborhoods for statistical purposes are listed the same as the sectors in Figure 5. It is felt that denoting neighborhoods of a more minute and intimate nature would not add to the value of the report. We are defining the neighborhoods as Nos. 1, 2, 2A, 3 and 3A. Neighborhoods Nos. 2A and 3A are residential extensions that are likely to be incorporated into the Village, thereby making them integral parts of 2 and 3 respectively.

Sector 1 has two dominant segments. The southern part is an early development with small lots and medium priced houses. The northern part is a recent development with approximately the same size lots and houses. The southern lots are well developed with large amounts of foliage.

The section north of Glenview Road is predominantly a newer section. Most of the section has been developed by a single developer, and a new school has been established between Sherwood Road and the railroad tracks. The quality of the general sector has been sustained by the new development.

The Sector is also characterized by its position near the Forest Preserve, giving added locational value to the neighborhood. A portion of Sector 2 derives a similar benefit from the Forest Preserve.

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The Middle Sector (No. 2) contains the Central Business District. The Central Business District has its "hub" at the intersection of Glenview and Waukegan Roads. Extensions from the "hub" continue as "ribbon" development west on Glenview Road and north and south on Waukegan Road. The neighborhood residential areas extend from the multi-family apartments to the most luxurious houses in Glenview. Multi-family apartments exist along the railroad tracks.

Practically all the homes east of Waukegan Road south of Lake Avenue are of high value, situated on large, high-value lots. There are small lots within the sector but lots are predominantly one-half acre and greater in size. Sector 2 to the north contains homes and lots of similar quality and size. The residential area immediately north of Lake Avenue generally possesses areas of smaller lot-size, but a continuation of large lots occurs immediately outside the Village limits.

Sector 2 contains a golf course, known as the North Shore Golf Club, which is located in the northern part of the sector and is surrounded by residential area.

Section 3 is almost completely residential, as is Sector 1. It contains many variations of lot sizes within its boundaries.

This is the NEW Glenview. Most of the houses represent some part of a large scale development, meaning there are few houses of an individualistic nature in the sector. Most of the homes in the sector are on smaller homesites. For more particular sizes, see the predominant lot size map (Figure 6.) Extension of Village limits westward will encompass the same character of lots and houses currently being constructed in the unincorporated area.

Vacant Land

Resubdivision of large lots in Glenview has not begun as yet. Most large lots are not quite large enough to give desirable isolation for the establishment of two residential lots. This does not include farms, for they long ago became prime targets for developers, due to the economy of developing level, open farm land. When vacant land in and around Glenview has been utilized, then will come the problems of resubdivision. Glenview, at present, does not have a critical problem in the lack of vacant land. (The Village has annexed 490 acres, of which about half 222 acres, is vacant.) But when considering future saturation of the Village, as in Figure 3, which is an estimate of the Village population under full residential capacity, vacant land is then critical and resubdivision of the larger lots becomes more practical for owners and creates problems for the Village.

Much of the potential resubdivision can be eliminated with the creation of zoning more consistent with actual development. But many large lots are far above the minimum sizes required within their zone districts. Areas of this character are noted in the following portions of the text.

Vacant land has diminished from 806.38 acres to 540, a decrease of 33%. This decrease would have been much greater had it not been for annexation of the

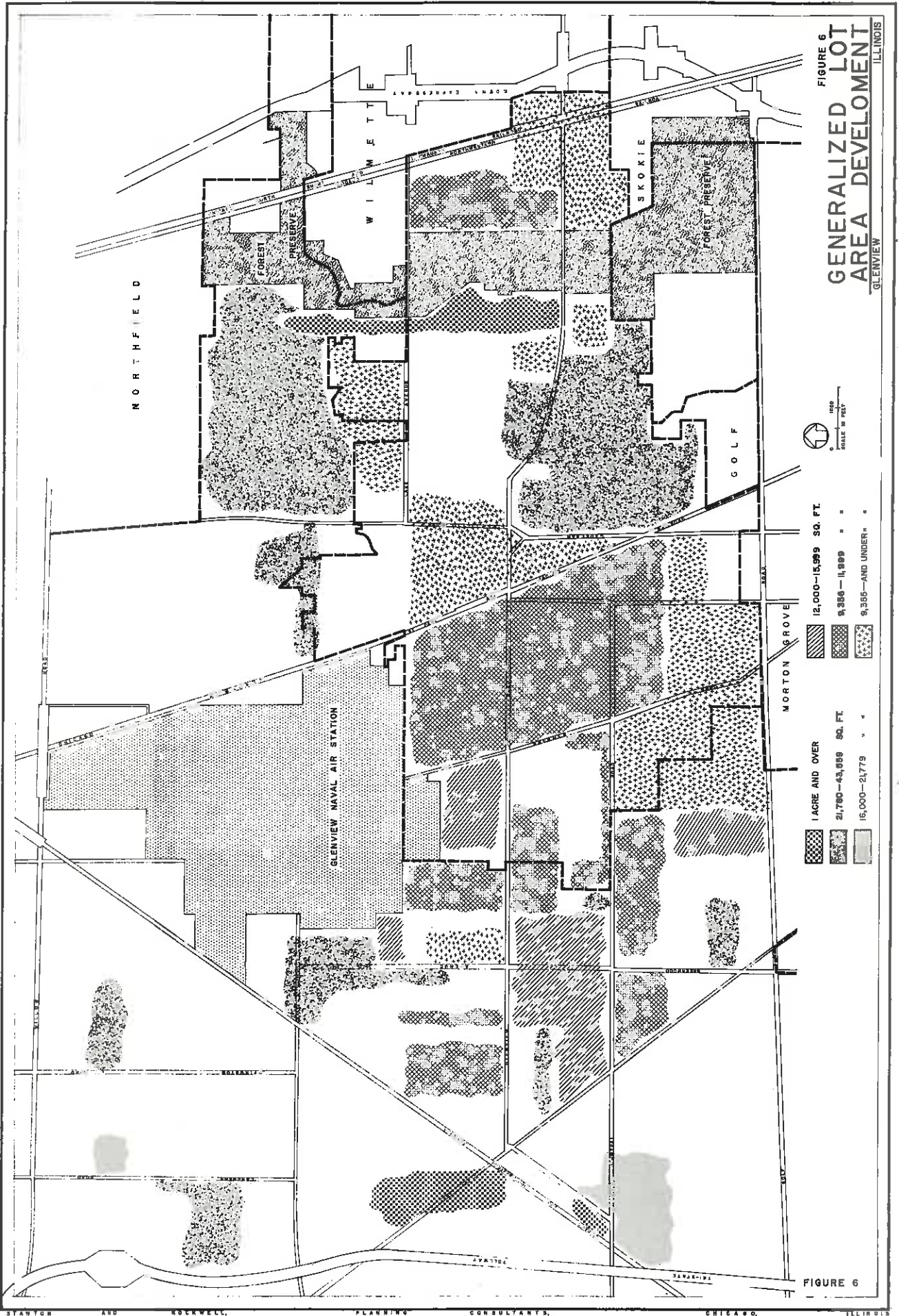
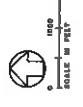


FIGURE 6
**GENERALIZED LOT
 AREA DEVELOPMENT**
 GLENVIEW
 ILLINOIS



	1 ACRE AND OVER		12,000-15,999 SQ. FT.
	21,780-43,559 SQ. FT.		9,356-11,999 "
	15,000-21,779 "		9,355-AND UNDER "

FIGURE 6

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vacant land north of Lake Avenue and west of Waukegan Road, (Figure 5). Much of this particular annexation is vacant, industrial zoned land.

There has been a minor increase in areas used for industrial purposes within the village limits. This increase is almost directly commensurate with the expansion of National Dairy Products laboratories.

As most of the residents of Glenview are commuters to Chicago, they depend very little on immediate industry for a livelihood. This should not be taken to mean that they are totally independent of local industry. Taxation of industry for instance, does indirectly contribute to the well-being of the Glenview residents, primarily through school support. The change in industry within the jurisdictional area is much greater, the principal increase resulting from construction of the Signode Steel plant, located at Lake and Pfingston Roads. But again the effect within the Village limits of Glenview is small, due to the occupational composition of the Village.

In residential areas zoning is generally complied with, although there are cases of non-conformity. These areas are defined "non-conforming" with reference to a zoning map dated March, 1960 and the land use map survey dated August 21, 1959.

A more detailed discussion of non-conforming uses is presented in Chapter ELEVEN, PLAN IMPLEMENTATION.

Streets

The information that follows is a survey of existing dedicated rights-of-way. It is a survey of the traffic area that the Village actually controls through out-right dedication, which includes streets (developed or undeveloped), sidewalks, and in some cases the front portions of residential lots. (Figure 10.)

There are some rights-of-way that differ slightly from those indicated in Table 4. Where slight width differences did exist, they were grouped within the list found to be most predominating. In Table 4, right-of-way width of sixty (60) feet is the most predominant. It is the right-of-way used by most of the new subdivisions inside the Village of Glenview and also it is the most predominant of new subdivisions in the jurisdictional area of Glenview.

Streets account for approximately 14% of total village area. This 14% represents about 53 miles or 424 acres of right-of-way. The percentage is smaller than the average. Usually the percentage is between 17% and 20% for villages of similar population and area. The small percentage may be attributed to many features, especially the following: the newly annexed vacant land; the large residential lots in the middle sector No. 2; the two golf courses and large public areas including the forest preserve.

Multi-Family

Zoning of multi-family resident is just as ambiguous today as it was in 1953. Total area zoned multi-family is about 57 acres, whereas land actually occupied by multi-family housing within the zoned area is approximately 31 acres.

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This means there are some 26 acres used for other purposes, or vacant. (Since most of this land is in the Central Business District, very little is vacant.) There are other multi-family dwellings in the jurisdictional area, totaling 6 acres. The land use map defines their location.

TABLE 4. STREET AREAS BY WIDTH OF RIGHT-OF-WAY

<u>Right-of-way Widths</u>	<u>Rights-of-way in Area</u>			
	<u>Feet</u>	<u>Miles</u>	<u>Acres</u>	<u>%</u>
100	34,500	6,534	79	18.6
80	21,600	4,090	39	9.2
66	76,800	14,545	119	28.1
60	123,600	23,409	170	40.1
50	9,600	1,818	11	2.6
20	13,200	2,500	6	1.4
Totals	279,300	52,896	424	100

TABLE 4.

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Under the terms of the Comprehensive Plan Revision agreement for Glenview, special studies with regard to residential aspects were undertaken. These studies are reflected in various sections of the plan, such as the Subdivision Regulations and Zoning Ordinance, and they are applied to the districting of the Village within a quantitative relationship.

Initially, the problems confronting the Village have indicated that studies should be made on (1) criteria to be established for the development of Row or Multi-family housing; (2) development of enforceable standards regarding rooming and lodging houses; (3) the necessity for requiring sidewalks to be constructed in various areas of the community, and (4) a preliminary review of the Subdivision Ordinance, contained in Chapter ELEVEN, PLAN IMPLEMENTATION. In addition, it became apparent that reclassification of substantial areas could be undertaken and that a fifth Single-Family classification was necessary.

Single-Family Housing

Chapter THREE, EXISTING LAND USE, indicates that by far the largest amount of used land is within the various single-family building districts and uses. Also, the computations in determining predominant lot size areas and the pattern of the development throughout the Village and jurisdictional area have indicated that (1) almost all of the existing subdivided areas have become built up and developed with single-family homes and that (2) the area size development of existing lots has been in excess of the zoning placed on the land by the ordinance.

Further substantiation of this is readily obtained by looking at Figure 4, LAND USE MAP, and the predominant lot size map, Figure 6. From this it is determined that there is very little subdivided land left and that the land which is subdivided within the "A-3" group actually could meet all of the requirements with regard to lot size of the "A-4" zoning district regulations.

A larger lot size is one of the distinctive features of suburban life. It offers former city residents the spaciousness they desire and the "room in which to bring up their children." It also provides them with a physical means of removing themselves from the higher densities of the central city or the more densely populated suburban areas.

This desire of the prospective buyer for larger lots has been reflected by the land developer by creating a product which will sell, thereby meeting the demand for larger and larger lot sizes. This demand could be met within Glenview's zoning ordinance and subdivision ordinance because of the quite low frontage requirements in the various district classifications. It is the frontage requirement that increases or decreases the cost of subdividing land, for it is the frontage which must be improved with streets, curb and gutter, sidewalk, sanitary sewers, storm sewer and water main. With the smaller frontages allowed in Glenview's requirements, a subdivider could well afford to add additional depth to the lot in order to provide an over-all lot size meeting the psychological demand of the home building market.

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The desire for larger lot sizes has been reflected in the Glenview zoning ordinance with the relatively recent adoption of the existing "A-4" zoning district provision. This regulation applies to all newly annexed areas regardless of the area's location in proximity to other land uses, surrounding lot sizes, and the actual character of the development of the areas annexed. Also, the district regulations provide for variations of the square footage requirements by allowing up to 10 percent of the lots created to be under the minimum square footage required in this district. The fact that this variation provision exists would indicate that the "A-4" district as currently written could be applied to very substantial "A-3" areas within the Village, raising the zone to "A-4."

If a general reclassification from "A-3" to "A-4" were made, special consideration to existing homes could be made. Variations would be necessary in some instances in order that existing homes could be altered or additions constructed. However, inasmuch as the basic requirements for all of the districts are the same, based on a front footage regulation insofar as side yards are concerned, the small difference, actually in inches, is insignificant in the over-all picture.

It was found that there were two substantial areas in the jurisdictional area which could not be logically classified into any other existing Glenview zoning single-family zoning districts. The principal developments in these areas, north of Glenview's Village limit, east of Waukegan Road and west of Glenview, south of Glenview Road, were substantially subdivided into lots of 12,000 square feet or greater. In fact, the newest proposed subdivision of substantial size in the Village is also proposing a lot size of 12,000 square feet or greater. This again reflects to some extent the demand for and desire of people to have larger homesites in suburban communities. The development of a new zoning district classification in the 12,000 square foot lot size category would seem appropriate as it applies to these areas and also to serve as a transition zone from the current zoning district of 9,356 square feet to one-half acre.

Multi-Family Housing

Current subdivision ordinances contain in almost every instance an accepted concept of single-family detached dwelling "living." This is set forth in most ordinances by requiring a minimum number of square feet in a lot. The lot should have a minimum width of a specific number of feet, and without exception, provision requires that each lot be principally served by a public road.

Immediately upon trying to apply these regulations to a multiple or row type of housing development, points of conflict are apparent. For instance, recent census data has indicated that less than 60 percent of all households are comprised of couples with children. Another 15 percent of the households are couples without children. The remaining 25 percent of all the households on a national average are older couples, young adults, or other households with two or more adults who may or may not be related and may or may not have additional adults within the household itself. Therefore, the subdivision ordinance is aimed at providing housing for about two-thirds of the total household units. This is also true in Glenview where it is anticipated that about 75 percent of the residents in 1975 will be either under 25 or over 45 years of age.

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The effect on the community is one of stratifying both as to income group and to number of persons per family by requiring large homesites, resulting in many instances in larger homes, larger number of bedrooms, and therefore families which can utilize these homes completely. It also provides for the enforced departure of younger adults, young married couples, and older couples, who may have neither the desire for, nor the economic resources to maintain a large lot and home. Therefore, we are in effect building into some of our communities a mobility requiring the younger person and the older person to look elsewhere for housing.

On the other side of the ledger are the basic reasons for making a provision in subdivision ordinances such as the requirement for a public street serving every lot. The requirement for a public street eliminates the continual bickering as to who owns private streets, who maintains private streets, and the eventual discussion with Village officials as to when this can be taken over as a public street and be improved as such. However, the requirement for a public street usually goes beyond the convenience of the owner or user and provides a means of convenient access for fire protection, layout of utility systems, police protection, garbage and trash collection, and the other myriad services which are developed through a street of adequate width and surfacing.

Prior to the recent innovation of co-op apartments and the cooperative ownership of row houses, there was no problem in the development of housing units for multiple family use. Inasmuch as the ownership was limited to one person, there was little problem in the development of individual family living units within that unit. However, as the units develop and as individual living units are sold, basic questions arise as to who maintains or is responsible for the municipal services of water and sewer to the individual living units within a building. Problems also arise as to common driveways, parking areas and the like. The matter is further complicated through the effective use of private covenants which can provide a relationship between the individual parties owning a house or series of houses. The municipality becomes involved in the question of who is responsible for that portion of the sewer and water lines which serve a house, and, in effect, which of the various cooperative owners of a home or series of homes can be held responsible for the nuisance and inconvenience that might result from sewage or water stopages, as well as the other health and safety matters.

The development of multiple dwellings and of so-called planned Row Housing developments, garden apartments, etc., reflects the actual existing need for housing of a multiple character. This need, however, has outstripped the present provisions of many communities for the proper development of such housing and, in fact, has outstripped even the financial institutions for evaluating the financing of such developments.

A survey of several financing institutions indicated that they varied, from refusal to loan on row houses or cooperative apartments, all the way to welcoming the opportunity to finance these types of development. However, in not one instance did the financial institutions have an established set of criteria by which they determined the desirability of the loan. Some of the factors they did look for, however, were:

- (1) Adequate parking space for the cars of the future owners or tenants.

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- (2) Adequate back yard space of a private or secluded nature to provide each tenant or owner in the building a segment of real estate unoccupied by buildings for their use.
- (3) Adequate provision for suitable ingress and egress, both on a pedestrian basis as well as by automobile.

This apparent demand for multiple housing reflecting greater numbers of younger and older families, seems to dictate the need both for the designation of sufficient areas for this use as well as criteria by which the areas can be developed into a multiple family, or row house development. Inasmuch as little has been done with regard to actual standards for this type of development, it is our opinion that the best method of handling it at this time is through a "Community Unit Plan" or a "Planned Residential Development".

The Community Unit Plan is a process by which a developer of a substantial area, usually not less than five acres, has the opportunity to develop his property on a basis different from the single-family, side-by-side lots running on a street. The principal difference is that he would prepare a development for consideration by the Village Plan Commission which would meet basic criteria of the community. He could then be given permission to proceed in the development of his over-all plan on the basis of the documents submitted.

The Community Unit Plan standards are usually different for multiple dwellings as compared to other areas of single-family development in the community. Basically, these standards reflect smaller families, and in fact possibly include individuals living alone. They may also include some larger families who do not have the desire for lot sizes which place substantial demands on their pocketbooks and free time. However, even with different standards, the Community Unit Plan should adequately provide space for a lot size relationship to bedrooms, which in turn is a lot size relationship to the total number of people using the area. The criteria should contain a minimum size living unit which is considered adequate. In a 1956 study made by this office for Glenview with regard to apartment zoning, it was recommended that the living unit size be increased to 650 square feet of living area in each individual living unit. We believe this standard is still a minimum.

The criteria for the development of a Community Unit Plan should include the following:

- (1) Each and every building should front on a street, or have available to it an area of common access of sufficient width and improvement to provide the necessary fire protection, trash and rubbish collection, policing, servicing by moving vans, service trucks, delivery trucks, etc., and a means of ready egress and ingress for private automobiles.
- (2) Each living unit of the multiple family dwellings or row house, which may at some future date be sold, shall be served by municipal service facilities and utilities independent of each other. In other words, each apartment would be required to have its own sewer connection, water connection, electric connection, etc.

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- (3) The population density of a development shall be limited to approximately thirty-five persons per acre in Glenview. This provides twice that density allowed in the smaller zoning classifications of property, with a lot size of 8,730 square feet. It will be substantially in excess of other residential areas in the Village which have a basic lot size in excess of 9,300 square feet.
- (4) Reflecting the use of the automobile, off-street parking facilities for not less than five (5) cars for every four (4) units should be provided for use by the occupants of the buildings. This should be further classified so that the parking areas would not be in the front yards of the structures.
- (5) In no instance would a row house be allowed on less than a 20-foot minimum width sub lot, and the present provisions, requiring at least one-fifth of an acre for the development of any multiple buildings would be adhered to.
- (6) In the development of a Community Unit Plan, adequate provision must be made for public lands and open spaces inasmuch as the densities are even greater than normally expected throughout the remaining residential sections of the community. In some instances living units will be above commercial buildings, and therefore the need for parks and other open spaces will be increased rather than minimized. Recent studies in Illinois indicate that under accepted standards approximately one acre should be reserved for all types of public open space, parks, schools, municipal buildings and other facilities, etc. for each fifteen (15) living units created. The mechanics of working out this kind of a dedication are contained in the section on subdivision ordinance.
- (7) The layout of the Community Unit Plan should be such that all property involved in private holdings and not dedicated to the public shall be within the boundaries of the lots, and the ownership should be maintained by a single person for control. At present, zoning requirements for the development of multiple-family uses should remain at the present standard of one living unit per 2400 square feet, increasing by 2,400 square feet with each bedroom added. This would work out to a ratio for a one-bedroom apartment (650 sq.ft.) of 1 living unit to 2,400 sq. ft. In a two-bedroom apartment (750 sq.ft.) the ratio of living units to land would be 1 to 4,800 sq. ft., and with three bedrooms or more (850 sq. ft. or over) the ratio of apartments to land should be approximately 1 to 7,200 sq. ft. This requirement would serve to limit the development of areas for that portion of the population which does not require large bedrooms nor large open spaces for children playing, etc. Also, in our thinking of the subdivision regulations, a proper relationship of lot depths to lot widths should result, and as these lots are increased in size, the same ratio of approximately 1 to 5 should be maintained in multiple areas. This is virtually double the ratio of 1 to 2-1/2 that is desirable for other single-family residential areas and provides the elongated lot layout common to multiple family, row-type dwellings.

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Lodging Houses

The boarding house or lodging house tenant has become a very definite problem in those areas where there is a tendency of transition from a more restricted zoning use as single-family residence to a less restrictive (commercial or industrial) use.

Experience has shown that the problem resulting from boarding and lodging houses is one basically of definition plus enforcement. The Village of Glenview ordinance allows as part of a family in any single-family district up to and including two boarders or lodgers. The definitions go on to provide further that a lodging house or boarding house is where three people, but not exceeding twenty persons, are cared for. From twenty-one on up, the whole house becomes a hotel, with additional provisions spelled out within the body of the zoning ordinance itself.

In addition the definition in the Glenview ordinance provides for a very definite relationship between the people living as a family, and also provides for domestic servants on the premises. Therefore, it seems that the definition in the ordinance meet the basic definition requirements, in that it:

- (a) Provides for a relationship among the occupants;
- (b) Lists the facilities provided -- separate cooking and living facilities may be furnished for domestic servants -- and seems to exclude the same facilities for boarders or lodgers; and
- (c) Seems to imply a relative permanency of boarders or lodgers in the family unit.

The question of allowing boarders or lodgers to be in a single-family area is one of local desire and is in part involved with the theory of "exclusive" zoning. This merely means that an area designated for a certain type of use is used exclusively for that use so that dissimilar uses are not permitted in the area.

Under this type of thinking, it is generally conceded that no boarders or lodgers would be permitted in a single-family district. Boarding or Lodgering houses would be a logical use in a multiple-family or fringe business commercial area.

Because many older homes are being converted to lodging or boarding houses, the zoning ordinance is only one of many instruments that can be used in the enforcement of this type of problem. In addition to the zoning ordinance, there is a building code requiring certain construction, fire exits, and the like for certain types of occupancy; and further, a housing code, which should establish room sizes, density of people living within a house, sanitary facilities necessary to serve the people in the house and such miscellaneous items as providing for maintaining a certain level of heat and ventilation.

It has become a common practice to provide for a "planned obsolescence" of old homes whereby conversions are permitted of these older buildings to rooming houses. This procedure is dangerous by encouraging early dilapidation of buildings, pending anticipated new uses.

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RESIDENTIAL ASPECTSSidewalks

At some point in every community's growth, the question of requiring sidewalks in new subdivisions is raised. It is not uncommon to have the question of sidewalks raised as soon as the population density is sufficient to create a certain amount of pedestrian traffic or when the number of children in an area, playing in or around the streets with wheeled toys, create a traffic hazard.

The question of sidewalks has been fairly well established as being a desirable adjunct to any subdivision development. The Urban Land Institute, which is comprised principally of real estate men and developers, agrees that sidewalks should be provided on at least one side of the street. The National Safety Council's Committee for Traffic Safety flatly states that sidewalks should be in all areas. Most model subdivision ordinances, - including the Housing and Home Finance Agency's listing improvements required for Federal participation in financing, - require the development of sidewalks on both sides of the street in smaller lot-sized areas and on one side of the street in other areas. The American Association of State Highway Officials' "Traffic Engineering" tried to establish a justification for sidewalk construction based on a pedestrian and vehicle use of the street.

The state highway officials have related the problem of sidewalks to one primarily of pedestrians versus the number of vehicles per hour. Standards they have established require (a) sidewalks on one side of the street with either of the following two conditions: (1) - 100 to 150 pedestrians per day and 30 to 100 vehicles per hour, or (2) - 100 pedestrians per day and 100 vehicles per hour; and (b) two sidewalks if the traffic is over 500 pedestrians per day and the number of vehicles per hour is between 50 and 100.

In applying this criteria to the Village of Glenview, it will be recognized that almost every area in Glenview would be required to have at least one sidewalk. This is based on the assumption that there are more than 1.2 cars per family in Glenview. Studies in a suburban area have shown that every family will average approximately five trips per day, originating at their home. Therefore, by multiplying the number of homes along a street, or the number of homes using a street, an approximate number of vehicles per hour can be established. The number of pedestrians using a sidewalk or using an area is a more difficult thing to determine. A child playing in the street or on the sidewalk for a period of 15 or 20 minutes must be considered as more than one pedestrian walking along the street in that period of time. It is generally accepted that a normal man can walk somewhere between 4 and 5 miles an hour, and therefore can cover a normal 500 ft. block in about a minute and a half. Considering this as a normal pedestrian period for any one block, we can determine approximately the number of pedestrian "passings" created by a child playing in the street, riding a tricycle up and down the street, or pushing a wagon.

It is generally accepted that the location of the sidewalk should be one foot off the property line in the street right-of-way. Only on an extremely minor residential street should any other location be considered for a sidewalk.

c h a p t e r FOUR

RESIDENTIAL ASPECTS

There are many disadvantages to carriage walks (sidewalks along the curb) such as maintenance, snow-plowing, and traffic hazards due to the ease of cars driving on the sidewalk, parking on the sidewalk, and the proximity of children playing on the sidewalk to moving traffic.

The width of the sidewalk, should be not less than 4 feet. Here again, it depends upon pedestrian volume. However, the normal measurements of a man walking in the street would require a 2 ft. lane, and therefore, for convenient passing of two people on the sidewalk, a minimum of 4 feet should be necessary in a residential area. In a relatively dense business area, anywhere from 10 to 30 feet should be required, with a 10 ft. minimum.

Other factors that might enter into discussion insofar as the minimum width is concerned would be the number of baby carriages in the area and the number of wheeled toys which are going to be used by children on the sidewalk.

Sidewalks should be constructed on both sides of all major or secondary streets and on one side of high density residential streets. However, where lot sizes exceed a half acre in area, or 100 feet in width, on minor residential streets, sidewalks can be eliminated. In the "A-1" zoning classification, of one acre or greater, where there is very little possibility of pedestrian traffic, it may become feasible at this point to eliminate sidewalks altogether, insofar as the areas with the large homesites are concerned.

c h a p t e r FIVE

INDUSTRIAL ASPECTS

In selecting a site for initial industrial development, or expanding an industrial site already developed, there is involved a very important and partly intangible factor: the general business climate. A great deal of the general business climate can be determined by the residents of an area near or in which an industry is located or seeks to locate. Unfortunately, a large of the evaluation of a community's "climate" is often made by prospective industry on the basis of the community's past performance in attracting and retaining industry; a bleak record is difficult to overcome. An analysis of its record, and acceptance of its present industrial position in relationship to its assets, will be necessary for Glenview to achieve its purposes in a realistic manner.

The Record in Glenview

In 1959 there were 11 industrial and manufacturing concerns in Glenview. As noted in Appendix I, Table 7, this group of 11 establishments with 121 workers or 10.5 percent of those employed locally, was the fourth largest local employment group. These concerns are all of modest size as the two largest have 35 and 30 employees. It is not expected that such concerns will expand appreciably and thus serve as major components of the local economic base.

The Record in the Area

The 1959 Illinois Manufacturer's Directory lists 23 industrial firms operating in the Village and adjoining unincorporated areas of Glenview, employing a total 831 persons. Of these, half (13) employ 15 or fewer persons. The three largest firms employ a total 600, with the largest employing 285. In comparison:

The Niles area registers 35 firms, employing a total 7,424 persons, with the largest of them employing 1,455 persons;

The Morton Grove area registers 38 firms, employing well over 8,000 persons, the largest employing 2,000 persons, (Baxter Labs);

The Northbrook area has only 12 firms, but they employ a total of 1,670 persons, with 375 employed in the largest;

The Skokie area has 145 generally small firms employing a total upward of 13,000, but with the largest employing 2,800, (teletype);

The Des Plaines area has 67 firms, employing 6,336, with the largest employing 1,036.

Recent construction is continuing in all of these areas and is not reflected in these statistics. Listed employment probably represents about 80% of the more up-to-date actual figures in Skokie and Niles. Figure 7, produced by the Chicago Association of Commerce and Industry, demonstrates comparative capital investments in new construction and in expansions on the part of industry during the period January 1941 to December 1959. Identical data for the period 1941 through July 1958 showed the following:

c h a p t e r FIVE

INDUSTRIAL ASPECTS

detail to specific industrial "use-list" restrictions, provides little total area zoned for industry and has adopted no specific zoning pattern for its legal jurisdictional area.

Present Industry, Committed Prospects

The two largest industries contributing to Village income are expanding. Signode Steel Strapping, now employing 303 persons, is constructing an "engineering facilities" building (to be ready in October, 1960), to house milling, welding, machine-tooling and offices. This will mean the transfer of 100 employees from their Chicago headquarters plant and local hiring of approximately 25 semi-skilled workers. These workers' families may be expected to locate in the nearby region.

Kraft Foods (Division of National Dairy Products, with parent plant in Chicago) now employs close to 300 persons. Its initial plant-site represents an investment of approximately 340 million. The job market for this particular plant is divided between specialized scientific research talent, "imported" nationally, and semi-skilled laboratory and plant workers, with this ratio presently 40 to 60. Its new addition will primarily house highly technical personnel transferring from an associate plant in Oakdale, New York. The new addition represents additional capital investment and is expected to create jobs locally at the rate of about 50 per year for 10 years.

EBKO products, employing 100 persons, represents a capital investment of between \$250,000 - 500,000.

All other industrial firms in the area are localized in contacts, markets, labor needs and services, and are small in size and investment. Most are owned and/or managed by two or more members of the same family. The general type of firm represented by larger industries in the area is a branch plant of a Chicago-based firm which can no longer expand on its homesite, or is the result of a general decentralization from the City - an office or research section which takes advantage of greater proximity to the general area from which these types of employes were already coming. Such types are not largely represented in the surrounding industrial growth areas. In these areas, the large firms are home-based national and regional dealers. These attract other industries and create jobs; they are widely diverse and stable.

At present, the Village has a total of 143.5 acres zoned for industry, within which approximately 8 acres are presently used industrially. In addition, the Village supports by resolution the 40 acres zoned "industrial" for Signode. The greatest number of industrial firms - the small ones - are long standing or not appropriately zoned for their use. This means their potential for physical expansion is thwarted and their contribution to a development program prevented. See Figure 8.

Assets

The tangible assets of the Village must be weighed in the light of the sizes and types of industry which the Village may reasonably expect to attract.

c h a p t e r FIVE

INDUSTRIAL ASPECTS

Industrial firms differ, generally by size and scope of their operation, in the vision with which they select plant sites. The "experts" - the large corporations (few in number) - are tending to search out those communities who "know where they are going", who have developed master plans, carried forth the recommendations, enacted intelligent zoning standards and remained responsive to new developments and receptive to re-evaluations of their plans. It is likely that in a short time these ideas will filter down to the less expert organizations: the ones with greatest tendency for locating in the Glenview area. Those firms recently locating in the north suburban areas are predominantly of a size and type which could be classified as "semi-skilled" site locators. For these, the major determinant in their choice of sites may well be merely the desire to associate their product with the amenity of a suburban environment: (Avon is an example of this). The specific tangible assets the Village would present to a reasonable range of high-character industrial prospects are:

1. The Village is geographically located in a high-amenity segment of a metropolitan region showing great past success and greater future potential in attracting a wide variety of industry, in general.
2. The Village is undeveloped industrially in comparison with its neighbors.
3. Its area is served by a railroad freight line ideally located for the regional industrial development pattern, ideally designed (with elevations, and grade-separations at roads) for heavier industrial traffic, operated by a group developing a high stature in industrial consciousness in its development program. (The Northwestern Railroad actively advertises and promotes sites in the area).
4. The labor force in the general north suburban area has a favorable record of turnover and general job-attitude, and is favorably composed in skill, education, and experience.
5. The Village has adopted a Comprehensive Plan and has actively fulfilled many of its recommended actions. It has a zoning ordinance and when warranted reconsiders sections in it. It has had some experience in intergovernmental jurisdictional agreements.

The list of considerations in evaluating communities, and then sites, extends for large companies to about 180 items. Major items are: regional location, transportation, utilities, labor information, sites, housing data, educational facilities, availability of buildings. Since the order in which they are considered and the relative importance assigned to them differs by company, Glenview should select those firms in the surrounding communities which generally conform to the types indicated here as being desirable for the area and inventory them for the order and "weighting" of their location-selection considerations. This can serve as a rough guide to the Village in promoting itself.

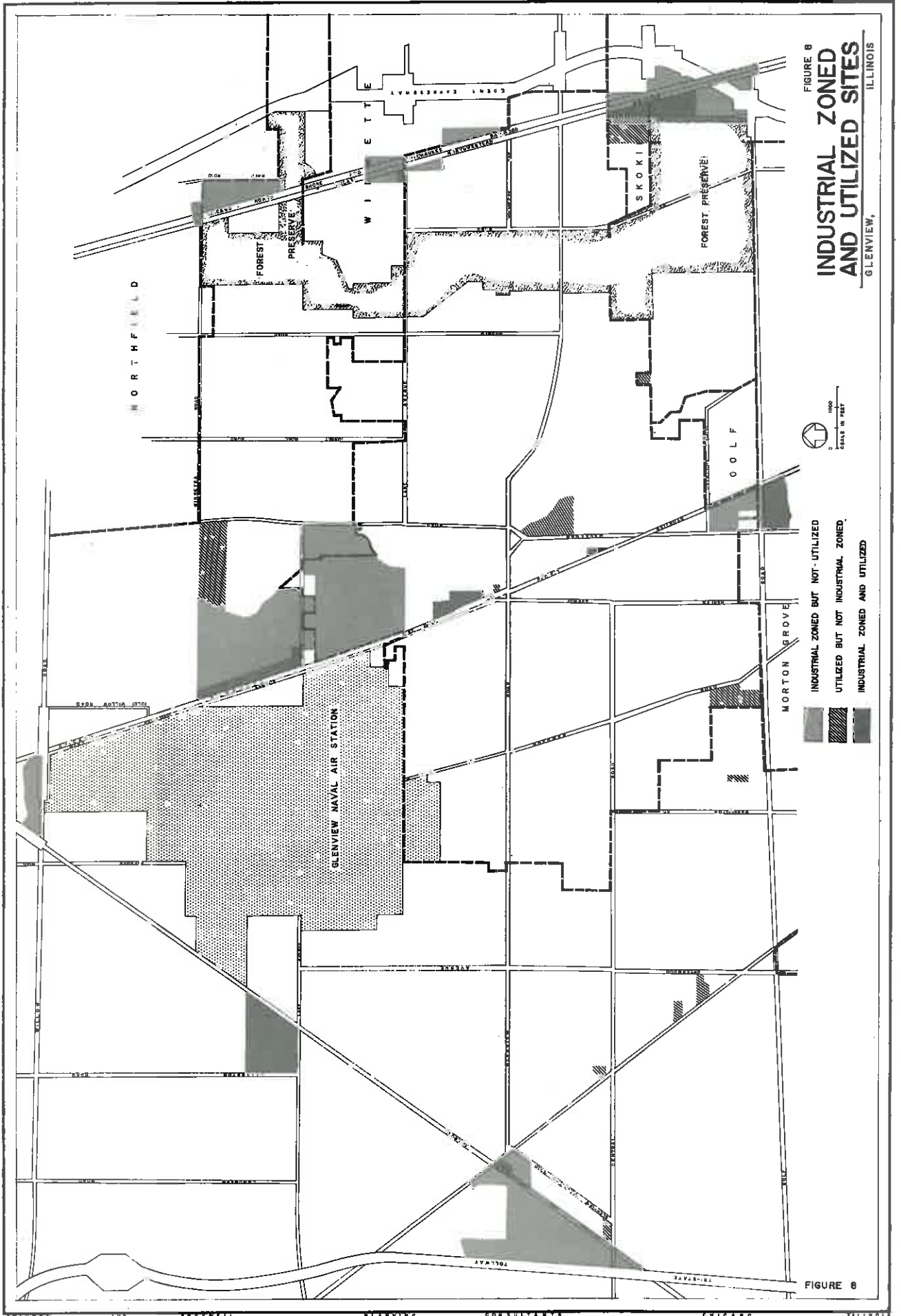


FIGURE 8
**INDUSTRIAL ZONED
 AND UTILIZED SITES**
 GLENVIEW,
 ILLINOIS



- INDUSTRIAL ZONED BUT NOT UTILIZED
- UTILIZED BUT NOT INDUSTRIAL ZONED
- INDUSTRIAL ZONED AND UTILIZED

FIGURE 8

The Prospects and Recommendations

The areas within Glenview which might be available for industrial development are relatively small but sufficiently extensive to accommodate smaller industrial enterprises. This area limitation, together with the basic function of the town, preclude any extensive industrial development which might serve to greatly augment the tax base and also assist in reducing time spent in travel to work for many local residents. The continued expansion of light industry and commerce in other portions of the Skokie valley, however, will assist in creating a more decentralized, industrial pattern of distinct advantage to the employed Glenview resident.

Although the areas for potential industrial development are limited, this does not preclude a positive program to attract stable, high value industries to Glenview which are compatible and complimentary to the predominant residential characteristics of the community. Toward this end, the following recommendations are made:

1. That an Industrial Relations Committee, with business or other private or public sponsorship, be formed for the purpose of gathering and maintaining current information of a technical and promotional nature designed to attract desirable industry.
2. That further effort toward the formal adoption of a pattern of zoning for unincorporated areas adjoining the Village, within its legal jurisdictional limits, be undertaken.
3. That subdivision design and development, and the further study of possible applications of the Village zoning ordinance for areas in the jurisdictional limits, be more closely incorporated into the regular administrative functions of the Village.
4. That greater participation by representatives of industries, citizens organizations and school district administrations be actively solicited by the Village in the development of its plans.

Considerations on zoning, applicable to and associated with all of the above, appear in Chapter ELEVEN.

COMMERCIAL ASPECTS

The shopping facilities centered on Glenview and Waukegan Roads have proven a focus for Glenview economic activity since the Village began. The trading area which these facilities have served has extended beyond the incorporated limits of the Village into the unincorporated areas and into adjacent communities. However, with the increased growth rate in all sections of the metropolitan ring since 1950 have come major changes in the pattern of shopping activity. This is particularly apparent around Glenview where the following shopping centers have been opened recently: Edens Plaza in Wilmette in May 1956, Old Orchard in Skokie in November 1956, and finally Golfview in Morton Grove in March 1958. The change in shopping activity will become even more pronounced with the opening of the Golf-Mill Shopping Center, which even before opening is being increased in size and scope of retail services.

Before the economics pertaining to Glenview shopping are analyzed, the major types of shopping centers need to be reviewed. The regional shopping center is the largest of three major types. It requires a population approaching 250,000 and contains usually two department stores and ample facilities for comparison and convenience goods. A community shopping center requires from 75,000 to 100,000 persons for its support. It usually contains a department store branch and a variety store as the largest units, together with other comparison goods facilities and a full complement of convenience goods facilities. The third type of shopping center, the neighborhood center, would require about 18,000 persons in its trade area and have a full line of convenience goods which the shopper requires daily and within close proximity of the residence.

Completion of the Old Orchard shopping center made available to the North Shore prime residential area the ultimate in facilities provided by the contemporary regional center. The older sizeable centers, such as those at Evanston and Winnetka, will continue to provide some regional shopping facilities but to a varying extent. The impact of Old Orchard center upon shopping facilities in adjacent communities is graphically portrayed in Appendix II Table 1. As noted in that tabulation, retail sales in Skokie, where Old Orchard center is located, have increased more than three-fold from 1955 to 1959, to a total of about \$96 million annually. The 1959 retail sales in Wilmette, where Edens Plaza is located, have increased 50 percent from those in 1955, to a total of about \$32 million.

Since Glenview shopping facilities are primarily of the convenience goods type, and have a Trading Area somewhat between a neighborhood and a full community, the immediate effect of these two centers upon Glenview was not dramatic. In 1955, retail sales in Glenview were about \$14,750,000. They rose in 1957 to about \$16,800,000. Total volume of sales went up in 1957, but per capita sales went from \$1,239 in 1955 to \$1,159 in 1957. Evidently most convenience goods were still purchased locally in Glenview except by the residents in that portion of Glenview east of the Forest Preserve along the banks of the East Fork, North Branch of the Chicago river, which was close to Edens Plaza. As soon as the Golfview shopping center was opened in March of 1958, however, retail sales in Glenview declined appreciably. In 1959, retail sales in Glenview were back to the level of 1955, or at \$14,750,000. In 1959 the per capita sales for the population within Glenview was \$928, while in 1955 the per capita figure was \$1,239. Thus in the years following 1957, and particularly following 1958,

chapter SIX

COMMERCIAL ASPECTS

the Glenview merchants have received a steadily lessening portion of the consumers' total expenditures.

The Glenview Trade Area

It is apparent, from analysis of the impact of new shopping centers outside Glenview, that they have directly affected the trading area which Glenview shopping facilities serve. On the basis of that impact, the following boundaries appear logical for the Glenview Trading Area: on the north, Lake Avenue and the boundaries of the Glenview Naval Air Station west of the village, and then Winnetka Road and a line extended from Winnetka Road to the Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way; on the east, the East Fork of the Chicago River North Branch; on the south, the south boundary of Glenview to Long Valley Road and Harrison Street, and west of Glenview, Central Road; and on the west, the Illinois Toll Road. From these delineated boundaries it is apparent that Edens Plaza Trading area includes the east portion of Glenview, and Golfview trading area includes a south portion.

The trading area for the Glenview stores has been curtailed by the introduction of new shopping facilities. New consumer shopping patterns have been established due to the quality of goods offered in efficiently developed land use arrangements. It is improbable that the resulting new consumer shopping patterns can be readily reversed. What is required now is analysis of the restricted trading area for Glenview retail facilities and development of attractive shopping facilities which will draw and retain the available consumers' purchasing power.

Glenview's Business District

Glenview's business activities are spread over more than 58 acres of land used for business. This is approximately one-half of the 113 acres now zoned for business activities in the Village. Areas within Glenview which are presently zoned for business purposes and areas which are currently being utilized for business purposes are shown in Figure 9.

Glenview's Business District essentially extends along Waukegan Road from the north Village limits to the south Village limits and along Glenview Road, east of Waukegan Road, westward for two blocks past the railroad. The dissipation of the retail sales dollar spent in Glenview over so wide an area has in itself created problems in achieving the desirable ends of a coordinated convenience center, giving greater shopping incentive. The elongated district north, south and west from its hub at Glenview and Waukegan Roads has as an additional deterrent the development of essentially separate and distinct little shopping centers within the main business district. This has resulted in dispersion of the retail sales dollar. The results of such development, in one respect, are good in that parking has been provided for the customers. However, the adverse effect created by these individual shopping districts within the principal one is that they are located at distances greater than people like to walk and therefore require the shopper to use a car to get from one district to another.

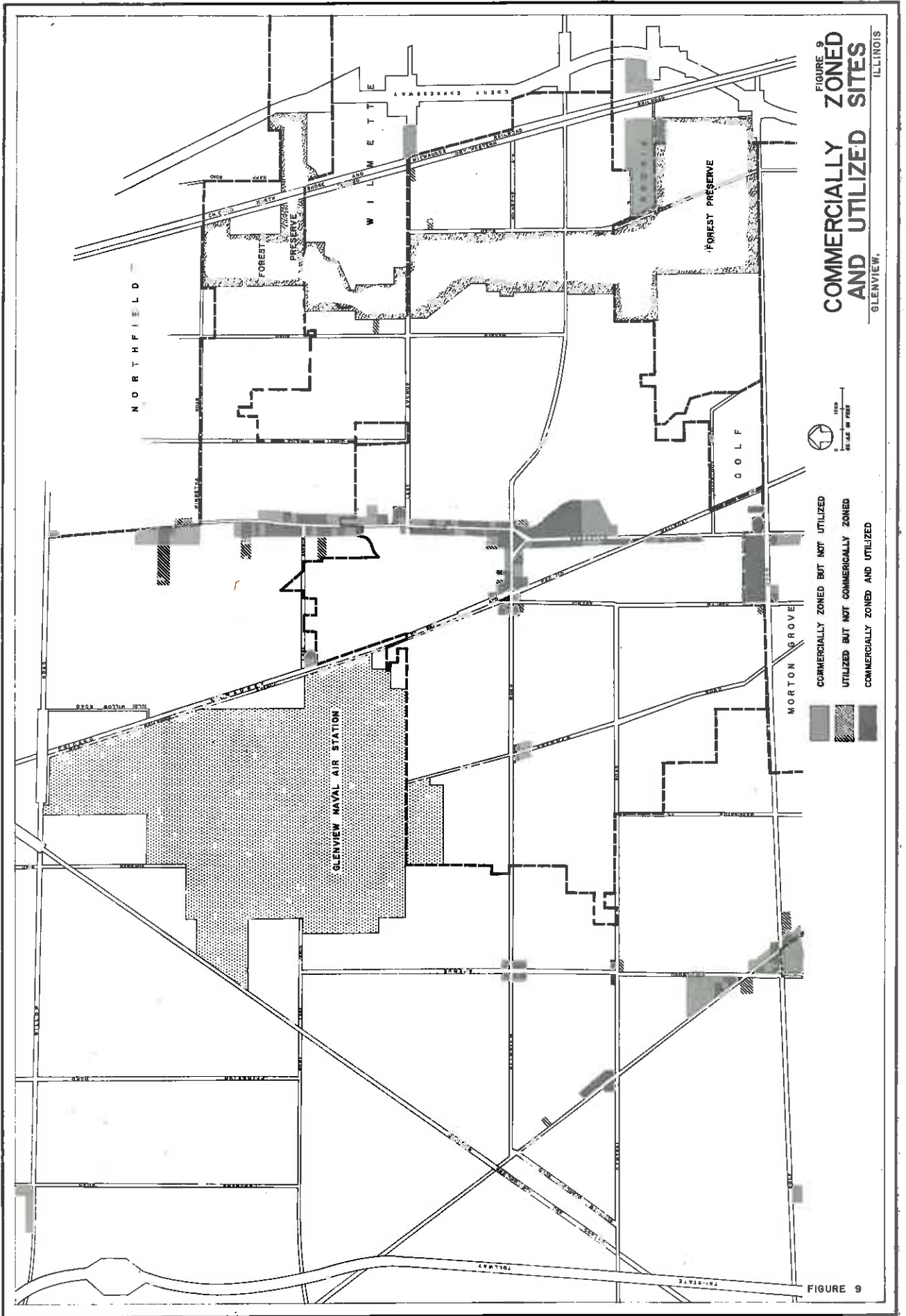


FIGURE 9
**COMMERCIALY ZONED
 AND UTILIZED SITES**
 GLENVIEW,
 ILLINOIS




COMMERCIALY ZONED BUT NOT UTILIZED
 UTILIZED BUT NOT COMMERCIALY ZONED
 COMMERCIALY ZONED AND UTILIZED



FIGURE 9

COMMERCIAL ASPECTSIncome Distribution

It is estimated that in 1959 there were about 6,450 dwelling units, with an average of 3.6 persons within this designated Glenview trading area. In 1975, a total of 11,000 dwelling units, with an average of 3.6 persons, is predicted for the same area. 

As within all residential suburbs, in Glenview there is a wide range of income groups, but it is estimated by the 1959 Survey of Buying Power that the average income per Consumer Spending Unit is about \$9,085, as noted in Table 2. The number of households is approximately equivalent to the number of dwelling units and consumer spending units. Therefore in analysis of average household expenditures in Appendix II Table 2, and as used hereafter, an average income of \$9,000 is assumed for the 1959 and 1975 households.

Detailed distribution of household expenditures varies considerably by income group and geographical location. Estimates for Glenview (Figure 3) indicate, as would be expected, that the largest item is for food, the next largest item is for home operation and improvements, and the third largest is for clothing and accessories. In the case of food expenditures, a large percentage would be convenience goods as noted in the last column of that Table. These convenience goods represent necessary expenditures for which comparison shopping is not usually required and which are usually purchased in a location conveniently related to the residence. Other major types of expenditures vary as to the proportion which are of the convenience goods nature. In the case of large expenditures, such as automobiles, furniture, and major types of clothing, comparison shopping in a community or regional center with ample stock for selection is the usual manner of purchase. Out of a total of \$8,330 annual household expenditures, it is estimated that about \$2,694 represents convenience goods. This total of \$2,694 per household represents the real potential of the Glenview trading area.

Glenview Shopping Potential

As indicated in Table 3, Appendix II, 1959 retail sales in Glenview approximate \$14,749,000. On a household basis, that would equal \$2,287. Re-allocation of the convenience goods per household - shown in the last column of Appendix II, Table 2 - to the approximate retail store types in which they would be purchased, indicates that a total of \$2,563 might under favorable circumstances be spent on convenience goods by each household. This total of \$2,563 contrasts with the \$2,287 which was actually spent in 1959 by each household within the Glenview trading area.

By 1975 it is estimated that total convenience goods sales which might be made in the Glenview trading area will rise to double the 1959 figure, or to \$28,193,000. As noted in Table 4, Appendix II, approximately 241,000 square feet of retail sales area divided into the major types of retail facilities, will be needed in 1975. This 1975 square footage figure represents a moderate enlargement of the 207,000 square feet of retail sales area required in 1959 to serve the area, but also considers a moderate reduction or realignment of existing store uses.

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COMMERCIAL ASPECTS

Commercial Development Recommendations

For the retail facilities within the Glenview trading area to capture a greater proportion of the convenience goods sales available, it is evident that a re-orientation of the existing structures and land-use pattern is necessary. The contemporary standards for a shopping center which will attract consumer expenditures include not only a good selection of goods at attractive prices, but also a pleasant shopping environment with modern structures and plenty of free parking. The latter need to be well related so that with one stop the consumer can readily make purchases at several stores.

Glenview has developed unique attractions as a shopping center in the past. It will need to build on those attractions and attain a new high standard in shopping center development so that the potential of 1975 can be fully realized.

To maintain the present shopping center's attraction for convenience goods buying and capture its proportionate share of increased retail sales in the trade area, Glenview's business district must:

1. Increase the business district's attractiveness and convenience to the shopper through --
 - (a) Continued supply of adequate and free parking facilities.
 - (b) The necessary street improvements (recommended elsewhere in this report) to facilitate traffic flow and lessen congestion in the area.
 - (c) Realignment of the facilities in the principal areas at Waukegan and Glenview Roads to provide retail types of activities. This would exclude such uses as taverns, gas stations, and other activities which in themselves do not add to the total customer attraction of the area.
 - (d) Provide adequate zoned areas, other than in the retail district, for non-retail but necessary related business and commercial activities.
2. Increase the ability to attract greater numbers of customers through:
 - (a) Enlarging the pleasant and inviting appearance of the shopping facilities through remodeling and providing an attractive second entrance, opening if necessary, directly on the parking facilities.
 - (b) Maintenance of competitive prices to encourage shoppers to buy in Glenview.
 - (c) Providing the services necessary to attract higher income groups.

COMMERCIAL ASPECTS

3. Stabilize the tremendous investments within the shopping area through the adoption of crystalized objectives mentioned above, and a concerted, cooperative effort to attain these objectives by action of the merchants, property owners and the Village government.

Specific comments on Traffic and Parking Improvements are contained in the following chapter, "Major Streets and Parking".

MAJOR STREETS AND PARKING

This Chapter of the report presents recommendations both for the improvement of traffic conditions throughout the Village and for increasing the usefulness and the amount of parking space in the Central Business District.

The location and adequacy of the Village's main routes of travel exert a profound influence upon the pattern and extent of its growth. To a great extent, the Major Street Recommendations presented herein are dictated by the present networks of streets and the resulting patterns of development in the community. Certain of the recommendations, however, are aimed at improving the access to presently less developed areas in order to aid the future growth and economic strength of the Village.

Outline of Studies

The recommendations presented in this report are based upon extensive studies of present traffic and parking conditions in Glenview and estimates of probable future patterns of land use, traffic flow and parking demand.

Manual counts of traffic volumes and turning movements were made at all major intersections along Waukegan Road in the Central Business District during the peak period on a week day in September 1959. In addition, average daily traffic volumes for all major and secondary streets in the Glenview area were furnished by the Illinois Division of Highways. Additional intersection counts during the peak hours between 3 and 7 P.M. were furnished for most of the major intersections in the area by the Illinois Division of Highways. An inventory was taken of the Pavement types and cross-sections of all streets in the Village.

In the Central Business District a detailed inventory was taken of all curb and off-street parking space. Counts of the accumulation of parked cars were conducted on a Saturday in October 1959. With the help of various officials from the Village of Glenview, information was obtained concerning proposed street improvements in the area by the Cook County Highway Department and the Illinois Division of Highways. Other information was obtained including present unit cost for highway construction and the financial resources available for street and parking improvements. Also taken into consideration were the results of the economic survey, which is discussed in another section of this report. Detailed tabulations of study data are contained in Appendix III.

Existing Street Patterns

At the present time only three streets provide a reasonably continuous route of travel through the Glenview area in an east-west direction. These are Willow Road, which interchanges with Eden's Highway in Northfield and continues west, north of the Glenview Naval Air Station, and into Palatine. The second is Glenview Road, which passes through the heart of the Central Business District. This road begins at Hibbard Road in Wilmette on the east and terminates at Milwaukee Avenue on the west. Dearlove Road, between Milwaukee Avenue and Central, provides an extension of Glenview Road via Central to the west into Mt. Prospect. The third east-west road, and the one carrying by far the greatest amount of traffic, is Golf Road which begins in the City of Skokie and continues west through Mt. Prospect to Elgin.

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MAJOR STREETS AND PARKING

A number of routes pass through the area in a north-south direction. The most important of these, from the standpoint of our study, is Waukegan Road which passes through the eastern edge of the Central Business District. Edens Highway, which passes along the east Village limits, is a limited access expressway with three lanes in each direction. Interchange in this area is provided at Willow Road, Lake Avenue and Dempster Street. The combination of Harlem Avenue and Lehigh Road also provide for travel completely through the Village from Golf Road on the south to Willow Road on the north. Greenwood and Pfingston provide this same type of service, with a connection between the two via West Lake Avenue. Milwaukee Avenue passes through the southwest portion of the Village. The Tri-State Tollway passes to the west of the Village. This highway has interchange points in the Glenview area only at Golf Road and Dempster Street to the south.

A number of other routes provide continuous flow from the outlying areas into the Village proper. These include Winnetka Road, which enters the Village from the east and terminates at Waukegan Road. Harrison also enters the Village from the east and terminates at Harms Road. Wagner Road runs between Willow Road on the north and Glenview Road on the south. Sunset Ridge Road enters from the north and terminates at East Lake Avenue, and Harms Road enters from the south and terminates at East Lake Avenue, approximately one mile east of Sunset Ridge. The alignment of Shermer Road is interrupted by the Naval Air Station. This road enters the area from both the north and south. Central Road enters the area from the west and terminates at Harlem Avenue. Washington Road runs between Dempster Street on the south and Central Road on the north.

The remaining streets in the area are short, interrupted by jogs and offsets, or blocked by the railroads, golf courses and Naval Air Station. Few streets are continuous in an east-west direction, and no means is available to circumvent the business district. There are few locations where the connecting of two streets across the railroad would open a route having continuity across the entire width of the Village.

Street Widths

Most of the important streets in the outlying areas have pavement widths varying from 16 to 20 feet. At many of the important intersections, these roads have been widened to two lanes in each direction in order to provide added capacity through the intersection. In a number of cases, it is impossible to effect proper drainage and provide adequate shoulder within the existing, narrow rights-of-way. Most of these roads have shoulder widths of 6 feet or less, where 8 or 10 feet should be provided.

The pavement width of Waukegan Road averages approximately 40 feet from edge to edge, and along most of the route no curb and gutter is provided. East Lake Avenue, which was recently improved by the Cook County Highway Department, has a pavement width of 42 feet. Glenview Road, through the Central Business District, is approximately 44 feet wide. Other than these roadways and Golf Road on the south, and Milwaukee Avenue on the west, there are no other four-lane pavements in the Glenview area at the present time.

MAJOR STREETS AND PARKING

Most of the newer residential streets in the area have pavement widths of approximately 30 feet including curb and gutter while many of the older residential streets are 18 feet or less with open drainage. In the Central Business District the width of such streets as Pine, Church, Grove and Dewes vary between 24 and 30 feet. Dewes Street was recently extended from the railroad west to Washington Street. This extension provides a width of 32 feet. It has been necessary to restrict parking on one side of most of the secondary streets in the Central Business District in order to make these streets passable for two-way traffic. The rights-of-way (Figure 10), pavement widths (Figure 11) and type of street pavement (Figure 12) at all streets are displayed graphically.

Continuity of Movement

On the whole, the continuity of movement on the important streets in the outlying areas is fairly good, but it becomes poor toward the center of the Village. On some streets, traffic comes to a halt every time a car backs into a curb parking space or a truck double-parks to make a delivery.

There is serious congestion at the intersection of Glenview Road and Waukegan Road, which creates delays to traffic during many hours of the week. There is a heavy left-turning movement from Glenview Road to the north at this intersection because of the unusually large volume of traffic which uses Waukegan Road as a connection between Glenview Road and East Lake Avenue. There is a correspondingly heavy south bound right turn.

There is also serious interference at certain times of the day at the intersection of Harlem Avenue and Glenview Road. This is created primarily by the commuter activity during the morning and evening peak hours. At a number of intersections in the business district, the movement of both through and turning traffic is impaired by the proximity of parked cars to the intersection. These parked vehicles are responsible for a very definite reduction in the capacity of most of the intersections in the Central Business District.

Border Friction

Border friction impairs the traffic-carrying function of many of the major streets. Besides curb parking, every house fronting on a major traffic artery, every driveway and alley opening into it, and every commercial loading zone creates interruptions to the continuity of traffic flow and robs the artery of part of its potential capacity. When border friction is held to a minimum and intersections are properly designed, two lanes can perform the traffic carrying service that would otherwise require the building and maintaining of four lanes.

The taxpayers of Glenview have much to gain from legislation aimed at holding border friction to a minimum, especially along such roads as Waukegan Road, Glenview Road and East Lake Avenue. No developer should be permitted to build houses or stores fronting directly upon, or having direct access to major streets. Access across the median of major streets should be limited to intersections with secondary and collector streets, and all intersections should be designed with adequate turning lanes and entrance lanes. Access to industrial

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MAJOR STREETS AND PARKING

sites should be from service roads, separate from the major street. Every re-development or renewal of any of the older portions of the city should aim to reduce border friction and improve the traffic carrying performance of existing major streets.

Present Traffic Volumes

Figure 13 shows the annual average 24-hour traffic flow on all of the major and secondary highways in the Glenview area. These counts were made by the Illinois Division of Highways in 1959. Traffic data for 1953 was also available and was used for comparative purposes. The following table indicates both the 1953 and 1959 average 24 hour traffic volumes at selected points on some of the main streets.

TABLE 5. 24-HOUR TRAFFIC VOLUMES

<u>Typical Locations</u>	<u>Average Daily Traffic</u>		<u>Percent Increase</u>
	<u>1953</u>	<u>1959</u>	
Glenview Road	5,000	9,660	93
Waukegan Road	13,600	16,000	18
Harlem Avenue	3,500	5,100	45
Shermer Road	3,000	4,100	37
Central Road	2,300	3,800	60
Willow Road	4,500	9,470	48
Golf Road	6,900	17,000	146

Table 5.

During the six year period, traffic on Glenview Road both east and west of Waukegan Road increased approximately 100 percent. Traffic on Waukegan Road showed no appreciable increase. This is primarily due to the opening of the Illinois Toll Highway during the intervening years. Much of the potential increase in traffic from Waukegan Road is diverted to the Toll Highway as well as to Edens Highway. The traffic volume on East Lake Avenue increased over 100 percent. This is partially due to the improvement of this street in 1958 by the Cook County Highway Department. Traffic on Harlem Avenue increased approximately 45 percent, while the volume on Shermer Road south of Central increased about 37 percent. The traffic flow on Greenwood north of Glenview Road increased approximately 10 percent, while the volume to the south of Glenview Road increased approximately 50 percent. There was no marked increase in traffic on Milwaukee Avenue; however, the volume on Golf Road increased approximately 150 percent.



Scale bar with markings for 0, 100, and 200 feet.

PAVEMENT RIGHTS OF WAY

- OVER 66 FEET
- 66
- 60
- BELOW 60
- VILLAGE LIMITS

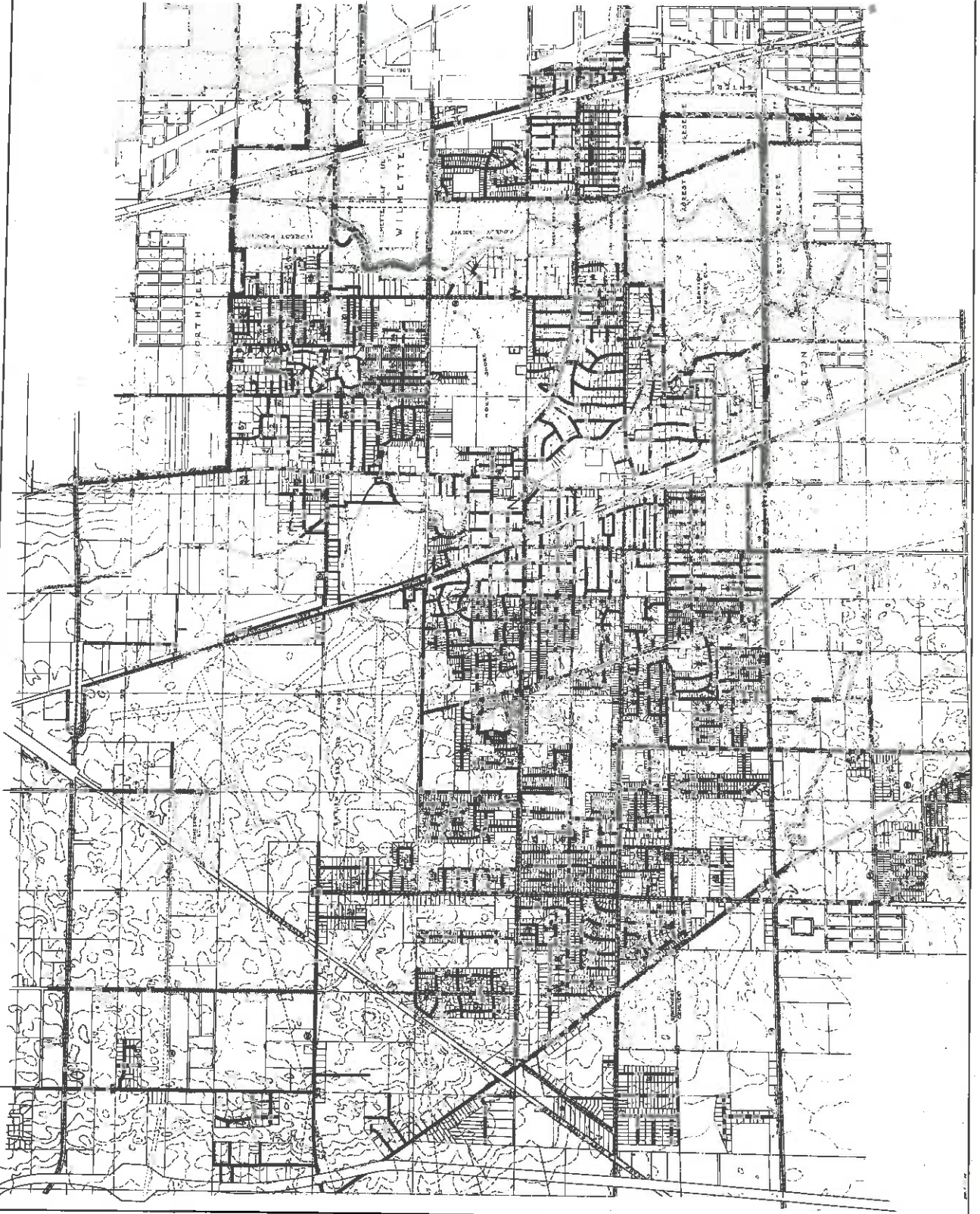
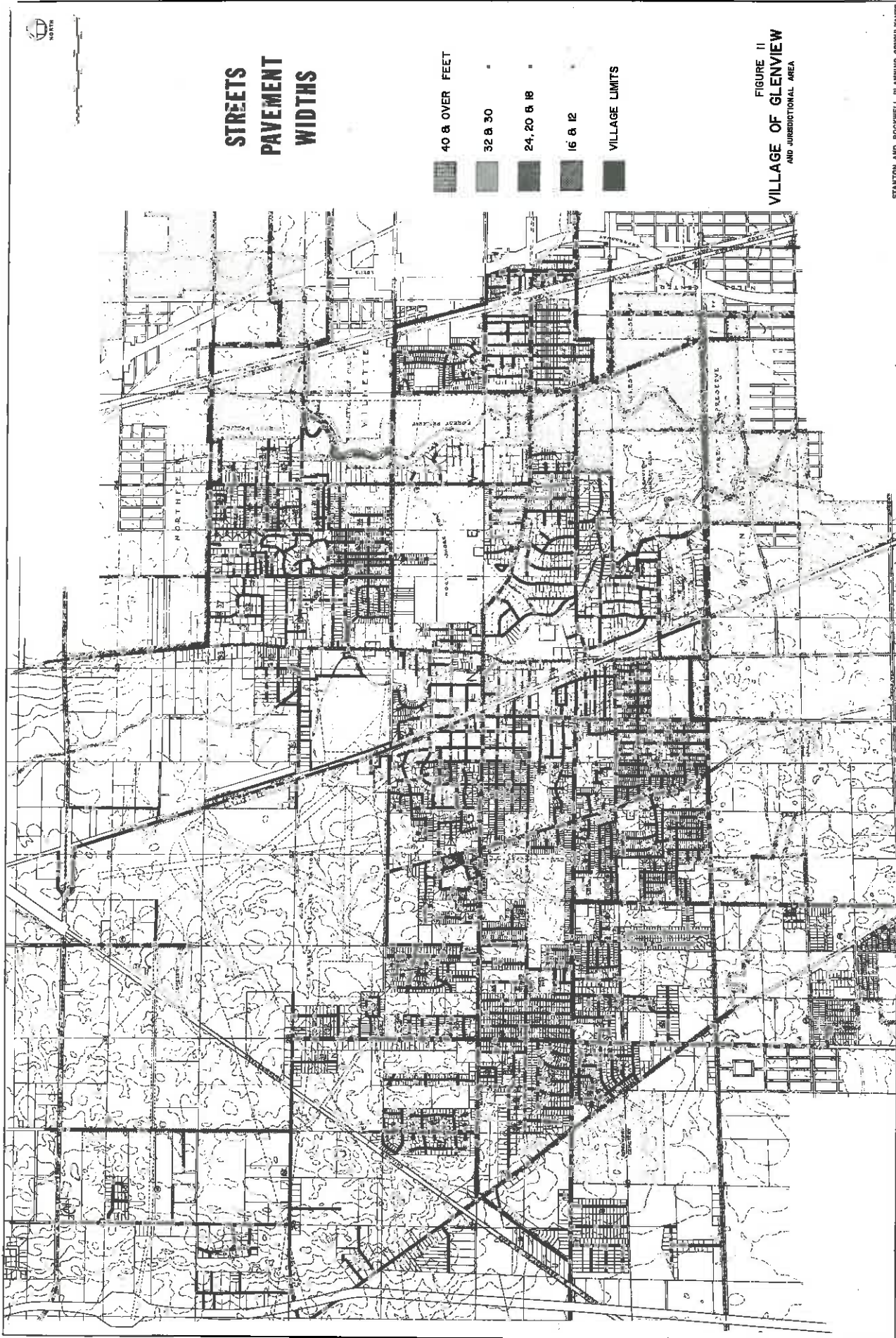


FIGURE 10
VILLAGE OF GLENVIEW
AND JURISDICTIONAL AREA



**STREETS
PAVEMENT
WIDTHS**

- 40 & OVER FEET
- 32 & 30
- 24, 20 & 18
- 16 & 12
- VILLAGE LIMITS

**FIGURE 11
VILLAGE OF GLENVIEW
AND JURISDICTIONAL AREA**



STREETS PAVEMENT TYPES

- CONCRETE
- BITUMINOUS
- GRAVEL
- UNDEVELOPED
- VILLAGE LIMITS

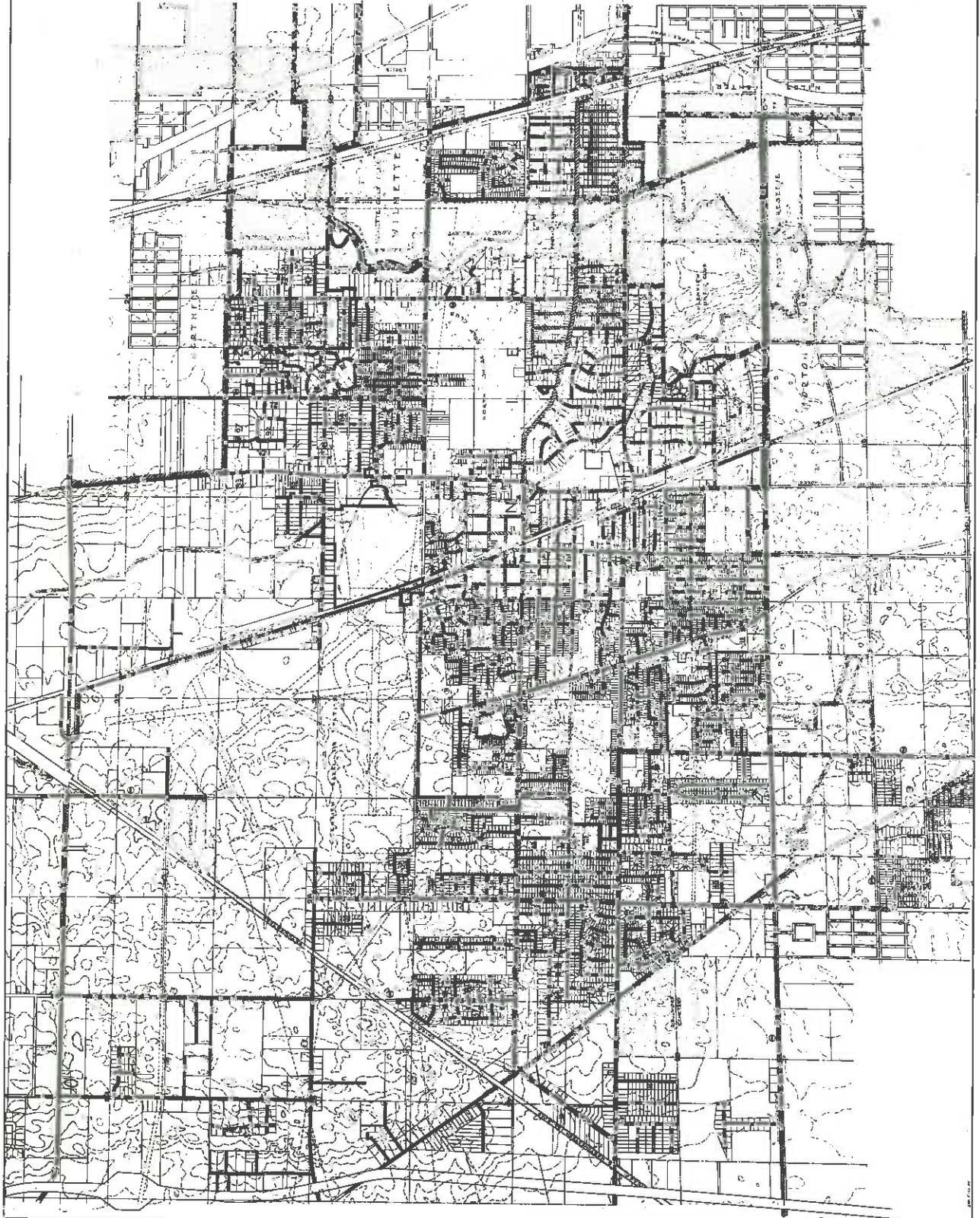
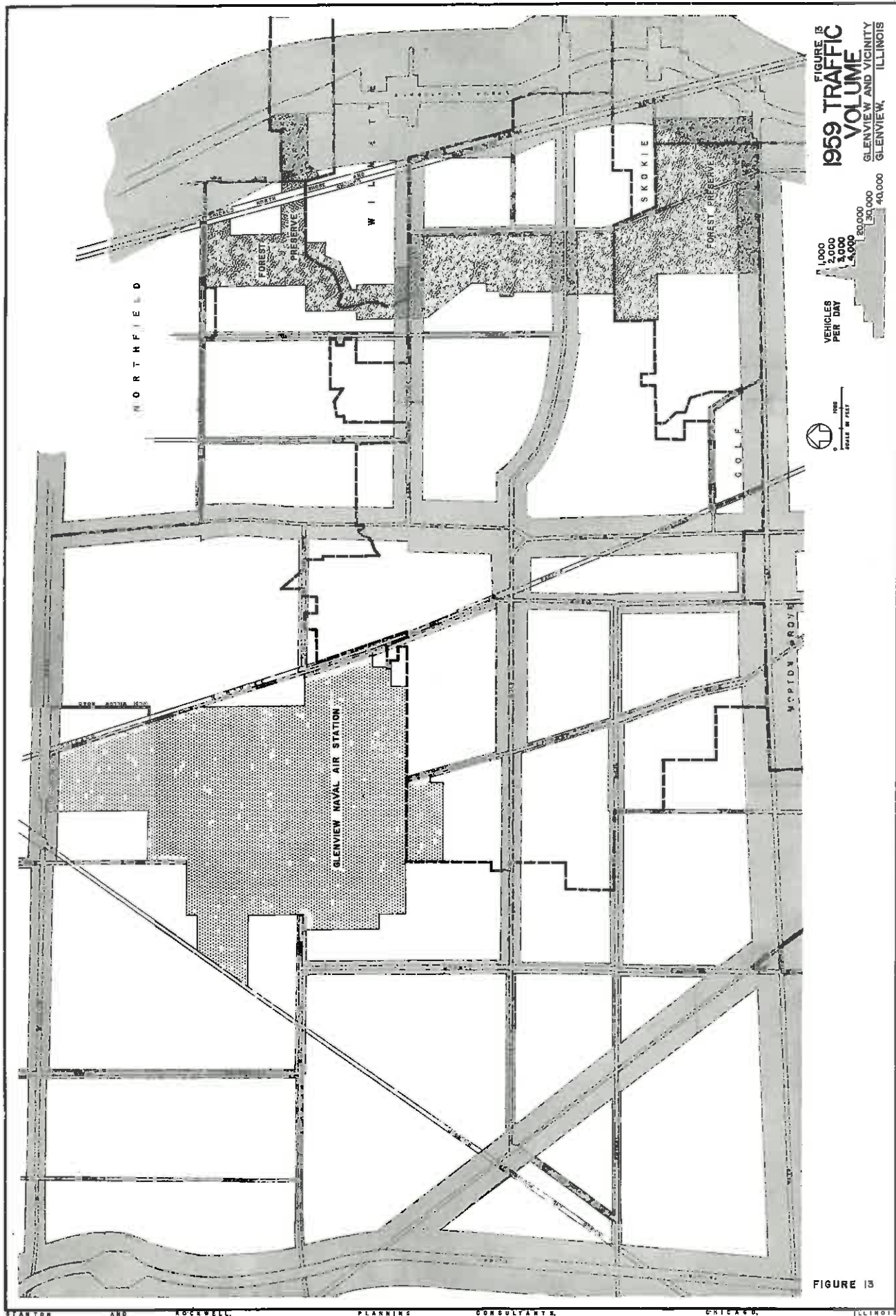


FIGURE 12
VILLAGE OF GLENVIEW
AND JURISDICTIONAL AREA



MAJOR STREETS AND PARKINGParking In Central Business District

The area covered in the study of parking conditions extended from Grove Street on the north to Dewes Street on the south, and from Vernon Drive on the east to Washington Street on the west. Figure 14 shows the survey area boundary and the block numbering system used in these studies. This exhibit also shows the location of curb and off-street parking spaces. Appendix III Table 1, summarizes by types the supply of parking space in the survey area as of October 1959. Appendix III Tables 2 and 3 summarize the curb and off-street spaces by block.

At the time of the study there were 2,234 parking spaces in the survey area. This number was composed of 550 legal curb parking spaces and 1699 off-street spaces. Of the off-street parking spaces, 164 are in private and employee lots not available to the general public, and 337 are in the Our Lady of Perpetual Help Church parking lot.

It is interesting to note that while the average community of this size has less than 50 percent of its total parking spaces in off-street facilities, Glenview has 75 percent in off-street facilities. While the number of curb spaces provided approximates the average for cities of this size, the number of off-street spaces is considerably greater than the average.

The accumulation of cars parked in spaces available to the public was measured during the peak periods on a Saturday in October. Appendix III Table 4 compares these counts of cars parked at the curb with spaces available. In the survey area as a whole, the peak accumulation at the curb occurred at 12:00 Noon when 42.4 percent of the spaces were occupied. Appendix III Table 5 compares the cars parked in lots with the spaces available. The peak accumulation in the off-street parking spaces also occurred at 12:00 Noon. Although the over-all percentage of occupancy of the off-street spaces was only 43.5 percent, the customer spaces were occupied to 68.5 percent of capacity.

The greatest all day usage of curb spaces occurred in the two blocks north of Glenview Road between Church Street and the Railroad and in the four blocks abutting the intersection of Glenview Road and Waukegan Road.

The Eagle Food Center parking lot experienced 80 percent peak occupancy and the Park and Shop parking lot experienced only 50 percent peak occupancy. The A&P lot also experienced only 50 percent peak occupancy. The commuter parking lot west of the tracks experienced negligible usage since the study was conducted on a Saturday.

To evaluate the adequacy of the supply of parking space, a block-by-block study of the present parking requirements was made. In order to determine the present parking requirements for each block, it was assumed that one parking space should be provided for every 200 square feet of floor area in retail stores. Comparable ratios were used to determine the parking requirements for restaurants, funeral homes, automobile display rooms and other types of special use. Only three blocks show a deficiency. Block 11, which is immediately east of the railroad and north of Glenview Road, has a deficiency of 21 spaces.

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Block 12, which is immediately to the east of Block 11 and north of Glenview Road between Pine Street and Church Street, also has a deficiency of 21 spaces. Block 17, which is bounded by Glenview Road, Waukegan Road and River Drive has a deficiency of 29 spaces.

The over-all accumulation of spaces available and spaces required indicates that there is a surplus of spaces in the Glenview Central Business District. In view of the economic analysis and the projection of retail floor space requirements for the Village of Glenview presented in another section of this report, it is not recommended that any concerted effort be made to satisfy the deficiency indicated in the three blocks.

If walking were not a factor there would be no parking problem. Many cities have an oversupply of parking in the downtown area but have a critical shortage in the core area. Such shortages can be determined only by considering how far parkers will walk in relation to their destination.

The shortage of spaces in Blocks 11 and 12 can be satisfied on Saturdays by utilization of the commuter parking spaces along the east side of the Milwaukee Railroad tracks. These spaces receive only light usage by commuters on this day. The deficiency in Block 17 can be satisfied by the surplus spaces in Blocks 14, 16 and 18. One point should be kept clearly in mind, there will always be a parking shortage in some locations at certain times. This does not necessarily justify expensive additional facilities.

Future Traffic Patterns

The recommendations which follow for street widenings, connections and new streets were developed through the analysis of land use and trip generation for the projected population of the Village. The estimated additional population growth of the Village was assumed to be distributed among the suitable vacant areas within and around the Village at residential densities conforming to the recommended zoning of each individual area. County-wide factors for the projection of traffic on through streets were also taken into consideration.

It is anticipated that the greatest growth in traffic will occur on the streets in the western portion of the Village. Traffic on such streets as Shermer Road and Greenwood would most likely increase by approximately 100%, while traffic on such streets as Pfingston, Landwehr and West Lake Avenue would show a considerably greater increase. The development of the new shopping area at the intersection of Glenview Road and Milwaukee Avenue will have a marked effect on the future traffic in this area. It is estimated that this center could generate as many as six to ten thousand vehicles on a peak shopping day. Most of the vehicles from outside of the Glenview area would arrive at the center via Milwaukee Avenue and Golf Road, or from Edens Highway via Golf Road and it is not likely that they will have a marked effect on the traffic on the local streets within the Village. A great number of these trips, however, will be generated from within the Village of Glenview itself.

It is estimated that the future traffic on such roads as Waukegan Road, East Lake Avenue and Glenview Road will increase between 40 and 60% during the next

MAJOR STREETS AND PARKING

20 years. However, the development of a "baby" Expressway on the alignment of Willow Road by the Cook County Highway Department will result in a much greater increase in traffic on this route. Since the through-traffic on Edens Highway and the Illinois Toll Road has no direct effect on the Village of Glenview, no attempt was made to estimate the increases on these two routes.

RECOMMENDED STREET WIDTHS

The recommended cross-sections for Glenview's major streets are illustrated on Figure 15. To understand the need for certain right-of-way widths and other characteristics, it is necessary to classify all streets into the following categories:

A. Major Arterial Streets

These are streets that provide for fast, heavy traffic of inter-city continuity. They provide reasonably continuous routes through the whole or a major portion of the Village and generally connect with the principal highways radiating from the Village. This system is divided into major streets having intersections at grade and direct access from abutting property and expressways and streets having partial or full control of access.

B. Secondary Streets

This type of street acts as a main feeder and connection street between the major streets.

C. Collector Streets

This is a street which brings traffic from minor residential streets to either secondary or major arterial streets.

D. Minor Streets

This is a local street generally located in a residential area and used for moving residents of that area to collector streets, and as a service road.

Although the basic right-of-way width recommended for major streets is 100', it should be noted that four separate cross-sections are recommended for this type of street, depending upon the volume and nature of traffic using the street. The 100' right-of-way is recommended in areas where closed drainage systems with curb and gutters are to be constructed. If open drainage ditches are to be used, it is recommended that the right-of-way for major streets be increased to 120'.

A right-of-way width of 80' is recommended for secondary streets, with a pavement width of 42' from edge to edge of pavement. A right-of-way width of 66' is recommended for collector streets, with a pavement width of 36' from back to back of curbs. It is recommended that the existing right-of-way width of 60' and the pavement width of 26' be retained for residential streets.

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MAJOR STREETS AND PARKING

Although it is quite likely that parking will be retained on many of the major streets for the near future, all of these cross-sections have been recommended on the basis of requirements for moving traffic only. Parking of any kind is not desirable on a major street. Those who own, or contemplate purchasing, property fronting on a major street must bear in mind that the eventual elimination of curb parking is likely, and that their parking needs may have to be met by other means than storage on the street. In fact the widths of the existing pavements in many locations are such that the expense to the taxpayer of a substantial portion of the street widenings recommended could be postponed for many years if curb parking could be successfully restricted.

Circulation and Parking Plan for
the Central Business District

Present plans for the extension of East Lake Avenue provide for carrying this road under the Chicago, Milwaukee and St. Paul Railroad and Lehigh Avenue, with no interchange at this point. The first point of full access would be at Shermer Road, approximately six-tenths of a mile to the west of Lehigh Avenue.

Present traffic volumes on Glenview Road indicate that there is considerable build-up in traffic east of Shermer Road. Much of this traffic would continue to pass through the already congested intersection at Glenview and Waukegan Roads. As has been indicated, there is a movement of almost 200 vehicles per hour in each direction between Glenview Road to the west and Waukegan Road to the north. It is quite unlikely that any of this traffic originating in the Central Business District will back-track to Shermer Road in order to use the East Lake Avenue extension.

Access to East Lake Avenue at Lehigh would not only provide considerable relief to traffic on Glenview Road and Waukegan Road to the north, but it would also provide a fast means of access to the northeastern section of the Village for emergency vehicles. A scheme for a one quadrant interchange at the intersection of Waukegan and Lehigh has been developed, which would in no way affect the contract plans which have been prepared for this section of the route. This scheme is shown in Figure 16. The plan provides for access to and from the east on Lake Avenue only. No access to and from the west would be permitted, and no left turns would be permitted from Lake Avenue at this point. The estimated construction cost of this scheme is approximately \$50,000.

Intersection Improvements

Figure 17 shows the recommended street improvements for the Central Business District. The ultimate recommendation for the intersection of Glenview Road and Harlem Avenue provides for two lanes in each direction with a four foot median on both streets. Immediately, however, parking should be restricted on the west approach of Glenview Road for a distance of approximately 100' from the intersection. Parking should be restricted for this same distance on the north approach of Harlem Avenue. This will increase the capacity by permitting through traffic to bypass turning traffic. At the present time parking is not permitted on the south and east approaches of this intersection. The ultimate

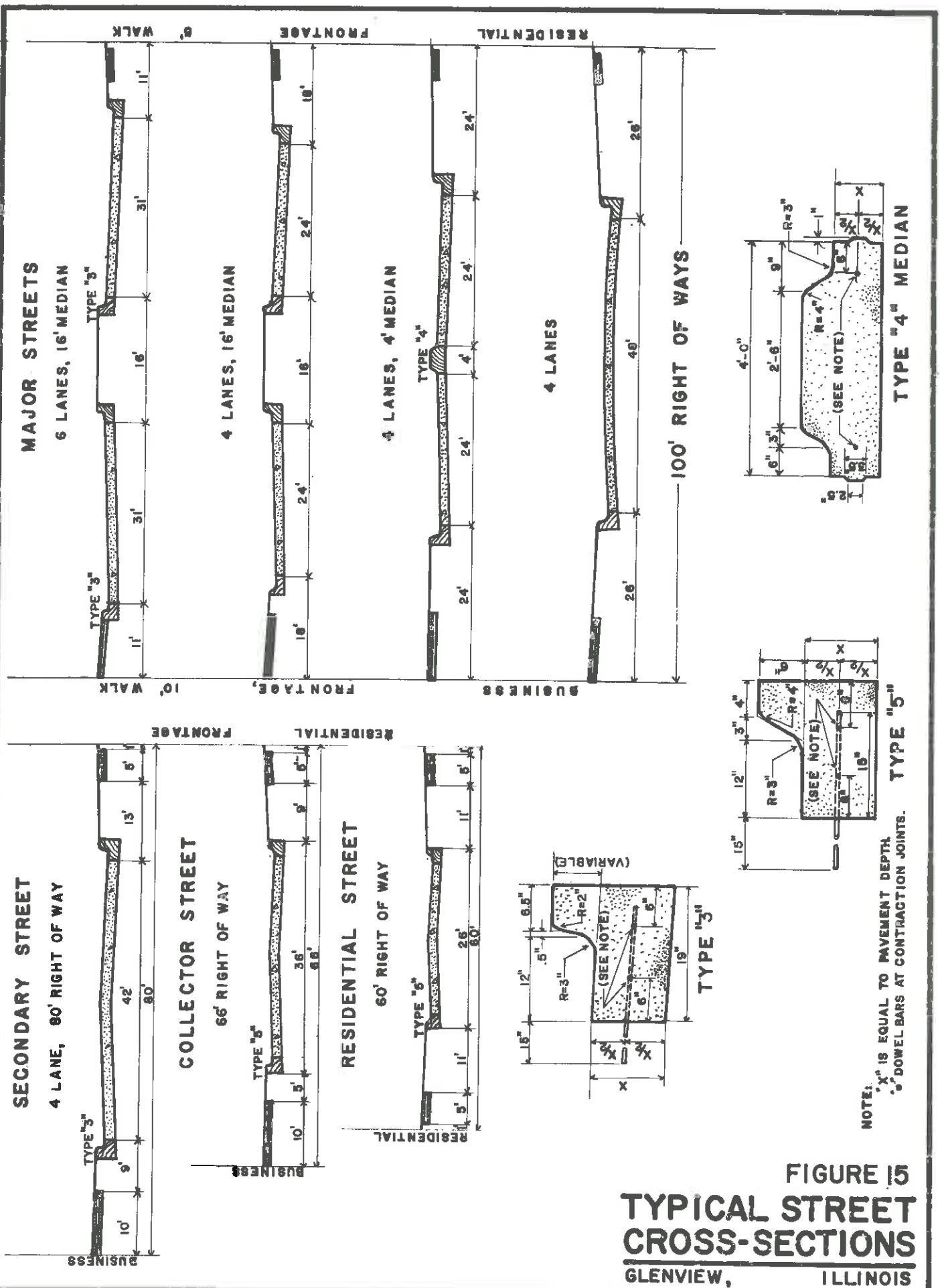


FIGURE 15
**TYPICAL STREET
 CROSS-SECTIONS**
 GLENVIEW, ILLINOIS

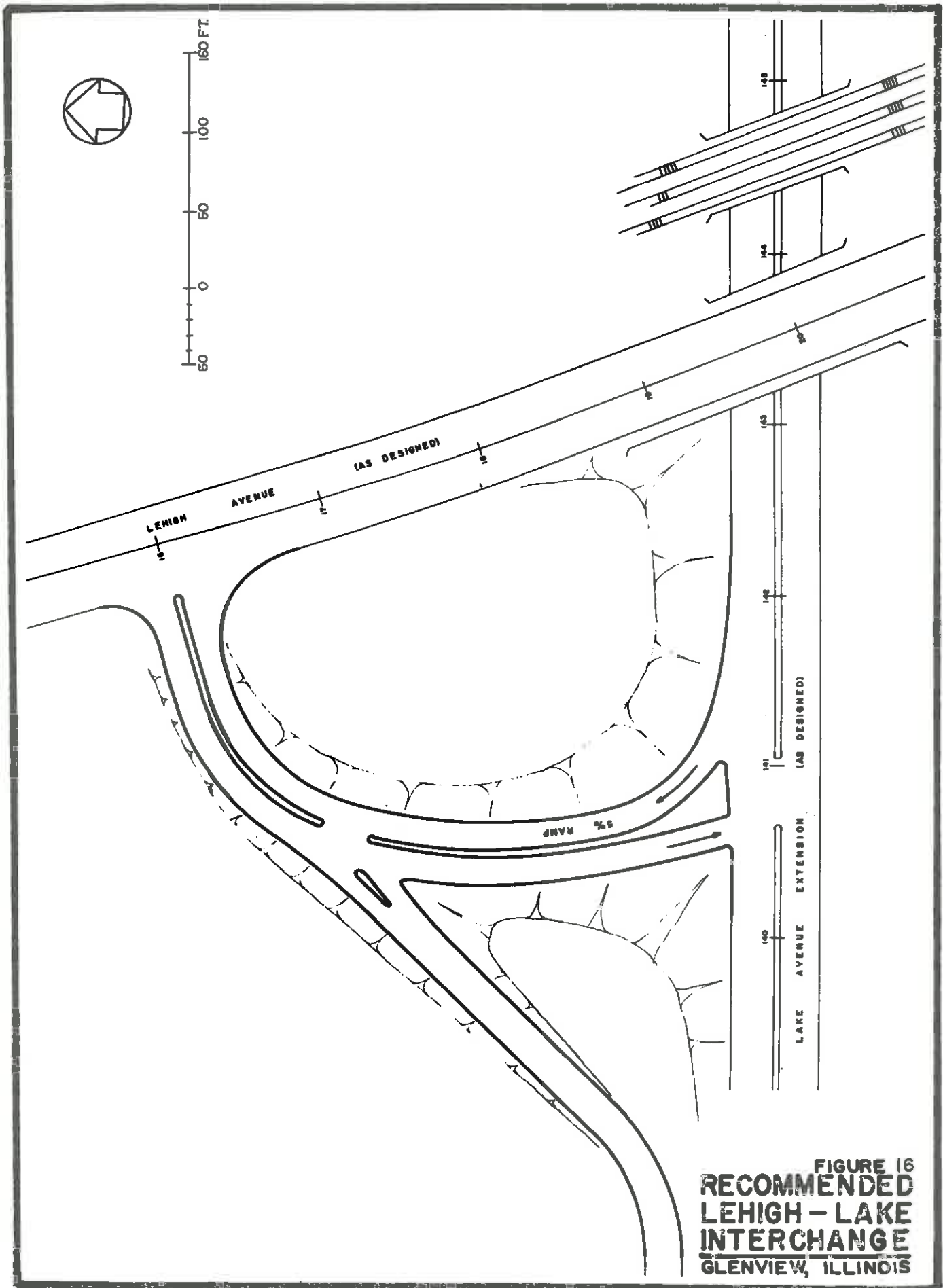


FIGURE 16
RECOMMENDED
LEHIGH - LAKE
INTERCHANGE
GLENVIEW, ILLINOIS

MAJOR STREETS AND PARKING

improvement of this entire intersection should take place concurrent with the widening of Harlem Avenue.

A scheme for the ultimate improvement of the intersections of Waukegan Road and Glenview Road, and Waukegan Road and Dewes Street is also shown in Figure 17. An interim scheme for the improvement of this intersection is shown in Figure 18.

During the interim period, parking on the east approach of the intersection of Glenview Road and Waukegan Road should be restricted for a distance of 100'. Parking on the north approach should also be restricted for 100' and this area should be paved with a suitable driving surface in order to provide two south bound lanes through the intersection. The parking on the west approach of Glenview Road should also be restricted for a distance of 100'. Parking on the south approach is set back from the through pavement and has no marked effect upon the capacity of the intersection.

Waukegan Road

A plan for the ultimate improvement of Waukegan Road is also shown in Figure 17. The plan provides for two lanes in each direction, with a 4' median south of Dewes Street, and three lanes in each direction with a 16' median from Dewes Street to East Lake Avenue. Special left turn lanes are provided on both the north and south approaches at the intersection of Waukegan Road and Glenview Road. No special provision is made for a left turn lane from Glenview Road in either direction. It is anticipated that during peak periods, both of these left turns could be diverted to Riverside Drive. Failure to provide access to East Lake Avenue extension at Lehigh would necessitate the early implementation of this improvement.

The ultimate improvement of the intersection would call for the removal of the tavern and barber shop in the southwest quadrant, and the removal of the snack bar and tavern in the northeast quadrant in order to provide better site distance in this quadrant of the intersection. It is expected that the intersection would operate for some time without the removal of the buildings in the northeast quadrant; however, their eventual demolition would be desirable. The ultimate widening of Waukegan Road to a 100' right-of-way from Glenview Road to East Lake Avenue would affect approximately 5 buildings on the west side of this street, and only one building, in addition to the tavern and the snack bar, on the east side of this street. This plan would affect the amount of parking in front of the Eagle Food Market on the west side of Waukegan Road, just north of Glenview Road. Three lanes in each direction and a left turn would also be provided at both approaches on Waukegan Road at the intersection of East Lake Avenue.

Other Central Area Street Improvements

Plans for the improvement of traffic circulation in the Central Business District also call for the following street improvements: Dewes Street from the railroad to Waukegan Road should be widened to the 42' pavement width, recommended for secondary streets in order to realize the fullest utilization of the

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new railroad crossing. In addition, it is recommended that Church Street from Grove to Glenview Road be widened to 36' in order to conform with the recommended cross section for collector streets. The present pavement width on this street is 24'. It is further recommended that Church Street be extended from Glenview Road south to Dewes Street and that a pavement width of 36' be provided through this section.

Grove Street, with a present pavement width of 30', should eventually be widened to 36' from Waukegan Road to Depot Street. This would necessitate replacement of the present bridge over the North Branch of the Chicago River, having a width of 26'. This structure could be replaced at a later date, however, than the street widening. Washington Street should be widened to 36' from Lehigh to Dewes Street. Recommendations in a later section of this chapter for the widening of Glenview Road to two lanes in each direction, with a 4' median, will also improve traffic flow in the Central Business District.

East West One-Way Streets

The 1954 report suggested the possibility of utilizing Dewes Street and Glenview Road as a pair of one-way streets at some future date. Since the opening of the Dewes Street railroad crossing, this possibility has received more serious consideration.

Present traffic patterns indicate that it would not be advisable to initiate one-way traffic on these streets, using Waukegan Road as the eastern terminus. If this were done, a considerable build-up in traffic would result on the section of Waukegan Road between Dewes Street and Glenview Road. All through-vehicles in the east bound direction would have to use Waukegan Road.

Two possible extensions of Dewes Street to a connection with Glenview Road east of Waukegan have been considered. These are shown in Figure 17. Both schemes were found to be costly from the standpoint of property acquisition and loss of existing off-street parking space.

In addition to the problems of terminating a pair of one-way streets at a busy route such as Waukegan Road, a number of other disadvantages would develop. This includes:

1. Added undue circulation by east bound vehicles attempting to park in lots along Glenview Road.
2. Possible adverse travel for fire and emergency equipment bound for the eastern sections of the city.
3. Inconvenience to transit vehicles and patrons who would have to walk to Dewes Street to board eastbound vehicles.
4. In some areas such as Dewes Street, one-way regulations may encourage excessive speeds.

CENTRAL BUSINESS DISTRICT GLENVIEW, ILL.

STREET IMPROVEMENTS

STREETS REQUIRING WIDENING IMPROVEMENTS

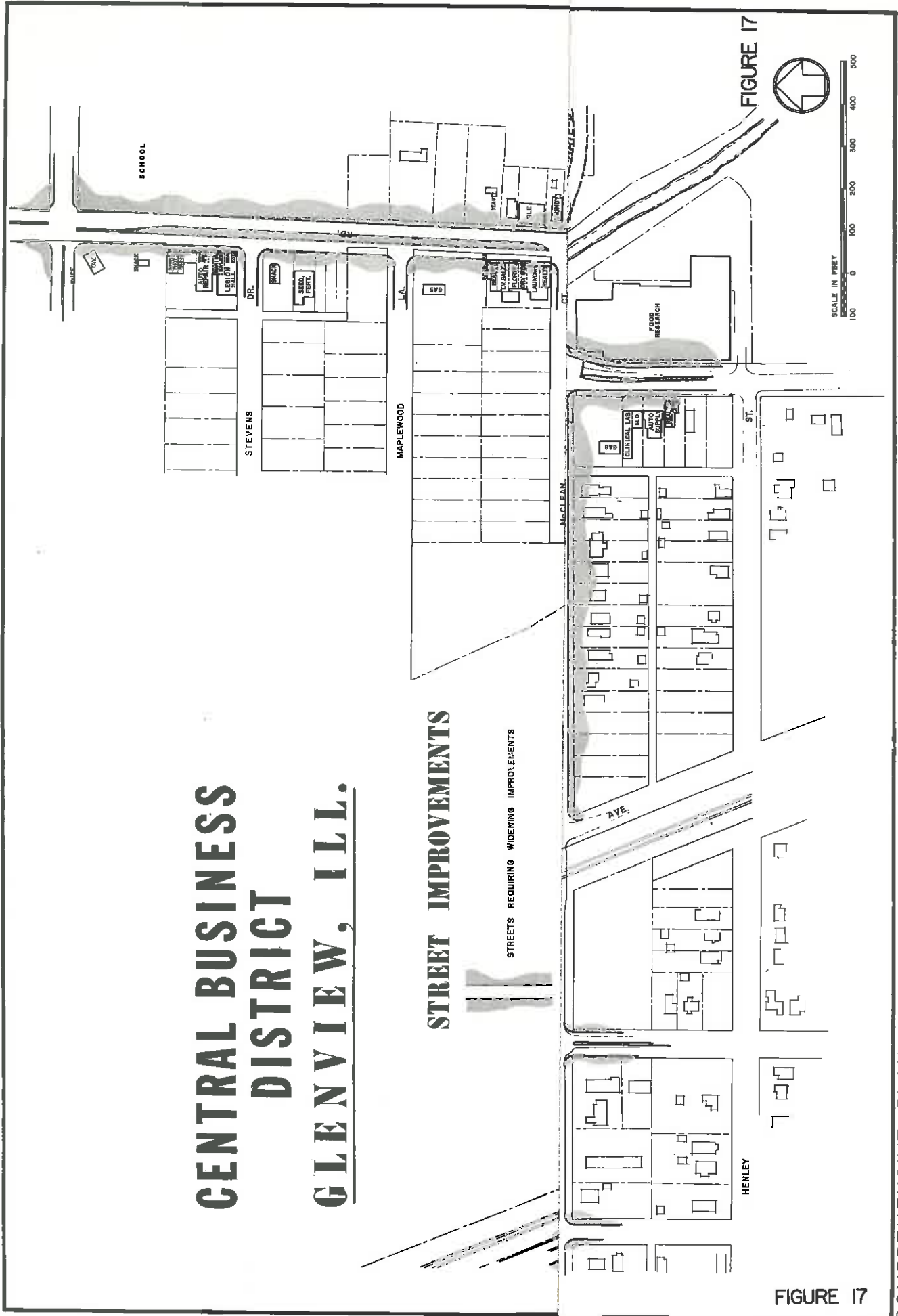


FIGURE 17

FIGURE 17

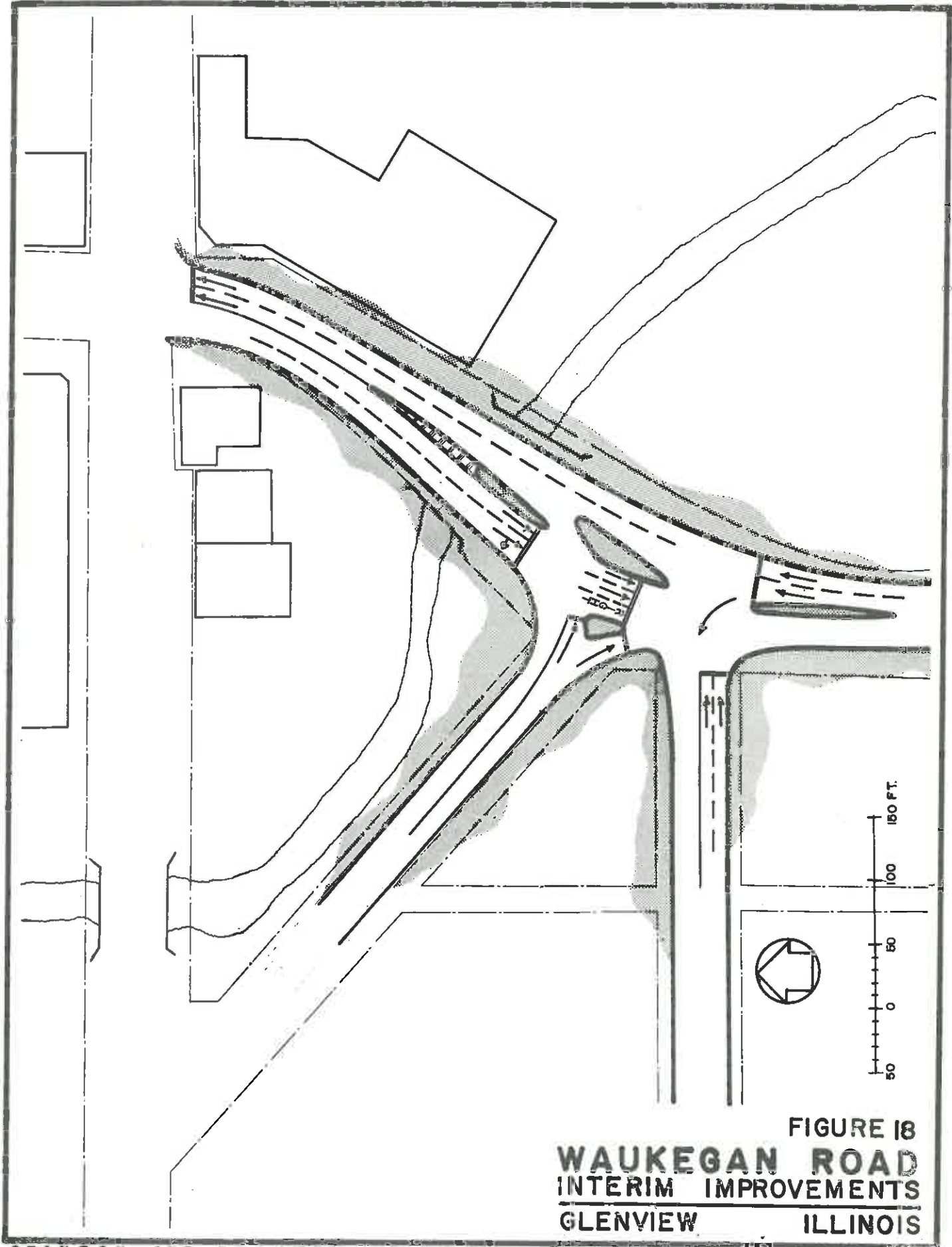


FIGURE 18
WAUKEGAN ROAD
INTERIM IMPROVEMENTS
GLENVIEW ILLINOIS

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In view of the proposed Lake Avenue extension and the widening of Dewes Street to provide a parallel route of travel relatively free from pedestrian interference and yet convenient to the hub of business activity, it is believed that pedestrian circulation on Glenview Road in the business district will benefit because of reduced interference from through vehicular traffic.

Customer Parking

As was stated in an earlier section of this report, it is our opinion that the amount of customer parking presently available in the Central Business District is adequate to serve the present retail and commercial developments. The projections of floor space requirements indicate that present retail facilities will also be adequate to handle the needs of the near future. A concerted effort should be made, however, to make present facilities more desirable by carrying out the street improvements required to provide proper access. The Village of Glenview is fortunate that individual merchants and property owners, in most cases, have found it wise to adequately provide parking for their own needs. Future developers in the Village must be encouraged and required to continue to do so.

Commuter Parking

At the present time there are approximately 285 spaces available in various parking lots for the sole use of commuters. This is more than double the number of spaces which were available at the time of our study in 1953. An average of 250 of these spaces were occupied during the parking survey conducted during the fall of 1959. Population projections for the Village indicate that approximately 100 additional commuter spaces will be required by 1970. This figure is based on the continuation of service on the North Shore Line. Should the North Shore service be abandoned, it is quite likely that the greatest share of the persons presently using the Glenair station will be attracted to the Northwestern Railroad in Wilmette, rather than to the Milwaukee Road in Glenview.

The existing triangular parking lot west of the Milwaukee Road tracks would be reduced in area by the widening of the Harlem Avenue-Lehigh connection to East Lake Avenue Extension. Any site for future development as a commuter parking lot should, therefore, be able to accommodate 150 additional vehicles. Two alternate suggestions for additional parking are shown in Figure 17. Site A is located on the north side of Grove Street east of Depot Street. Site B is located on the east side of Depot Street north of Prairie Street. Either of these sites would cost \$25,000 to develop, exclusive of the real estate costs.

In order to subsidize the future expansion of the commuter parking program it is recommended that a charge of \$0.20 per day be placed on all commuter parking spaces. Both the existing and proposed parking lots and all spaces parallel to the railroad should be operated with meters. The estimated cost of installing the meters would be approximately \$28,000, including those for the proposed lot. Gross income from this source should amount to approximately \$8,000 during the first year. Street time limit enforcement will be necessary to keep these vehicles from parking in other areas.

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Curb Parking

The implementation of the intersection improvements will necessitate the removal of certain curb parking spaces. While some of these spaces will be recovered as a result of the recommended street widenings, a net loss will remain. This loss is not considered to be serious, however, in view of the excess supply of off-street parking spaces available in most blocks. The possibility of curb parking meters was considered. The idea was abandoned, however, since it will be necessary to make the present parking facilities in the Village as attractive as possible from the standpoint of economics and convenience to meet the competition of surrounding shopping centers. The revenues which might be realized would be negligible compared to the cost of maintaining and collecting the meters, and enforcement by tire marking would still be necessary in order to create the proper turnover at the curb parking spaces.

Evaluation of Railroad Grade Crossings

The problem of railroad-highway crossings at grade as related to hazards to public safety and limitations on the free flow of traffic are of major importance to the citizens of Glenview. The solution to the grade crossing problem must be predicated on sound public policy.

Improvements and grade crossing eliminations must be economically justified before being undertaken. A project is justified from an economic standpoint only when the total dollar benefits to all beneficiary groups are greater than the costs of the project and when no other expenditure of an equal amount of funds for public works will provide greater public welfare.

Unfortunately, urban areas have the greatest need for crossing separations on the basis of economic fact but are less able to provide the necessary funds for separations. The artificial lines of jurisdiction over the highways tend to preclude full economic consideration of the needs for grade separations.

Although separation of the Milwaukee Road at Glenview Road, Dewes Street, and other crossings might be warranted under normal economic conditions, the extremely high cost which would be involved precludes the possibility of these projects becoming a reality until such time as a major grade change of the railroad itself would be possible.

The Major Street Plan

The recommended major street system is shown in Figure 19. The Plan in most cases follows the recommendations in the 1954 Report; however some changes are recommended as indicated in the following description of the proposed system:

East Lake Avenue Extension

The Cook County Highway Department is presently completing contract plans for the extension of East Lake Avenue. This facility will provide two 24' roadways in each direction, with a 4' median. As presently planned, full access will be provided only at Shermer Road, Greenwood Road and Pfingston Road, and the

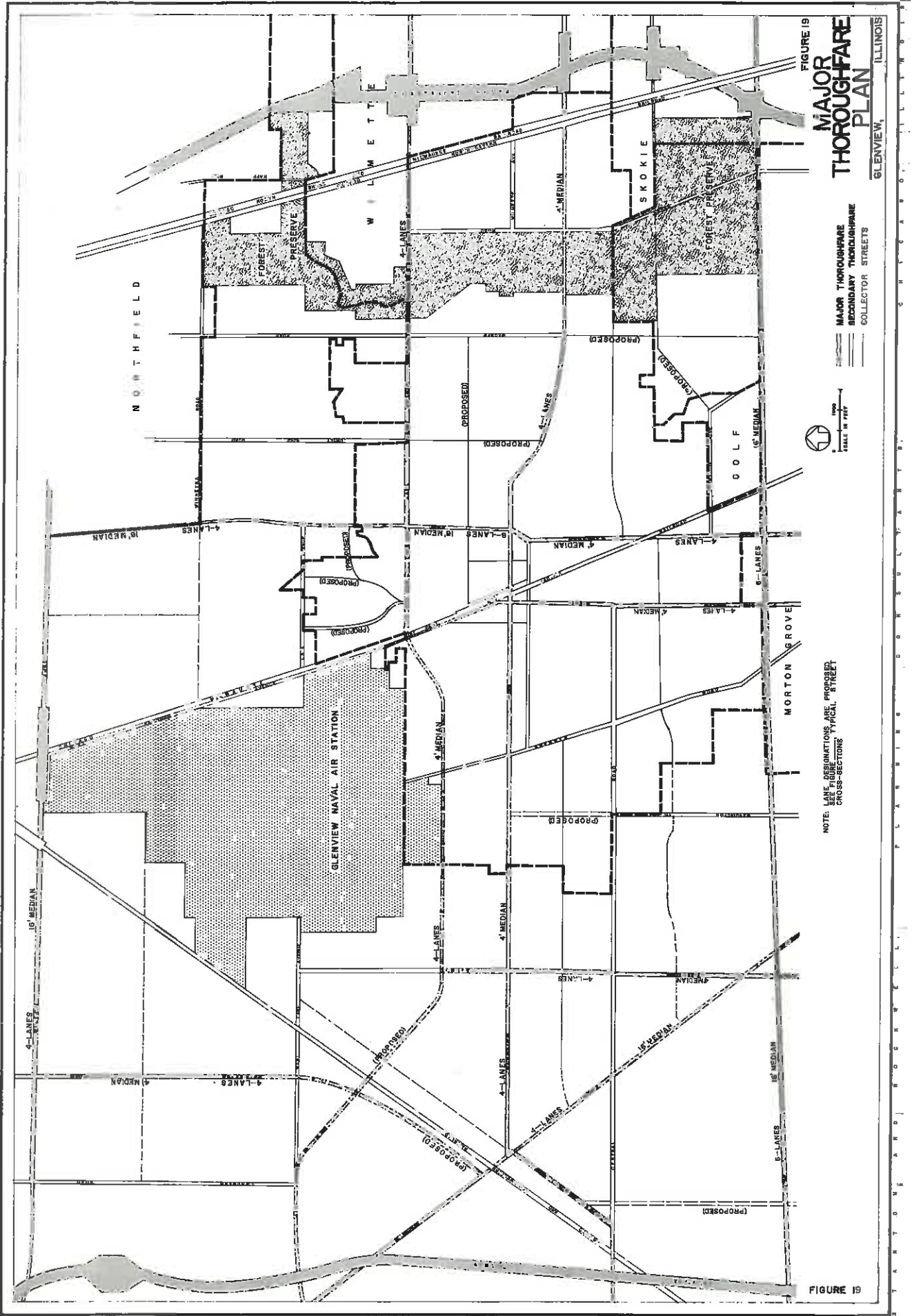


FIGURE 19
MAJOR THOROUGHFARE
PLAN
 GLENVIEW, ILLINOIS

MAJOR THOROUGHFARE
 SECONDARY THOROUGHFARE
 COLLECTOR STREETS

SCALE: 1" = 100'

NOTE: LANE DESIGNATIONS ARE PROPOSED CROSS-SECTIONS

FIGURE 19

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MAJOR STREETS AND PARKING

proposed alignment will meet the existing alignment of West Lake Avenue just west of Pfingston Road. Partial access will be provided at a number of other points, with no crossings of the median allowed. This road will have a 100' right-of-way, except in areas where service drives are necessary. The route as now determined results in several variations from the 1954 major street plan. For instance, (1) the extension of West Lake to Shermer Road and Glenview can be eliminated, (2) the section of Greenwood Avenue north of West Lake Avenue intersection can be reduced to a secondary classification, (3) the road for the Pfingston Road, Glenwood Avenue connection is eliminated, (4) the Rolling Pass Road secondary classification would be reduced to a street having collector characteristics, and (5) the Dear Love Road extension from Glenview Road to the proposed Greenwood-Pfingston Road connection would be replaced by Pfingston Road extension west of the railroad tracks to Milwaukee Avenue.

Waukegan Road

It is recommended that the right-of-way of this road be eventually widened to 100' through the establishment of set-back ordinances. Three lanes in each direction, with a 16' median is recommended, for the section between Dewes Street and East Lake Avenue. Two lanes in each direction, with a 4' median is recommended for the section south of Dewes Street and north of East Lake Avenue.

Golf Road

It is recommended that a 100' right of way be provided for this road and that the ultimate pavement section be three lanes in each direction, with a 16' median for the entire length of the route in the Glenview area.

Glenview Road

A 100' right-of-way should also be provided for the entire length of this route, and two lanes in each direction with a 4' median should be provided except in the area through the Central Business District where additional pavement width would be required for parking.

Willow Road

This route should also eventually have a 100' right-of-way, and two lanes in each direction with a 16' median should be provided.

Harlem Avenue

The right-of-way of this route should eventually be increased to 100'. Two lanes in each direction with a 4' median should be provided from Golf Road to the recommended interchange at the East Lake Avenue extension.

Greenwood Road

This route should also be provided with a 100' median, and the pavement should eventually be widened to two lanes in each direction with a 4' median from Golf Road to the proposed East Lake Avenue extension.

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MAJOR STREETS AND PARKING

Pfingston Road

It is recommended that the alignment of Pfingston Road be extended in a southerly direction, parallel to the Northwestern Railroad tracks, to a connection with Milwaukee Avenue approximately 1,000 feet northwest of the Railroad. The eventual right-of-way of Pfingston Road should be 100' with a pavement of two lanes in each direction, with a 4' median.

Winnetka Road

The Winnetka Road's classification has been changed from a Major Street in the 1954 Plan to a Secondary Street in this plan, with the inclusion of Willow Road as the Major Street, serving the function previously assigned to Winnetka Road. The contemplated extension of Winnetka Road from Waukegan Road to Lehigh Avenue is designated as a Collector Street.

Secondary Streets

A number of secondary street extensions are recommended, as indicated in Figure 19. A right-of-way of 80' in width should be provided for all secondary streets, and pavement widths of 42' from edge-to-edge should eventually be provided.

By increasing the planning area to the Tri-State Tollway on the west and Willow Road on the north, additional collector streets have been added which were not shown in the 1954 plan. Also shown are the extensions of the secondary street system through existing golf courses, in the eventuality that these may be subdivided. Harrison Street and Rolling Pass Road are designated as collector streets in the revised Major Street Plan.

Collector Streets

A system of collector roads, which would provide access from residential areas to the secondary and major streets, is recommended as indicated in Figure 19. These streets should have a right-of-way width of 66' and pavement widths of 36' from back-to-back of curb.

Possible Future Development of the Golf Courses

Although it is quite unlikely that the North Shore Golf Club and the Glenview Country Club will be converted to other uses, consideration should be given to the possible street pattern through these areas, in the event that a conversion should take place.

Should the North Shore Golf Club be converted, Grove Street should be extended to the east as a secondary street as far as Wagner Road. Sunset Ridge Road should be extended to the south as a secondary street to a connection with Glenview Road.

If the Glenview Country Club were to be diverted to other uses, Wagner Road should be extended to the south as a secondary street, with a connection to Golf Road, and Harrison Street should be extended to the west through the

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MAJOR STREETS AND PARKING

Forest Preserves to a connection with Wagner Road extended and thence southwest to a connection with Overlook Drive.

Priority of Construction and
Estimated Cost

As a guide to the scheduling of construction of the various projects, Table 6 has been prepared to show the recommended priority of improvements and the estimate of cost, based on present day construction prices. Estimates of the street improvements cover construction costs only, and do not include the cost of right-of-way necessary for the widenings from the existing to the proposed widths. In many cases the recommended pavement cross-sections can be provided within the existing rights-of-way; however, a concerted long-range effort should be made to widen these rights-of-way to the recommended widths through the establishment of set-back ordinances.

The construction cost estimates for street widenings were developed on the assumption that all existing pavements, which appeared upon visual inspection to be adequate would be retained as base under a new prime coat, leveling binder and asphaltic concrete surface. New curbs and gutters and closed drainage systems would be provided throughout. Necessary adjustments would be made to hydrants, man holes and other existing drainage structures. No allowance for adjustments of street lighting has been made. Allowances have been made for traffic signals, culverts, bridges, usual earth work and other special items where required. In Table 6, projects have been grouped as to priority -- "A", "B", "C", with "A" projects having the greatest priority.

Conclusions

By adoption of the plan, the Village will be in a position to assemble over a period of years and at minimum expense the properties needed for the purpose of public use, taking advantage of favorable opportunities as they arise, and creating little or no inconvenience to present owners. Lacking such a plan, the community may soon find itself confronted with formidable expenses and the necessity for extensive land-takings in order to relieve traffic snarls that might have been avoided.

Steady progress during the next two decades is needed rather than an expensive effort concentrated into the next year or two. Many widening projects may even be carried beyond the year 1980.

When determining the extent to which construction of a given project can be carried out in any one year, compromises should be made in the length of the project rather than the street widths recommended herein. In the long run it will be more expensive to the taxpayers if streets must be widened a second time.

MAJOR STREETS AND PARKING

TABLE 6. PRIORITY OF CONSTRUCTION - MAJOR STREET SYSTEM
(PRIORITY A)

<u>Project</u>	<u>Classification</u>	<u>Length in Miles</u>	<u>Cross Section</u>	<u>Estimated Construction Cost</u>
Dewes Street from Railroad to Waukegan Road	Secondary	0.22	4 Lanes	\$ 72,000
Glenview Road from Greenwood to Harlem Avenue	Major	1.62	4 Lanes 4' Median	600,000
Church Street Extension from Dewes Street to Glenview Road	Collector	0.08	36' Roadway	23,000
Glenview Road from Waukegan Road to Edens Highway	Major	2.20	4 Lanes 4' Median	960,000
Harlem Avenue from Golf Road to Glenview Road	Major	1.20	4 Lanes 4' Median	480,000
Greenwood from Golf Road to West Lake Avenue	Major	2.20	4 Lanes 4' Median	880,000
Waukegan Road from Dewes Street to East Lake Avenue	Major	0.65	6 Lanes 16' Median	380,000
Church Street from Glenview Road to Groves	Collector	0.17	36' Roadway	30,000
Harms Road from East Lake Avenue to Glenview Road	Secondary	0.72	4 Lanes	230,000
Grove Street from Railroad to Waukegan Road	Collector	0.36	36' Roadway	65,000
				<u>\$ 3,720,000</u>

MAJOR STREETS AND PARKING

TABLE 6. PRIORITY OF CONSTRUCTION - MAJOR STREET SYSTEM
(PRIORITY B)

<u>Project</u>	<u>Classification</u>	<u>Length in Miles</u>	<u>Cross Section</u>	<u>Estimated Construction Cost</u>
Glenview Road from Harlem to Waukegan Road	Major	0.35	4 Lanes 4' Median	\$ 190,000
Central Avenue from Toll Road to Greenwood	Secondary	1.45	4 Lanes	470,000
Railroad Avenue from Dewes to Grove	Collector	0.27	36' Roadway	60,000
Lehigh from Glenview Road to West Lake	Secondary	1.02	4 Lanes	330,000
West Lake Avenue from Lehigh to Waukegan Road	Secondary	0.70	4 Lanes	290,000
Wagner Road from Willow Road to Glenview Road	Secondary	2.42	4 Lanes	780,000
Waukegan Road from Golf Road to Dewes Street	Major	1.15	4 Lanes 4' Median	460,000
Central from Greenwood to Harlem Avenue	Secondary	1.70	4 Lanes	550,000
Waukegan Road from East Lake to Willow Road	Major	1.70	4 Lanes 16' Median	710,000
Shermer Road from Golf Road to East Lake Avenue Extension	Secondary	1.65	4 Lanes	530,000
				<u>\$4,370,000</u>

MAJOR STREETS AND PARKING

TABLE 6. PRIORITY OF CONSTRUCTION - MAJOR STREET SYSTEM
(PRIORITY C)

<u>Project</u>	<u>Classification</u>	<u>Length in Miles</u>	<u>Cross Section</u>	<u>Estimated Construction Cost</u>
Sunset Ridge from Willow Road to East Lake Avenue	Secondary	1.70	4 Lanes	\$ 550,000
Washington from Golf Road to Glenview Road	Secondary	1.22	4 Lanes	400,000
Glenview Road from Central to Greenwood via Dearlove	Major	1.40	4 Lanes 4' Median	560,000
Washington Street from Lehigh to Dewes Street	Collector	0.32	36' Roadway	60,000
Pfingston Road from Milwaukee Avenue to Willow Road	Major	2.12	4 Lanes 4' Median	850,000
Harms Road from Golf to Glenview Road	Secondary	0.90	4 Lanes	290,000
Harrison from Harms Road to Edens Highway	Secondary	0.70	4 Lanes	230,000
Lehigh from East Lake Avenue to Willow Road	Secondary	1.25	4 Lanes	410,000
Potter from Golf Road to Dearlove	Secondary	0.95	4 Lanes	360,000
Landwehr from West Lake to Willow Road	Secondary	1.20	4 Lanes	390,000
				<u>\$ 4,100,000</u>

c h a p t e r EIGHT

COMMUNITY APPEARANCE

Interest in community appearance certainly is not new. As a matter of fact it was a motivating force behind early city planning in the United States, when plans were characterized as providing for the "City Beautiful". Many of these plans were grandiose in their names and not in practical fulfillment within average municipal budgets. The reason, however, behind all of these plans was to increase the amenity of the community.

Surprisingly, with so much public opinion behind this objective, the Courts of our country found no way until recently to implement such objective. The indifference exhibited by the Courts, as a matter of fact, led to the derivation of plans which were so "practical" that community appearance was not even considered. Until the years following World War II, no attempt was made to legislate community appearance, and when it did come it was in the form of architectural control. By deed restriction this feature had been enforced in certain parts of the country, as in Florida, where the architecture of certain cities was stipulated to be that of the Mediterranean or Spanish style. Certain other suburban communities in the 20's made feeble efforts to establish predominant architectural "styles". For example, in Winnetka, the old English half-timbered style was much in vogue during the late 20's. The resulting effect was purely unofficial and was accomplished solely through persuasion.

Recently the American Institute of Architects and American Institute of Planners, working jointly, have endeavored to develop standards of appearance less arbitrary than some of the early architectural control ordinances, which attorneys quite rightly feel would be very difficult to enforce. As a primary point of consideration, we recommend that Glenview be in no way committed to any one style of architecture in approval of its buildings. While the original Glenview ordinance, passed in 1952, was not guilty of this stylistic approach, it did require that all new buildings should be of an architectural design suitable for a good suburban community. The manifest difficulty of qualifying the term "good" is evident. The Code further prohibits issue of a permit for a new building where the architectural design is so manifestly inferior, or so radically different, as to impair marketability or property values in the immediate vicinity. It is further supplemented by requirement that materials be architecturally "harmonious" and prohibits more than two residential buildings of the same exterior design and style in any one block, and it prohibits placing two identical residences side-by-side. While it may be said in general that the Glenview ordinance, if indeed it has been administered as intended, has served its purpose well, there are certain instances where this is not the case.

In view of the over-all charge to your consultants in this report on the various aspects of appearance, the present ordinance is considered far too narrow in scope to serve the future needs of the Village. It is obvious, of course,

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COMMUNITY APPEARANCE

that to consider only building architecture in the Village's appearance is to consider only part of the problem. The subject of Outdoor Advertising, for example, has much to do with the appearance of the Village, as does so-called street-side furniture, such as the street name sign, the no-parking sign, the stop light, etc. Control over many of the miscellaneous items relating to appearance is already provided for in the Municipal Code. But because of this it is difficult, to release from an administrative standpoint these various items - so diverse and so separated are they in the code itself.

We conceive of control type regulations which correlate all items relating to appearance in one location, possibly to be covered by an ordinance. Our suggestions as to these regulations are included as Appendix IV of this report and should serve as a basis for discussion, improvement and possible adoption as to the ordinance if the Village so desires. The general purposes of the proposed regulations are as follows:

- (1) To place maximum official and public emphasis on the appearance of public and private property in the Village;
- (2) To create a separate Appearance Commission, whose members shall be expertly qualified in matters of aesthetics, architecture and community beauty;
- (3) To provide for an Appearance Plan containing recommended standards and policies of community appearance in all its aspects;
- (4) To provide for more effective enforcement of the numerous existing Village ordinances affecting appearance;
- (5) To seek voluntary adherence to the standards and policies of the Appearance Plan in situations where compliance cannot be enforced by legal means;
- (6) To prohibit erection of inappropriate and incompatible buildings and structures which would result in substantial depreciation in property values in the neighborhood, and in so doing,
 - (a) Eliminate certain inflexible provisions of the present ordinance and to place reliance on an expert commission operating under general standards.
 - (b) Substitute administrative and judicial review by the Board of Appeals and the courts for legislation decision by the Board of Trustees.

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COMMUNITY APPEARANCE

- (c) Provide certain procedural safeguards to protect the rights of property owners and to increase the probability of court approval of determinations made.
- (7) To provide for the Commission to make recommendations on the appearance aspects of public improvements.

As to all of the advisory and recommendatory features of the proposed new regulations, there apparently can be no question of legal validity. As to the regulatory powers conferred, there is as yet no decision of an Illinois appellate court regarding their validity. It is believed, however, that a strong legal argument can be made for the proposed ordinances. In years past, the general rule of law has been that states and municipalities have no power to regulate aesthetics and that a landowner could in this respect use his land in any manner he desired. This rule was tempered with a rule that where a municipal action was based upon another power or powers specifically and properly granted, aesthetic considerations could enter into the exercise of such power, even though aesthetic objectives alone could not justify a particular regulatory action.

The law has undergone a decided change since the decision of the United States Supreme Court in Berman v. Parker, 348 U. S. 26, in 1954. In that case the Court said: "The concept of the public welfare is broad and inclusive.... The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully patrolled". Since the Supreme Court decision, regulation of aesthetics has been upheld as an exercise of the police power to provide for the public welfare in situations where unsuitable architecture or aesthetics is detrimental to economic values in the neighborhood or community. Opinion of the Justices, 333 Mass. 773 (1955) (proposed statute designed to preserve historic buildings and develop economy of Nantucket, Mass. by requiring commission approval of external architectural features subject to public view); Opinion of the Justices, 333 Mass. 783 (1955) (similar proposed statute creating Beacon Hill District in Boston); State v. Wieland, 269 Wis. 262, 69 N. W. 2d 217 (1955) (Fox Point, Wis. ordinance in the nature of a zoning regulation requiring building board finding that exterior architectural appeal and functional plan will not be so at variance with other structures as to cause substantial depreciation in property values in the neighborhood).

Based on the foregoing cases and other considerations, and within the proper legal limits, it would appear that the Village is justified in making appearance regulations as effective as they can be made.

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COMMUNITY APPEARANCE

We have, in addition, certain recommendations which we feel are justified. Action on these recommendations may be taken either by the Planning Commission, or if a new Appearance Commission is formed, by that group. The first suggestion relates to what we termed previously "street side furniture". This term refers to all the miscellaneous impedimenta from stop lights to no parking signs. Our recommendation is merely that progressively greater attention be given to this subject. In connection with "no parking" signs for example, where ever possible, these should be placed on other existing sign or light standards. Mail boxes should also be handled this way. This, of course, calls for correlation of the Postal Department and the Police Department. A very interesting method of popularizing public demand for such improvement would be to sponsor, under the Plan Commission's direction, in local schools (probably of not less than Junior High School level), a public appearance contest allowing children to present ideas along this line. The Village has progressed in its beautification program in a substantial way and is already a leader among other communities of its size for its interest.

The Village has historically developed its fine appearance in residential areas from two sources. The first is that many of the subdivisions now occupy former nursery sites where considerable amount of plant material was "worked into" the new housing development. Secondly, a tradition of providing some type of entry embellishment to a subdivision has given a very definite character to the residential areas. This latter approach need not be incurred because it is already well developed. However, in view of these two items mentioned above, we feel that it would not be unreasonable to require, under the terms of the subdivision regulations, the planting of trees in the public parkway. Accordingly, we suggest that a regulation such as that proposed by the Federal Housing Administration be adopted (See Appendix IV (2) for wording of typical provision).

In conclusion it may be said that not only is this field of interest one in which little progress has been made, but it is also one where differing human opinions are almost more likely to be found than elsewhere. A persistent and patient approach to the subject could accomplish much.

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UTILITIES

The presence or absence of public utilities is a determining factor in the development of open areas. At the same time, the potential for expansion of utilities is a factor affecting the health and general welfare of any existing community. Certain inadequacies in the supply of natural gas, for example, have resulted in lengthy waits for potential users. Likewise insufficient water supply, either through source or transmission, has created hardships in use and in adverse fire insurance rates in some communities. These and other situations make it imperative that long-range planning of utilities become an accomplished fact. Coupled with Capital Works Budgeting, this course of action will insure economic and orderly growth.

Although the contract provisions require only the mapping of sewer and water facilities in the planning area, a review of the existing utilities situation and comment upon planning objectives for future expansion and strengthening of these utilities is necessary for the determination of rates of growth, population densities, and the total fiscal needs of the Village in the preparation of a capital budget.

Water Supply and Distribution

Presently the Village contracts with the Village of Wilmette to the east for its water supply. Located in the second tier of municipalities away from Lake Michigan, Glenview is fortunate in being able to utilize water from the lake. Other municipalities further west, notably the D.A.M.P. group (Des Plaines, Arlington Heights and Mt. Prospect) have been meeting stiffly organized opposition in their attempt to go directly to the lake for their water supply. The rapidly lowering water table in the metropolitan area has been cause for great concern among those systems dependent upon well supplies.

Figure 20 shows the present water system in Glenview and its jurisdictional area. Storage capacity within the Village amounts to 1,450,000 gallons. The generally accepted storage requirement is one average day's usage, which would require 2 1/2 to 3 million gallons storage capacity by 1980, when the population would approach 27,000 persons.

Discussions with the Consultant currently studying the Village's water supply and distribution problems indicate several weaknesses in the present system, principally the following:

- (a) Need for new feeder mains to give better over-all circulation and distribution. This is particularly true of the western portion of Glenview where through most of Shermer and north of Central there are no mains over 6" in size. If a fire were to occur in this area on a summer peak usage day, a critical condition would exist with

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UTILITIES

an actual vacuum in the mains. This type of condition requires immediate attention.

- (b) Need for one or more new emergency connections to neighboring communities as a safeguard against any failure in the present supply.
- (c) General revamping of the system, with provisions for a new booster pumping station and additional storage facilities.

Thorough study should be given to the water system report when it is completed. However, planning for the entire jurisdictional area should be considered, including the newly proposed industrial area to the west and north.

As annexation continues, serious thought should be given to acquiring the private water companies serving the annexed areas, as shown in Figure 20. These systems should be integrated into the Glenview system. Well supplies, if not used as primary sources, could be used on a standby or peak period basis, provided that adequate safeguards are installed to insure a safe and pure supply at all times.

Sanitary Sewage

Sanitary sewage waste from Glenview is treated in plants of the Chicago Metropolitan Sanitary District after being collected in the District's trunk sewer mains. The Village maintains the smaller collector sewers which transmit the sewage from the points of origin to the Sanitary District mains. Figure 21 indicates the existing system of sanitary sewers in Glenview.

Major problems will arise, as with water supply, when annexation occurs. Already built-up areas surrounding the Village are, in many cases, served by septic tanks. A districting program should be undertaken for the purpose of ultimately servicing these areas with a system of sanitary sewers. This can be done on a special assessment basis, with the Village sharing in the cost of larger sewers. In this case, the average 100' lot would have a special assessment cost approaching \$200 to \$250, depending upon construction conditions. An engineering analysis will be required to give adequate direction to such a program.

It should also be stressed that the areas within the Village not presently served by the sewer system should be included as soon as is feasible. The subdivision control ordinance makes this imperative in new planned construction, but definite steps will have to be taken to insure compliance in older already-developed areas. There is presently need for sanitary relief connections of certain areas within the Village. Such an area is Park Manor, south of Harrison, which requires additional relief to Golf Road.



WATER SYSTEM

○ DIMENSIONS OF PIPES
IN INCHES

○ ALL UNNUMBERED
PIPES ARE 6"

▨ VILLAGE LIMITS CONTIGUOUS
TO OTHER MUNICIPALITIES

▨ VILLAGE LIMITS CONTIGUOUS
TO COUNTY AREA

▨ BOUNDARIES OF ILLINOIS
MUNICIPAL WATER CONDUIT
SERVICE AREA AND DOMESTIC
UTILITIES CO. SERVICE AREA.

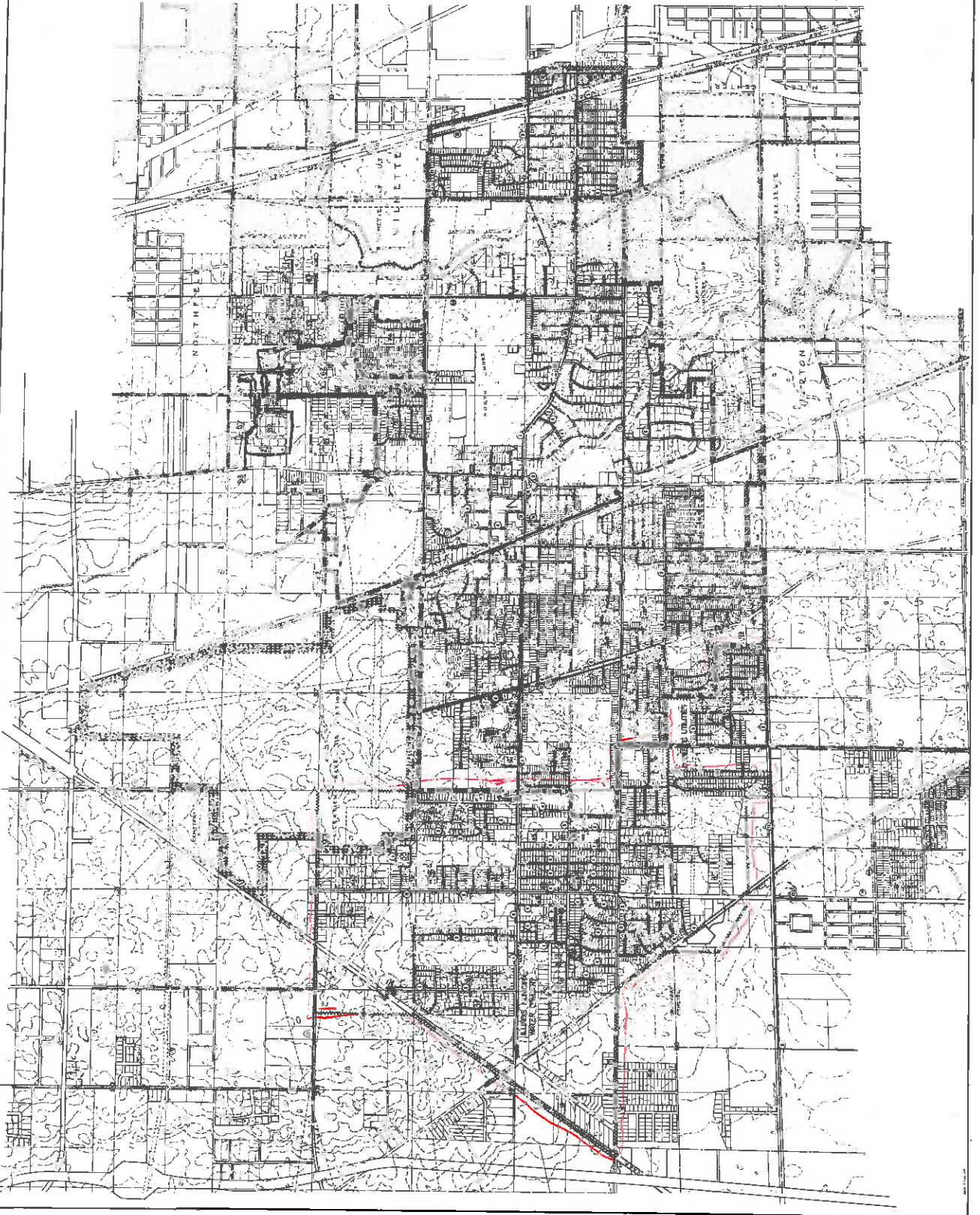


FIGURE 20
VILLAGE OF GLENVIEW
AND JURISDICTIONAL AREA



SANITARY SYSTEM

○ DIMENSIONS OF PIPES IN INCHES

○ ALL UNNUMBERED PIPES ARE 8"

▣ VILLAGE LIMITS CONTIGUOUS TO OTHER MUNICIPALITIES

▣ VILLAGE LIMITS CONTIGUOUS TO COUNTY AREA

REFERENCES:
1. VILLAGE OF GLENVIEW SANITARY SERVICE DISTRICT OF GLENVIEW, ILLINOIS
2. PIPES AND FITTINGS COMPANY, CHICAGO, ILLINOIS
3. ILLINOIS STATE BOARD OF SANITARY ENGINEERS, CHICAGO, ILLINOIS

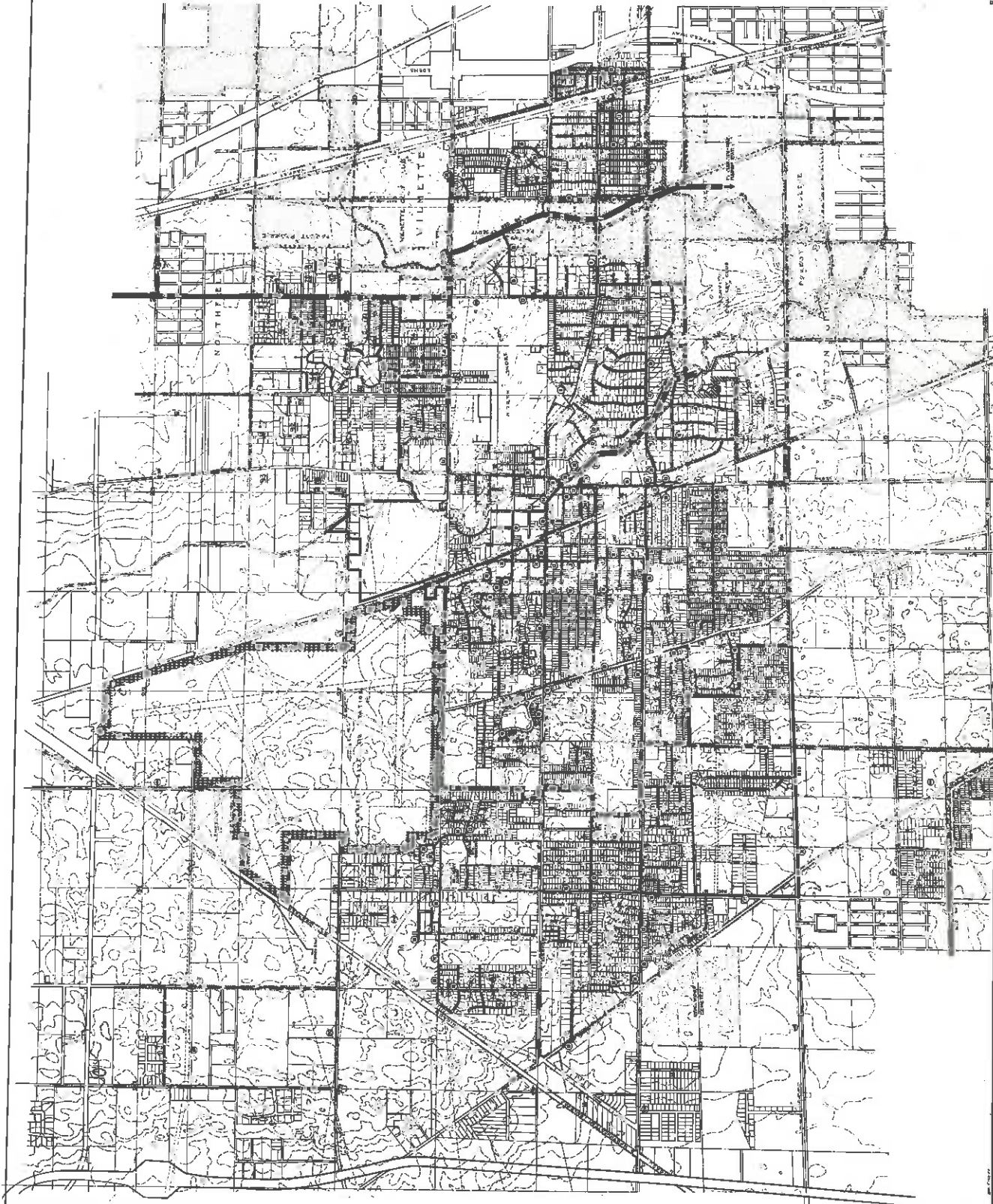


FIGURE 21
VILLAGE OF GLENVIEW
AND JURISDICTIONAL AREA

UTILITIESStorm Water Drainage

Prior to this plan report revision, the Village received a comprehensive survey of its storm drainage system, compiled by the engineering firm of Ciorba, Spies and Gustafson. (An outline of the area studied is shown in Figure 22, the existing storm water drainage system). This existing study indicates problem areas and recommends action to be taken: of important interest is the southwest storm sewer, which is expected to relieve drainage problems in that area. Eventual cost will approximate \$1.5 million. This report should be used as a general guide in the future development of storm drainage.

It is of interest to note that one of Glenview's major drainage courses is completely surrounded by public lands. This alleviates adverse conditions resulting from floods such as have plagued other nearby municipalities. However, development is proceeding along the banks of the westernmost channel. It is recommended that an ordinance be enacted, as a portion of the zoning and building codes, providing for a minimum setback of any building or other structure from a watercourse which is subject to flooding. Engineering studies would be necessary to determine the proper setback to be used. This would provide an additional measure of protection from flooding, and also provide further open areas within the Village.



STANTON AND ROCKWELL
PLANNING CONSULTANTS

STORM DRAINAGE SYSTEM

① DIMENSIONS OF PIPES
IN INCHES

② ALL UNNUMBERED
PIPES ARE 10"

▭ VILLAGE LIMITS CONTIGUOUS
TO OTHER MUNICIPALITIES

▭ VILLAGE LIMITS CONTIGUOUS
TO COUNTY AREA

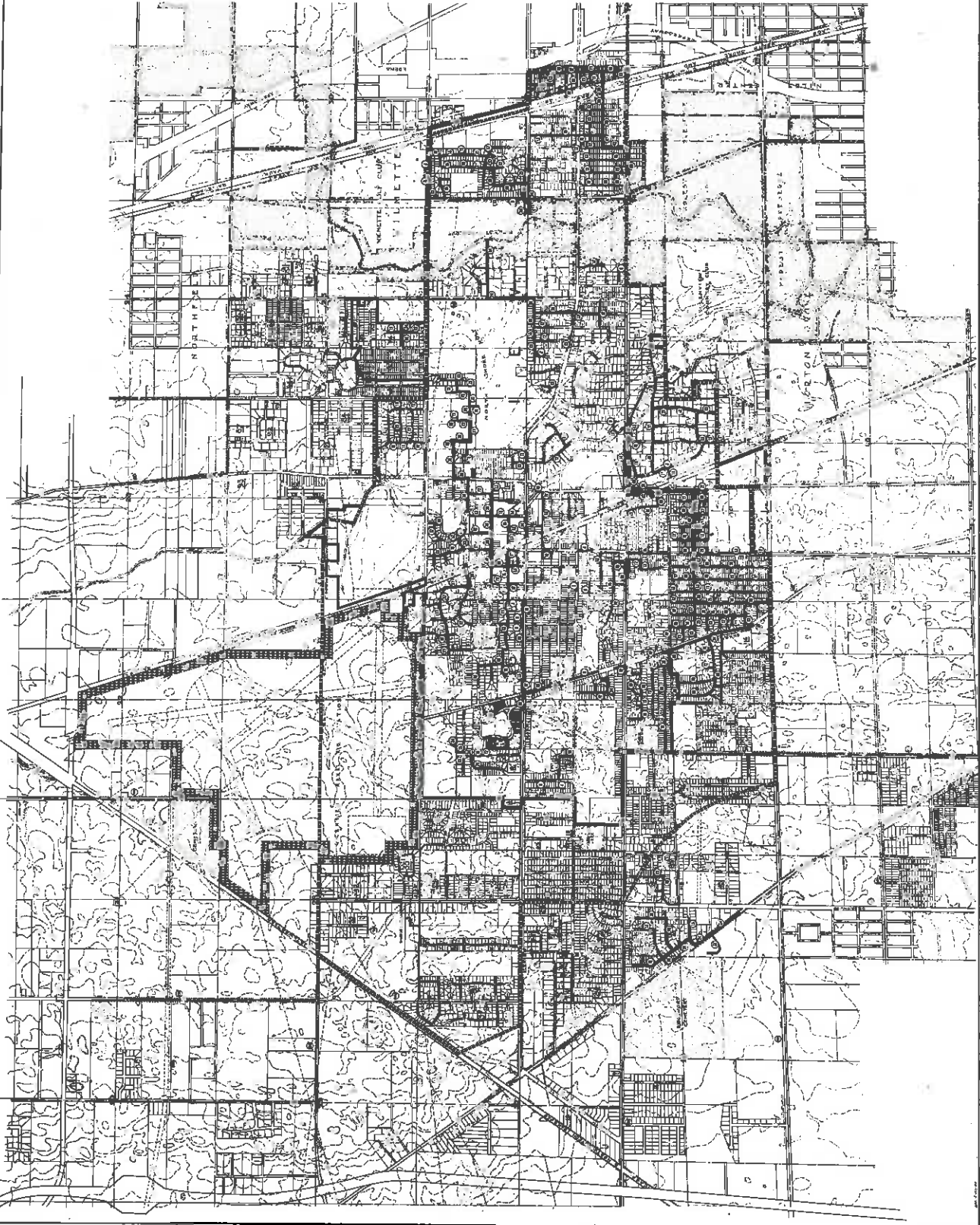


FIGURE 22
VILLAGE OF GLENVIEW
AND JURISDICTIONAL AREA

c h a p t e r TEN

FUTURE LAND USE

This chapter tries to relate, in a generalized manner, the various provisions reached in the sections of this report relating to residential, industrial, and commercial activities. The Generalized Future Land Use Plan, (Figure 23) is a broad concept of the many uses of lands and how they relate to each other within the Village of Glenview and its jurisdictional area.

Generally speaking, the future land use reflects the existing characteristics of development within a given area. No attempt is made to show exact boundaries, but there is a relationship of one district use to another. For instance, as pointed out in the chapter on Commercial Aspects, because of the decreasing importance of the Central Business District as a regional type of shopping center and its tendency toward a neighborhood center, it should be congealed into a smaller unit and commercial activities should be forced together. However, when this is done additional areas must be available for the non-retail type of commercial activities so frequently found along Waukegan Road in Glenview.

On the other hand, as will be noticed in the Industrial Aspects chapter, although Glenview could well afford to have industrial uses within the community, its history and current characteristics of the suburban residential community preclude any large scale industrial development in the community. It does have, however, certain areas suitable for moderately sized industrial sites, and does provide areas for the office and research type of activities. This is especially true along the Milwaukee Railroad and the North Western freight line track within its jurisdictional area.

Relationship of the Generalized Land Use Plan

The generalized land use plan is the first step in determining zoning districts. In fact, the finalized zoning map of the Village of Glenview and its jurisdictional area is a reflection of the generalized land use map, with the additional refinements of existing spot characteristics which must be recognized in the form of legal document in the Zoning Ordinance. The recommended zoning for this area is contained in Chapter ELEVEN, PLAN IMPLEMENTATION.

c h a p t e r ELEVEN

PLAN IMPLEMENTATION

To accomplish the objectives of this Comprehensive Plan Revision report, various administrative steps must be undertaken. The adoption and recording of the Official Village Plan is one step; the adoption and enforcement of zoning regulations and of subdivision requirements is another. These are the two basic administrative tools used in carrying out the Comprehensive Plan. In addition to this, many of the recommended physical improvements of the Plan require action by the Village either in whole or in part. This is reflected in the development of the Capital Improvement Program.

Still another aspect of the administrative controls necessary to successful Plan implementation is the agreement necessary with surrounding and adjoining communities for cooperative action in all planning and zoning proposals occurring in the unincorporated area, yet within their extrajurisdictional powers as provided by the State.

ADOPTION OF OFFICIAL VILLAGE PLAN

The Village of Glenview has, through the adoption of its Initial Plan report, acquired important improvement controls over development in the unincorporated area within a mile and one-half of Glenview's corporate limits. It is our feeling that the Village's position is strengthened in this matter if it provides for a formal procedure for the adoption of the Village Plan and if upon the adoption of that Plan it records the Plan with the County Recorder.

The procedure which we are suggesting is the passage of an ordinance stating that an Official Village Plan has been adopted and itemizing all of the documents of the Village Plan, such as the Plan report itself, subdivision regulations, zoning ordinances, housing codes and related reports referring to the eventual planning and development of the Village of Glenview.

The suggested ordinance for the adoption of the Village Plan is contained in Appendix V.

ZONING

The basic and most important tool provided the Village of Glenview in executing the Plan which it adopts is to enforce a zoning ordinance. Not a plan in itself, the zoning ordinance merely reflects the plan in a stated series of land use regulations. These regulations are based on the execution of a predetermined goal, which in Glenview's case is the eventual adoption of a Village Plan.

c h a p t e r ELEVEN

PLAN IMPLEMENTATION

Existing Zoning Ordinance

Glenview, since approximately 1928, has been operating with a zoning ordinance which has been amended from time to time. Recently there have been piecemeal amendments to the zoning ordinance which have changed district boundaries and added new districts to the ordinance, and in some instances have changed requirements within previously established districts. (Existing zoning districts of Glenview and adjoining municipalities are shown in Figure 24.)

Currently the Village Board has appointed a Committee to review the existing ordinance. Inasmuch as copies of the proposed revision have not been available, the following recommendations have been based on the existing ordinance and all of the amendments made available to us as of July 1960.

In making our recommendations covering amendment to the existing ordinance and the zoning district delineations on the zoning map, we have studied the Village area intensively with regard to existing land uses, character of the developments in the area as they relate to lot size and character of improvements, as well as potential development. The jurisdictional area, as outlined in this planning report, has been reviewed just as intensively with respect to its type and character of development. The following recommendations are comprised of (1) general requirements to be included in the zoning ordinance, (2) new or revised classifications and their specific regulations, and (3) the application of our recommended zoning to specific problem areas within the Village. The recommended zoning is shown in Figure 25.

General Requirements

Probably the most important principal zoning concept which we most strongly recommend is the revision of the zoning districts to provide for "exclusive" districting. This merely means that the districts in themselves would have an exclusive use, such as "commercial" rather than the accumulated "types of uses." The present ordinance under Business zoning provides, not only for business, but also for single-family and multiple-family uses. Even in a single-family residence area, where the basic use allowed is a single-family residence, it is better to list the specific uses provided in the ordinance than to refer back to a previous use district, which may or may not allow specific items inappropriate to, for instance, a smaller lot size area. Generally, in the largest lot size area of a half-acre or more, various types of agricultural uses are allowed, or possibly the keeping of domestic animals. While this provision might be allowable on an acre or half-acre zone, it is definitely not realistic to anticipate that housing these same domestic animals; horses, chickens, or large numbers of dogs, is a reasonable use for lot sizes in the 60' to 75' frontage bracket. This exclusive zoning concept

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PLAN IMPLEMENTATION

becomes even more important when we discuss the commercial classifications later in this chapter. Specifically, provisions should prohibit residential buildings in the O & R and Light Industrial classifications and prohibit ground floor or main floor residential uses in any of the commercial areas.

An example of the "accumulative" type of ordinance is found in the fact that the apartment development on Waukegan Road is actually developed under the Glenview "D" Business classification. Under this classification, the front yard, side yard and rear yards differ greatly from the "D" Apartment classification, in which it would logically fall. Under "D" zoning, there could have been a much greater appearance of density and congestion than now exists.

The zoning ordinance currently provides for newly annexed properties to be classified in the "A-4", 9,356 square feet Minimum Residential District. Revision of the ordinance should be made either to place all annexed areas in the "A-1" One-Acre Residential District for appropriate zoning, to be established by the Board of Trustees after recommendation of the Plan Commission, or to be immediately placed in the zoning classification indicated on the zoning map. As Glenview annexes to the west and north, the "A-4" zoning may be inappropriate for the area.

Special Uses

It is recommended that Glenview include a "Conditional Use" provision in its zoning ordinance. This technique provides a means for allowing infrequent types of land use, which are normally desirable and necessary within a community, but could be potentially incompatible with uses usually allowed in either residential, commercial or industrial zones. Usually they are based on the fact that they cannot be categorized in any given use district or zone without the danger of excluding desirable uses or including dangerous ones. Included as conditional uses would be cemeteries, churches, golf courses, hospitals, schools, public buildings, parking areas and public utility facilities. The general concept is to allow these in any use district, provided conditional permission is obtained from the proper legislative body after public hearing. A "conditional" use would be allowed within defined limitations which would permit its operation in any use district and yet be compatible to the surrounding uses. (Suggested regulations for conditional use provisions are included in Appendix VI.)

The conditional use provisions would tend to prohibit incompatible uses, such as churches in the center of the Central Business District. However, where there are existing facilities which would fall under conditional uses, these could be allowed without being detrimental or acting as wedges in rezonings of the surrounding area. An example of this is the Maryknoll development north

chapter ELEVEN

PLAN IMPLEMENTATION

of the proposed East Lake Avenue extension, which is currently zoned Multiple-family. The mere fact that this area is zoned for apartments could lend credence to additional apartment zoning requests in the area where they may not be justified. However, if this situation were protected by a conditional use, such limitations could be imposed upon the use of the property so as to preclude any detrimental influence upon the surrounding area.

Form of District Regulations

It is recommended in the comprehensive amendment of the zoning ordinance that all of the factors which pertain to a specific zoning district be included in that district's regulations. For instance, the present ordinance currently provides for the permitted uses in one section, height limitations in another, side yards in a third, etc. for all the various districts involved. However, in the "F" Light Industrial and "O & R" Office and Research District regulations, all of the regulations are contained in the appropriate section. For ease in using Glenview's Zoning Ordinance, all of the regulations with specific reference to that district should be within that section heading. Where there is a schedule such as that for off-street parking or for off-street loading which would apply to any and all district in the zoning ordinance, these could and should remain as separate sections applying to all of the others.

District Classifications

In order to accomplish the ends suggested in this Plan Revision report, we are suggesting that two new classifications be established: one in which all public lands, buildings and publicly owned open spaces would be included, and the second a classification in which a new single-family residential zone of approximately 12,000 sq. ft. in lot area would prevail. In addition, to provide for and encourage the various commercial activities now existing in Glenview the various business classifications have been realigned into four commercial classifications, which are as follows:

1. Neighborhood business.
2. Retail business.
3. Commercial non-retail business.
4. Regional service business.

It is apparent from our review of the existing development in Glenview that some of the undeveloped areas and areas currently zoned for "A-4", would more reasonably be included in a "A-3" zone. However, the current provisions of the

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PLAN IMPLEMENTATION

"A-3" district provide that the A-3 district cannot be applied to any areas annexed to the Village of Glenview. In certain instances along the south and south west area of Glenview, it would be a hardship and inconsistent with the existing development to impose a zoning classification greater than "A-3." Therefore, it is our recommendation that the reference to new annexed areas in the "A-3" classification be deleted if the recommended zoning as proposed is adopted.

If all of the above recommendations were adopted by the Village of Glenview, they would result in minor changes throughout the ordinances which we are not listing herein. For instance, if all the public lands and open spaces are put in a separate classification, and all churches are put in a conditional use category, then church uses (and parks, schools, etc.) would be deleted as permitted uses in the "A-1" or subsequent districts.

Public Lands, Buildings and Open Spaces

Because of the large amount of public land holding in and around Glenview, such as the Naval Air Base and the Cook County Forest Preserve, it seems unreasonable to zone these properties for a use which may or may not ever develop. Appendix VII is a suggested regulation for the public lands, buildings and open space district, which would place all properties publicly owned by any Federal, State or other local municipality, as well as cemeteries, into this public land classification. The criteria for placing uses in this classification would be the fact that the use has public ownership and is generally used for public purposes. If any of this area is relinquished from public ownership, provision must be made, of course, that the area be zoned within some other classification before it could be utilized by a private owner.

New 12,000 Square Foot Residential Zone

In reviewing the lot size pattern in areas currently outside the Village of Glenview, it became apparent that in some areas the predominant land use was in the vicinity of 12,000 feet and of somewhat different character than areas within the Village either at smaller or larger lot sizes. The same situation exists north of Glenview, east of Waukegan Road. In addition, the "Tall Trees" development was currently proposing lot sizes of approximately 12,000 square feet in their area. With the predominance of this kind of development in these two areas and the influence of the Air Base on other areas, it was felt that a new 12,000 square foot zoning classification should be imposed in the appropriate areas as well as areas serving as a buffer adjacent to the Air Base on the southwest and northwest edges.

c h a p t e r ELEVEN

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Commercial Districts

All of the areas now zoned in the "C" Neighborhood Business District, "D" Business District and "E" Storage District regulations have been combined and redistributed into four commercial zoning classifications as mentioned above. With the realignment of commercial uses within the proposed zoning classifications, there is definite attempt to try to consolidate retail activity along Glenview Road from the railroad eastward to Waukegan Road. In addition there are outlying neighborhood centers which will provide additional areas. These are shown at Shermer and Glenview, Greenwood and Glenview, Waukegan Road at the north corporation limits, and south at the railroad, at Harmes and Glenview. With the restricted shopping area of the present Central Business District at Waukegan and Glenview Roads, and with the continuing encroachment upon the entire area by other shopping centers (as mentioned in the Commercial Aspects chapter), there should be no great need for outlying areas to serve the immediate population. Suggested provisions for establishing the Retail Business District are contained in Appendix VIII.

The Commercial Non-retail Business District would provide needed area for commercial activities which are not dependent upon retail type operations as their principal livelihood. It is recognized that the commercial life of the Village is dependent upon more than mere retail sales activity, so that provisions for commercial non-retail activities has been made; but these would be relegated to positions on the fringe of the retail shopping areas. The principal locations for the commercial non-retail districts would be along the railroad north of Glenview and at various points along Waukegan Road. Suggested provisions are in Appendix IX.

The Regional Service concept provides for motels, hotels, restaurants, gas stations and other service facilities dependent upon the regional area for support. It was designed primarily to furnish services to transients and a mobile population. Logical locations for regional service areas would be at the principal interchanges with a toll road or Edens Highway, as well as outlying areas along the principal highways in the Glenview area, such as Milwaukee Road and Waukegan Road. Suggested provisions are in Appendix X. Recommendations regarding the "O & R", Office and Research District, were submitted by letter and appearance of the public hearing regarding the creation of this district and have not been reproduced herein.

District Mapping

Table 7, "Recommended Zoning Changes" contains some 45 district boundary zoning changes, which we feel can be justified in effectuating the Village Plan as suggested in this Plan Revision report. The reference numbers are to locations

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shown on Figure 26. The recommended zoning is contained in Figure 25 and existing zoning in Figure 24. The principal area of difficulty in redistricting occurs, as one might expect, in the commercial areas along Waukegan Road. In this regard it must be remembered that the principal purpose is to stabilize the Central Business District and maintain its effectiveness as the principal shopping area for the community. In order to do this, the general concept must be to reduce the amount of commercial area that can be used for retail activities. To this end we have already suggested that the commercial areas be broken down into four classifications, including retail, non-retail, neighborhood business and a regional service type of activity.

Items 22 through 44 in Table 7, "Recommended Zoning Changes" are related to the problem of rezoning Waukegan Road. Although some non-conforming uses have been created through the rezoning pattern established, they are either of an open land use (car sales lot) or a converted residential use (realty office) which can readily be reconverted back to the residential uses which are recommended. Some of the zoning changes contemplated are merely to enlarge the existing "B" Business District to reflect the actual usages of the areas. This is true in the case of the Eagle Store which is now using for the store and related parking an area substantially in excess of that zoned "D". Also, the stores along the south side of Glenview, east of Waukegan, actually are using portions of the "A-3" zone for parking and store areas. Many of the changes listed in this table are self-explanatory if the predominant purpose of these changes is kept in mind; namely, that of encouraging attractive, efficient and effective shopping areas of the Village of Glenview.

The next largest predominant zoning change reflects a change in single-family residence classifications, which more accurately reflects the character and lot size development within the existing area. Among these changes are the items with the following reference numbers: 2, 3, 4, 5, 6, 10, 11. Some of these areas, like reference numbers 3, 4 and 5 are predominantly open areas existing currently as golf courses and therefore providing for a potential continuation of adjoining districts, or they are areas which are of recent annexation and have not been reclassified to fit into a zoning classification which more nearly approaches the character of the area.

There are two other problem areas which have been previously mentioned in the Waukegan Road frontage and which further indicate that perhaps the Village had over-zoned itself in the "D" Commercial classification. The first is the use of the "D" area for the Carriage Hill Garden Apartments. It is recommended that this area be reclassified from "D" to "B". The second is the activity of the National Dairy Products laboratory which does not seem to be one of a Central Business District use, and although the present operation is very desirable to the Village of Glenview, a similar or smaller operation intermingled with the retail operation of the Village would be a detriment to

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TABLE 7. RECOMMENDED ZONING CHANGES (1)

Ref. No.	Present Zoning	Recommended Zoning	Remarks
1.	I	A-4	Small industrial zone, used only by Tavern.
2.	A-3	A-4	Predominant lot sizes in A-4 range, only undeveloped land vacant.
3.	A-1	A-4	Recent annexation.
4.	A-3	A-1	Golf course - Future development a continuation of A-1 Districts east and north.
5.	A-3	A-2	Golf course - Future development continue A-2 from south to abut proposed A-1 on east.
6.	A-3	A-4	Old and recent development in A-4 range.
7.	F.	O & R	Undeveloped tract adjacent to use comparable to O & R to south Shopping Center to west.
8.	A-1	A-3 & B	Apartment zoning to act as buffer between Shopping Center to South and O & R to east and A-3 to north. A-3 continuation of adjoining zone.
9.	A-1	O & R (Conditional Use)	Church property to be conditional use. North Shore Gas Co. property O & R subject to no additional uses. Reflects existing condition.
10.	A-1	A-3	Spot Zone change to surrounding District.
11.	A-3	A-4	Predominant lot sizes in A-4 range, only undeveloped land vacant.
12.	A-4	A-5 (Conditional Use)	Principally church property which is proposed conditional use, beginning of VA-5 district; jurisdictional area proposed.

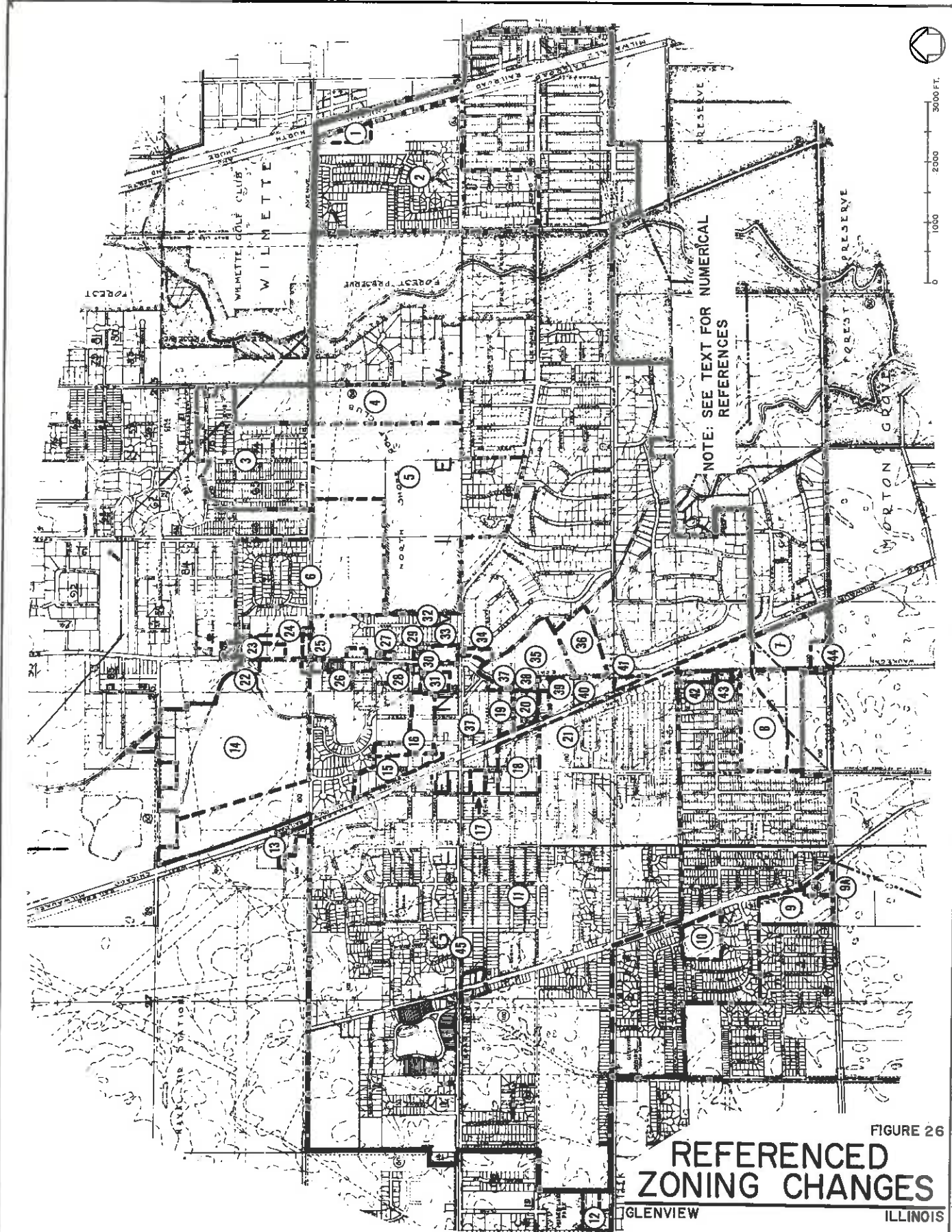


FIGURE 26
**REFERENCED
 ZONING CHANGES**
 GLENVIEW ILLINOIS

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Ref. No.	Present Zoning	Recommended Zoning	Remarks
13.	A-1 & D	A-4	Continuation of A-4 District.
14.	A-1,F,B	A-5 (Conditional Use)	Maryknoll & Lutheran Church to be conditional uses. A-5 zone corresponds to proposed development "Tall Trees" and would continue to include recent annexations.
15.	F,D	C-3	Uses presently correspond C-3 District.
16.	B	A-3 (Conditional Use)	Church to be conditional use. Extension of A-3 area to include some B areas. B areas relocated.
17.	B-	C-2	Use of property is parking lot -- zone to permit use.
18, 19.	B-	A-4	Realignment and relocation of B areas, continuation of adjoining A-4 use (all development).
20.	A-3	A-4	Predominant lot size in A-4 range. If this is not changed then new use of 19 should be A-3.
21.	A-3-	B	Relocation of B District to same strip between railroad and highway adjacent to O & R & B zoning.
<u>WAUKEGAN ROAD</u>			
22.	A-1	C-4	Parking lot area to become C-4 (Restaurant)
23.	D	C-1	Present area to be Neighborhood Business (Jewel, Car Sales, Gas Station, Restaurant)
24.	A-1	A-4	Continuation of A-4 area to east.
25.	D.	C-4	Limit to existing area only. Utility sub-station may be conditional use.

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Ref. No.	Present Zoning	Recommended Zoning	Remarks
26.	D.	C-3	Reflects existing character basically-non-retail in nature - Garden Shop (toys), Gas Station and Poultry sales the exceptions.
27.	D	C-3	Limit to existing string from Bank to Laundry - all non-retail in nature. Includes two residences, school office Glenview Arcade, etc.
28.	D	A-3	Number of existing residences and car lot to remain residential.
29.	D	A-3	Number of existing residences and converted residence to realty office to remain residential.
30.	D	C-4	Two corners containing Gas Stations -- limit to existing property.
31.	B	C-2	Area now used by Eagle for parking to be zoned C-2 (applies only to property used).
32.	D-	A-3	Residences to remain residential.
33.	D	C-2, A-3	Confine each use to area now occupied.
34.	A-3	C-2	Extension at C-2 District to include store and parking now zoned residential.
35.	D	O & R	National Dairy Products Laboratory.
36.	D	B	Carriage Hill Garden Apartments.
37.	D	C-3	Existing buildings only; non-retail in nature.
38.	D	B	Strengthening of C zoning by consolidating-relocating of apartments along Waukegan Road.

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Ref. No.	Present Zoning	Recommended Zoning	Remarks
39.	D	C-4	Gas Station only.
40.	D	B	Extension of apartment area, for consolidation of C zoning.
41.	D	C-1	Existing area from bowling area to Hamburger Stand to become Neighborhood business - Water Tank a conditional use.
42.	D	C-3	Existing uses now non-retail in nature.
43.	A-1	A-2	Extension of A-4 zone into area with initial residential development of larger lot sizes. Leaving as small A-1 area is not justified.
44.	D & A-1	C-4	Businesses are of a regional nature limit to extension of existing development along Golf Road.
45.	D	C-1	All business along Shermer at Glenview to become Neighborhood Business.

- (1) It is assumed: (1) that D unless otherwise stated becomes C-2 Retail District.
(2) Neighborhood Business becomes C-1

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TABLE 8. COMPARISON OF ZONING DISTRICT AREAS

<u>Zones as of February, 1954</u>		<u>Zones as of April, 1959</u>		<u>Zones Recommended Within Present Village Area</u>	
	<u>Acres</u>		<u>Acres</u>		<u>Acres</u>
				PL	412.7
F	24.2	F	157.4	F	44.0
E	0.3	E	0.3	E	0
D	70.0	D	103.8	D	33.4
				C-4	2.6
				C-3	21.2
				C-2	43.0
				C-1	7.6
C	2.3	C	9.3		
B	48.9	B	60.2	B	78.4
		A-4	14.2	A-5	99.2
A-3	2,166.0	A-3	2,125.9	A-4	1,017.1
A-2	327.3	A-2	330.6	A-3	667.9
A-1	82.8	A-1	271.8	A-2	516.4
				A-1	130.0
	2,722.2		3,073.5		3,073.5

TABLE 8.

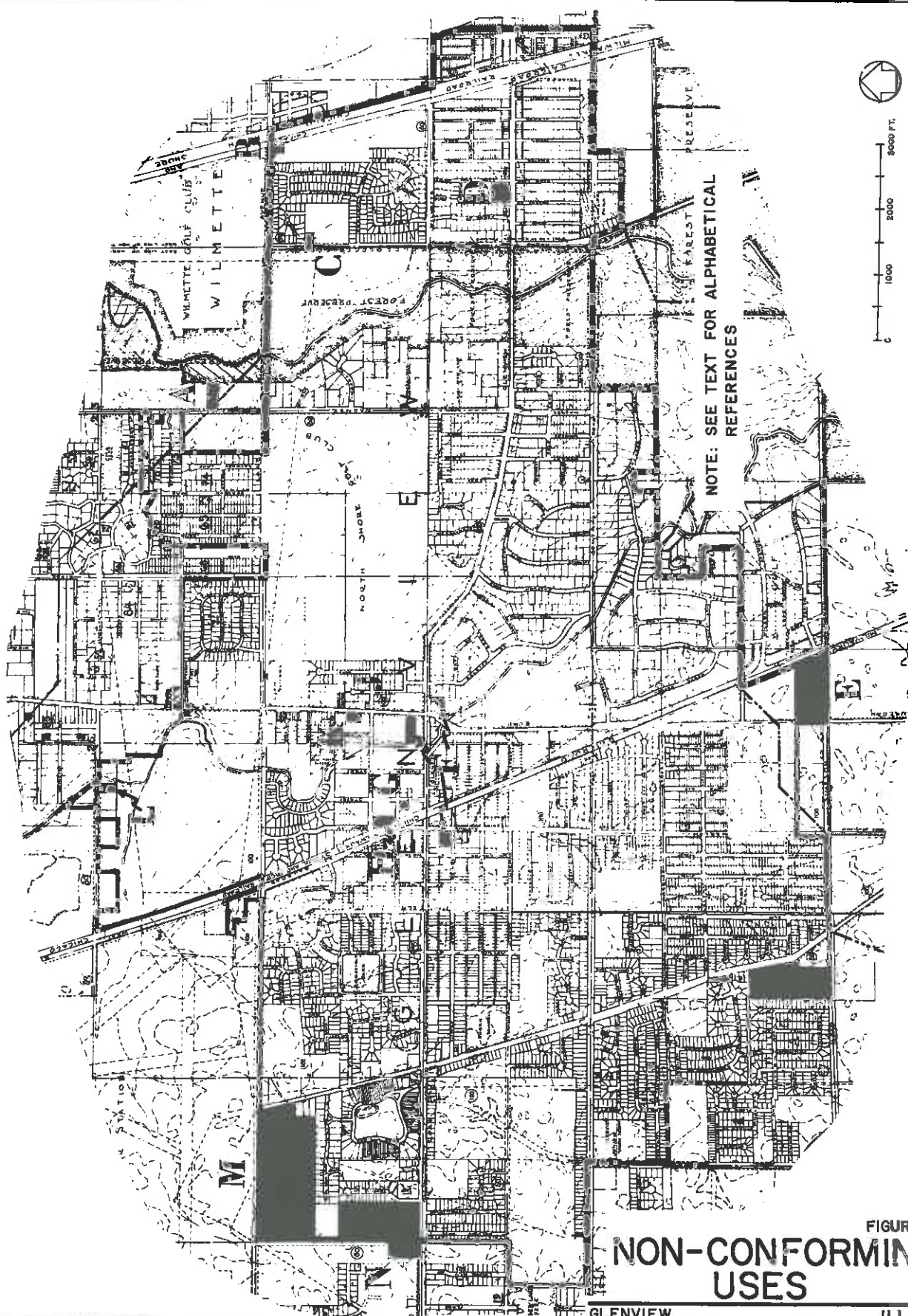


FIGURE 27
**NON-CONFORMING
 USES**

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TABLE 9. EXISTING & PROPOSED NON-CONFORMING USES (PRIOR USE) -
VILLAGE OF GLENVIEW

Ref. No.	Use	Non-conforming in	
		President Ordinance	Proposed Ordinance
A	Tavern	x	x
B	Tavern	x	x
C	Restaurant	x	x
D	Garden Shop - Food Market	x	x
E	Bar-B-Que	x	x
	Gas Station	x	
	Auto Seat Covers	x	
	Table Company	x	
F	Miscellaneous Extensions of Existing "D" Commercial Dist.	x	
G	Lumber Yard	x	
H	Cleaners, mfg.	x	
I	Northern Illinois Gas	x	(variances not applicable to use of land -- only to regulations within use district)
J	Realty Office		x
K	Car Sales Lot		x
L	Multi-Family	x	x
M	Naval Air Station	x	
N	Nursery	x	(if no retail sales are permitted, suggest conforming.)

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reason it is extremely important and vital that there is a close working relationship between the Plan Commission and the Zoning Board of Appeals so that the maximum effectuation of the Village Plan can be maintained. A partial mutual membership of these bodies would be much in order.

SUBDIVISION ORDINANCE

One of the basic controls of physical development of the Village of Glenview, as well as within its jurisdictional mile and one-half area surrounding the corporate limits, is the enforcement of Glenview's existing subdivision ordinance.

Although the subdivision ordinance currently being enforced by the Village is well constituted and adequate for good subdivision enforcement, there are several points on which we would like to comment. Where our comments are in addition to existing provisions of the ordinance, we refer to the ordinance Section numbers. If the comments are new and do not appear in the present ordinance, no reference number is indicated.

Purpose and Application

We recommend that a broad statement of purpose should be included in all planning ordinances, i.e., subdivision, zoning, housing codes, etc., to give an outline of the end results desired. It is our opinion that this may be helpful in legal defense of provisions of the ordinance. In addition, specific reference of the application of the subdivision ordinance to the one and one-half mile jurisdictional area, as allowed by state statute, should be included.

Exceptions to Ordinance

Anticipating the amendments to the Illinois Plat Act, we have been recommending making certain exceptions to the subdivision ordinance. These include:

- (1) Transfer of land by will or pursuant to court order.
- (2) Leases for a term not to exceed five (5) years, mortgages or easements.
- (3) The sale or exchange of parcels of land between owners of adjoining property, if additional lots are not thereby created and the lots resulting are not reduced below the minimum sizes required by the subdivision ordinance or other applicable laws or ordinances.

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- (4) Divisions of land for agricultural purposes in parcels of ten or more acres not involving any new street or easement of access.

In addition the state amendment provides for other exceptions which can be added to your ordinance from the state law or utilized as a state law provision until other amendments are made.

Flood Plain Provisions

Under Section 18.2-32 of your ordinance, provision has been made to prohibit the residential subdivision of land subject to flooding. Ease of administration can be obtained if standards are established. We suggest the following as an example of these standards.

"In determining the minimum lot areas under this ordinance and to meet the zoning ordinance requirements, both of the following conditions must be met:

1. Ninety (90) percent of the minimum lot area shall be at least two (2) feet above the approximate high water elevation of any lake or stream affecting the area, and
2. Eighty (80) percent of the minimum lot area shall be at least three (3) feet above the highest ground water level as estimated by soil boring test data."

Dedication of Public Open Space

Section 18.2-16 of your ordinance provides for the dedication of public lands and open space. The present quantitative relationship, one acre for each sixty building sites seems inadequate to provide usually accepted area standards for school and park sites. Using national recommended park area standards, and State of Illinois recommended school site sizes, the quantitative relationship of population density would be almost four times as great as presently required. Computation of density requirements has indicated in other communities a dedication of approximately 1 acre per fifteen (15) single family building lots or dwelling units. However, this ratio should be determined on established area standards currently being followed by the School Districts and Park Board.

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Double Standard

Many provisions, i.e., block lengths, easements, provide different requirements for subdivisions within the Village and in the jurisdictional area. This seems to be an unjustified variation and the same standards should apply throughout the entire area to which the subdivision ordinance is applicable.

Improvements - Oversize Design

In our opinion, the Village should reserve the right to require water, sewer, and street designs to provide for a comprehensive extension and coordination of the water and sewer systems into one over-all effective and adequate system. This may extend to requiring, for example, sewers larger than actually necessary to serve the immediate subdivision but adequate to serve properly the areas beyond it. This requirement would necessitate the development of an over-all pattern of sewer and water extensions to provide adequate utility service to yet unsubdivided or serviced areas. Excess costs may or may not be borne by the Village.

Street Right-of-Way Requirements

The requirements currently existing, relating width of right-of-way to section and half-section survey lines, is archaic. Right-of-way requirements should be established to conform to the adopted Major Street Plan regardless of survey location. Our recommended Major Street Plan is contained in Chapter SEVEN, along with recommended street right-of-way widths.

CAPITAL WORKS PROGRAM

The establishing of a planned Capital Improvement Program for the next few years is an important administrative device in achieving the end results proposed in the various sections of the Comprehensive Plan.

The planned Capital Improvement Program is given the name "Capital Improvement Budget". This budget has two major aspects: first, it examines the recent past financial experience of the Village and attempts to project this experience into the future, in order to determine the approximate amount of money available to finance needed or recommended improvements; and second, it combines the total number of improvements and public projects proposed in order that their need can be carefully evaluated and programmed. Whether improvements will be financed on a "pay-as-you-go" basis, or from bond issues, or in conjunction with special assessment projects, they should be scheduled carefully. It has become traditional to adopt these programs on a five or six year basis, this being considered the longest period of time in which it would be realistic to prepare such a program. We favor a five year period.

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The development of the budget must reflect all of the possible capital improvement expenditures which are currently known. These projects may come about as a result of obsolescence or they may be needed to carry out the over-all planning as provided in the Comprehensive Plan. A well thought-out capital improvement program will give the community a clear picture of its future capital requirements, the projects' cost, the method of financing and ability of the community to pay for these projects in relation to the cost of other continuing municipal services and expenditures.

Specifically the program is a time table of major construction projects and other improvements needed by the community to be carried out during the immediate five-year period; however, inasmuch as financing is not always available within a five-year period for all of the projects contemplated within the over-all program, suggested priority listing is prepared for projects scheduled in excess of five years. The projects included in the program must be based upon community need and the comprehensive community development plan.

It should be recognized that the program should be annually reviewed, revised and projected another year ahead to keep abreast of changing conditions. It is a continuing process and to be successful it must be based on the community's ability to pay or finance the proposed projects.

Finally the program, in order to reflect the changing conditions, must be flexible. Inasmuch as Glenview never remains static, changes are necessary for healthful community growth and development.

What is a Capital Improvement?

A capital improvement may be defined as a major improvement or betterment of a non-recurring nature to the physical plan of Glenview, as differentiated from ordinary repairs or maintenance of a recurring nature. This eliminates a great many small items, particularly such pieces of equipment as desks or typewriters, but it does include expenditures for construction, reconstruction, replacement, major repairs, additions or other improvements to public buildings, highways, bridges, parks, playgrounds, utilities or other public works, or any public facility or structural appertenance to any of these, or say, for instance, an expenditure for the purchase of land, building, or structures.

In some communities even urban renewal projects, insofar as capital improvement programs are concerned, are included to develop a means of meeting financial obligations involved during redevelopment activities.

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Depending upon the size of the community, an item which in one community would be considered a capital budget item would not be considered in another. In Glenview such things as the purchase of dump trucks, street sweepers, automobiles, etc., are not considered a capital improvement budget item but are considered as routine replacement purchases.

Advantages of Capital Improvement Programming

There are many advantages to providing a schedule of capital works improvements to provide a community with the large expenditures which will do the over-all community the most good. Among the advantages of a capital works program are the following:

1. To evaluate the necessary community improvements required by the expansion of population consistent with the community's ability to comfortably pay the bill.
2. To maintain a financial stability of forecasting needs and providing the financing in an orderly manner to avoid sharp increases in the tax rate.
3. To provide the community with a factual base on which to judge the worthwhileness of projects benefiting the entire community and will act as a protection from pressure groups attempting to force through "pet projects."
4. All sections of the community are subject to impartial treatment with regard to capital improvement projects.
5. The acquisition of land for schools, parks and other public purposes can be acquired in advance of construction without jeopardizing the price.
6. It provides an interim period available for proper technical design. Thus adequate time can be utilized to design projects to compensate for all probably contingencies.
7. The preparation of a program based on the Comprehensive City Plan for Glenview will provide the Manager, President and Board of Trustees and other budget making authorities the necessary justification for the improvements considered.

PLAN IMPLEMENTATIONExtent of Projects Considered

The Village of Glenview is currently considering many capital improvement projects, which must be considered in any development of an over-all capital improvement program. Among these projects are the improvement of Waukegan Road, the construction of the Southwest Storm Sewer, improvement of Dewes Street from Washington to Shermer, all of which have been initiated.

In addition the Village is currently having a study prepared for the Village water supply and distribution system, which will require several costly projects as outlined in Chapter NINE, UTILITIES.

In March, 1958, a storm sewer study was prepared by engineers. This study recommended certain sewer projects be undertaken by municipal corporate bodies, while other needed storm sewer improvements would be constructed by subdividers under the terms of the subdivision ordinance, or by special assessments.

No estimates of cost were provided in the sewer study, nor will cost estimates be prepared in the initial water study.

Other items which should be considered and placed in the proper relationship in the program are other municipal improvements suggested in this plan of commuter off-street parking lots and street improvements.

In addition to these, the Village of Glenview is considering the probable construction of a Police Headquarters building, a new fire station west of Harlem Avenue and city remodeling. (Report from Special Committee Studying Municipal Facilities, May 18, 1959).

All of these factors must be considered in the development of comprehensive capital Budget for the Village of Glenview.

No attempt has been made in the development of the Budget to reflect the capital items included in the various school districts of Glenview, nor in the various other taxing bodies which do not have a direct bearing on the taxing limitations imposed by state law on the Village of Glenview. However, the greatest benefit from the improvement program which can be derived through the cooperative and coordinating efforts of the Village of Glenview, the various school districts, and the various other taxing bodies proposing capital improvement programs in the near future, will be the objective of trying to maintain a consistent level of taxation without undue tax burden to the Glenview citizens.

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CAPITAL WORKS

Fiscal Review

From a review of 1957 through 1959 current financial data, it is apparent that the Village, through prudent management and fiscal controls, is approaching a continuing balance between expenses and revenues.

The table on the following page is a summary of the Village's revenues and expenses for these three recent years.

The two times that expenses exceeded the revenue occurred in 1958 when revenue from the sale of water decreased substantially and the cost of water purchased by Glenview increased, and in 1959, when the total deficit was about two-thirds of the cost of the improvement of Dewes Street. In addition these figures do not reflect funds remaining from prior years' operations.

The Village is currently in a very desirable position of having a low outstanding bonded indebtedness. Two general obligation bond issues -- Waterworks Improvements, \$480,000 and Library Building, \$161,000 -- have a total outstanding balance of \$641,000. Within the State imposed 5% limitation, over \$3,542,000 of bonded debt is available to the Village. However, in addition to the general debt, there are two outstanding revenue bond issues totaling \$225,000 (Water, \$195,000 and Sewer, \$30,000). Although there are no State imposed limitations on revenue bond financing, there are more practical limiting factors. These factors are the requirement of investors to impose limitations upon existing issues which have to be met before additional issues may be sold, and the estimated net revenues to pay the revenue bonds should be 1.5 times the annual debt requirement.

Table 11, "Glenview's Outstanding Bonded Indebtedness" lists the current bonded indebtedness of the Village by types of bond and by the year when principal payments are due.

Available Financing

The State statutes provide many sources of funds for financing municipal improvements. The principal sources of funds are listed in Table 12 along with the purposes for which the funds can be used and debt limitations.

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TABLE 10. VILLAGE OF GLENVIEW REVENUES AND EXPENSES 1957, 1958, 1959

<u>Revenues</u>	<u>Year Ending April 30,</u>		
	<u>1957</u>	<u>1958</u>	<u>1959</u>
<u>General Funds (1)</u>			
General Property Taxes			
General Corporate	\$ 151,426	\$ 165,457	\$ 187,363
Road & Bridge	10,766	11,129	12,644
Sales Tax	67,418	72,935	67,407
Fines & Costs	8,132	11,604	11,878
Licenses & Permits			
Vehicle	62,998	71,912	76,958
Business	9,593	10,178	11,651
Building Permits	33,016	11,423	16,542
Plumbing	6,648	1,748	1,896
Dog Licenses	569	629	648
Interest	5,646	4,420	1,948
Other	1,240	875	691
Engineering Fees	- - -	- - -	2,206
	<hr/>	<hr/>	<hr/>
<u>Total General</u>	\$ 357,452	\$ 362,310	\$ 391,832
<u>Water Fund</u>			
Sale of Water	\$ 160,587	\$ 150,120	\$ 212,036
Interest	1,450	2,774	2,120
Other	25,370	7,569	10,882
Sale of Land	12,500	- - -	- - -
	<hr/>	<hr/>	<hr/>
<u>Total Water Fund</u>	\$ 199,907	\$ 160,463	\$ 225,038
<u>Sewer Fund</u>			
Charges	\$ 23,822	\$ 25,933	\$ 28,171
Interest	1,445	1,966	2,096
Connections	18,585	4,620	4,130
	<hr/>	<hr/>	<hr/>
<u>Total Sewer</u>	\$ 43,852	\$ 32,519	\$ 34,397

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PLAN IMPLEMENTATIONTABLE 10. VILLAGE OF GLENVIEW REVENUES AND EXPENSES 1957, 1958, 1959

<u>Expenses</u>	<u>Year Ending April 30,</u>		
	<u>1957</u>	<u>1958</u>	<u>1959</u>
<u>General Funds - (1)</u>			
Administrative	\$ 52,722	\$ 54,102	\$ 52,657
Public Works	79,291	81,470	111,910
Police Dept.	98,760	118,859	150,204
Fire Dept.	12,638	15,666	16,223
Health Dept.	591	1,474	3,257
Buildings & Grounds	20,499	13,376	11,090
Employees Retirement	7,977	8,828	10,520
Debt Retirement	57,024	59,790	57,338
	<hr/>	<hr/>	<hr/>
<u>Total - General Funds</u>	\$ 329,501	\$ 353,565	\$ 413,199
<u>Water Fund</u>			
Operating Expenses	\$ 145,412	\$ 157,661	\$ 160,782
Debt Retirement & Reserves	8,534	8,259	21,253
	<hr/>	<hr/>	<hr/>
<u>Total Water Fund</u>	\$ 153,946	\$ 165,920	\$ 182,035
<u>Sewer Fund</u>			
Operating Expenses	\$ 10,304	\$ 12,517	\$ 11,723
Debt Retirement & Reserves	2,839	2,688	2,525
	<hr/>	<hr/>	<hr/>
<u>Total Sewer Fund</u>	\$ 13,143	\$ 15,205	\$ 14,248
<u>Summary</u>			
Excess of Revenues:			
(Expenses)			
General	\$ 27,951	\$ 8,745	\$ (21,367)
Water	45,961	(5,457)	43,003
Sewer	30,709	17,314	20,149

(1) General and related funds as provided in the Village breakdown

(page 2 of 2) TABLE 10.

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PLAN IMPLEMENTATIONTABLE 11. OUTSTANDING BONDED INDEBTEDNESS AS OF APRIL 30, 1950

	<u>General Obligation Bond</u>		<u>Revenue Bonds</u>	
	<u>Water Works Improvement</u>	<u>Library</u>	<u>Water Revenue</u>	<u>Sewer Revenue</u>
<u>Principal Amount</u>	\$600,000	\$193,000	\$235,000	\$65,000
<u>Year</u>				
1960	30,000	9,000	10,000	5,000
1961	30,000	10,000	10,000	5,000
1962	30,000	10,000	10,000	5,000
1963	30,000	10,000	10,000	5,000
1964	30,000	11,000	10,000	5,000
1965	30,000	11,000	10,000	5,000
1966	35,000	11,000	10,000	
1967	35,000	12,000	10,000	
1968	35,000	12,000	10,000	
1969	35,000	12,000	15,000	
1970	35,000	13,000	15,000	
1971	35,000	13,000	15,000	
1972	45,000	13,000	15,000	
1973	45,000	14,000	15,000	
1974			15,000	
1975			15,000	
<u>Total</u>	\$480,000	\$161,000	\$195,000	\$30,000

PLAN IMPLEMENTATION

TABLE 12. POSSIBLE SOURCES OF FUNDS FOR CAPITAL IMPROVEMENTS

Source of Revenue	Purposes	Limitations
1. <u>General Funds</u>		
(1) Property Tax	Any	No limitation by referendum
(2) Sales Tax (now \$67,000)	Any	Limited by amount of collection.
(3) Utility Tax (not now used)* Any		Limited by amount of collection.
2. <u>Parking Meter Funds</u>		
Revenue funds (not now used)	Acquisition, maintenance operation, on & off-street parking sites, enforcement lot improvement.	Limited by amount of collection related to rates.
3. <u>Motor Fuel Tax</u> (1959 \$75,900 per year)	Streets, curbs, sidewalks, and related storm drainage.	Unlimited as to arterial streets; 25% previous year's allocation to non-arterials. May be pledged to retire G.O.'s. May add 10% of mileage per year.
4. <u>Special Assessment</u>	Streets, curbs, sidewalks, drainage, parking lots, and parking decks when included as part of street improvement.	None. Village share paid by special levy.
5. <u>General Obligation Bonds</u>	Any	5% of assessed valuation.
6. <u>Revenue Bonds</u>	Sanitary Sewers, water, parking lots and meters.	As established by existing Revenue bond ordinances & coverage required by fiscal market. (1.5 times amount utilized by bonds.)

*1955 Legislature allowed 5% Utility levy.

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Financing from the property tax is available in three general areas:

- (1) Providing General Operating funds.
- (2) Repayment of General Obligation Bonds.
- (3) Payment of the Village's portion of Special Assessments.

Monies received from the property tax for General Fund purposes are rarely sufficient to provide all of the general municipal services desired. For example, in the fiscal year 1959, general property taxes covered only about 45% of the general fund expenses. The remainder was made up of various licenses and permit fees, fines and sales tax. Vehicle sticker fees also are restricted to street and bridge maintenance and improvements and traffic control costs. For this reason, no General Fund monies, except minor street and traffic improvements are anticipated to be available for capital budget improvements.

On the other hand, General Obligation bond financing, to be repaid from property tax collections, is available to a maximum limit of over \$3 1/2 million.

In addition, general property tax revenue is available for payment of public benefits on Special Assessment projects.

Sales Tax funds are currently being used for operating expenses and it is anticipated that a major share of this revenue will continue to be utilized in this manner.

Currently, the Village does not levy a Utilities tax or have parking meter revenue. It is not recommended that either the utility tax or installing parking meters be adopted. It is, however, recommended that a charge for commuter parking be made, which funds should be used for the maintenance and improvement of existing lots as well as requisition and improvements of future commuter lots. (See Chapter SEVEN)

Motor Fuel tax refunds from the State are currently running about \$75,000 a year. These funds can be used either for the maintenance or improvement of state approved arterial streets within the Village. It is anticipated that these funds will continue to be used for various street improvements as in the past; i.e., Dewes Street railroad crossing, and will be available for capital budget improvements. Also, motor fuel tax refunds can be used to repay general obligation bond issues used for street improvements, and therefore avoid additional tax levies on the property tax roll.

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Special Assessment financing has not been considered for capital improvement financing of projects of general Village-wide benefit. Inasmuch as special assessment funds are not being considered, improvements of a local nature -- sewers, water or street improvements in a local subdivision -- have not been listed on our capital improvements schedule. However, as these local improvements become necessary, the projects should be included in the annual revisions of the budget.

Revenue Bond financing very definitely has been considered as a means of financing the capital improvements budget items for revenue producing improvements -- water and sewer. The Village currently has both water and sewer revenue bonds outstanding.

County, State and sometimes Federal funds are available on certain major street improvements and scheduling of these projects should be made to take advantage of this participation. The improvement of East Lake Avenue extension is an example of joint participation by these agencies.

Capital Improvements Budget

Glenview financially seems to be capable of handling a relatively large capital improvements program without sacrificing a continuing adequate level of municipal service for its citizens. The Village in 1958 had an assessed valuation of in excess of \$60 million. The 1959 assessed valuation had increased to \$70,800,000. Based on past experience, a conservative estimate would indicate that the assessed valuations will increase by about \$5 million each year. As was stated earlier, on this basis, a capital budget program of \$3 1/2 million could be initiated and still be within the five percent bond limitation.

The Glenview assessed valuation is anticipated to increase at an approximate \$5 million annual rate. Even with the decrease in number of building permits, an increased assessed valuation per permit is expected with the development of multiple-family, non-residential and higher priced residential structures, and with the additional valuations acquired through annexation.

However, it does not seem that imposing a tax burden necessary to repay a \$3 million capital improvement program on the citizens at this time is justified. Therefore, the capital budget program herein proposed (Table 14), utilizes approximately three-quarters of the bonding power over the five-year period. In addition, wherever possible the financing charges of sewer and water bonds should be paid from the revenues of these operating utilities, and accordingly revenue bond financing has been indicated where it is possible.

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A seven-year review of assessed valuations follows.

TABLE 13. ASSESSED VALUATIONS - 1953-1959

Year	Valuation	Increase
1953	\$32,774,827	
1954	34,992,657	\$ 2,217,830
1955	45,355,225	10,362,568
1956	49,463,495	4,108,270
1957	54,648,781	5,195,286
1958	60,062,754	6,503,973
1959*	70,859,725	10,796,971

*Quadrennial reassessment.

However, it does not seem that imposing a tax burden necessary to repay a \$3 million capital improvement program on the citizens at this time is justified. Therefore, the capital budget program herein proposed (Table 14) utilizes approximately three-quarters of the bonding power over the five-year period. In addition, wherever possible the financing charges of sewer and water bonds should be paid from the revenues of these operating utilities, and accordingly revenue bond financing has been indicated where it is possible.

To assign a priority to the many projects listed throughout this Plan report and in this section is extremely difficult. In determining priorities an attempt is made to reflect the known projects which the Village has considered in recent years for improvement and those projects for which there seems to be an indication of a special desire. For instance, as a result of the present thinking to remodel the existing police station to provide facilities for the police department, the addition to the Village Hall and remodeling of the Village Hall has been relegated to a later date in the over-all program. The streets and traffic pattern in Glenview will be a key to future commercial and residential development; therefore, high priority has been granted streets involved in the over-all program. The same is true of providing for the additional commuter parking lot in the vicinity of the railroad station.

Although the Village has indicated that it does not want Federal Planning Grants, monies are available on a long-term, interest-free loan basis for planning or public works projects, to be paid back when the projects are constructed. It is suggested that these loans be investigated to provide monies for the immediate planning of both Major Street improvements and water and sewer additions.

In developing the Capital Budget (Table 14) we were handicapped through the lack of reasonable cost estimates for the projects involved. Where these projects were proposed as a part of the recommended improvement of this Plan Revision Report, definite estimates have been included.

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In both the storm sewer and water improvements, neither figures nor quantities were provided, so that a basis for determining costs was not available. We have used the cost figure, \$1,500,000, for the southwest storm sewer which is the current anticipated cost.

In developing Table 15, Bond Retirement Schedule, an attempt has been made to maintain about an equal level of retirement after 1967, reflecting both an increased capital program consistent with the increase in assessed valuation.

The Capital Budget shows the needs of the Village to be expensive. But on the other hand, it also indicates that with prudent and planned financial administration the Village can obtain the improvements needed.

INTER-VILLAGE COOPERATION

Another step in achieving the objectives and implementation of the recommendations contained in this planning document can result through the cooperative efforts of municipalities who have adjoining boundaries or conflicting spheres of extra-jurisdictional authority as granted by State Law.

It is a well recognized fact that the Village of Glenview cannot plan for the corporate area as well as its jurisdictional area in a vacuum. The effect of its planning along its peripheral edges has a direct bearing on the effect upon the development of its adjoining areas as well as the reverse situation of neighboring communities.

For example, Glenview must recognize what Northfield is doing on Glenview's north boundary as well as what Morton Grove and Niles do along its south boundary. The same is true in that these communities must recognize the goals of the Glenview Plan in zoning and land use proposals along the common boundaries.

Probably the most important area where agreement should be reached with adjoining communities is in the area where the influence of the community can be exercised upon the unincorporated areas. The existing State statutes are not clear as to which community has primary jurisdiction over unincorporated areas which lie within the one and one-half mile jurisdictional area of more than one community if each exercises its right of subdivision control in the unincorporated area through the adoption of an Official City Plan.

As a practical matter, all of the communities involved in a conflicting jurisdictional area should be definitely interested in either assuming or relinquishing definite controls within the unincorporated jurisdictional area.

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TABLE 14. CAPITAL IMPROVEMENT BUDGET

Item	Financed by				Total
	Revenue Bonds	G.O. Bonds	Assessment	(b) Other	
(in \$000s)					
<u>To be Initiated During First Five Years</u>					
<u>1961</u>					
Waukegan Road (Dewes to Lake)		\$225		\$355	\$580
Sidewalk Improvements		100			100
Emergency Water Connection	(a)				(a)
Southwest Storm Sewer			1,200 ^(d)	300	1,500
<u>1962</u>					
Additional Water Storage	(a)				
Dewes Street Widening		72 ^(c)			72
Church Street Extension		80 ^(c)			80
Lehigh-Lake Intersection		20		50	70
<u>1963</u>					
Commuter Parking Lot Glenview Road - Greenwood to Harlem		50 ^(e)			50
Water Booster Station	(a)	450		150 ^(f)	600
<u>1964</u>					
Grove Street Widening Railroad to Waukegan		65 ^(c)			65
Church Street Widening Glenview to Grove		30 ^(c)			30
<u>1965</u>					
Harms Road - East Lake to Glenview		115		115	230
Water Distribution Revamping	(a)				

(a) No costs available.

(b) State and/or county participation.

(c) Repaid in part from motor fuel tax refunds.

(d) Public Benefit may be paid from special levy.

(e) To be paid in part from Commuter revenues.

(f) Portion outside Village limits.

(g) Construction in conjunction with development of area.

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TABLE 14. CAPITAL IMPROVEMENT BUDGET

<u>Future Projects</u>	<u>Total</u>
Addition to Village Hall & remodeling	\$300
Fire Station, west end	(a)
Park Manor Relief Sanitary Sewers (g)	(a)
<u>Streets - 1st Priority:</u>	
Glenview Rd. from Waukegan Rd. to Edens Hwy.	960
Harlem Av. from Golf Rd. to Glenview Rd.	480
Greenwood from Golf Rd. to West Lake Av.	880
Church St. from Glenview Rd. to Groves	30
<u>Streets - 2nd Priority:</u>	
Glenview Rd. from Harlem to Waukegan Rd.	190
Central Av. from Toll Road to Greenwood	470
Railroad Av. from Dewes to Grove	60
Lehigh from Glenview Rd. to West Lake	330
West Lake Av. from Lehigh to Waukegan Rd.	290
Wagner Rd. from Willow Rd. to Glenview Rd.	780
Waukegan Rd. from Golf Rd. to Dewes St.	460
Central from Greenwood to Harlem Av.	550
Waukegan Rd. from East Lake to Willow Rd.	710
Shermer Rd. from Golf Rd. to East Lake Av. Extension	530
<u>Streets - 3rd Priority:</u>	
Sunset Ridge from Willow Rd. to East Lake Av.	550
Washington from Golf Rd. to Glenview Rd.	400
Glenview Rd. from Central to Greenwood via Dearlove	560
Washington St. from Lehigh to Dewes St.	60
Pfingsten Rd. from Milwaukee Av.	850
Harms Rd. from Golf to Glenview Rd.	290
Harrison from Harms Rd. to Edens Hwy.	230
Lehigh from East Lake Av. to Willow Rd.	410
Potter from Golf Rd. to Dearlove	360
Landwehr from West Lake to Willow Rd.	390
Water - Revamping of Water Distribution System	(a)
Storm Sewers - Enclosing Drainage Channel - Village Garage	(a)

PLAN IMPLEMENTATION

TABLE 15. GENERAL OBLIGATION BOND RETIREMENT SCHEDULE

Year	Outstanding Water Impr.	Library Bldg.	Proposed Sidewalk Impr.	(Suggested 20 yr. maximum life) Street Improvements				Total Bonded Debt	Total Annual Payment	Anticip. Assessed Valuations	% Maximum Debt Limit Available
				Waukegan Rd.	1962	1963	1964				

Total	480	161	100	255(1)	172	500	95	115			
1960	30	9							741	49.5	70
1961	30	10	10	12					996	75.6	75
1962	30	10	10	12	10				1,106	86.1	80
1963	30	10	10	12	10	20			1,534	120.3	85
1964	30	11	10	12	10	20	5		1,537	153.4	90
1965	30	11	10	15	10	20	10	10	1,536	162.1	95
1966	35	11	10	15	10	20	10	10	1,415	177.1	100
1967	35	12	10	15	10	20	10	10			105
1968	35	12	10	15	10	20	10	10			110
1969	35	12	10	15	10	20	10	10			115
1970	35	13	10	15	10	20	10	10			120
1971	35	13									125
1972	45	13									130
1973	45	14									
1974											

Schedule future years principal repayments correlated with each additional year's Capital Improvement requirements.

I n c r e a s e

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This control is necessary to provide for adequate background data to create a single community environment, provide the bases for planning of adequate municipal services, plan for the continuity of major traffic and transportation systems, as well as provide for comprehensive, sound development of the environs of all of the municipalities involved, both with regard to present and future requirements of these municipalities.

Historically, the Village of Glenview has participated in discussions with neighboring communities, trying to arrive at the delineation of planning jurisdictional boundaries. The Village has executed an agreement with the City of Park Ridge whereby they limit themselves to a planning jurisdictional area coincident with the planning area covered by this Plan report. Although no actual written agreement exists with the Village of Northfield, recent experience has shown that there is a definite feeling of cooperation between the two villages, as illustrated in the Cook County rezoning hearings along Waukegan Road within the common jurisdictional planning areas north of Glenview and west of the Village of Northfield.

Originally an attempt was made to formalize some agreement between Northfield and Glenview, but this has never been completed. The same kind of cooperation was solicited with Northbrook and Morton Grove, However due to problems involved in philosophies of planning and the potential uses of areas, as well as disagreements as to the area to be contained within the sphere of influence, no agreements of cooperation have been formalized.

It is in these areas where there is a difference of opinion as to what land uses or zoning should be applied, and where there is a conflict of which community should exercise extra-jurisdictional authority, that some agreement must be reached. It seems apparent that if there is apparent agreement on land uses and spheres of influence, cooperation will be achieved whether an agreement is formalized or not. It is in those areas where there is a conflict of opinion that the procedure of trying to formalize an agreement between the villages is the method used in arriving at an agreeable transition of land uses within the adjoining areas. It also provides for future delineation of spheres of influence for the respective villages.

Naturally, there are certain factors which cannot be recognized in an agreement between two communities. One of these factors is the County, a third governmental body which has primary zoning jurisdiction over the unincorporated area. In addition, an agreement between two villages could not recognize the desires of the property owner involved, nor can it anticipate continued economic influences any more than an existing comprehensive planning document can be forever binding. Flexibility and change must be recognized as a possibility, with continuing cooperation and possible revision of the written agreement always a distinct possibility.

PLAN IMPLEMENTATION

The Village of Glenview, in its exercise of the authority it has, can conflict with no less than nine other municipal corporations. The nine corporations involved and the areas of overlapping jurisdiction are shown on Figure 28. Also shown are the suggested limits of jurisdiction which seem to be apparent at this time. With each annexation of areas to any of the nine villages, this jurisdictional map would change and compound the present overlapping problem of jurisdiction until such time as all of the unincorporated area involved would be contained within a municipal body.

From the apparent conflicts which could arise through application of the jurisdictional authority provided in the adoption of a Plan, it seems apparent that the Village should renew as soon as possible meetings with adjoining municipalities to facilitate the interchange of ideas, information and general planning concepts.

It is recommended also that some form of written agreement should be the outgrowth of these meetings only so far as these written documents might tend to crystallize the general feelings of all the communities involved.

Although the form of the agreement could be by resolution, ordinance, or just a series of letters, we feel that the agreement should at least consider the three following factors:

- (1) The establishment of a primary control area within the jurisdictional province established by state law. This would provide that within the jurisdictional areas as agreed to by the communities, the one who has primary control would be the determining review body for development within this area. In other words, if a subdivision occurs within this primary control area, any other village would agree to the proposal if the municipality having primary control is in agreement.
- (2) Some consideration should be given to coordination of zoning districts and uses along existing mutual boundary lines between municipal corporations as well as along the primary control areas and the eventual uses which would be established adjoining and within potential areas that could be annexed to communities.
- (3) Mutual assistance between all communities involved in control of unincorporated areas but within the jurisdictional authority, to the extent that the development of zoning under county regulations would conform to the eventual thinking and planning of the communities within the jurisdictional area.

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Although primary control areas may be established it must be recognized that within these areas or on their edges the eventual development could go to either of two communities. Therefore the development of these areas should be to the interest of all and should be within the coordinated planning of all.

FIGURE 28
DEVELOPMENT
JURISDICTIONAL
AREAS

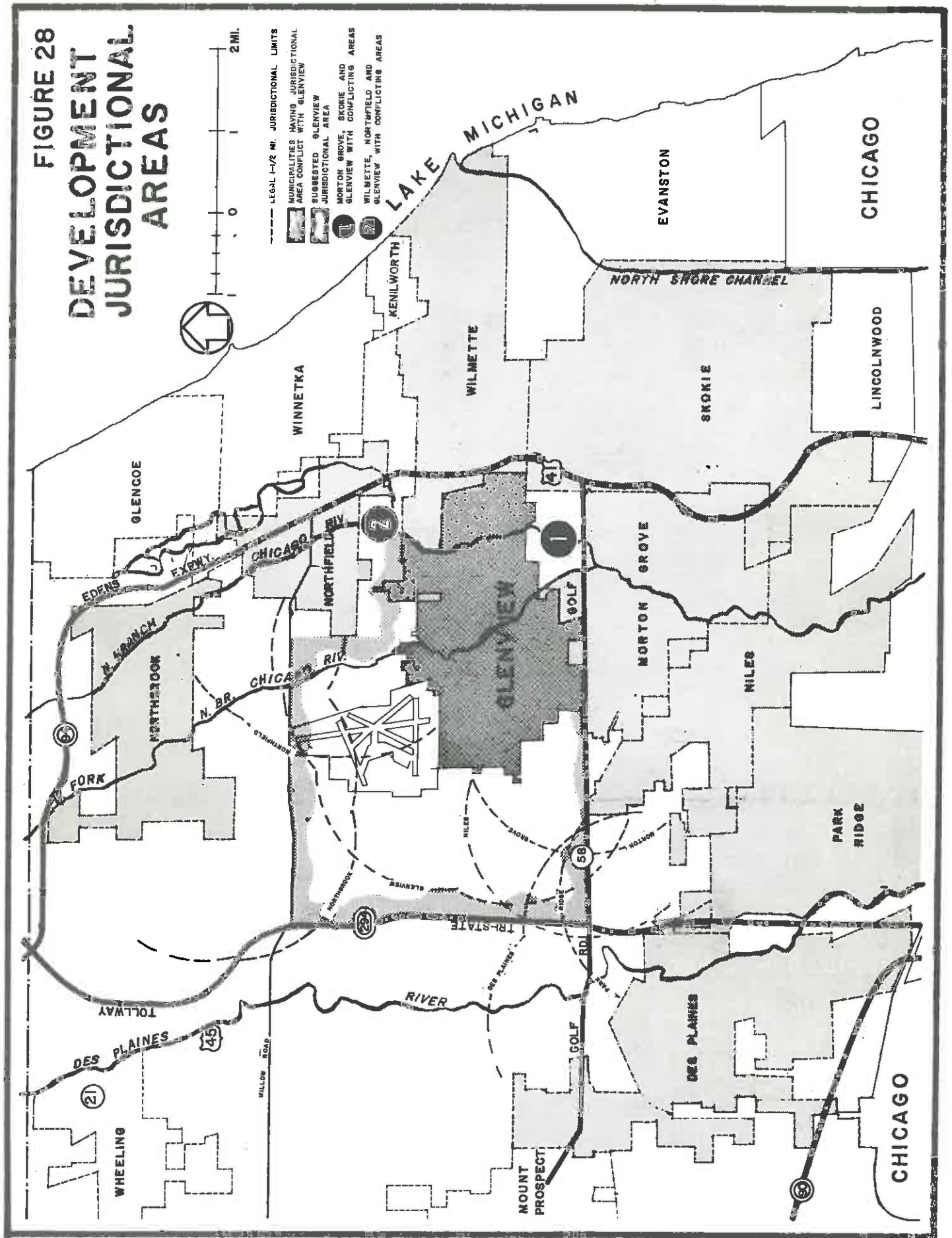


TABLE 1. PROJECTION OF POPULATION IN CHICAGO
STANDARD METROPOLITAN AREA*

(000's)

Year	Total Metropolitan Area	City of Chicago	Metropolitan Ring
1975 (projected)**	9,048	4,144	4,904
1970 "	8,149	4,028	4,121
1965 "	7,394	3,932	3,462
1955 (estimated)	6,061	3,701	2,360
1950 census	5,495	3,621	1,874
1940 "	4,826	3,397	1,429
1930 "	4,676	3,376	1,299

* Data from the Chicago Community Inventory.

** computed on the basis of current fertility (1955 level) and current migration (1950 to 1955 level)

APPENDIX ITABLE 2. POPULATION CHANGES IN GLENVIEW AND ADJACENT AREAS
1930 - 1975

Year	<u>Glenview</u>		<u>Wilmette</u>		<u>Morton Grove</u>		<u>Cook County (not including Chicago)</u>	
	Population	% Increase	Population	% Increase	Population	% Increase	Population	% Increase
1975 ^{1/}	26,600	333.1	38,600	112.5	28,300	620.8	2,623,800	195.5
1970	23,300	279.4	35,700	96.6	25,600	552.1	2,300,800	159.2
1960	17,380	182.9	(29,090) (29,091)	60.1	19,970	408.6	1,813,575	104.3
1959 ^{2/}	15,900	158.9						
1958 ^{3/}			24,830	36.7	16,643	323.9		
1956 ^{4/}	13,470	119.3						
1950	6,142	100.0	18,162	100.0	3,926	100.0	887,808	100.0
1940	2,500		17,226		2,010		666,534	
1930	1,756		15,233		1,974		605,685	

1/ Population projections for the years 1975, 1970, and 1960 are based on data from Chicago Association of Commerce and Industry. Glenview projections for 1970 and 1975 include population outside of the 1959 municipal boundary.

2/ Estimate as of October 1, 1959.

3/ These figures are from the special census for Wilmette on March 31, 1958, and for Morton Grove on January 2, 1958.

4/ Special census of August 12, 1956.

APPENDIX I

TABLE 3. POPULATION BY AGE GROUPS

	United States 1950 Census Percent	Glenview			
		1940 U. S. Census Percent	1950 U. S. Census Percent	1959 Estimate* Percent	1975 Estimate** Percent
Under 5 years	10.7	17.7	12.3	15.0	11.9
5 to 14	16.1	17.2	19.4	29.0	20.1
15 to 24	14.6	14.6	9.4	15.0	17.1
25 to 34	15.8	16.0	15.4	13.0	13.3
35 to 44	14.3	18.5	19.0	14.0	9.7
45 to 64	20.3	19.4	19.7	10.0	18.6
65 yrs. & over	8.2	6.6	4.8	4.0	9.3
21 yrs. & over		66.1	62.9		
TOTAL	100.0	100.0	100.0	100.0	100.0

* based in part on public and parochial school enrollment of November 1959.

** based on U. S. Census

projections in bulletin P 25 No. 187.

The age distribution projection follows that made for the entire U. S. assuming the 1955-57 level of fertility continues to 1975.

APPENDIX I

TABLE 4. OCCUPATION OF HEAD OF HOUSEHOLD*
FOR FAMILIES NEW TO GLENVIEW

Occupation	1953 Percent	1956 Percent	1959 Percent
1. Proprietors, managers, officials	31.5	26.6	23.7
Executive (owners, officers, directors)	10.4	7.6	8.1
Supervisory (managers, superintendents)	10.2	6.7	5.7
Advertising (radio TV and commercial artists)	4.0	3.8	3.7
Entertainment (artists, writers, actors)	.6	.5	1.3
Contractors	2.2	2.5	.7
Retail business (owners and managers)	4.1	5.5	4.2
2. Professional	18.9	16.2	20.6
Accountants (C.P.A., auditors)	4.1	3.8	4.8
Engineers	8.1	5.1	6.6
Doctors, lawyers, architects	4.4	4.8	4.6
Teachers, ministers	2.2	2.5	4.6
3. Sales, clerical	35.9	45.9	45.0
Real estate, insurance, brokers	3.5	4.9	7.7
Salesmen	14.2	19.7	18.4
Junior executives, clerks	7.1	10.7	10.2
Unskilled workers, sales clerks	4.6	5.8	5.8
Governmental, armed forces	6.5	4.8	2.9
4. Skilled workmen	12.2	9.0	9.0
5. Unemployed, retired, and not stated	1.6	2.3	1.7
TOTAL	100.0	100.0	100.0
Total number new resident households	633	653	545

*From "The Welcomers", Ted Buck Manager
Information for 1959 includes only that to
December 12. Similar information for 1952 is
included in Table 1 on page 6 of the 1953-54
plan report by Stanton and Rockwell.

APPENDIX I

TABLE 5. PREVIOUS LOCATION OF NEW RESIDENTS*

	1953 Percent	1956 Percent	1959 Percent
Previous Location			
Chicago and suburbs	74.1	70.3	74.3
Middle western states Ohio to Kansas	12.0	16.4	14.7
Eastern states Virginia to Maine	5.4	6.7	5.1
Southern states South Carolina to Texas	3.0	3.2	2.0
Far West and Pacific coast	4.4	3.1	3.0
Foreign countries	1.1	.3	.9
TOTAL	100.0	100.0	100.0
TOTAL number new resident households	633	653	545

*From "The Welcomers," Ted Buck Manager. Information for 1959 includes only that to December 12. Similar information for 1948 and 1952 is included in Table 2 on page 6 of the 1953-54 plan report by Stanton and Rockwell.

APPENDIX I

TABLE 6. RESIDENTIAL CONSTRUCTION

Year	<u>Dwelling Units</u>			
	in single family detached structures ^{1/}		in multiple family structures ^{2/}	
	Number	Average Value	Number	Average Value
Previous to 1946	713		20	-
1946	107	\$10,826	4	\$ 3,750
1947	145	12,619	3	6,000
1948	161	14,435	-	-
1949	211	13,845	-	-
1950	357	14,406	-	-
1951	440	14,337	-	-
1952	370	14,151	-	-
1953	290	15,331	-	-
1954	305	16,922	-	-
1955	267	20,455	6	10,833
1956	499	18,686	4	13,000
1957	249	21,735	6	7,500
1958	89	23,339	40	10,881
1959	139 ^{2/}	23,875	125	12,735
TOTAL^{3/}	4,342		208	

^{1/} from Glenview Building Commissioner

^{2/} from Bell Savings and Loan Association

^{3/} does not include existing structures annexed to Village

APPENDIX I

TABLE 7. 1959 EMPLOYMENT IN GLENVIEW

Type of Establishment	Establishment		Employees	
	Number	Percent	Number	Percent
Retail and service ^{1/}	139	78.5	536	46.5
Industrial and manufacturing ^{2/}	11	6.2	121	10.5
Research laboratory ^{3/}	1	.6	200	17.4
Local government ^{4/}	3	1.7	78	6.8
Public schools ^{4/}	7	4.0	175	15.2
Private schools & churches ^{4/}	16	9.0	41	3.6
TOTAL	177	100.0	1,151	100.0

^{1/} based on the 1954 Census of Business and Illinois Department of Revenue information.

^{2/} from Illinois Manufacturers Directory 1959. An additional 12 industrial and manufacturing concerns with 509 employees use a Glenview mailing address, but are located outside of the Glenview municipal boundaries. The largest of these concerns are the Kaiser Co., and the Signode Steel Strapping Co. with 100 and 220 employees respectively.

^{3/} National Dairy Products Corp., information from Illinois Manufacturers Directory, 1959.

^{4/} information from the local government, schools, and churches, together with estimation for the latter two.

APPENDIX II

TABLE 1. RETAIL SALES IN GLENVIEW AND ADJACENT AREAS

	1955 ^{1/}		1957		1959	
	Retail Sales (\$000) ^{2/}	Per Capita	Retail Sales (\$000)	Per Capita	Retail Sales (\$000)	Per Capita
Glenview	14,750	\$1,239	16,800	\$1,159	14,750	\$ 928
Morton Grove ^{3/}	7,940	690	11,330	766	23,650	1,344
Skokie ^{4/}	27,900	864	63,340	1,264	96,480	1,774
Northfield	2,430	900	2,050	641	2,800	757
Wilmette ^{5/}	21,000	1,018	28,810	1,226	32,260	1,265

1/ Each year includes the months from the previous July 1, to June 30 of the year cited.

2/ Based on Tax receipt information from the Illinois State Department of Revenue

3/ Golfview shopping center opened in March, 1958

4/ Old Orchard shopping center opened in November, 1956

5/ Edens Plaza Shopping center opened in May, 1956.

APPENDIX II

TABLE 2. ESTIMATED 1959 AVERAGE HOUSEHOLD EXPENDITURES
FOR THE GLENVIEW TRADING AREA

Type of expenditure	Total Expenditures			Convenience goods per Household
	Per Household Amount	Percent ^{1/}	Per Capita	
Food, beverages, tobacco	\$1, 999	24.0	\$555	\$1, 439
Home operation, improvements	1, 500	18.0	416	120
Automotive	1, 041	12.5	289	364
Clothing, accessories	1, 208	14.5	336	242
Home furnishings, equipment	766	9.2	213	138
Medical, personal care	458	5.5	127	206
Recreation, recreation equipment	625	7.5	174	75
Other	733	8.8	204	110
TOTAL	8, 330	100.0	\$2, 314	\$2, 694

^{1/} based on Life Survey of Consumer Expenditures.

APPENDIX II

TABLE 3. 1959 EXISTING AND 1975 ESTIMATED
RETAIL SALES IN GLENVIEW

Type of Establishment	1959 Existing Retail Sales			Convenience Goods	
	Amount ^{1/} (\$000)	Percent	Per Household of Trading Area ^{2/}	Per Household in 1959	Total Trading Area in 1975 ^{4/} (\$000)
Food	6,320	42.8	\$ 980	\$ 1,064	\$ 11,704
Drinking & eating places	2,014	13.7	312	290	3,190
Lumber, building hard- ware	674	4.6	105	120	1,320
Automotive	904	6.1	140	144	1,584
Filling station	1,299	8.8	201	220	2,420
Apparel clothes, shoes, luggage	1,043	7.1	162	170	1,870
Furniture, household and appliance	358	2.4	56	72	792
General merchandise Dept. store, variety, gifts, toys & camera	896	6.1	139	158	1,738
All Others drugs, tobacco, books, beauty-barber, florist, sporting goods, fuel	1,241	8.4	192	325	3,575
TOTAL	\$14,749	100.0	\$2,287	\$2,563^{3/}	\$28,193

^{1/} Estimated from Retailers' Occupational Tax receipts, Illinois Department of Commerce for the year July 1, 1958-June 30, 1959.

^{2/} Estimate of 6,450 households.

^{3/} Retail sales plus other services of \$131, equals \$2,694, the total of Convenience Goods for Household noted in Table 10.

^{4/} Estimate of 11,000 households in 1975. The 1975 estimate is in 1959 dollars.

APPENDIX II

TABLE 4. 1959 EXISTING AND 1975 ESTIMATED
RETAIL AREAS IN GLENVIEW

Type of Use	Areas in Square Feet		
	Existing Ground Floor in 1959	Estimated Retail sales Area	
		1959	1975
1. Convenience goods Food, liquors, drugs, hardware, gift, florist, sport, music	98,750	79,000	95,000
2. Primary shoppers' goods Dept. store, apparel, shoes, variety, jewelry	30,050	24,000	32,000
3. Secondary shoppers' goods Furniture and other house- hold furnishings, appliances, radio and TV, musical instruments	40,250	32,250	38,000
4. Personal Services and other uses Laundry-cleaning pickup, barber, beauty, bank, auto sales, service and repair, medical and professional offices, banks, restuarants, taverns	90,200	72,000	76,000
5. Non-retail Uses	27,100		
TOTALS	286,450	207,000	241,000

APPENDIX IIITABLE 1. CURB AND OFF-STREET PARKING SPACE INVENTORY

<u>Type of Space</u>	<u>Number of Spaces</u>
<u>Curb</u>	
One Hour	332
Two Hour	55
Four Hour	12
15 Minutes	3
Unrestricted	148
Total Curb Spaces	<u>550</u>
<u>Off-Street</u>	
Customer	883
Commuter	285
Public	24
Church Lot	337
Private	47
Employee	108
Total Off-Street Spaces	<u>1,684</u>
Total Spaces	<u>2,234</u>

APPENDIX IIITABLE 2. INVENTORY OF CURB PARKING SPACES BY BLOCK

<u>Block Number</u>	<u>1 Hr.</u>	<u>2 Hr.</u>	<u>4 Hr.</u>	<u>15 Min.</u>	<u>Unre- stricted</u>	<u>Total</u>
1	16	-	-	-	5	21
2	20	-	-	-	22	42
3	-	-	-	-	26	26
4	-	16	-	-	34	50
5	41	-	12	-	-	53
6	12	-	-	-	-	12
7	-	-	-	-	-	0
8	13	-	-	-	-	13
9	25	-	-	-	-	25
10	9	10	-	-	-	19
11	15	-	-	-	-	15
12	23	-	-	-	-	23
13	8	-	-	-	18	26
14	17	-	-	-	-	17
15	11	-	-	-	-	11
16	14	-	-	-	-	14
17	10	-	-	-	-	10
18	37	-	-	-	-	37
19	19	-	-	-	14	33
20	14	-	-	-	-	14
21	19	-	-	-	29	48
22	-	-	-	3	-	3
23	9	29	-	-	-	38
Totals	332	55	12	3	148	550

APPENDIX IIITABLE 3. INVENTORY OF OFF-STREET PARKING FACILITIES

<u>Facility Number</u>	<u>Description</u>	<u>Type</u>	<u>Capacity</u>
5A	Western Cleaners	Cust.	6
6A	Commuter Parking	Comm.	19
B	Commuter Parking	Comm.	58
7A	Commuter Lot	Comm.	128
8A	Village Employees	Empl.	10
9A	Library	Public	24
B	Illinois Bell	Empl.	20
C	Post Office Trucks	Pvt.	20
D	Glenview Paint & Glass	Cust.	10
10A	Dairy Queen	Cust.	12
B	Commuter Parking	Comm.	40
11A	Rugan Stores	Cust.	22
12A	Village Market	Cust.	6
B	Kennegkars Drug & Village Mkt.	Cust.	24
C	Busch T. V. Service	Cust.	16
D	Glenview Sports Center	Cust.	20
E	Church St. Medical Center	Cust.	9
13A	Catholic Church	Pvt.	337
14A	Shoppers Row	Cust.	51
B	Eagles Market	Cust.	182
C	Mergenthal Plumbing	Pvt.	11
15A	Beauty Shop	Cust.	10
B	Thy Bony Paint & 1031 Wak.	Cust.	14
C	Glenview Inn & Barber	Cust.	28
16A	Park & Shop	Cust.	149
17A	Reiser-Cleaners-Hawkins-Liquor	Cust.	28
18A	Patio Shops	Cust.	37

APPENDIX IIITABLE 3. INVENTORY OF OFF-STREET PARKING FACILITIES

<u>Facility Number</u>	<u>Description</u>	<u>Type</u>	<u>Capacity</u>
19A	Glenview State Bank	Cust	41
B	Glenview House	Pvt.	9
C	Medical Arts Building	Cust.	33
20A	Commuter Parking	Comm.	40
21A	A & P Store	Cust.	187
B	Glenview Bus Co.	Pvt.	16
22A	National Dairy Products	Empl.	78
23A	Georges Auto Service	Cust.	4
	<u>Total</u>	Customer	889
		Commuter	285
		Public	24
		Church	337
		Private	56
		Employee	<u>108</u>
	<u>Grand Total</u>		1,699

TABLE 4. CURB ACCUMULATION STUDIES

Saturday October 31, 1959

<u>Facility</u>	<u>10:00 AM</u>	<u>Noon 12:00</u>	<u>2:00 PM</u>	<u>Capacity</u>
1	8	11	9	21
2	11	14	17	42
3	1	0	1	26
4	13	13	13	50
5	16	24	17	53
6	2	0	0	12
7	0	0	0	0
8	8	7	1	13
9	12	17	10	25
10	4	4	3	19
11	15	16	11	15
12	17	21	19	23
13	8	11	9	26
14	14	16	17	17
15	7	8	8	11
16	13	13	11	14
17	9	10	10	10
18	11	11	5	37
19	22	22	10	33
20	4	3	1	14
21	8	11	14	48
22	0	0	0	3
23	3	4	3	38
Totals	206	236	189	550

APPENDIX IIITABLE 5. OFF-STREET ACCUMULATION STUDIESSaturday October 31, 1959

<u>Facility</u>		<u>10:00 AM</u>	<u>12:00</u>	<u>2:00 PM</u>	<u>Capacity</u>
5A	Cust.	6	6	2	6
6A	Comm.	9	9	1	19
B	Comm.	17	18	10	58
7A	Comm.	1	1	1	128
8A	Empl.	0	1	0	10
9A	Public	2	10	9	24
B	Empl.	6	5	7	20
C	Pvt.	12	10	10	20
D	Cust.	6	5	2	10
10A	Cust.	5	9	3	12
B	Comm.	17	14	8	40
11A	Cust.	21	22	16	22
12A	Cust.	2	2	2	6
B	Cust.	17	25	11	24
C	Cust.	5	5	3	16
D	Cust.	7	7	5	20
E	Cust.	8	9	6	9
13A	Pvt.	42	33	31	337
14A	Cust.	50	45	43	51
B	Cust.	113	145	132	182
C	Pvt.	8	7	3	11
15A	Cust.	8	6	10	10
B	Cust.	9	9	9	14
C	Cust.	22	16	25	28
16A	Cust.	63	70	43	149

TABLE 5. OFF-STREET ACCUMULATION STUDIES

Saturday October 31, 1959

<u>Facility</u>		<u>10:00 AM</u>	<u>Noon 12:00</u>	<u>2:00 PM</u>	<u>Capacity</u>
17A	Cust.	16	17	16	28
18A	Cust.	28	36	24	37
19A	Cust.	49	47	10	41
B	Pvt.	4	5	1	9
C	Cust.	22	25	8	33
20A	Comm.	6	14	3	40
21A	Cust.	60	102	70	187
B	Pvt.	3	5	7	16
22A	Empl.	8	5	6	78
23A	Cust.	0	1	2	4
<hr/>					
<u>Totals</u>					
	<u>Customer</u>	517	605	442	883
	<u>Pvt. & Empl.</u>	33	31	31	155
	<u>Church</u>	42	33	31	337
	<u>Public</u>	2	10	9	24
	<u>Commuter</u>	50	56	23	285
<hr/>					
	<u>Grand Total</u>	644	735	536	1,684

APPENDIX IV-(1)

SUGGESTED ORDINANCE PROVISION
FOR COMMUNITY APPEARANCE

Prepared by Sydney G. Craig, Attorney

MODEL ORDINANCE

ESTABLISHING APPEARANCE REGULATIONS
AND AN APPEARANCE COMMISSION

SECTION 1. FINDINGS AND PURPOSE

The Board of Trustees of the Village of _____ finds and declares:

- (a) that the appearance of open spaces and buildings and structures visible from public streets, places and ways has a material and substantial relationship to property values and the taxable value of property in the Village;
- (b) that many neighborhoods in other urban and suburban communities have deteriorated in the past by reason of poor planning, neglect of proper maintenance standards and the erection of buildings and structures unsuitable to and incompatible with the character of the neighborhood, resulting in drastic reduction of property values and impairment of the public health, safety, morals and welfare therein;
- (c) that it is the policy of this Village to avoid and prevent the deterioration experienced in certain communities, as described, and by the various means provided in this Ordinance to preserve and enhance the property values and the public health, safety, morals and welfare of the Village.

SECTION 2. ESTABLISHMENT OF APPEARANCE COMMISSION; COMPOSITION; APPOINTMENTS; QUALIFICATIONS; COMPENSATION.

There is hereby created an Appearance Commission, to consist of five members appointed by the Village President with the approval of the Board of Trustees. Each of the members shall be actual residents of the Village and shall serve without compensation. One of the members shall be a member of the Plan Commission and two of the members shall be registered architects. In making appointments to the Commission, the President shall seek to appoint as members persons who are recognized as expert in matters of aesthetic judgment by virtue of natural interest and endowment, training and experience, and possessing qualities of impartiality and broad judgment. The President, with the approval of the Board of Trustees, shall appoint one of the members to serve as Chairman. The Building Commissioner shall act as Secretary of the Commission.

APPENDIX IV-(1)

SECTION 3. TERM OF OFFICE.

The initial appointments of members of the Commission shall be for the following respective terms: one for one year, one for two years, one for three years, one for four years and one for five years. Thereafter all appointments shall be for a term of five years. Vacancies shall be filled for the unexpired term of the member whose place has become vacant in the same manner in which original appointments are required to be made. The President, with the concurrence of the Board of Trustees, shall have the power to remove any member for cause.

SECTION 4. OATH OF OFFICE.

The members of the Commission shall, before entering their official duties, severally take the oath of office prescribed by law for Village officials.

SECTION 5. QUORUM.

Three members of the Commission shall constitute a quorum. The Chairman shall be entitled to be counted in determining a quorum and to vote as a member.

SECTION 6. MEETINGS AND RECORDS.

Meetings of the Commission shall be held at the call of the Chairman and at such other times as the Commission may determine. All hearings of the Commission shall be open to the public. The Commission shall keep minutes of its proceedings and such minutes shall be public records.

SECTION 7. APPEARANCE PLAN.

The Appearance Commission shall prepare a tentative Appearance Plan setting forth reasonable standards and policies for conserving the beauty that exists in the Village of _____ and for guiding future physical development to bring about greater beauty, in furtherance of the findings and purposes set forth in Section 1. The standards and policies set forth in the Appearance Plan shall relate to such matters as generally accepted conditions of cleanliness, neatness, maintenance and beauty of buildings, structures and open areas, but not limited to them. In formulating the standards and policies, the Plan shall take into consideration existing Village ordinances and resolutions in any way affecting the appearance of the Village, including but not limited to the following portions of The Code of the Village of _____:

/(The following ordinances might be referred to here, for example, in The Code of the Village of Glenview, Illinois, 1959: Chapter 5 (Billboards, Signboards, Awnings and Canopies); Chapter 9 (Health and Sanitation) §§9.26-9.33 (Accumulation, Removal and Disposal of Refuse), §9.38 (Allowing Materials To Be Blown on Streets and Other Premises), §9.40 (Sanitary Requirements of Public Places), §9.41 (Sanitary Requirements of Private Buildings and Premises), §9.42 (Restriction on Growth of Weeds);

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Chapter 12 (Nuisances) §12.1 (Enumeration), §§12.3 - 12.8 (Dense Smoke), 12.9 (Cleanliness of Business Establishments Generally), §§12.17 - 12.22 (Weeds); Chapter 13 (Offenses) §§13.5 (Damage to Public Property), §13.6 (Defacing Notices); Chapter 17 (Streets and Sidewalks), §17.7 (Obstructions), §17.10 (Deposits on Sidewalks), §17.12 (Duty of Abutting Owners to Keep Sidewalks in Repair), §17.13 (Removal of Dirt from Public Way), §17.15 (Poles and Wires); Chapter 18 (Subdivisions) §18.5 (Required Public Improvements), §18.5(9) (fences), §18.5(10) (trees); Chapter 20 (Trees and Shrubs.)_

The Appearance Plan may incorporate certain appearance standards and policies which vary among different zoning use districts established in the Zoning Ordinance of the Village of _____ as amended, or parts or combinations of such districts, may distinguish between undeveloped areas and areas already developed, and may adopt or utilize any pertinent portions of the Official Plan of _____. The Appearance Plan prepared shall not conflict with the Zoning Ordinance or with the Official Plan.

After preparation of the aforesaid tentative Appearance Plan, the Commission shall hold a public hearing thereon. Notice of the hearing shall be published at least once in the _____ not more than thirty days and not less than fifteen days before the hearing. The hearing may be adjourned from time to time. Within thirty days after final adjournment of the hearing the Commission shall recommend a final Appearance Plan to the Board of Trustees. The Board of Trustees may by ordinance adopt the Appearance Plan in whole or in part, with or without change, or may refer it back to the Commission for further consideration. Thereafter from time to time the Commission may recommend changes in the Appearance Plan or any part thereof.

SECTION 8. ADDITIONAL RECOMMENDATORY POWERS OF COMMISSION.

The Appearance Commission, in addition to the other powers granted by this Ordinance, shall have the following powers:

- (a) To report observed violations of Village ordinances which in any way affect appearance and to cooperate and assist in the enforcement of such ordinances;
- (b) To seek voluntary adherence to the standards and policies of the Appearance Plan;
- (c) To hold public hearings in an effort to induce adherence to the standards and policies of the Appearance Plan;
- (d) To report to the Board of Trustees from time to time on the progress of the Village in effectuating the Appearance Plan and to recommend to the Board of Trustees the distribution or publication of such progress reports.

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SECTION 9. REGULATORY POWERS OF COMMISSION OVER EXTERNAL ARCHITECTURAL FEATURES OF BUILDINGS AND STRUCTURES.

- (a) No building or other permit, otherwise required under the ordinances of the Village, for the erection, construction, alteration or repair of any building, structure or sign, shall be issued unless and until the Appearance Commission shall issue a Certificate of Appropriateness, or unless the Appearance Commission or the Building Commissioner of the Village shall certify that no external architectural feature is involved in the application.
- (b) The term "external architectural feature" is hereby defined to mean the architectural style and general arrangement of such portion of a building or structure as is designed to be open to view from a public street, place or way, including the kind, color and texture of the building material of such portion and the types of windows, doors, lights, signs and other fixtures appurtenant to such portion.
- (c) The applicant or prospective applicant for any such permit shall submit to the Building Commissioner, for transmittal to the Appearance Commission, the following: application for building or other permit (if any); exterior plans and specifications; statement as to kind, color and texture of building materials and external color (unless included in specifications); elevations; and plot plan.
- (d) The Appearance Commission shall set a date and time for hearing and notify the applicant by mail not less than five days prior to the date thereof, unless applicant shall waive said notice and appear at the hearing in person or by agent or attorney. Either the applicant or the Chairman of the Appearance Commission may demand that said hearing or any adjournment thereof shall be a public hearing; in such event notice of such public hearing shall be published once in the _____ not more than thirty days and not less than fifteen days prior to the date of said hearing.
- (e) Upon the hearing upon any application for a Certificate of Appropriateness the Commission shall consider all documents filed and receive additional evidence from the applicant or other persons as to (1) whether the external architectural features of the proposed building or structure are appropriate to and compatible with the character of the immediate neighborhood, the Zoning district and the Village in their relation to existing structures and structures under construction and the Appearance Plan of the Village; (2) the effect of the proposed building or structure on property values in the immediate neighborhood.
- (f) In considering the evidence adduced upon hearing the Commission shall not consider detailed exterior design, interior design or arrangement, or building or architectural features not subject to public view.

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- (g) After hearing and considering the evidence adduced, the Commission shall issue a Certificate of Appropriateness unless it finds that the proposed building or structure will be so inappropriate to or incompatible with the external architectural features of buildings or structures existing or under construction, or with the character of the neighborhood or zoning district, as to cause substantial depreciation in property values in the immediate neighborhood.
- (h) Upon the issuance of a Certificate of Appropriateness by the Commission, the Commission shall notify the Building Commissioner thereof. Upon a determination by the Commission that no Certificate should issue, the Commission shall notify the Building Commissioner of its determination, and the Building Commissioner shall thereupon deny the permit applied for.
- (i) An appeal may be taken to the Board of Appeals from a final determination of the Commission to issue a Certificate of Appropriateness or a determination that no Certificate should issue. Such appeal may be taken by the applicant at any time, and by the Village or any person aggrieved within ten days of the date of such determination, by filing a notice of appeal in the office of the Building Commissioner. The Commission shall forthwith transmit to the Board all the papers constituting the record upon which the action appealed from was taken. Further procedure before the Board of Appeals shall be governed by the statutes of the State of Illinois in such case made and provided, including Ill. Rev. Stat. 1959 Ch. 24 §73-5 and s 73-6.01 and the Zoning Ordinance of the Village of _____.

SECTION 10. PUBLIC WORKS AND IMPROVEMENTS.

- (a) Prior to authorization or approval by the Board of Trustees of any public work or improvement, including but not limited to public buildings, streets, alleys, roads, bridges, bridge abutments or sidewalks, but not including the repair of the aforesaid with the same materials, whether as a Village project or local improvement, or County or State project, the Board of Trustees shall refer the proposal to the Commission for its recommendation as to the external architectural features of the proposed project.
- (b) The Commission shall consider the proposed project, with or without public hearing, including consideration of the matters set forth in Section 4A-9 (e) and (f) of this Ordinance and any further suggestions for improvement of the appearance or aesthetic standards of such project.
- (c) The Commission, after such consideration, shall make a written report to the Board of Trustees, recommending for or against said project or recommending modifications therein.
- (d) The Commission may also, before or after making its report to the Board of Trustees, consult and cooperate with the Superintendent of Public Works, in regard to any appropriate revisions in the proposal.

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SECTION 11. This ordinance shall be in full force and effect from and after its passage, approval and publication according to law.

Passed this _____ day of _____ 19 _____

Approved this _____ day of _____ 19 _____

(Clerk)

President

APPENDIX IV-(2)Excerpt NEIGHBORHOOD STANDARDS
FEDERAL HOUSING ADMINISTRATION
STREET TREES

STREET TREE PLANTING

* * *

For residential developments in which the FHA considers that this type of improvement is suitable, specifications and detail which conform with local regulations and equal or exceed this may be used.

* * *

- A. DESCRIPTION: This item shall consist of the installation of street trees in unpaved areas within the rights-of-way. Installation shall be in accordance with specifications and the accepted drawings.
- B. MATERIALS:
1. Trees shall be of nursery stock grown under the same climatic conditions as at the location of this development. They shall be of symmetrical growth, free of insect pests and disease, suitable for the street use and durable under the maintenance contemplated. The average trunk diameter measured at a height of 6" above the finished ground level shall be a minimum of 3".
 2. Topsoil shall be clean and of good quality. It shall be tested by the state or county agricultural agency and improved with chemical fertilizers or organic manures as recommended by such agency.
- C. CONSTRUCTION METHODS:
1. Location: Trees shall be planted along the development side of all streets where suitable street trees do not exist. They shall be planted from 40 to 50 feet apart, or an equivalent number shall be planted in an informal arrangement acceptable to the F. H. A. At street corners trees shall be located at least 20 feet from the intersection of street right-of-way lines. Where the planting strip between the sidewalk and street curb is less than 6 feet wide the trees shall be planted on the lots.
 2. Tree Pits: Tree pits shall be round, at least 6" wider than the diameter of the root spread, shall have vertical sides and shall be at least 24" below finish grade.

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3. Planting: Each tree shall be planted plumb slightly lower than where it stood in the nursery (in relation to finish grade); and shall be thoroughly watered when the hole is two-thirds full of topsoil. After watering, the filling shall be completed and the soil thoroughly tamped. After planting a 3" mulch of well rotted manure or peat shall be applied over the disturbed ground and a shallow watering basin provided around the tree.

4. Staking: Each tree shall be staked with one 2-1/2" square stake 8 Ft. long. The stake shall be driven plumb 2-1/2" into the ground and close to the tree. Tie at top and bottom with a figure 8 hitch consisting of #14 gauge wire encased in a section of rubber hose.

5. Maintenance: All trees shall be watered and maintained until established. All trees not in a vigorous growing condition after one growing season shall be replaced at the beginning of the next succeeding planting season.

6. Seasonal Limits: Planting shall be done during the proper season. No planting shall be done in frozen soil or during unfavorable weather conditions.

SUGGESTED PROVISIONS FOR AN ORDINANCE ADOPTING THE OFFICIAL VILLAGE PLAN FOR THE VILLAGE OF GLENVIEW, COOK COUNTY, ILLINOIS

BE IT ORDAINED by the President and Board of Trustees of the Village of Glenview, Cook County, Illinois, that:

SECTION 1. OFFICIAL PLAN

- A. Adoption and Establishment. There is hereby adopted and established an Official Plan of the Village of Glenview.
- B. Purpose and Extent of Application. The plan and the parts thereof shall regulate, control and govern the development and redevelopment of the territory within the municipality of the Village of Glenview and all contiguous unincorporated territory not more than one and one half miles beyond the corporate limits of the Village of Glenview and not included in any other municipality.
- C. Content of Official Plan. The Official Plan consists of the following described documents and all of the provisions thereof, each document having been duly recommended and adopted according to law;
1. Official Village Plan Report, Revision of August, 1960 adopted _____, 1960.
 2. Zoning Ordinance (No. ___) adopted _____, _____, as amended.
 3. Land Subdivision Platting Ordinance (No. _____) Adopted _____, _____, _____.
 4. Building Code (Ordinance No. _____), adopted _____, _____, as amended.
 5. Appearance Plan, adopted _____, 1960, as amended.

SECTION II. BASIS OF THE OFFICIAL PLAN

- A. Long range needs. Certain features of the Official Plan are of necessity based on future public needs which are expected to prevail when a majority of the land within the tributary to the corporate area is subdivided and developed or is otherwise improved and occupied.

APPENDIX V

Among such features are:

1. Alignment and width of rights-of-way of major and other streets;
2. Location and size of sites for parks, playgrounds, public buildings and grounds; and
3. Elevations of building sites and buildings near storm water drainage channels and other features of the design of drains, ditches, and sanitary sewers which will lessen or avoid the hazards from future flood water levels.

B. Accomplishment of Plan By Stages. Certain features of the Official Plan can only be realized by stages, and the need for or extent of a particular improvement will depend on the demands created by surrounding growth and ability to finance its cost and many other factors. Such improvements include among others: pavements, culverts, bridges, storm sewers, opening of railroad grade crossings, grade separations, sanitary sewage, water supply facilities, development of parks and playgrounds, schools and other public buildings, grounds and facilities. Such improvements, as well as all other improvements, whether public or private, when made shall be in conformance with the provisions of the Official Plan of the Village of Glenview, as amended from time to time, and to the provisions of all other law in effect at the time the improvement is made.

SECTION III. AMENDMENT

As a result of changes in the law that governs planning, and changes in the conditions in and circumstances of the territory defined in Section IB of this Ordinance and the area surrounding it, needs of the aforesaid area and the methods of meeting such needs shall become evident only from time to time in the future and shall call for additions, deletions or amendments to the said Official Plan to protect the health, safety, comfort, and convenience of the inhabitants of the aforesaid area. This Ordinance and documents referred to herein may be amended from time to time either in whole or in part to effect the best practicable Official Plan in the light of changing conditions and circumstances.

SECTION IV. EFFECTIVE DATE

This Ordinance shall be in full force and effect upon its adoption and approval, as provided by law.

Passed this _____ day of _____,

APPENDIX VI

SUGGESTED CONDITIONAL USE PROVISIONS

Conditional Uses

We would recommend the handling of conditional uses in the following outlined manner:

Define all of the conditional uses allowed by the ordinance in the "definition" paragraph and then provide that these conditional uses can be used anywhere in the Village provided they follow the procedure established by another section. Our recommended definition of conditional uses is as follows:

Conditional Uses: The following uses of land or structures, or both, may be permitted in any "use district," subject to the provisions of Section

_____:

1. Airport, landing field or landing strip;
2. Areas for the dumping or disposal of trash or garbage;
3. Bus terminal, railroad passenger or any other transportation terminal facility;
4. Churches and accessory buildings;
5. Extraction of gravel, sand or other raw materials;
6. Golf courses, public or private;
7. Hospitals or sanitariums;
8. Institutions for the care of insane or feeble minded;
9. Municipal or privately owned recreation buildings or centers;
10. Nursery schools, day nurseries and child care centers, provided there is a minimum of 100 sq. ft. of outdoor play area for every child to be cared for, and that the play area is fenced and screened with plantings from adjoining lots in any "R" District;
11. Police stations, fire stations, or places for storage of municipal equipment, parking area, public;
12. Public administration building, auditorium, gymnasium, or any other publicly owned structure;

APPENDIX VI

13. Public or private park or playground;
14. Public utility facilities, i. e. , filtration plant or pumping station, heat or power plant, transformer station, or other similar facilities;
15. Radio and television antenna towers, commercial;
16. Schools, public or private.

The section of the zoning ordinance relating to conditional uses may be provided as follows:

Application for conditional uses defined in this ordinance shall be considered at a public hearing before the Plan Commission, pursuant to the requirements of this ordinance. Said Plan Commission shall make its findings of fact and recommendations to the Village Board within thirty days after the public hearing. The Village Board may then authorize the conditional uses specified herein by specific ordinance.

The Plan Commission may recommend and the Village Board may impose such restrictions upon the height and bulk of any structure so approved for conditional use as may be reasonable under the particular circumstances, provided that such restrictions shall not be more restrictive than the requirements established for the district in which such structure is proposed to be located.

APPENDIX VII

SUGGESTED "PUBLIC LANDS, BUILDINGS, OPEN SPACE"
DISTRICT PROVISIONS

The "Public Lands, Buildings, Open Space" District provisions are designed primarily to designate public ownership of land and to provide, upon return to private ownership, a reasonable means of rezoning these areas to uses compatible with surrounding development.

A. Permitted Uses:

(1) All Federal, State, or municipal government functions relating to the public welfare of the area, and all lands, either occupied or vacant; however, where applicable, the uses proposed shall meet all the requirements for a conditional use.

(2) Cemeteries.

B. Any area within this classification shall not be used for any other purpose, and when the use of the area is discontinued, it shall be automatically zoned in the "A-1" One-Acre Residence District until appropriate zoning is established by ordinance by the Board of Trustees upon recommendation of _____.

APPENDIX VIII

SUGGESTED "C-2" RETAIL BUSINESS DISTRICT PROVISIONS

The "C-2" Retail Business District area is designed primarily for the retail shopping activities of persons residing in the trading area and to permit such retail uses as shall be compatible with each other as distinguished from non-retail activities which are not conducive to enhancing a retail shopping area.

A. Permitted uses:

1. Permitted uses are:

- (a) Automobile service stations.
- (b) Banks.
- (c) Bakeries, where all goods are sold on the premises at retail.
- (d) Barber Shops and Beauty Shops.
- (e) Books or stationery stores.
- (f) Dry cleaners pick up stations and facilities for cleaning not more than 1,000 lbs. of dry goods per day and using non-flammable cleaning agents.
- (g) Drug stores.
- (h) Electrical appliance shops.
- (i) Florist shops and Greenhouses for retail trade only.
- (j) Grocery, fruit or vegetable stores.
- (k) Hardware stores.
- (l) Launderettes and Laundromats.
- (m) Meat markets or poultry stores, if no slaughter or stripping is involved.
- (n) Package liquor stores.
- (o) Pet shops.
- (p) Radio, television sales and service.

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- (q) Restaurants and taverns in conjunction with restaurants.
 - (r) Retail stores and services.
 - (s) Shoe repair shops.
 - (t) Signs relating only to the name and use of the store or premises. Such signs shall be attached to the building with no portion of the sign projecting more than one (1) foot from the structure, and if illuminated shall not be of the flashing or intermittent type. In no case shall the sign project above the roof line.
 - (u) Tailor and dressmaking shops, not employing more than five (5) people.
 - (v) Temporary buildings incidental only to construction of a permitted use.
 - (w) Department, furniture, and home appliance stores.
 - (x) Garages or lots, public, for storage of private passenger automobiles, but not including repair service.
 - (y) Hand Laundries.
 - (z) Theaters, indoor.
 - (aa) Uses customarily incidental to any of the above uses and accessory buildings when located on the same lot. All business or service of aforesaid stores, shops, businesses, shall be conducted wholly within a completely enclosed building, except for automobile parking, off-street loading areas, and sale of automobile fuel and lubricants.
2. Other permitted uses, provided they are located above the main floor and above a business use permitted in this district are:
- (a) Apartments.
 - (b) Business, music, dance, or commercial schools.
 - (c) Offices.
 - (d) Professional or service offices.
 - (e) Dance halls.

APPENDIX VIII

- (f) Employment agencies.
- (g) Radio broadcasting stations.
- (h) Lodge rooms, halls, etc.

B. Height:

No building shall be erected or enlarged to exceed thirty-five (35) feet in height.

C. Areas:

No building or structure nor the enlargement of any building or structure shall be hereafter erected or maintained unless the following yards and lot areas are provided and maintained in connection with such building, structure or enlargement.

1. Front Setback:

All new structures permitted in this district shall be set back from the front street line a distance sufficient to provide a sidewalk not less than 10 ft. wide, but in no case shall a setback be less than sixty (60) ft. from the center line of major streets and fifty (50) ft. from the center line of secondary streets.

2. Side Yard:

Where a lot is used for any of the purposes permitted in this district and is located at the intersection of two or more streets, and where "R" District adjoins the rear of said lot, the side yard on the side of the lot adjacent to the street shall not be less than ten (10) ft. in width, except that the buildable width of the lot shall not be reduced to less than twenty (20) ft. In all other cases a side yard is not required except on the side of a lot adjoining a dwelling district, in which case there shall be a side yard of not less than five (5) ft.

3. Rear Yard:

There shall be a rear yard having a depth of not less than ten (10) ft. when abutting upon a public alley and not less than twenty (20) ft. when no dedicated alley or public way exists at the rear of the lot.

APPENDIX IXSUGGESTED "C-3" COMMERCIAL (NON-RETAIL) PROVISIONS

The "B-3" Commercial District is designed primarily to permit administrative, wholesale, research, restricted industrial, and other related activities which do not in any way detract from the residential character of the Village and to restrict such activities to an area located adjacent to heavily traveled transportation routes but in proximity to residential areas and retail activity.

All of the following restrictions are imposed to protect and foster the afore-mentioned residential character of the Village. In addition to the specific regulations hereinafter set forth, all uses in this district shall be conducted in such a manner as will not in any way whatsoever limit, restrict or impair the comfort, welfare or enjoyment of the owners or occupants of adjoining or nearby residential properties.

Standards:

All buildings, structures and uses in the "B-3" Commercial District shall comply with the following regulations:

- (a) No building shall be used for residential purposes.
- (b) No retail sales or services shall be permitted, except as necessary to permitted uses.
- (c) All operations, activities and storage shall be conducted or maintained wholly inside enclosed buildings.
- (d) No noise from the operations (other than that emanating from vehicular traffic) either continuous or intermittent, shall be detectable at the boundary line of any Residence District.
- (e) No toxic matter, noxious matter, smoke or gas, and no odorous or particulate matter detectable beyond the lot lines shall be emitted.
- (f) No vibrations shall be detectable beyond the lot lines.
- (g) No glare or heat shall be detectable beyond the lot lines.
- (h) Exterior lighting fixtures shall be shaded wherever necessary to avoid casting direct light upon any Residence District or into public streets or parks.
- (i) No fuel except electricity, oil or gas shall be used.
- (j) The storage or use of chemicals, either solid, liquid or gas, shall be subject to the following conditions:

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- (1) The storage, utilization, or manufacture of materials or products ranging from incombustible to moderate burning is permitted.
 - (2) The storage, utilization, or manufacture of materials ranging from free to active burning is permitted, provided the following condition is met: Said materials or products shall be stored, utilized or manufactured within completely enclosed buildings having incombustible exterior walls and protected throughout by an automatic fire extinguishing system.
 - (3) The storage, utilization, or manufacture of flammable materials which produce explosive vapors or gases is prohibited, except that storage of gasoline and fuel oil for use solely for heating or operation of vehicles in connection with the principal use is permitted provided storage is underground and does not exceed a capacity of 1,000 gallons.
- (k) No raw materials shall be processed into any of the following basic products: metals of any kind, glass, plastics, textiles, leather or paper.
- (l) All premises shall be furnished with all-weather surface walks; and, except for parking areas, grounds shall be planted and landscaped.

A. Permitted Uses:

1. Agricultural implement sales and service conducted wholly within a completely enclosed building.
2. Air conditioning and heating sales and service.
3. Auction rooms.
4. Automobile sales and service shop conducted wholly within a completely enclosed building and as one integrated business operation or body.
5. Battery and tire service stations.
6. Beverage distributors, but not including bottling plants.
7. Book binding.
8. Catering establishments.
9. Expressing, baggage, and transfer delivery service.
10. Garages or lot, public, for storage of private passenger automobiles.
11. Laboratories.

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12. Laundry.
13. Painting and decorating shops.
14. Plumbing, heating and roofing supply and work shop.
15. Printing, publishing and issuing of newspapers, periodicals, books and other reading matter.
16. Printing shops.
17. Radio broadcasting station.
18. Taxi service stations.
19. Telegraph service stations.
20. Trailer sales when conducted within a building.
21. Wholesale establishments.
22. Manufacturing or processing which is clearly incidental to use is permitted. Such manufacturing or processing is limited to that which employs not more than ten (10) persons in the manufacturing or processing.
23. Offices, professional offices and medical clinics.
24. Undertaking establishments.
25. Temporary buildings incidental only to construction of a permitted use.
26. Signs relating only to the name and use of the store or premises. Such signs shall be attached to the building with no portion of the sign projecting more than one (1) foot from the structure, and if illuminated, shall not be of the flashing or intermittent type. In no case shall the sign project above the roof line.
27. Uses customarily incidental to any of the above uses and accessory buildings when located on the same lot. All business or service of aforesaid stores, shops or business shall be conducted wholly within a completely enclosed building, except for automobile parking and off-street loading areas, and sale of automobile fuel and lubricants.
28. Signs, outdoor advertising, subject to provisions of this ordinance.
29. Used car lots.

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30. Construction offices.

B. Conditional Uses:

Automobiles, agricultural implements or trailers (new or used) offered for sale may be stored in the open on the rear half of the lot, or lots, the front portion of which is occupied by a structure containing automobile or trailer show rooms, and where no part of the open storage areas within fifty (50) feet of any street line.

C. Height:

No building shall hereafter be erected or altered so as to exceed twenty-five (25) feet in height, except that additions constructed to existing buildings may be continued at the height of the existing building.

D. Areas:

No building shall be erected nor shall any existing structure be enlarged or altered unless the following yards and lot areas are provided and maintained in connection with such building, structure or enlargement.

1. Front Yard:

All new structures permitted in this district shall be set back from the front street line a distance sufficient to provide a sidewalk not less than 10 feet wide, but in no case shall a setback be less than sixty (60) ft. from the center line of major streets and fifty (50) ft. from the center line of secondary streets.

2. Side Yard:

Where a lot is used for any of the purposes permitted in this district and is located at the intersection of two or more streets, and where "R" District adjoins the rear of said lot, the side yard on the side of the lot adjacent to the street shall not be less than ten (10) feet in width, except that the buildable width of the lot shall be reduced to less than twenty (20) feet. In all other cases a side yard is not required except on the side of a lot adjoining a dwelling district, in which case there shall be a side yard of not less than five (5) feet.

3. Rear Yard:

There shall be a rear yard having a depth of not less than ten (10) feet when abutting upon a public alley and not less than twenty (20) feet when no dedicated alley or public way exists at the rear of the lot.

SUGGESTED "C-4" REGIONAL SERVICE PROVISIONS**A. Purpose:**

The "C-4" Regional Service Business District is designed to furnish those necessary services, which may also be uses permitted in the Retail District to service transient or non-local vehicular traffic at major vehicular intersections, and along major highway routes.

B. Standards:

The following conditions shall be applicable to all buildings, structures and uses in the "C-4" District:

- (1) No building shall be used for residential purposes.
- (2) All business establishments shall be retail or service establishments dealing directly with consumers.
- (3) Exterior lighting fixtures shall be shaded wherever necessary to avoid casting direct light upon any Residential District or upon a public street or park.
- (4) All business or services of aforesaid stores, shops, or businesses shall be conducted wholly within a completely enclosed building, except for automobile parking, off-street loading areas, sale of automobile fuel and lubricants, and outdoor theaters.

C. Use:

Any building or premises within the "C-4" Regional Service Business District shall be used only for the following purposes:

- (1) Automobile service stations, not including major motor repair or body and fender repair.
- (2) Automobile salesroom, including motor repair but not including body repair and not including outdoor storage or display of vehicles all within a completely enclosed building.
- (3) Restaurants, including the sale of alcoholic beverages, but not including restaurants of the drive-in type.
- (4) Motels and hotels.
- (5) Accessory buildings incidental to the foregoing.

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D. Height:

No building shall be erected or altered to exceed twenty-two (22) feet in height.

E. Area:

No building or any part thereof shall hereafter be erected within one-hundred (100) feet of the center lines of any state aid or numbered highway or within eighty (80) feet of the center line of any other street. Fuel pumps and air and water service shall be permitted within these aforementioned required setback distances provided they shall be set back at least twenty-five (25) feet from the front and side lot lines. Each principal building shall have a side yard on each side of the building of not less than fifteen (15) feet in width, except where such side yard abuts a residential district, in which case said principal buildings shall have a side yard on each side of the building of not less than fifty (50) feet in width. Each principal building shall have a rear yard of not less than thirty (30) feet in depth, except where such rear yard abuts a residential district, in which case said principal building shall have a rear yard of not less than fifty (50) feet in depth.

F. Intensity of Use:

No building with its accessory buildings shall occupy more than forty (40) percent of the area of the lot. No building shall hereafter be erected on any lot of less than thirty-thousand (30,000) square feet in area.