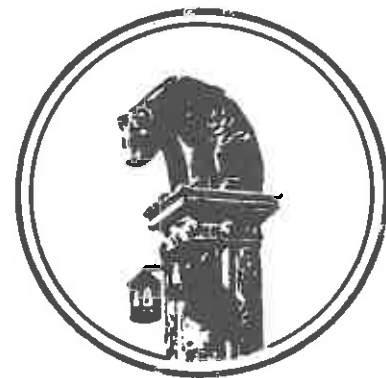


VILLAGE OF
GLENVIEW,
ILLINOIS



VILLAGE
COMPREHENSIVE PLAN

August 1990

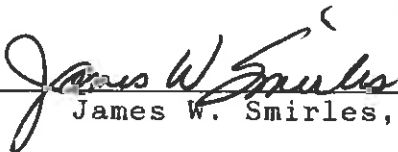
August 9, 1990

To: Interested Parties

Re: Village of Glenview Comprehensive Plan

We are pleased to provide you with a copy of the Village of Glenview Comprehensive Plan, adopted on August 7, 1990 by the Board of Trustees as Resolution # 90-21. This document will serve to guide the land use decisions within the Village and guide growth in a positive, orderly and unified direction. Over two and one-half years were devoted to the development of the Plan and many individuals contributed to the effort.

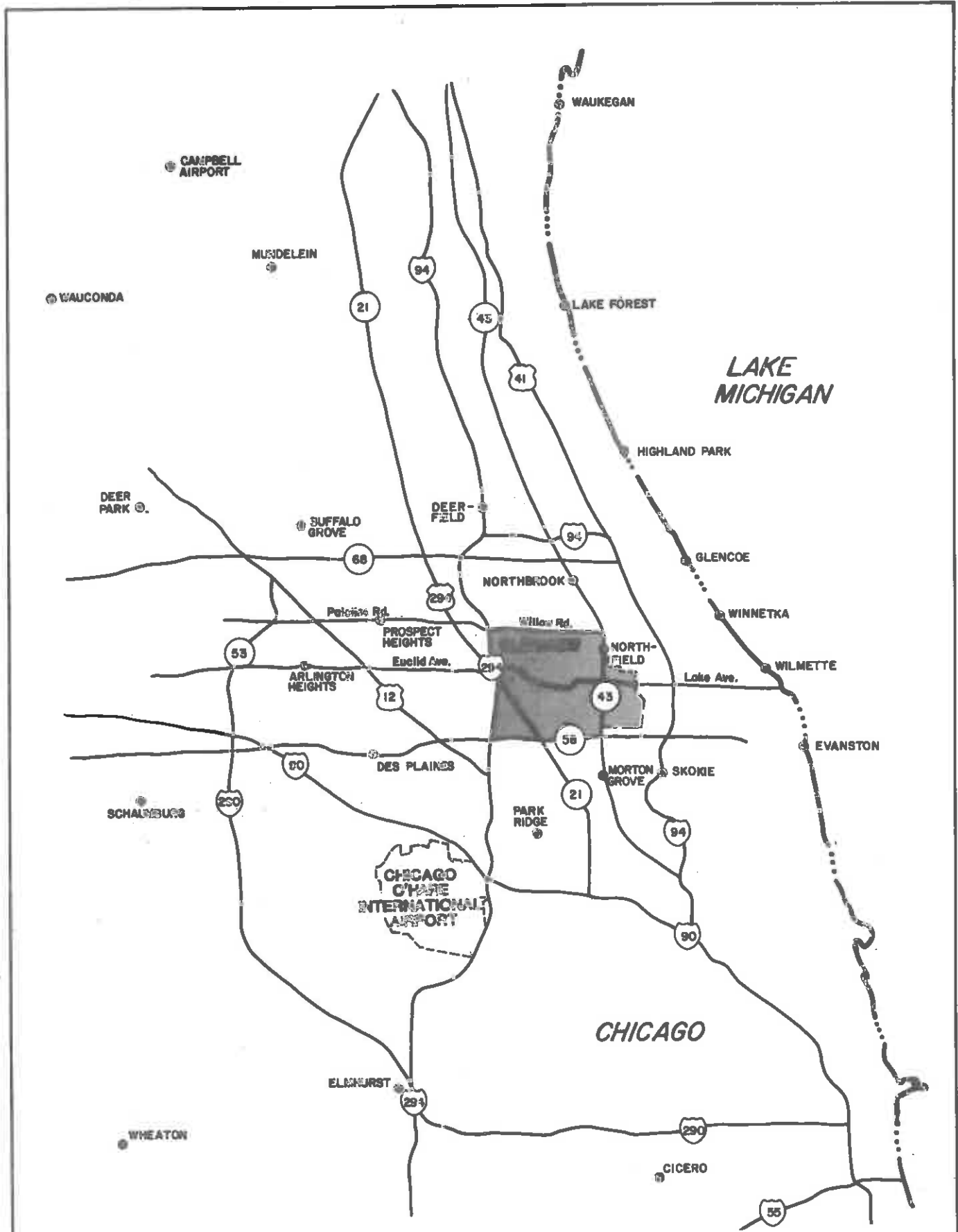
If you would like additional copies of the Plan, or have any additional questions, please contact the Development Department, (708) 724-1700, Extension 224.



James W. Smirles, President



David G. McCreery, Chairman
Comprehensive Plan Committee



Vicinity Map
VILLAGE OF GLENVIEW, ILLINOIS
COMPREHENSIVE PLAN



SCALE: 1" = Approx. 4.5 miles

**Village of Glenview, Illinois
Village Comprehensive Plan**

August 1990

Glenview Comprehensive Plan

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INTRODUCTION

INTRODUCTION

BACKGROUND OF THE PLAN

The Comprehensive Plan for the Village of Glenview, Illinois, updates the 1969 *Northfield Township Comprehensive Plan*. Development pressures and the unique needs of the Village of Glenview require the updated plan to focus first on Glenview and then on Glenview's relationship to the surrounding Northfield Township and other North Shore communities.

PURPOSE OF THE PLAN

The purpose of the Comprehensive Plan is to establish a logical, well-thought-out set of land use and community development policies that will guide public and private decision making in Glenview. The Comprehensive Plan represents a vision of where the community wants to be in the future and outlines the strategy to achieve those goals. The Comprehensive Plan will allow Village Trustees, the Plan Commission, Zoning Board of Appeals, the Appearance Commission, the Library Board, the Park District, the School Boards, and other Village decision-makers to make short-term decisions on independent issues that will direct growth in a unified, positive direction.

PLAN RATIONALE

The Village of Glenview is a maturing, high-quality residential community in the dynamic environment of the North Shore. The character of the community has changed significantly over the years. Once a quiet, rural community, Glenview is now a desirable location for corporate office and retail development, and over the years Glenview has maintained its strong residential character.

The pressure for continued development in Glenview makes an up-to-date comprehensive plan a timely and important decision-making tool for the community. Glenview is a very desirable location for both residential and commercial activity given the high quality of existing development and its location between the two major north-south arterials through the metropolitan area: the I-294 Tri-State Tollway and the I-94 Edens Expressway.

Although Glenview is largely developed, there are significant development tracts in the community and immediately surrounding it. Ensuring that these areas are developed with appropriate, compatible uses and that redevelopment throughout the community maintains the character and style of Glenview is critical to preserving the desirability and vitality of the community.

PLANNING PROCESS

PLANNING PROCESS

OVERVIEW

The Village of Glenview formally began the comprehensive planning process in the fall of 1987. The Village Planning Commission and Village staff determined that the *1969 Northfield Township Comprehensive Plan* was outdated and no longer served the planning needs of Glenview. The dynamics of existing development trends and anticipated future development pressures require that the community set a well-defined course to guide Glenview into the future. To identify the collective vision of Glenview, citizen input was solicited throughout the planning process. Involving the community in the planning process fostered public discussion on what type of community Glenview residents believe their community should be.

PUBLIC PARTICIPATION

To ensure that the Comprehensive Plan addresses the vision Glenview residents have for their Village, a variety of public forums were pursued to involve the community in the process. A series of one-on-one interviews was conducted with Village trustees, appointed officials and staff, school and park district representatives, and other residents. These interviews identified areas of concern and opportunity, and they also encouraged those interviewed to consider their community with a future-oriented perspective. A list of those interviewed is included in the Plan Appendix.

A meeting with representatives from several Glenview homeowners' associations was held to discuss concerns of the neighborhoods in the community. A community-wide meeting was also held to solicit public discussion on the key issues facing Glenview and on the community's vision of Glenview in the future.

To encourage the broadest input possible and to encourage input and participation from those people who may not attend public meetings, a public opinion survey was mailed to more than 10,000 households in the community as a special edition of the *Glenview Newsletter*. The survey (included in the Plan Appendix) was designed to measure community attitudes about the problems and the assets of Glenview and to identify perceptions about Glenview's future. The response to the survey was extremely strong with approximately 30 percent of the households in Glenview participating. A presentation of survey results is also included in the Plan Appendix.

PLAN ORGANIZATION

The "Introduction" and "Goals and Objectives" sections form the first major component of the Comprehensive Plan. A review and analysis of the issues identified in the public participation process lead to the goals and objectives — a framework that focuses and guides the remainder of the plan.

The "Plan Elements and Recommendations" section of the Comprehensive Plan identifies specific recommendations for Village land use, circulation, community facilities, and transition and problem areas. Based on the issues identified in the Concept Plan, the plan elements form the direction statements for future growth.

The Technical Appendix presents background information on existing development and demographic trends and identifies those existing conditions that affect how the Village will change in the future. This information was used to develop the recommendations presented in the "Plan Elements and Recommendations" section of the Comprehensive Plan.

ISSUES

Public participation and Village staff interviews described above identified the primary concerns of Glenview residents and those issues that needed to be addressed in the Comprehensive Plan. Two categories of issues: a) community-wide issues and b) those issues involving special study areas that present unique problems are discussed below. (These special planning areas were identified by Village staff and the Comprehensive Plan working group.)

Community-Wide Issues

Residential Land Use

Glenview is a residential community with many high-quality, family-oriented neighborhoods. The desirability of Glenview as a good place to live has improved property values and has led to high land prices. These real estate dynamics indicate that the Comprehensive Plan must address the issues of the provision of affordable housing, the appropriateness of multi-family housing, the appropriateness of increasing residential densities, the provision of housing for senior citizens, and the integrity of existing neighborhoods.

Commercial Land Use

Glenview is increasingly a location where commercial developments — both retail and office — are seeking to locate. Commercial development adds to the tax base in the community and provides employment opportunities. Retail uses expand the shopping opportunities in Glenview. Excessive commercial uses, however, may change the character of the Village. The increasing level of commercial development indicates that the Comprehensive Plan must address limits to commercial development, its appropriate locations, its compatibility with surrounding uses, and its impact in terms of appearance, traffic, and Village services.

Transportation and Circulation

Transportation- and circulation-related issues are a major concern to many Glenview residents. Traffic generators presently located in the Village have increased traffic volumes on Glenview streets and are affecting roadway investment needs in the community. The rapid development of Glenview and surrounding North Shore communities has also increased traffic on the Tri-State Tollway, on the Edens Expressway, and on Glenview streets. The current levels and anticipated increases of traffic and congestion have indicated a significant need to improve the transportation systems throughout the Village.

Annexation

Glenview is located in a rapidly developing part of Cook County. Areas of the county that remain unincorporated are limited. Many of the incorporated communities in northern Cook County are aggressively annexing land. The proximity of various communities to Glenview, including Northfield, Northbrook, and Prospect Heights, makes land use decisions in all these communities relevant to Glenview. Annexation and growth issues are important to the ultimate image and character of the community and also to the efficient provision of public services.

Community Services

The high-quality environment for residential, commercial, and other development in Glenview is partially dependent on the quality of services and infrastructure provided in the community. As development continues to "fill-in" vacant spaces and to increase

the population that both lives and works in Glenview, additional pressure is placed on services, infrastructure, and Village staff.

Conservation - Open Space - Drainage

As Glenview has developed, many important land areas have remained as open space, some by design, such as the Grove, and some through circumstance, such as Wagner Farm. As development pressure continues and as land in Glenview becomes more scarce and valuable, many residents are concerned that the Village will lose important open space.

SPECIAL STUDY AREAS

The special study areas are depicted in Figure 1 and are briefly described below. More detailed discussions of these areas are found later in this report.

Downtown Glenview

Historically, the downtown area of any community is the area that both functionally and psychologically acts as the focal point and "heart" of the community. The decline of downtowns since the 1950s and 1960s has been almost a universal problem in the United States. Like the downtowns of other small communities, Downtown Glenview has lost its place as the functional "heart" of the Village. In fact, some residents have questioned the existence of a "Downtown" at all. The future role of Downtown Glenview is an important element of the Comprehensive Plan.

Waukegan Road Corridor

Waukegan Road, the primary north-south arterial through Glenview, serves as an important route throughout the northern suburbs. It has developed in a classic "strip" commercial pattern with small shopping plazas, fast-food restaurants, multi-family residential units, auto dealers and various other land uses. The development and circulation patterns on Waukegan Road are causing congestion and image problems in the Village, and these issues must be addressed as a part of the Comprehensive Plan.

Milwaukee Avenue Corridor

The Milwaukee Avenue Corridor, on the west side of Glenview, is developing as a moderately intense commercial corridor. Several significant vacant parcels have yet to be developed, and in many cases they (as with those already developed) are outside the Village limits. The character of Milwaukee Avenue and its future land uses raises a variety of community concerns about congestion, image, and compatibility.

Glenview Naval Air Station

The Glenview Naval Air Station is a long-time resident of Glenview and has been a welcomed neighbor. The primary concern of the community is what may happen to the property should the Glenview Naval Air Station ever leave.

Figure 1

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990

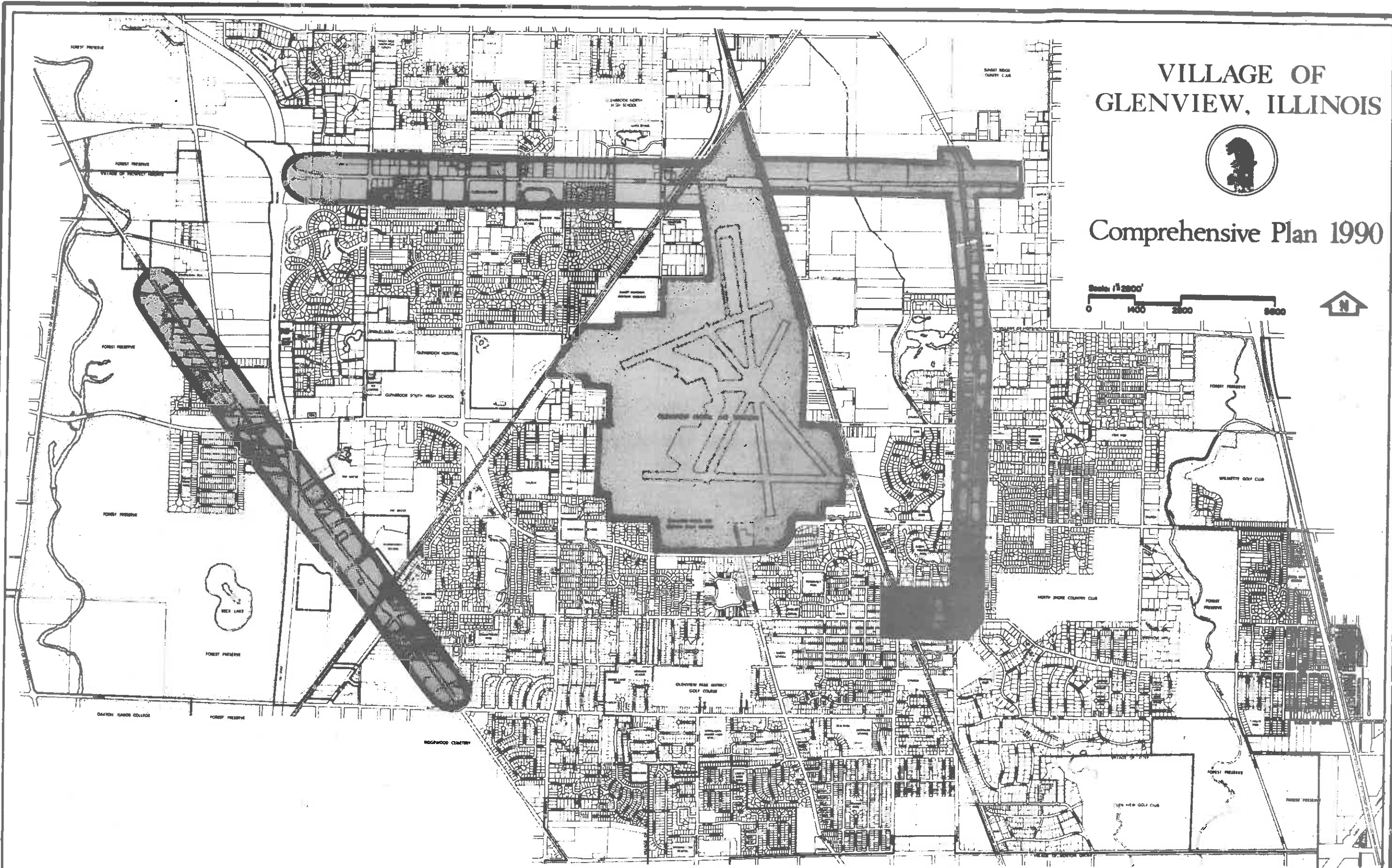


Figure 1
Special Study Areas

GOALS AND OBJECTIVES

GOALS AND OBJECTIVES

The following goals and objectives, which are not presented in order of priority, have been formulated based on an analysis of the issues presented earlier and on the sentiment of those interviewed in the Village. Serving as the framework for the Comprehensive Plan, these goals and objectives describe the vision Village residents have of their community and indicate the direction change should take in the future.

GROWTH

Goal: Promote Orderly Growth

The Village of Glenview, Northfield Township, and the northern part of the greater Chicago metropolitan area, are all currently very desirable locations for development. Since the 1980 Census, the Village has experienced significant residential, office, and retail development. Glenview's location in this active development market, between two major north-south highways (Edens Expressway and the Tri-State Tollway), makes it particularly attractive to commercial and office developments. Glenview also offers a high-quality residential environment that must be protected from encroachment by commercial and office uses.

One of the primary goals of the Comprehensive Plan is to allow for continued growth and development of the community without losing the characteristics that make Glenview a desirable community — the high-quality, easily accessible environment for people to live and work in. Continued development will affect Village service delivery, transportation networks, land uses, and the image and appearance of the community. Accordingly, continued development must be carefully balanced to maintain and improve the quality of life.

Glenview is a mature suburban community; however, the amount of development and redevelopment potential in the Village suggests the need to define the most desirable mix of land uses in the Village. The relationship between residential and commercial uses and the amount and locations of these uses will be important elements of the Comprehensive Plan.

The objectives stated below are intended to help define what is meant by *promote orderly growth* and to establish the direction the Village will take relative to future growth and development.

Objectives:

1. Establish an annexation policy that defines ultimate Village boundaries based on Village service areas, natural boundaries, and land use compatibility.
2. Concentrate commercial development along arterials (Willow Road, Waukegan Road, and Milwaukee Road) by clustering uses around intersections and avoiding "strip," or linear, commercial development patterns.
3. Encourage as transitional uses multi-family residential development in the Downtown area and along arterials.
4. Promote the orderly development of major vacant tracts inside and surrounding the Village (i.e., Techny, Tri-State Tollway frontage, etc.) in a

manner compatible with surrounding Village uses and in ways that do not strain Village infrastructure and public services.

5. Promote retail commercial development in clustered areas that serve the local Village market.

CIRCULATION

Goal: Promote Efficient Circulation Systems

The Village of Glenview developed as a residential community geographically removed from the more densely populated core of the Chicago area. The road network, commuter rail system, and bus systems were originally designed to serve a low-density community of families in a suburban, almost rural, setting. Although Glenview is still predominantly a residential community, it is not a "rural community." The rapid growth of Glenview and the surrounding areas has placed significant pressure on area transportation systems. The increase of people living in Glenview, Northfield Township, and other North Shore communities and the significant increase of people working in the area have created major transportation-related problems.

In many cases, the commercial and residential growth in the area has occurred much more quickly than the development of the necessary, accompanying transportation support infrastructure. The gap in the area's circulation system is partially the result of differing views and approaches regarding transportation improvement strategies among the many government agencies responsible for these improvements and the political and financial difficulties in coordinating these efforts. Transportation improvements designed to relieve congestion in some cases may increase traffic and change the character of an area. The impacts of this type of change are often controversial and slow the implementation of traffic improvements.

To promote an efficient circulation system that meets Glenview's needs, the following objectives are intended to relieve problems, reduce congestion, and allow anticipated development while maintaining the predominantly residential character of the community.

Objectives:

1. Improve the arterial roadway system including Lake Avenue, Willow Road, Milwaukee Avenue, Waukegan Road, and Golf Road to allow non-destination traffic to travel through the Village without contributing to congestion within the Village.
2. Promote and coordinate with other area jurisdictions to ensure the appropriate development of the regional (North Shore) roadway network.
3. Program roadway improvements on arterials to reduce congestion (i.e., reduce curb cuts along Waukegan Road and investigate use of frontage roads and limit curb cuts and turning movements along Milwaukee Avenue, Lake Avenue, and Willow Road).
4. Develop a system of collector streets that primarily serves Village residents and the local work force in intra-city circulation, including Glenview Road, Pfingsten Road, Greenwood Road, Harlem Avenue, and Sanders Road.
5. Separate local neighborhood traffic from through traffic and from local collector traffic.

6. Strengthen emergency access routes throughout the Village.
7. Improve pedestrian circulation routes by extending sidewalks throughout the Village, particularly to schools, parks, public facilities, and Downtown.
8. Provide a public transit alternative to serve local residents. This alternative should tie into the existing regional transportation system.
9. Promote the addition of a commuter rail station in the vicinity of Techny.
10. Develop a bikeway system throughout the community to connect parks, schools, and community centers to neighborhoods.
11. Promote greater access to housing and community facilities for the Village's handicapped population.

RESIDENTIAL ENVIRONMENT

Goal: Maintain a High-Quality Residential Environment

The strength of the residential environment in Glenview is at the core of its desirability as a development location and is essential to the community's identity and image both for Glenview residents and for those who live outside the community.

In addition to a solid housing stock with property values that continue to increase, Glenview has also developed a very strong education system and park and open space system. As much as the housing stock itself, these are vital support elements of the residential environment.

As Glenview continues to grow and face the pressure of various types of development, it will be important to *maintain the high-quality residential environment* that created the community's positive image. The challenge of the Comprehensive Plan is to balance residential development with commercial and other development and to integrate the developing western parts of the community into the larger framework of Glenview. Planning for neighborhoods will also include maintenance of the park and school systems.

Objectives:

1. Promote new residential development that is compatible with existing neighborhoods.
2. Ensure appropriate open space/neighborhood park space to serve new and existing neighborhoods.
3. Ensure that redevelopment of existing residential lots is compatible with surrounding property.
4. Encourage compatible multi-family residential projects in appropriate locations with a high level of amenities, including open space.
5. Maintain and continue to develop both facilities and programming to improve the cultural and community activities in the Village.
6. Ensure the continued high quality of the local school systems.
7. Expand the types of housing options available in Glenview.

VILLAGE SERVICES

Goal: Provide High-Quality Village Services and Infrastructure Support

Village services — water, sewer, stormwater drainage, police protection, fire protection, and garbage pick-up — are services that support land uses in the Village. They are also the services that receive little attention when they function properly but become significant community issues when they do not.

In many cases, water and sewer service and police and fire service may precede, facilitate, and guide development. In other cases, as with stormwater drainage, the development of infrastructure has lagged behind need and has created problems. The efficient functioning of the Village and its continued desirability will depend on the ability of the Village to *provide high-quality community services and infrastructure support* to the community.

Objectives:

1. Improve the drainage system in flood-prone areas of the Village and ensure that new development does not compound drainage problems.
2. As development continues, ensure that water and sewer systems are provided and are compatible with Village standards.
3. Continue to provide high-quality park and recreation systems in the Village at both the neighborhood and the community level.
4. Coordinate the emergency service delivery systems (police and fire) with surrounding communities and realign districts to serve existing community boundaries and potential boundaries as appropriately as possible.
5. Encourage the provision of facilities and services to improve the quality of life for the expanding senior population in Glenview.
6. Continue to provide facilities and services for area youth and strive to expand the availability of day care service to Village residents.
7. Coordinate with surrounding communities to ensure adequate solid waste management in the future.

IMAGE

Goal: Strengthen the Image and Identity of the Village

The Village of Glenview is identified by those inside and outside the community as a solid residential area — a good address. This identity is supported by the presence of an excellent school system and superior parks. This identity is, however, not always apparent from the visual image presented along Waukegan Road or through the Downtown. Glenview residents have commented that the commercial parts of Glenview do not do the residential areas justice.

Glenview is an integrated part of four townships: Northfield, Niles, New Trier and Maine. In many cases, particularly along major arterials, it is difficult for visitors to recognize that they have entered Glenview. The following objectives are intended to *strengthen the image and identity of the Village* in a physical and visual way.

Objectives:

1. Create entryways to the Village that define Glenview as a community with pride in itself.
2. Visually and functionally strengthen Downtown Glenview as a focal point of the Village — as the "community center."
3. Develop the river as a positive visual and recreational resource throughout the community, particularly in Downtown Glenview.
4. Promote development and redevelopment along major arterials with design qualities that present a positive, quality image of Glenview.
5. Continue to promote the tree planting activity and the forestation of Glenview.

CONCLUSION

The goals and objectives are based on the issues raised by the community. They also articulate the community's collective vision of what Glenview should be in the future. These goals and objectives should direct decision-makers as Glenview continues grow. They are the foundation upon which the Comprehensive Plan rests.

PLAN ELEMENTS AND RECOMMENDATIONS

PLAN ELEMENTS AND RECOMMENDATIONS

INTRODUCTION

The following plan elements, including a community profile, the land use plan, the circulation plan, the community facilities plan, the special study areas plans, and the capital improvements program supplement, present the detailed recommendations of the Comprehensive Plan. Based on the goals and objectives and the technical analysis of existing conditions in the Village, these recommendations are intended to guide both public and private development in the Village. These recommendations should allow the Village Trustees, the Plan Commission, Zoning Board of Appeals, the Appearance Commission, the Library Board, the Park District, the School Boards, and other Village decision-makers to make decisions on independent issues that will direct growth in a unified, positive direction.

COMMUNITY PROFILE

Several emerging trends will affect Glenview in the future. As people move into Glenview and as annexation continues to expand the Village's boundaries, Glenview's population is expected to continue to grow relatively rapidly. Between 1980 and 1988, Glenview's population increased approximately 16 percent to an estimated 37,400 during a period when family sizes were declining. By 2010, it is anticipated that Glenview's population will increase to between 45,000 to 48,000 people, a 20 to 28 percent increase. However, the family sizes are declining. The older, long-time residents of Glenview who moved into the community to raise their families are becoming "empty-nesters," and the new residents in Glenview tend to have smaller families.

As the community goes through the transitional process from older households whose children have left home to younger households with young children, Glenview will remain a community oriented to families. However, new families will be smaller, and the senior population will continue to grow. The incidence of younger one- and two-person households will also continue to increase.

This diversification in the types of households in Glenview will certainly affect the housing market. Condominiums, apartments, attached row houses, and senior housing will serve these new residents. The senior population will also place more demands on mass transit systems and other related community services.

Income levels in Glenview have risen and are anticipated to continue to rise. This increase in income levels is partially a result of a change in the labor force: more women, and particularly mothers, are working outside of the home. These two-income families will need child care services. These families will place more demands on the transportation system since there will be two commuters in the family. Also, these families will have different shopping needs and patterns since most of their shopping will be done in the evenings and on weekends.

As large developable tracts of land become more scarce and as residential construction continues, the development pressures will intensify on small parcels for higher density residential development and for commercial and office development.

The following land use categories will be used to describe the different land uses in Glenview.

Single-Family Residential — The single-family residential land use category defines areas intended for one-family, detached households at densities ranging from one unit per two acres (RE district) to five units per acre (R-5 district). This land use designation also incorporates schools, churches, and small parks.

Multi-Family Residential — The multi-family residential land use category defines areas intended for larger, multi-family structures including, but not limited to, condominiums, apartments, townhomes, and attached single-family homes at densities ranging from eight to 14 units per acre. In some cases under PUD or site plan review, densities may be significantly higher.

Retail — The retail land use category defines areas intended for shopping centers, free-standing stores, service establishments, and in some cases small scale offices and residential uses. The character of specific types of retail areas, such as Downtown, neighborhood convenience areas, and auto-oriented strips, will vary considerably.

Office — The office land use category defines areas intended for large scale corporate and individual business offices.

Institutional — Institutional land uses include large public, semi-public, and private service uses including schools, churches, hospitals, and Village facilities.

Industrial — The industrial land use category defines areas intended for light manufacturing and research and development facilities. These uses must meet performance standards for compatibility with surrounding uses.

Open Space/Parks — The open space/parks land use category includes public and private open space and recreational uses.

Low Intensity Use — The low intensity use category defines special "mixed-use" areas intended for low intensity uses that provide a high level of amenities and do not overburden public services and circulation facilities. Any uses in this area will be required to provide considerable open space and be low traffic generators.

LAND USE PLAN

Plan Rationale

The land use plan is intended to provide space in the Village for the variety of land uses that makes Glenview a vital, growing community. Land uses are organized in a way that supports and enhances the community as a high-quality residential environment for current and future residents.

The desirability of Glenview as a location for both residential and commercial development has also created a dynamic redevelopment climate. Even though Glenview is a largely developed North Shore community, important tracts of vacant land still remain in the area and will play a major role in the future.

The comprehensive planning process has encouraged discussion about the direction future development should take. *The land use plan builds upon the primary goal of the Village: to develop as a strong residential community.*

Residential Areas

Glenview is first and foremost a community of residential neighborhoods. As such, the primary focus of the Comprehensive Plan is to coordinate future development to strengthen the residential environment. The Village of Glenview predicts that its

population will reach between 45,000 and 48,000 people by 2010 (based on building permits and annexation activity). This increase in population will be supported on remaining vacant tracts of land throughout the Village and limited redevelopment at slightly higher densities in targeted areas. The land use plan, illustrated in Figure 2, shows that single-family residential areas of the Village that are located south of Lake Avenue, east of Waukegan Road, and west of the Glenview Naval Air Station are the dominant land use in the Village. Expansion of multi-family residential areas around Downtown, Waukegan Road, and the West Lake and Greenwood Avenues area will provide a wider range of housing options, including senior housing that is affordable to a wide range of households.

Residential Character

From the large estate areas east of Wagner Road and in Portage Run to the older, more densely developed neighborhoods surrounding Downtown, the character of single-family neighborhoods in Glenview varies greatly. This variety is a positive asset and should be encouraged.

Single-Family

The five single-family zoning districts provide flexibility to allow home-buyers a choice of residential environments. The patterns of residential development and the character of the various neighborhoods are well-established and should be maintained by carefully controlling development and redevelopment. Remaining vacant tracts in these districts should be developed consistent with the character of surrounding neighborhoods. Approximately 90 acres of land remain in these smaller, single-family development sites in existing neighborhoods. As these sites develop consistent with their surrounding neighborhoods, they will represent approximately 400 new single-family units.

Multi-Family

Besides single-family areas, Glenview has several multi-family neighborhoods. Multi-family areas include Valley Lo and several smaller areas throughout the Village located primarily along arterials or collector streets. The range of densities currently allowed for multi-family projects is between eight and 18 units per acre. Developments at 18 units per acre have in some cases been intruded on surrounding residential areas; therefore, future multi-family developments should be limited to 14 units per acre (the highest intensity allowed in the RT-8 District) and higher density projects should be permitted only through planned-unit developments (PUDs) and site plan review.

The land use plan recommends four areas where future multi-family development and redevelopment is appropriate: (1) near Valley Lo, including the Monroe Avenue area; (2) adjacent Downtown Glenview; (3) along Milwaukee Avenue; and (4) around Greenwood Road and West Lake Avenue.

Limited expansion of multi-family uses in specific locations throughout the Village is intended to broaden the spectrum of available housing opportunities. Demographic analysis, presented in the Technical Appendix, indicates that the number of senior citizens and small households is increasing in Glenview. The housing needs of these groups can be addressed in multi-family neighborhoods and in small in-fill projects in single-family neighborhoods. Higher density residential projects also provide the opportunity for more affordable housing to be developed for young families and senior citizens.

FIGURE 2

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990

Scale: 1" = 200'
0 1000 2000 4000

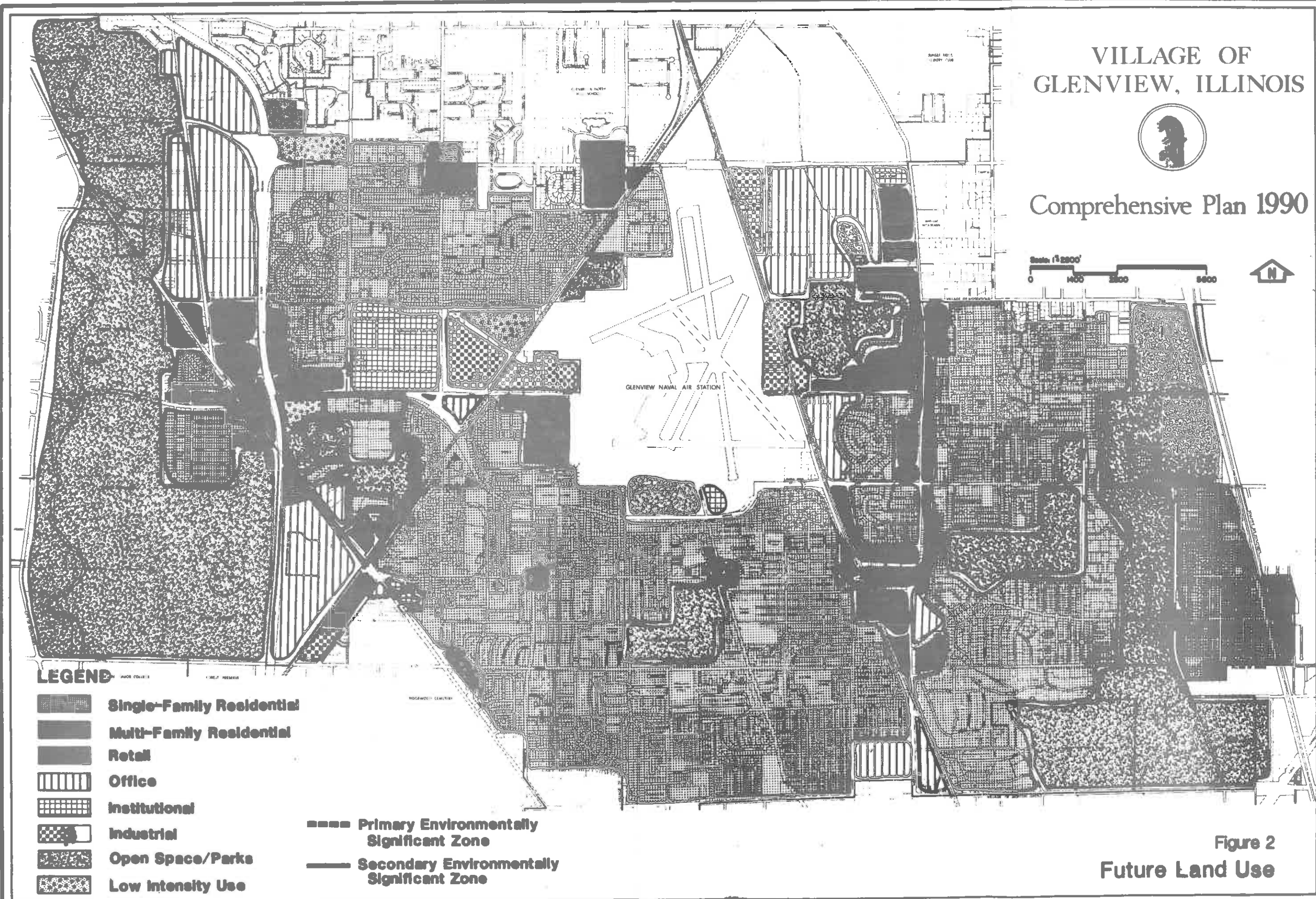


Figure 2
Future Land Use

In addition to these designated, multi-family expansion areas, small scale, multi-family structures should be allowed where they will be compatible with surrounding single-family uses. This type of development will provide additional residential diversity for an emerging market of smaller households. A more detailed discussion of this type of development as it relates particularly to housing is located in the Plan Appendix.

Transitional Areas

The character of Glenview's residential areas is largely established. The land use plan is intended to enhance the positive environments that exist. However, several areas are in transition and deserve special attention. The following recommendations are intended to establish growth policies for areas where heightened development/redevelopment pressure is expected.

Monroe, Jefferson, and Chestnut Avenues

This area west of Waukegan Road and north of Chestnut Avenue is in transition and vulnerable to change. Commercial uses along Waukegan Road and Chestnut Avenue are expanding into this area where existing, small, single-family homes are in fair to poor condition. Consistent with the surrounding neighborhood (Valley Lo), the land use plan recommends that this area be reestablished as a multi-family area. It will be critical to assemble parcels and redevelop them in a unified, coordinated manner to ensure quality development and compatibility with Valley Lo. Infrastructure needs in this area can best be handled through unified redevelopment.

Potter Road

Another transitional area is Potter Road, immediately east of the Tri-State Tollway. Area uses include vacant parcels and single-family housing in fair condition wedged between the Tri-State Tollway and new residential construction to the east. Because of existing street patterns and access to the area, Potter Road is somewhat isolated. The recommended land use for this area is multi-family residential at a relatively moderate density. Buffering and access are important redevelopment issues. It will be important to properly buffer development from the Tri-State Tollway. Access onto Lake Avenue is difficult, and providing access to the site from Landwehr Road should be considered.

Willow Road

Willow Road west of the Glenview Naval Air Station is experiencing commercial development pressures. Plan recommendations suggest this area maintain the low intensity residential character that presently exists. This recommendation is intended to ensure adequate traffic flow along Willow Road by limiting land uses that require access to this busy arterial and to protect the integrity of existing neighborhoods adjacent the corridor.

The land use plan recommends that commercial development and higher density residential uses be limited to their current locations at Plaza del Prado and just west of the Glenview Naval Air Station with limited expansion at the intersection of Willow and Pfingsten Roads.

Portage Run

Portage Run is undergoing pressure to redevelop with more intense land uses. Portage Run is currently characterized by large estate lots in a heavily wooded area, and it should maintain its current low density, "natural" character. Portage Run provides an important buffer for the Grove and also allows for an extended habitat for the unique prairie wildlife and vegetation of the Grove. Furthermore, maintained use

of Portage Run as a residential estate area continues a special type of residential option for home buyers and restricts access to Lake Avenue. It may be appropriate to rezone Portage Run as "Estate Residential" to ensure it is preserved as low density residential and open space.

Downtown Frame Neighborhoods

Residential areas that border Downtown, bounded generally by Linneman Street on the south, Waukegan Road on the east, Grove Street on the north, and Washington Street on the west provide an important pedestrian-scale, mixed-use environment. These areas are now in transition, with traditional single-family areas being redeveloped as multi-family housing, commercial uses, and parking areas.

Plan recommendations encourage redevelopment of this area as a pedestrian-scale residential and office area. Appropriate uses in the area include single-family housing, small scale multi-family housing, and office development around the immediate edges of Downtown. Densities in this area should generally range from five to 14 units per acre (current R-5 or RT-8 zoning). Some small multi-family structures and row houses of a higher density may also be appropriate, when provided with a high degree of amenities and when compatible with the surrounding neighborhood. These uses should be requested using the site plan review process (outlined in the Plan Appendix). An important element of redevelopment in this area is the ability to maintain the pedestrian scale. Parking areas should not have a prominent street presence, and the existing, grid-pattern street system should be maintained. These elements of the neighborhood make it an interesting area and an important counterpart to Downtown Glenview. Important historic housing and structures, such as the Glenview Park District offices and Our Lady of Perpetual Help, add to the character of the area and should be preserved.

Summary of Residential Land Use Components

The goals of the Comprehensive Plan seek to continue development and redevelopment of residential uses in two important ways: to enhance existing neighborhoods and to ensure a continued range of options in housing choices. The residential elements of the Comprehensive Plan address these issues directly:

Maintain integrity of and enhance existing neighborhoods.

- Develop remaining vacant parcels consistent with surrounding neighborhoods.
- Ensure the integrity of neighborhoods by limiting inappropriate, higher intensity uses.

Strive to provide a variety of housing choices.

- Enhance the "uniqueness" of the Downtown Glenview neighborhoods.
- Maintain Portage Run as a wooded estate area.
- Allow expansion of multi-family uses into selected, transitional areas (i.e., Monroe/Jefferson/Chestnut Avenues area and Potter Road).
- Allow small scale multi-family uses to locate selectively in existing neighborhoods.

Retail Areas

Retail Character

The land use plan recommends that space be provided for retail uses that support and enhance the Village's quality of life and add to the Community's tax base. Retail areas that are convenient to residents in all parts of the community and serve their shopping needs are key to well-balanced levels of service. Retail areas should also enhance the appearance of the community and provide community meeting places. The Comprehensive Plan recommends that existing patterns of retail use should remain intact since they serve the community well.

Currently, Glenview has four primary areas of retail activity: Downtown, the Waukegan Road Corridor, the Milwaukee Avenue corridor, and Plaza del Prado. Each of these areas serves a distinct need and has its own character. The Comprehensive Plan recommends that each of these areas function independently and contribute visually to the character of the Village. (Specific recommendations for these areas are found in the special study area plans.)

Downtown Glenview

Downtown Glenview should be emphasized as an important retail area and focal point for the community. Downtown, more than any other retail area, should also function as a gathering place. The Comprehensive Plan recommends areas of concentrated retail activity along with a mix of office and residential uses. Downtown Glenview should be pedestrian-oriented, and redevelopment should be sympathetic to the historic elements of the area.

Waukegan Road Corridor

The Waukegan Road Corridor is the location of most of Glenview's retailing activity. The area north of Lake Avenue is characterized by automobile dealerships, restaurants, specialty retail, Carillon Square, and several "strip" retail centers. The present character of this district is auto-oriented (designed to be accessed by cars rather than by pedestrians) and visually undefined. The Comprehensive Plan recommends that this district remain Glenview's primary auto-oriented business district. The area between Lake Avenue and Glenview Road is characterized by small-scale retail uses built at the right of way. The Plan recommends that this distinctive area should redevelop as a pedestrian environment. The area south of Glenview Road is characterized by larger office and multi-family developments. Although some small-scale retail uses have located in the area, the Comprehensive Plan recommends that the large-scale uses be maintained in a way that complements the images of the Village and enhances the entryway to Downtown.

Plaza del Prado

Plaza del Prado is a community shopping center in the northwest portion of Glenview. It serves as a shopping center for residents in northern Glenview and in the southern parts of Northbrook. The center's main access point is on Willow Road, and a secondary access point is located on Pfingsten Road. Limited expansion of retail uses in the area surrounding the intersection of Willow and Pfingsten Roads is appropriate to serve the expanding western part of the community.

Milwaukee Avenue Corridor

Retail uses along Milwaukee Avenue, clustered primarily between Lake Avenue and Sanders Road, include several fast food and full-service restaurants, motels, and other retail uses. This district is an important service location for the large and expanding labor force working in corporate offices along Sanders Road. This area

should continue to develop as a retail/service location for the expanding labor force. Neighborhood facilities (such as a grocery/drug store) for area residents should also be encouraged. Expansion of retail uses in the limited expansion areas should be clustered at unified sites, rather than developed as "strip centers," and access onto Milwaukee Avenue should be carefully controlled.

Neighborhood/Convenience Areas

To provide for convenience retail needs at a neighborhood level, a limited number of small retail clusters have been identified. These small "corner markets" are intended to serve local needs and not to develop as large retail areas. Retail development should only occupy corner lots at selected intersections and should not be permitted to encroach neighborhoods beyond these lots.

Summary of Retail Land Use Components

The overall pattern of retail uses is recommended to remain largely unchanged since the four primary retail areas provide adequate retail space. Limited expansion of retail uses is recommended along Milwaukee Avenue and at the intersection of Willow and Pfingsten Roads to allow these areas to continue to serve the expanding residential and employee markets adequately. Additional scattered retail development should be discouraged other than at identified neighborhood convenience areas.

Office Areas

Office Character

The Village of Glenview is a desirable location for office development for many of the same reasons that make it a desirable residential location: an attractive, well-maintained place to live with a good school system and large tracts of open space. In addition, Glenview's access to major regional transportation arterials (the Tri-State Tollway, Edens Expressway, and Commuter Rail Lines) and its visibility from these corridors are also attractive elements to office users.

The majority of offices in and around Glenview are corporate offices that have been developed in a unified manner. Design elements present a positive image and have added to the character of the Village. A few office users, particularly along Waukegan Road and Downtown, are smaller in scale and present more of a mixed image. Local service and professional offices (for doctors, lawyers, realtors, etc.) should be encouraged to locate in the periphery of the Downtown, in upper stories Downtown, and in limited areas along Waukegan Road.

Office development outside the Village affects Glenview in terms of increased traffic volumes, greater demands on public services, and the definition of the Village character. The land use plan recommends continued development of office space in emerging clusters along the Tri-State Tollway and for expansion in other areas. Continued development of office space, however, must be a coordinated activity to mitigate any negative impacts of increased traffic and residential encroachment.

Three emerging concentrations of office development are located in or adjacent Glenview: the Sanders Road area, the Milwaukee Avenue/Dearlove Road area, and Techny. These office concentrations are on the periphery of the community, and all have access to a major arterial. They are described in more detail below and on the following page.

Sanders Road Area

Office development with access onto Sanders Road includes Allstate, A.C. Nielsen, Culligan, and other large corporate headquarters. These users have taken advantage of the high visibility of this location from the Tri-State Tollway. Office development is recommended to continue to in-fill vacant sites along both sides of Sanders Road from Willow Road to the Tri-State Tollway overpass, with continued use of Sanders Road as the primary access. Glenview's water system is available to serve all of this property. Office uses should maintain the existing pattern of development with consolidated access and large setback depths along Sanders Road.

Area Near Milwaukee Avenue and Dearlove Road

Office uses along Milwaukee Avenue, including Zenith Corporation, are concentrated between the Tri-State Tollway underpass and Dearlove Road. The character of these uses is similar to those along Sanders Road, but generally smaller. Continued office development along Milwaukee Avenue is recommended in those sites designated on the land use plan. Consolidated access points are important to the efficient functioning of Milwaukee Avenue, a major arterial street.

Techny

Techny is one of the largest undeveloped areas in the North Shore. The land use plan recommends much of the southwestern part of the Techny property for office development. Office and related development should provide internal circulation to individual buildings and links to the arterial street system. In the short term, access should be provided to Willow and Waukegan Roads. In the long term, consideration should be given to providing access onto Lehigh Avenue should the Naval Air Station be redeveloped or traffic volumes warrant this access. Access to Lehigh Avenue should also be tied to improvements at the Lake/Lehigh intersection. Access points should be coordinated with adjacent development to provide signalized intersections.

Summary of Office Uses

A goal of the Comprehensive Plan is to encourage limited office development that does not encroach on residential areas. The land use plan has recommended three major areas of office development and their respective boundaries. Other office locations throughout the Village are identified at limited sites where they will have access to a major roadway and will be compatible with neighboring land uses.

Industrial Areas

Industrial Character

Industrial land uses in Glenview are relatively limited, both in size and intensity of use. There are two concentrations of industrial uses: east of the Glenview Naval Air Station along Lehigh Avenue and west of the Glenview Naval Air Station along West Lake Avenue. The land use plan identifies limited expansion of these industrial areas; major new industrial areas are not recommended.

Glenview's industrial uses are relatively small scale and light industrial in nature. The site of the largest industrial user, Signode, may represent a long-term redevelopment opportunity for residential and office uses. (Signode is surrounded by the Village but presently unincorporated.)

Recommendations

The land use plan recommends existing industrial areas to remain industrial in the long term with the possible exception of the Signode site. If the Signode property

becomes available for redevelopment, the eastern portion of the site would be appropriate as office and residential space while the western portion should remain light industrial.

The second concentration of industrial uses in the vicinity of Lehigh and Chestnut Avenues is identified as a limited expansion area. Expansion is recommended along Johns Drive and Lehigh Avenue. This area is adjacent the Lutter Dump landfill, which is closed. The land use plan recommends that in the long term the landfill be dedicated as open space and not for industrial expansion.

Summary of Industrial Uses

Industrial land uses are not a dominant use in the Village. The land use plan recognizes the need to provide space for these uses and recommends they be clustered in two areas: immediately east and west of the Glenview Naval Air Station. A summary of the industrial recommendations of the land use plan includes:

- Maintain limited industrial land use.
- Provide limited industrial expansion along Lehigh Avenue and Johns Drive.
- Encourage relocation of industrial uses presently outside identified industrial areas into these areas.
- Maintain small scale character of industrial users.

Public and Open Space

Glenview offers more than 3,200 acres of parks, forest preserves, and private recreation space, most under the jurisdiction of the Glenview Park District. Open space is well distributed throughout the community, and the residents are highly satisfied with the park and recreational system in the Village. The recommendations of the land use plan mirror the recommendations identified in the *Glenview Park District Comprehensive Planning Report 1983*.

Both plans identify five areas where new open space should be provided as the Village continues to develop: the Grove, Techny, the Glenview Naval Air Station (if privately developed), the Lutter Dump, and the Wagner Farm. These five areas are shown in Figure 3. This additional park space is proposed to serve community needs as these areas begin to develop. The ratio of park space to population is currently within the nationally accepted service level; however, to maintain these standards, new parks will be needed as the Village grows. In addition to providing new park space, continued development and improvement of the existing park system is important in serving community needs.

The historic Kennicotts Grove, owned and managed by the Park District, is a unique asset to the Village. Protection from inappropriate adjacent land uses is important. Both the land use plan and the zoning districts map identify an environmentally significant buffer zone surrounding the Grove that should be preserved for open space and low intensity uses.

Several large open spaces provide important green areas for the Village; these spaces are not under the jurisdiction of the Glenview Park District. The areas of the Forest Preserve that surround Glenview and the North Shore Country Club are important open space assets that should be maintained.

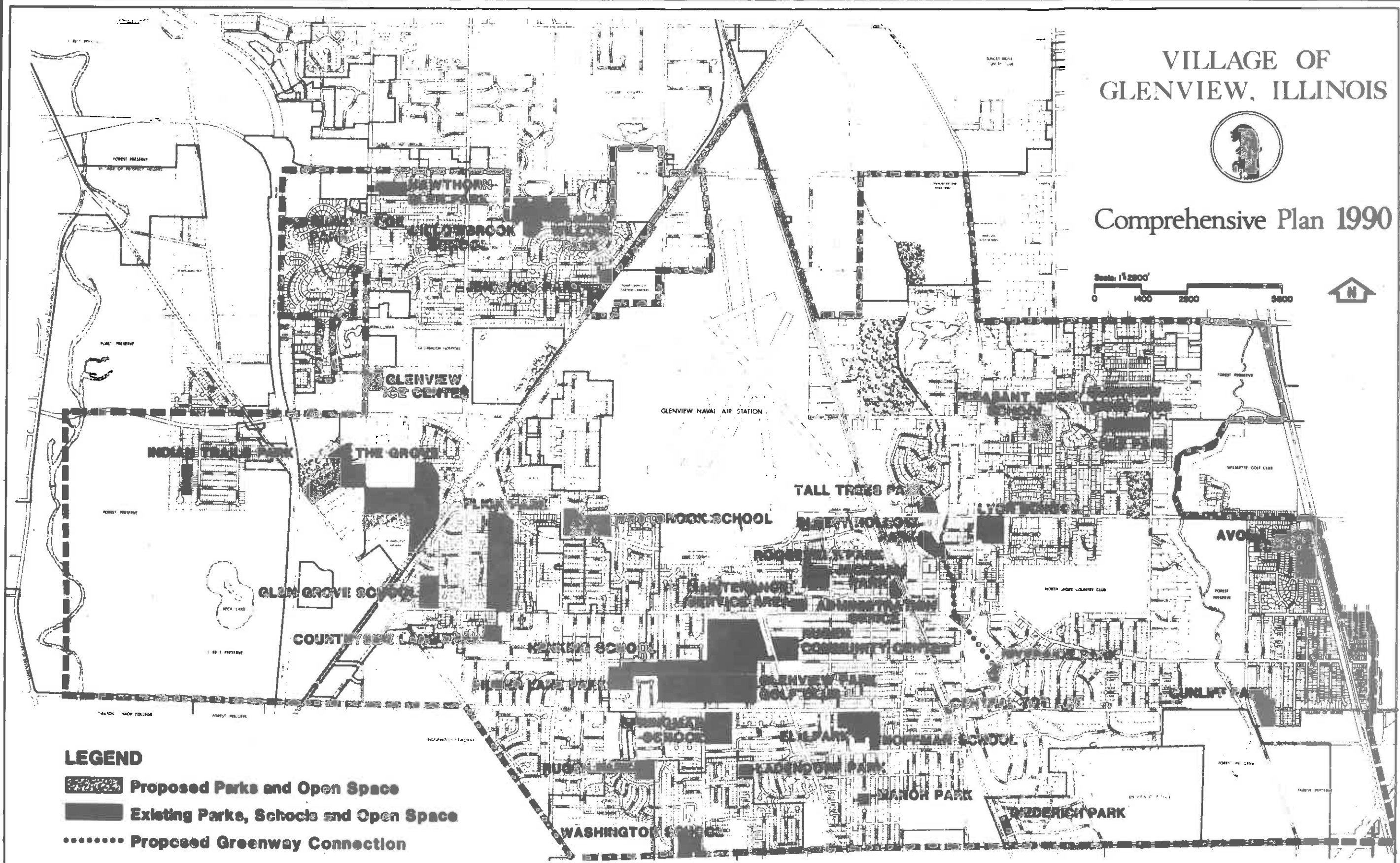
Figure 3

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990

Scale: 1"=2800'
0 1400 2800 5600



LEGEND




-  Proposed Parks and Open Space
-  Existing Parks, Schools and Open Space
-  Proposed Greenway Connection

Figure 3
Glenview Park System
Plan Recommendations

Source: Glenview Park District Comprehensive
Planning Report 1988

Summary

The land use recommendations of the Comprehensive Plan are intended to preserve the residential character of the community, expand the types of housing options available in Glenview, and provide the full range of support services that will allow the Village to grow. As shown in Table 1, the land use plan provides expansion opportunities for all of the various types of development in the Village while maintaining the balance of uses that currently exists.

CIRCULATION PLAN

Plan Rationale

The circulation plan for the Village of Glenview establishes a thoroughfare network of surface streets capable of accommodating expected traffic volumes generated by population growth and development. Besides accommodating locally generated traffic, Glenview is subject to much through traffic because of its position relative to major regional arterials, such as Willow Road, Waukegan Road, and Milwaukee Avenue. In addition, Glenview is a destination point for employees at major offices adjacent the Tri-State Tollway and expected office development at Techny. In summary, the Glenview circulation system must serve three distinct circulation types: local, through, and destination traffic.

Steadily increasing traffic has created major circulation problems, including corridor capacity deficiencies, access control problems, conflicting traffic movement, and hindered emergency access. Increasingly, circulation within Glenview has deteriorated to the point that discretionary local trips at peak hours are put off. Local traffic is often forced to compete with through and destination traffic, a few residential areas are negatively affected by non-local traffic. The primary rationale of the circulation plan, therefore, is to improve traffic movement Village-wide while protecting residential areas from negative impacts.

Where the land use plan guides new development, the circulation plan recommends improvements to existing roadways to serve new and existing development. Implemented together, the land use and circulation plans can meet the expected demand and ease existing traffic problems. The circulation plan is intended to serve the following functions:

- To designate a network of thoroughfares and streets that is adequate to carry existing and expected levels of vehicular traffic.
- To improve traffic movement through built-up areas, such as Waukegan Road and Milwaukee Avenue, through stricter access control measures and selected roadway improvements.
- To encourage further development of internal circulation systems in clustered retail, commercial, and residential developments to reduce curb cuts and minimize direct access onto arterials.
- To explore alternative opportunities for circulation, such as traveling by train, bus, car pool, or bicycle.

Glenview should undertake a community-wide circulation plan to address the long-term transportation needs of the community.

TABLE 1
Village of Glenview, Illinois
Summary of Land Use Acreage

Use	Existing Estimates (Acres) (Percent)	Proposed Total Estimated Acreage (Acres) (Percent)
Residential		
Single-family housing	3,803	6,326
Multi-family housing	322	476
Total	4,125	6,802
Retail	153	221
Office	153	935
Industrial	230	146
Institutional	230	180
Low Intensity Uses ¹	N/A	50
Open Space	1,380	1,517
Vacant	475	N/A
Roadways	920	996
TOTAL	7,860	10,797
		100

¹Low intensity use areas may be either residential or office uses
 Note: The above estimates are based on Glenview's existing boundaries for existing acreage and on reasonable annexation assumptions including parts of Milwaukee Avenue, the Techny property, Lutter Dump and Countryside/Westfield for proposed acreage.

Key Circulation Improvements

Several improvements are recommended to enhance the circulation system's ability to handle existing and anticipated traffic demand. Improvements are recommended for the following streets:

- Willow Road:** Widen to six through-lanes from Waukegan Road west to the Railroad overpass, adjacent the Techry area development. Widen to four lanes east of Waukegan Road and provide additional turning lanes at Sunset Ridge. Maintain four through lanes west of the railroad overpass and improve major intersections at Shermer, Pflingsten and Landwehr with additional turning lanes.
- Waukegan Road:** Install a fifth, middle, left-turning lane. Control access through zoning provisions. Consolidate driveways/access points. (Detailed discussion included in special study area plan.)
- Milwaukee Avenue:** Control access through zoning provisions. Consolidate driveways and access points.
- Pflingsten Road:** Widen to three lanes with left-turn bays between Lake Avenue and Willow Road (long term).
* Consider future improvements to four lanes.
- *Greenwood Road:** Widen to four lanes with left-turn bays between Golf Road and Lake Avenue.
- *Lehigh Avenue:** Widen to four lanes between Lake Avenue and Willow Road. Define roadways adjacent commuter parking area.
- *Harlem Avenue:** Widen Harlem Avenue to three lanes between Golf and Glenview Roads. Improve the transition between Harlem and Lehigh Avenues through Downtown.
- Glenview Road:** Remain a two-lane roadway, with turn lanes as necessary. Restrict curb cuts wherever possible.
- *Landwehr Road:** Widen to three lanes between Lake Avenue and Willow Road. Figure 4 illustrates a typical three-lane roadway.
- West Lake Avenue:** Install curbs and gutters between Glenview Naval Air Station and Pflingsten Road.
- *Sunset Ridge Road:** Widen to three lanes between Lake Avenue and Willow Road.
- *Wagner Road:** Widen to three lanes between Glenview and Willow Roads.

* Where a road improvement is recommended, the Village shall conduct public hearings to gather input from the community regarding the proposed improvement. A third (center) lane should only be considered for safety reasons and only after a public hearing is held.

Local Street Improvements

Provide improvements as necessary for maintenance purposes. The Village should undertake a study to analyze traffic mitigation measures to reduce the impact of cut-through and non-destination traffic on local streets.

figure 4

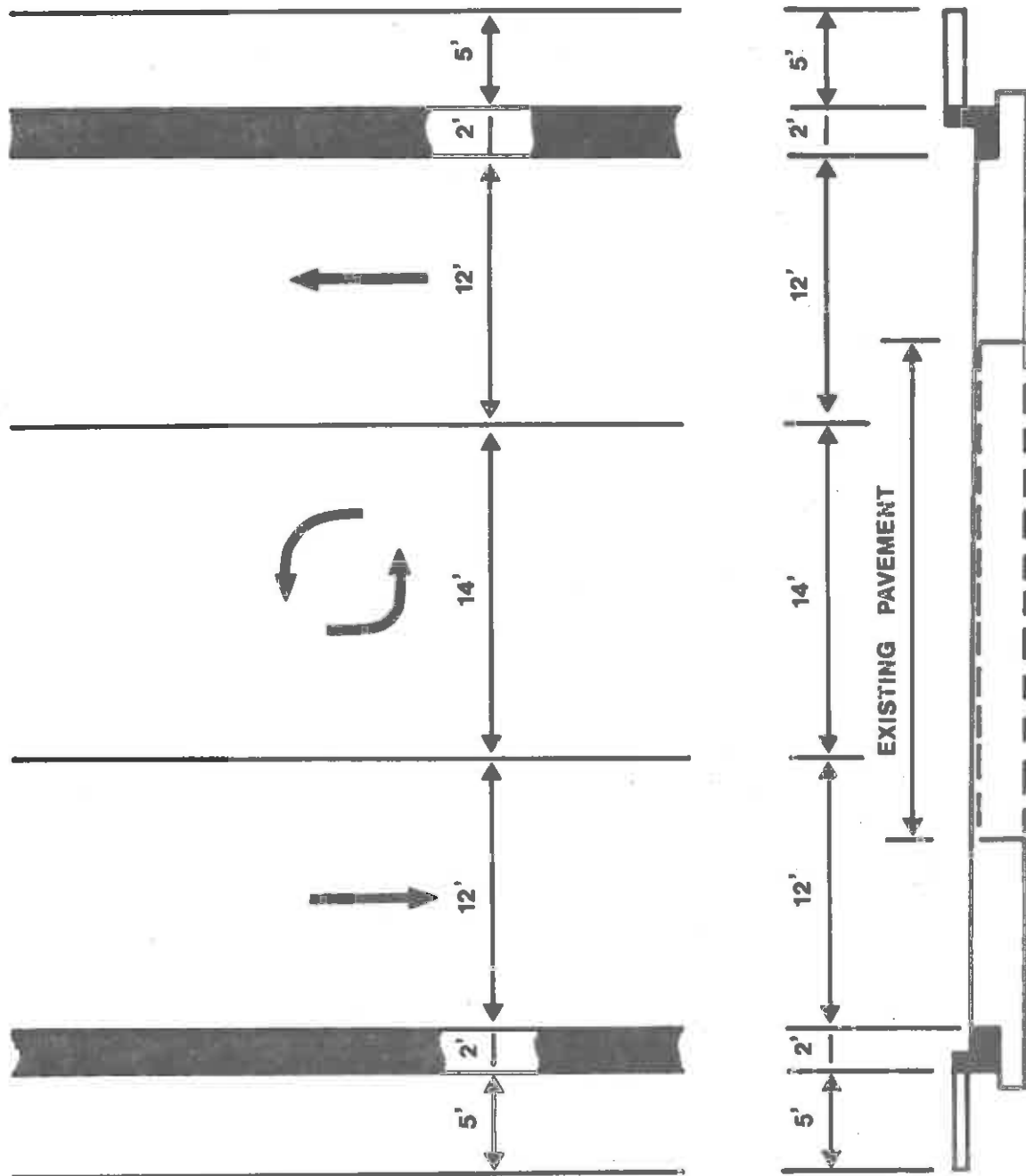


Figure 4
 Typical
 Three-Lane Roadway Improvements:
 Site View

Intersection Improvements

Willow Road Corridor

The corridor between the Edens Expressway and Tri-State Tollway carries more than 37,500 vehicles per day. This number will increase dramatically with development of Techny and continued development adjacent the Tri-State Tollway. Ensuring adequate movement along Willow Road will require upgrading to six lanes. The Chicago Area Transportation System (CATS) plan recommendations should be implemented as funding becomes available.

Lake Avenue Corridor

Traffic flow along Lake Avenue can be improved by upgrades at selected intersections.

- The intersection of Milwaukee Road and Lake Avenue.
- The intersection of Lake Avenue and Landwehr Road.

Milwaukee Avenue Corridor

The intersection of Milwaukee and West Lake Avenues is problematic for several reasons: juncture at non-right angles, proximity to commercial uses, heavy traffic volumes, and conflicting traffic movements. Redesign of the intersection is recommended. An additional through lane and an additional left-turn lane should be added to all four approaches. Further intersection improvements will require an interchange. Any improvements should take into account the access problems of the Timber Trails Subdivision.

Coordination with Regional Transportation System

Transportation planning for greater Chicago is coordinated by CATS. Because transportation issues in Glenview and other North Shore communities transcend jurisdictional boundaries, regional solutions are required. Traffic congestion in Glenview is largely due to its location in the region and the large employment centers that have developed over the years. As a result, some mixture of local and through traffic must be expected. Improved regional planning must limit the amount of through traffic in Glenview by providing alternate routes.

While essentially a mature residential community, Glenview has several major development sites that will significantly affect the local transportation system. Key sites include Techny, several sites along Milwaukee and Willow Avenues, and the Signode property. Should the Glenview Naval Air Station ever be closed, a re-evaluation of transportation systems would be necessary. A more detailed discussion of this issue is presented in the special study area plans. Several sites, most notably part of Techny, will be developed by other jurisdictions. Development of these sites must be carefully coordinated with adjacent communities, especially concerning access control, signalized intersections, and recommended land uses. Coordination is critical at Techny and the developing Willow Road corridor.

Mass Transit

Regional bus service is provided by Nortran and Pace. Nortran is subsidized by Pace, which is the suburban bus division of the Regional Transit Authority (RTA). The various routes of the public transit system in Glenview are depicted in Figure 5.

Bus service within Glenview is limited by a number of factors. First, large portions of the community are inadequately served by established bus routes. The majority of neighborhoods are not within walking distance of a bus line. This distance

discourages people from using the mass transit system and, thus, compounds the vehicle congestion problem. Major employment centers are also inadequately served. The Sanders Road area adjacent the Tri-State Tollway and Techny will require improved service to meet current and future demands.

Second, Glenview lacks a dedicated Transit Center to function as a waiting area, transfer point, and drop-off area for bus riders. A site for this center is recommended at the northwest corner of Glenview Road and Lehigh Avenue. Construction of a well-located Transit Center will improve rider comfort and convenience and encourage use of the mass transit system.

Finally, with an increase in the senior population, mass transit needs will increase. This need can be met by both public and private providers. Much of the senior housing will be in Downtown Glenview, either in developments such as the Patton House or smaller structures. The recommended Transit Center will be very accessible to the expanding senior population.

Commuter Rail

An additional commuter rail station should be constructed in the vicinity of Willow Road and Lehigh Avenue to accommodate demand created by Techny's development. Consideration should also be given to the development of a transit corridor on the east side of Glenview using the abandoned Chicago and Northwestern Transportation Company property.

Pedestrian Circulation

Village zoning and subdivision regulations work well to ensure new sidewalks are constructed for residential neighborhoods and adjacent development on major thoroughfares. In addition to existing sidewalks, new sidewalks should be provided where they do not exist along both sides of all roadways designated as arterials and major or minor collectors. Recommended improvements to community-wide, specific problem areas are described below.

1. Construction of dedicated pedestrian crosswalks and addition of sidewalks where they do not already exist should be priorities at the following locations:
 - Across Lake Avenue near Pflingsten Road for Glenbrook South High School students.
 - Across Lake Avenue near Greenwood Avenue for Westbrook School students.
 - Across Lake Avenue and Waukegan Road for Lyons Elementary School students.
 - Across Pflingsten Road for Willowbrook School students.
 - Across Glenview Road and Milwaukee Avenue for Glen Grove School students.
 - Across Willow Road for Maple Elementary School students.
 - Across Sunset Ridge Road for Pleasant Ridge School students.
 - Across Glenview Road and Harlem Avenue for the Patton House residents.
2. Improvement of Downtown Glenview to enable better circulation between major activity centers.
3. Improvement of Glenview Road west of Shermer Road by removing lightpoles located in the sidewalks.

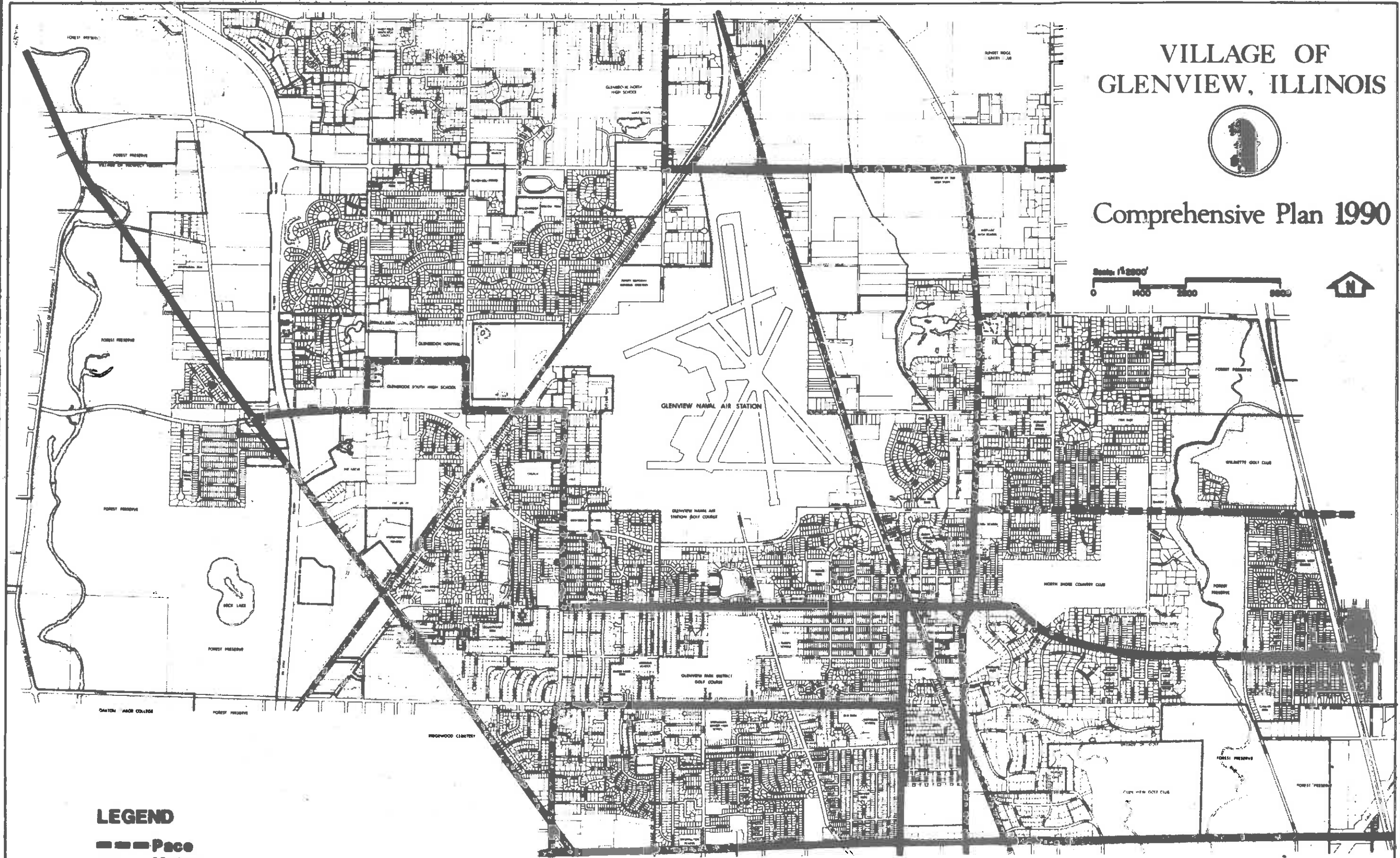
Figure 5

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990

Scale: 1"=2500'
0 1000 2000 3000



LEGEND

- Pace
- Metra
- +— Nortran

Figure 5
Public Transit Routes

Bikeway System

Glenview should develop a bikeway system throughout the Village to serve several functions: to provide a safe transportation system for children, to provide an additional recreational amenity to all Village residents, and to promote increased use of the park and open space system throughout the Village. This system may also provide an alternative means of transportation for local commuters.

A bikeway system plan should include routes that connect parks, schools, and other open spaces (such as the Grove and the Forest Preserve) and other transportation modes (such as the train station and proposed transit center). The routes should be accessible from residential neighborhoods. Bikeway routes may include segments that are completely separated paved paths (along the West Fork of the North Branch of the Chicago River), segments that follow existing roadways and are marked on the pavement (perhaps widened pavements to accommodate bicycles), and segments designated only with signs. Mixed vehicle and bicycle traffic should be avoided wherever possible on major roads. Bicycling on sidewalks should be permitted where safety factors dictate. Further, a bikeway system should include locations for lockers, racks, and limited parking at drop-off points.

This plan does not make specific recommendations for bikeway routes but rather identifies the need for such a system and its purpose. From additional study, a plan for a bikeway system should be developed that would include routes, project phasing, priorities, funding, and implementation.

Summary

The rapid growth of Glenview and surrounding areas has placed significant pressures on the transportation system. This growth has compounded transportation problems already affected by political obstacles and financial limitations. The result is a transportation support infrastructure increasingly strained by current demand. Major development opportunities, such as Techry, will require innovative regional and local approaches to transportation problem solving.

Creating a functional classification of Glenview streets provides a needed framework for local transportation planning. Preservation of residential quality through separation of local and through traffic is an important benefit of this classification. Along Milwaukee Avenue, Waukegan Road, and Willow Road, limited physical improvements in conjunction with strict access control measures will improve circulation while reducing accidents and congestion. Finally, continued expansion of bus and commuter train service areas is needed to relieve the burden on freeways and surface streets.

COMMUNITY FACILITIES PLAN

Introduction

A goal of the Comprehensive Plan is the provision of adequate community services: parks, schools, utilities, safety forces, and other similar services. To ensure that the high quality of services in the Village can be sustained, the Comprehensive Plan describes the current condition of community services, identifies issues surrounding these services, and recommends necessary improvements.

Recreational Services

Glenview Park District

The Glenview Park District serves the park and recreation needs of the Village. The District is guided by the Comprehensive Planning Report for the Glenview Park District, adopted in 1983. This report outlines the goals, policies, and procedures for the District and identifies park deficiencies and planned improvements.

The Village is entirely within the boundaries of the Park District. The Park District currently serves a population of approximately 41,000. In addition, much of the land to be considered for annexation into the Village is also within these boundaries. Therefore, the park needs of the future population of the Village have been included in the planning for the District. Unanticipated physical growth, such as the private development of the Glenview Naval Air Station, would create both a need and opportunity for dedication of new park lands and open space.

Future Recreational Program and Facility Needs

According to the community opinion survey conducted for the Comprehensive Plan, few substantive issues were noted because most respondents are highly satisfied with the quantity and quality of park lands and programs. However, as the character and demographic nature of the community change, other needs may emerge.

Traditionally, the school systems have been active in the provision of recreational services; the dual use of school lands for neighborhood play lots, ball fields, etc., is an efficient and logical use of land. As an unintended result, recreational facilities and programming can have a tendency to be directed to those families with children. It is the responsibility of the Park District to see that facilities are provided in neighborhoods where school property is not available for a variety of populations.

The gradual aging of Glenview's population coupled with an increasing number of childless households requires the Village to re-examine the extent to which its recreation programs and facilities can respond to changing future needs.

Another factor that must be considered is the development of new housing areas, particularly the potential to develop land at the Glenview Naval Air Station. If that land is made available for housing, additional facilities and programs will be required. Similarly, in the western portions of the Village new development and annexations will likely create additional recreational needs.

Wagner Farm

The Wagner Farm, a 20-acre parcel at Lake Avenue and Wagner Road on the eastern side of the Village, is a privately held, active farm. Discussions involving the long-term use of the property date back at least 20 years when a bond issue referendum for the purchase of the property and development of a park failed. Recently, proposals to purchase the property to preserve it either as a working farm or as open space have been recommended.

As the Comprehensive Plan encourages open space in existing residential areas, this property should be obtained when available. It would be appropriate to rezone the Wagner Farm to Public Lands (P-1) to ensure that it will be held as open space should a change of ownership occur. The Glenview Park District has indicated that it would purchase and manage the property when it becomes available. This intent is also consistent with recommendations in the *1983 Glenview Park District Plan*.

The Grove

Kennicotts Grove, located in the western part of the Village, is a large expanse of open space with historically significant structures, wooded areas, and remnant prairie. Since the site itself is already protected from development and under the jurisdiction of the Glenview Park District, land uses adjacent the Grove are of concern. An environmentally significant area has been designated around the Grove on both the land use plan and on the zoning district map. This designation is intended to protect the Grove from the effects of inappropriate surrounding development. Within this zone, a "primary area" is designated and should be left as open space to buffer the Grove. The remainder of the zone should be developed only in low intensity uses (e.g., large lot residential uses) to respect the environmental and historic significance of the Grove.

Lutter Dump

The Lutter Dump is an inactive landfill in the northern part of the community just east of the Glenview Naval Air Station. It has recently been closed by a court order that enforced the terms of an agreement between the owner and the Village. The land use plan recommends its future use be open space. In the short term, the "settling" of the land and the environmental liability questions of the site make redevelopment unlikely. Long-term uses may include active recreational space (such as a golf course and tennis center) possibly in association with development of Techny. This site will also provide a needed natural buffer between the industrial uses to the west and the Valley Lo neighborhood to the east.

The Forest Preserve

Glenview is largely bordered on the east and the west by the Forest Preserve. These major, publicly owned open spaces are an important asset to the community and help define Glenview. The Forest Preserve should be maintained as an important resource to Glenview and to the Chicago Metropolitan area.

Connecting Open Space

The transportation plan identifies the need to develop a bikeway system to connect parks and open space throughout the Village for both recreation and circulation purposes. One priority green space connection is a route that would link Sleepy Hollow Park, the proposed "West Fork Green" (described in the Downtown special study area plan), and Riverside Park. This connected system could continue through the Glenview Naval Air Station and the Signode property to Jennings Park should these areas redevelop.

Utility Services

Water Services

Water services for public safety and domestic use are generally adequate throughout the community. Service is also provided to several unincorporated areas in western Glenview. Detailed planning is underway to ensure that water pressure and volume are maintained as development continues, particularly in western Glenview.

As other unincorporated tracts of land and new developments are brought into the Village, additional water storage and pump capacity will be needed. This contingency figures prominently in the development of master plans for water service in the west.

Sanitary Sewer

Sanitary sewer treatment services are under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago (formerly the Metropolitan Sanitary District). The Village has some latitude in the provision of service, and the primary concern with service is whether facilities and service areas can continue to meet the needs of the Village as it expands. As new areas are identified for annexation, service district boundaries will have to be altered and existing systems evaluated to determine if they require upgrading, repair, or replacement. Additional service lines will have to be planned and constructed as required by new development or annexation of unsewered areas.

Solid Waste Management Systems

Household and business solid wastes are collected within the Village by private contractors whose rates and operation are regulated by the Village Board of Trustees.

The disposal of solid waste has become one of the most pressing issues of the last part of this century. The Illinois Environmental Protection Agency in 1988 estimated that existing solid waste disposal facilities within the state will be exhausted in five to seven years. While alternative solutions to landfills, such as large scale recycling efforts, co-generation plants (burning of solid waste to create energy), and other similar efforts are gaining ground, landfills remain the primary means of disposal. As these existing landfills reach their capacity and are closed, solutions to this problem will become more difficult. The issue is no longer isolated to individual communities; developed communities must increasingly rely on outlying areas to supply their solid waste disposal needs. The problem has become regional in scope. As a result, regional solid waste planning is increasingly mandated by state governments. However, this issue is still subject to local political sensitivities.

Confronted with the need to develop a regional solution to this problem by the mid-1990s, Glenview joined with 27 other communities as a member municipality of the Northwest Municipal Conference, representing more than 800,000 people, and began working in 1982 to develop an environmentally safe and comprehensive action plan for regional solid waste disposal. In 1988 those communities united to create the Solid Waste Agency of Northern Cook County (SWANCC) which is charged with implementing the solution to the solid waste disposal crisis.

In addition to recycling and composting programs, the elected community officials who serve on the SWANCC governing board have developed plans for a balefill. (Balefilling is the collection of trash into a compacted bale form for disposal in a landfill.) The compacted form of waste allows a greater volume of trash to be placed in a small area of the landfill. This advanced and thoroughly engineered facility will be sited on unreclaimed strip mines in a sparsely developed area of northwest Cook County.

It is anticipated that the balefill will be served by three regional pollution control facilities. The purpose of these control facilities is to provide a site where trash can be collected, compacted, and baled for transport to the landfill. When selecting sites for these facilities, the quality of life for residents of the surrounding neighborhoods, traffic patterns, environmental concerns, and the location with respect to trash collection areas must be considered. If the site is considered in the vicinity of Glenview, the Glenview Naval Air Station should be consulted. Trash collection points can have a tendency to attract birds, which increase the potential for bird/aircraft strike hazards for flight operations at the airfield.

It should be noted that the Glenview Village Board has approved the operation of a privately owned pollution control facility site that will function in the interim as a

collection point within the Village of Glenview for residential garbage that is collected by a private scavenger company.

When the SWANCC pollution control facility opens, the stream of residential (and possibly commercial) solid waste within the Village of Glenview shall entirely and exclusively flow through that facility. As part of the approval of the privately owned facility, various pilot recycling programs are to be tested throughout Glenview for a period of 18 months to two years. At the end of this time an assessment will be made in regard to the most appropriate productive direction in which the community should move to satisfy its legal obligation to reduce its generation of trash volume in the 1990s.

Storm Water Management

One objective of the Comprehensive Plan is to "improve the drainage system in flood prone areas of the Village and ensure that new development does not compound drainage problems." The Village has taken two steps to implement this objective: (1) the continued enforcement of an on-site storm water detention program for new development and (2) a proposition designed to control flooding within residential areas, the Storm Water Area Management Plan (the SWAMP plan).

The SWAMP plan has been proposed by the Village to address flooding in residential areas by planning and prioritizing improvements to the drainage system in developed areas, with the highest priority given to those areas that have experienced flooding problems on a continuing basis.

On-site detention limits the impact of new development on the storm water management system, although the long-term problem of storm water control within developed areas of the Village remains. The SWAMP plan is addressing the issues of improving existing flooding problems.

In addition to improving the capacity of the storm sewer infrastructure, better control of impervious surfaces (anything that covers the ground and prevents water from soaking into the ground) is appropriate. Impervious surfaces increase storm water runoff. Total impervious surfaces should be controlled through zoning regulations. A new definition of impervious surfaces would replace the current regulations controlling lot coverage (currently defined as buildings only) to include driveways, pools, tennis courts, and similar improvements. This change will limit the total ground area that can be covered in developed and developing areas.

Over Bank Flooding

In addition to the affects of local storm water runoff, the Village of Glenview is also affected by over bank flooding, particularly of the West Fork of the North Branch of the Chicago River. The entire Tall Trees neighborhood and parts of several other neighborhoods along the waterway are within the 100-year flood plain of the West Fork.

The issue of over bank flooding, as with stormwater control in general, is related to expansion of impervious surfaces. As areas outside of Glenview and upstream along the West Fork continue to develop, flooding in Glenview could become an even more regular occurrence and a more significant problem. The solution to the over bank flooding problem is partly addressed by appropriate local storm water management (the SWAMP plan); however, it is also a larger regional issue. To reduce the frequency of over bank flooding, storm retention basins located upstream (outside of Glenview's jurisdiction) will be necessary. Because this effort requires regional coordination and cooperation, Glenview Village officials must work with Northbrook

and other upstream communities to establish a broader regional storm water and flood control plan.

Safety Services

As the Village continues to increase in population and land area, one critical area of concern is the ability to provide the fire and police protection required by the residents and businesses of the community. Annexation of property means that the service area of the police and fire departments must expand both staff and capital equipment needs (such as fire trucks, police vehicles, and fire and police stations). Since police and fire commitments tend to be the largest single items in community budgets, identifying and programming needs at an early stage are important.

Fire Protection

Fire protection services (e.g., fire suppression and prevention, public education, and emergency medicine) are provided through a single facility located Downtown on Glenview Road. The fire service presents two major areas of community concern: the first is logistical; the second is legal/institutional.

The logistical problem facing the fire department is related to the length of existing and projected response times to various areas within the Village. Factors that adversely affect response times include access restrictions (such as those at the Glenview Naval Air Station), at-grade railroad crossings, and the Tri-State Tollway. Increased traffic volumes on some arterial and major collector streets inhibit the movement of emergency vehicles. Access to certain residential areas is restricted by measures designed to reduce the amount of through traffic in neighborhoods.

As annexation occurs in the western and northern parts of the Village, resulting in expansion of the service area, these problems will become increasingly serious. Site location analyses performed by the fire department as well as outside consultants have identified emergency routes, and projected staffing and equipment needs also recommend that, following the establishment of an east-side fire station, consideration be given to moving the existing headquarters stations farther west within the vicinity of the northern portion of the Sherman Road corridor. This relocation would free the existing Downtown site for redevelopment.

The legal/institutional problem is related to the continued overlapping jurisdiction with the Village and the Glenbrook Fire Protection District, which, under a provision of state statute, continues to tax a significant portion of western Glenview. This results in a large number of homeowners being forced to pay double property taxation (e.g., paying a Village property tax for all municipal services including fire protection and an amount equal to more than two-thirds as much again to the Glenbrook Fire Protection District for fire protection alone).

State law provides a solution to this shrinkage of a rural fire protection district when more than one half of the total territory of the fire district is in the limits of the Village. Under the normal operation of the law, the Village assumes sole legal responsibility for the entire Village as well as the fire district's remaining unincorporated service area. This is sometimes referred to as "discontinuance" (or more colloquially as "consolidation") and is the point at which double taxation within the Village will be ended. When this takes place, the Glenbrook Fire Protection District's facilities, coupled with those described above, not only will provide adequate service area coverage but will also provide an opportunity to house a small satellite municipal facility serving the western area of the Village.

Police Services

Many of the same service problems facing the Fire Department also affect the Police Department. Maintaining a police presence in all areas of the Village is important to the residents of the Village. In the opinion survey conducted for this Comprehensive Plan, the statement "Glenview is a safe community" received a 92.4 percent agreement rating with only 1.1 percent disagreeing. Maintaining this feeling of security is important to the character of the Village.

Maintaining patrol routes and improving response times to emergency situations are necessary to continue this feeling of security. The constant need for mobility will require road improvements and increases in the number of vehicles and available staff as the population grows and the service area expands. Satellite stations with the fire department may also be a possibility.

Facilities and Services

School Systems

A drop in the number of school-aged children over the past decade has allowed the schools to provide services within the capacity of existing facilities. Two factors may emerge over the next few years to alter that situation.

First, national studies have indicated a sharp increase in the number of couples who, having delayed a decision to have children, now have decided to begin families. The extent of this increase has not yet been accurately measured, but many communities around the country are beginning to see increases in elementary school and preschool enrollments. Given the growing number of young couples that are moving into Glenview, it is possible that this increase will be felt in the coming years.

Second, housing development in the Village, including the Glenview Naval Air Station and the annexed areas, may increase the number of school-aged children entering the community, thus creating an additional demand for school capacity.

At this point, the elementary school districts and the high school do not anticipate significant increases in student enrollment. Some school districts are currently operating below capacity, and reasonable growth will be absorbed into the existing system. If the Glenview Naval Air Station was developed primarily as single-family residential uses, new facilities and a re-evaluation of service would be necessary.

Senior Citizen Services

One of the fastest growing segments of the population is senior citizens. By 1992, seniors will comprise an estimated 15 percent of the total Village population. This will create a corresponding increase in the need for social services, housing, and commercial and community facilities to serve this population. Many of these needs will be filled by the private market. However, some services will have to be provided for those seniors whose needs are not met by the private marketplace, particularly for those whose incomes are well below the Village median income.

Housing is a particular concern. Many seniors stay in their single-family homes for as long as possible; others seek apartments, condominiums, and housing designed for and restricted to senior citizens. It is clear from the waiting lists for available senior housing units that the demand for additional units is high. The role of government in the provision of senior housing is generally limited to providing incentives to the private marketplace, usually in the form of tax subsidies and increased density allowances. Glenview can actively encourage development of housing targeted to the

senior population, such as the Patton House, by pursuing these government incentives.

Social Services

Most social services are beyond the immediate control of the Village. One service that is of particular concern in the Village is the provision of day care services. Day care services tend to be of three types: commercial day care centers, home care services, and corporate-sponsored centers. Of these, the provision of home care services has the greatest potential for impact on residential neighborhoods. As demands for day care services increase, it is likely that home care services will also increase. The current zoning provisions for day care centers allow home care facilities to develop in all residential districts as home occupations while ensuring they do not have a negative impact on their neighborhoods.

Commercial day care centers are not adequately provided for in the current zoning regulations. Commercial day care centers should be permitted in all of the business and medical districts and also as conditional uses in the higher density residential districts. Corporate day care facilities may be encouraged by incentives offered through the PUD development process. These types of additional incentives should allow the private sector to provide a range of child day care services in the Village.

Summary

Community facilities and services provided in Glenview are part of what makes Glenview a desirable location. To continue to provide quality public services, the challenge will be to expand and develop these services to keep up with demographic trends and expansion of the Village through annexation.

SPECIAL STUDY AREAS

Introduction

The land use plan identifies recommended land uses for the Village. The planning process has also identified four areas of the Village that require more detailed analysis and area specific recommendations. The following special study area plans address how these areas should develop within the larger Village context. Illustrations accompanying each section and specific suggestions are intended as suggestions only.

Downtown Glenview

Downtown Glenview is an important element of the Village. Downtowns, in general, serve as the focal point of a community; they reflect, in large part, the image of a community. Historically, they functioned as the retail, business, and cultural activity center of a community. As with many downtowns throughout the country, Downtown Glenview has lost its focus and does not function as the Village's main activity center.

The special study area plan for Downtown Glenview is designed to better define the Downtown, to enhance its image, and to revitalize its function as an activity center with a dominant, but unique, character. Downtown Glenview is defined as that area bounded by Grove Street on the north, Dewes Street on the south, Waukegan Road on the east, and Washington Street on the west, with Glenview Road as the major organizing street. Shown in Figure 6, the plan recommends that a retail character be encouraged with a supporting mix of office, residential, and service uses included.

Character of Downtown

It is not the intention of the plan to establish Downtown retail uses at the same level as Carillon Square, Plaza del Prado, or Waukegan Road. Rather, the plan will encourage the redevelopment of Downtown as an active, pedestrian-oriented, mixed-use center with unique retail, restaurant/entertainment, and service uses at its core and small scale office uses and public and semi-public civic uses (such as the library, post office, Jackman Park, and West Fork Green).

Another key element of Downtown Glenview's character and function is its larger context as part of a relatively dense pedestrian-oriented neighborhood. The development of a strong, residential framework integrated into Downtown will add to the vitality of Downtown and will provide a unique neighborhood option to senior citizen and other small households.

In addition to a mix of retail, residential, office, and service uses, the visual appeal of Downtown and the image it presents form important elements of its overall revitalization. A unified visual character will help to define the Downtown and strengthen its image. Existing historic elements of Downtown Glenview—such as the Park District offices, Our Lady of Perpetual Help, the Glenview Inn, the Eleanore's of Glenview, and others—provide strong character upon which to build. Signs, lighting, landscaping, street furniture, and paving are all elements that, when coordinated, will better define Downtown and add to its visual appeal.

Retail Core

Retail uses should be concentrated along Glenview Road from Harlem Avenue to the intersection of Waukegan Road. The retail uses along this corridor can be anchored by the existing retail clusters at either end of the Downtown. The Olympia Center forms one anchor at the western edge of the district. It defines the boundary of the Downtown and is a shopping destination point. Olympia Center should be encouraged to maintain active retail establishments, such as clothing stores, furniture stores, specialty stores, and other types of consumer retail establishments.

A cluster of retail uses (which function as an anchor) at the intersection of Waukegan and Glenview Roads includes clothing stores, restaurants, a drug store, and a home furnishing store. This cluster of uses is not a visually unified center like the Olympia Center. However, the number of active retail uses located here could make this area an important retail destination. Continued concentration of retail uses in this area would strengthen it as a retail anchor. Office uses, such as Koenig and Strey and Merrill Lynch Realty, may be more appropriately located in second or third stories along the Glenview Corridor or around the Downtown retail core on Dewes Street, Lehigh Avenue, or Prairie Street. Coordination of signs and other "public space" amenities in this cluster would help to visually unify it and define the eastern edge of Downtown Glenview.

Consumer retail uses should be encouraged along Glenview Road on the ground floors of existing buildings. These uses, along with office and residential uses in upper stories, form a link or a retail axis between the two retail anchors and encourage people to walk along Glenview Road for multi-purpose shopping. In the short term, the plan does not recommend major physical changes to buildings along the corridor; however, in the long term, redevelopment of sites along Glenview Road may be appropriate. Any retail redevelopment should be compatible with existing structures, building massing, and pedestrian scale; should be sympathetic to the historic character of Downtown; and should be consistent with the existing zero lot line style. Clustered retail development with anchors is the same concept used in large shopping centers and malls. Again, the intention of this plan is not to establish Downtown Glenview as a competing shopping center to Plaza del Prado or Carillon

figure 6

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990



LEGEND

-  Downtown Frame Neighborhood
-  Single-Family Neighborhood
-  Proposed Parking
-  Open Space
-  Redevelopment Area
-  Pedestrian Bridge
-  Focal Point
-  Proposed Bikeway

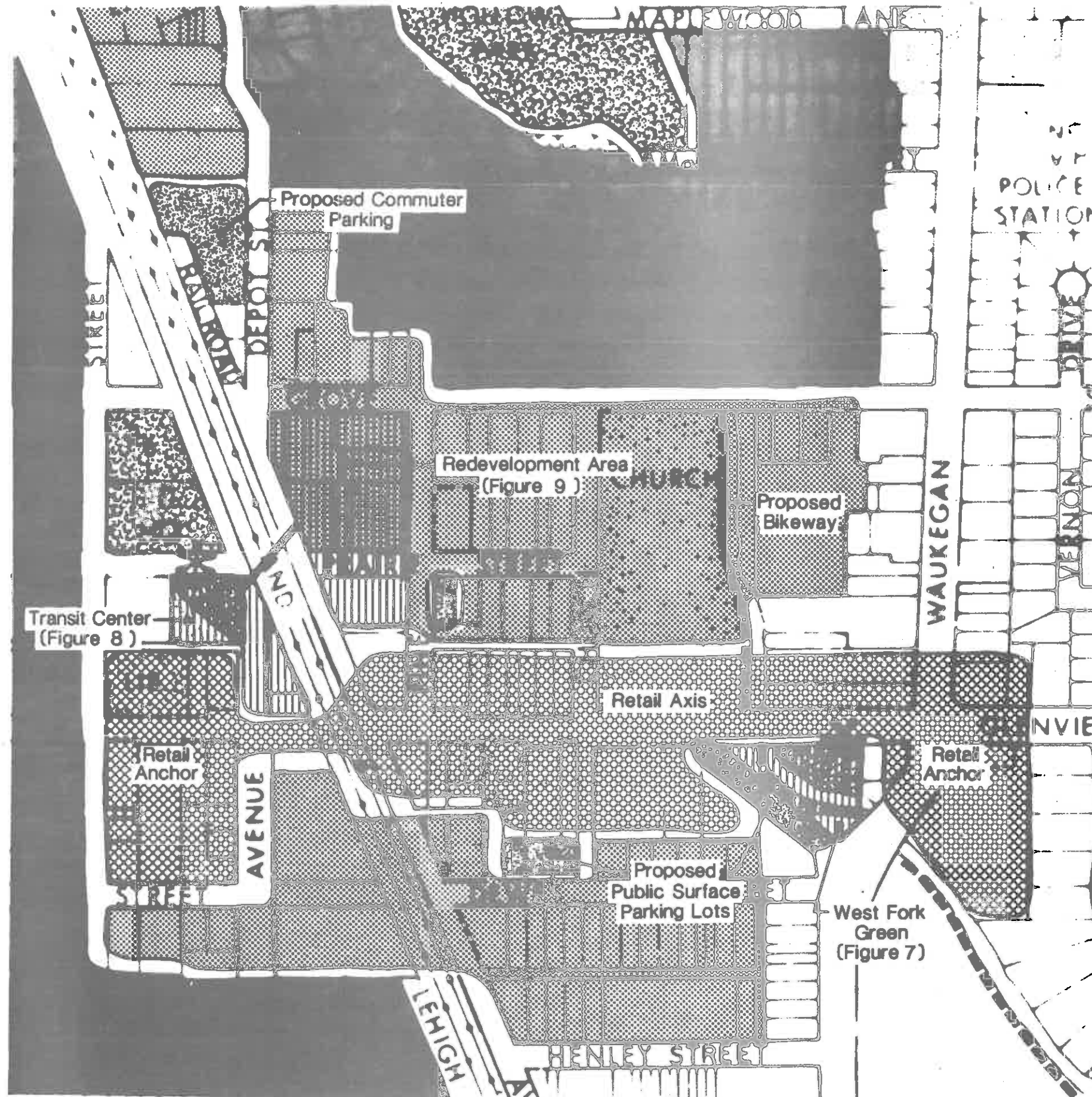


Figure 6
Downtown Glenview
Concept Plan

Square but to strengthen Downtown Glenview's overall retail function and its appeal to pedestrians.

Upper story development of office and residential uses is encouraged to add to the vitality and diversity of Downtown. This type of development also provides needed space for small office-users and for smaller rental or condominium residential units. In the short term, these types of upper story uses should be encouraged in existing second and third stories. Over the long term, it may be appropriate to add floors to buildings or to replace one-story buildings with two- to three-story buildings to support more mixed-use development. However, buildings should not exceed three to four stories to ensure the pedestrian-scale environment is maintained.

Redevelopment Projects

Three specific redevelopment projects are identified for Downtown Glenview for development in three to seven years. These projects address specific problem areas, such as inappropriate industrial uses along Prairie Street, or because they serve to link parts of the Downtown or significantly improve the image of Downtown.

The West Fork Green Concept

The West Fork of the North Branch of the Chicago River runs through Downtown Glenview and is viewed by most as essentially a nuisance. The West Fork Green Concept that recommends developing the area at the intersection of Glenview Road and River Drive as an open space to take advantage of the views of the river was first proposed in the 1970s (Harland Bartholomew and Associates, Inc.).

As part of the Downtown special study area plan, the West Fork Green concept is again being proposed to "open up" the river Downtown, to provide needed "green space" and pedestrian amenities, and to serve as a focal point in the eastern part of the Downtown. The West Fork Green concept (illustrated in Figure 7) is the expansion and improvement of open space, and maintenance of the War Memorial that currently exists in the triangle formed by Waukegan Road, Glenview Road, and River Drive.

The western portion of the site should be cleared and used to expand the park and give it visibility along Glenview Road. The expanded park would include seating, walkways, and a pedestrian bridge over the river. The design elements of this park should be similar to Jackman Park, at the western edge of Downtown. Developing West Fork Green in a way that reflects the same visual elements as the larger Jackman Park will serve as a unifying element Downtown.

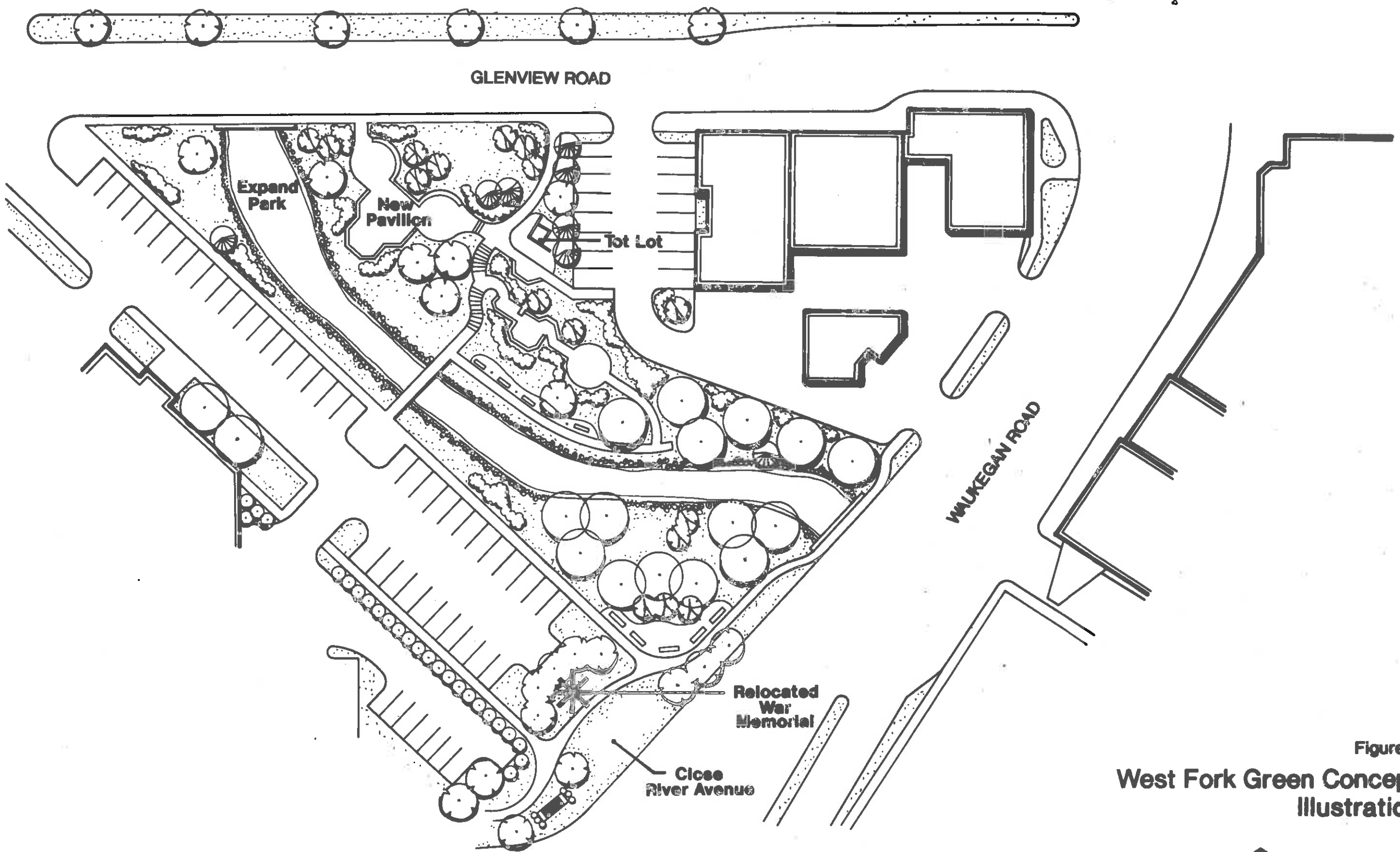
Approximately 40 additional parking spaces would be provided on River Drive. The proposed parking area will require that River Drive be closed.

The West Fork Green Concept is designed to highlight the river as an asset through Downtown, to provide an additional focal green space (which is harmonious with Jackman Park), and to provide a pedestrian amenity and an appealing "entryway" to Downtown Glenview from the east.

Transit Center/Jackman Park Area Concept

The area on the northwestern edge of Downtown Glenview—including Jackman Park, the block that contains the Post Office, Library, and Illinois Bell building, and the triangle at Glenview Road and Harlem Avenue—forms a second redevelopment area. Jackman Park has recently undergone significant renovation. Redevelopment in this area is designed to highlight Jackman Park and to better link it to the Downtown. It is also intended to provide space Downtown for a Village Transit Center and to accommodate the changing needs of the Post Office. This concept (illustrated

Figure 7



GLENVIEW ROAD

Expand Park

New Pavilion

Tot Lot

WAUKEGAN ROAD

Relocated War Memorial

Close River Avenue

Figure 7
West Fork Green Concept
Illustration



Scale 1"=50'

in Figure 8) also includes circulation improvements to address the commuter parking and bus system congestion in the vicinity.

If the post office relocates its distribution, sorting, and retail facility out of the Downtown, the existing site should be cleared and used as a Village transit center. The transit center would include facilities for Pace, Nortran, and possibly private bus lines. The facility would also include a taxi stand and commuter parking areas. In addition to providing the facilities for buses, the site would include landscaping and seating areas that would mirror the improvements made in Jackman Park and connect Jackman Park into the Downtown. Rehabilitation of the existing commuter train station would also enhance this area.

It will be important to accommodate the post office Downtown. Three retail stores are proposed on Glenview Road. Existing retail uses along Harlem Avenue are to remain, and improvements to the ice cream shop include additional outdoor seating.

Residential/Office Mixed-Use Project

It is critical to emphasize housing as a key element of Downtown Glenview. A mixed-use redevelopment area should be created in the area bounded by Grove Street to the north, Pine Street to the east, Glenview Road to the south, and Railroad Avenue to the west. As part of this redevelopment, incompatible uses, such as the existing industrial areas, should be relocated.

As illustrated in Figure 9, several development sites should be targeted for medium density, multi-family housing with office space along Railroad Avenue, south of Prairie Street. New housing should be similar to existing housing by incorporating similar shapes, setbacks, massing, and scale. Parking can be accommodated through garages, either at the first level or below ground.

Plan recommendations include developing internal pedestrian links to housing areas as well as other activity centers by creating green spaces with walkways and seating areas.

Residential Frame Neighborhood

Beyond the retail concentrations along Glenview Road, the surrounding neighborhood forms an important part of Downtown Glenview. The area from Linneman Street (east of the railroad tracks) and Dewes Street (west of the railroad tracks) to Grove Street is recommended as a multi-family, townhouse area with residential uses that maintain the pedestrian scale of Downtown. Heights of buildings should not exceed two or three stories. Maximum densities on single lots with 80 feet of frontage could be developed at up to six units per structure in three-story buildings (52 DU per acre) or up to three units per lot in row houses (27 DU per acre).

Increased densities in the neighborhood that frames Downtown should be allowed upon site plan review and are intended to provide developers with the flexibility to build creative housing with a high level of amenities and a scale and character that is consistent with Downtown Glenview. A more detailed discussion of site plan review procedures is presented in the Plan Appendix.

Streetscape Improvements

The appearance of Downtown Glenview is central to the image of the Village. Streetscape improvements including signage, lighting, street furniture, hanging plants, facade improvements, landscape planting, and street trees will improve the appearance of Downtown and help to unify it as a unique place in the Village.

figure 8

To Jackman Park ↗

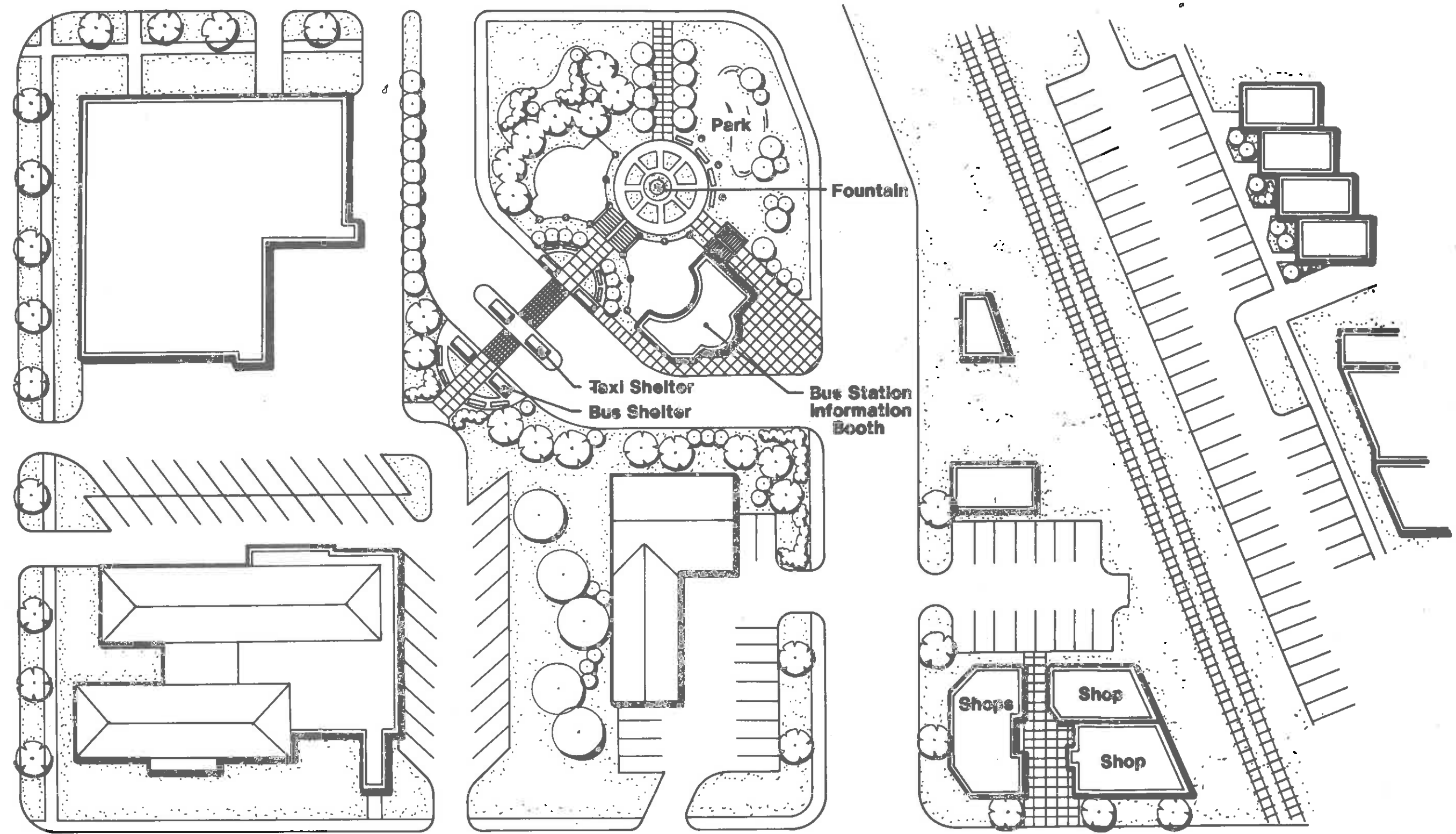
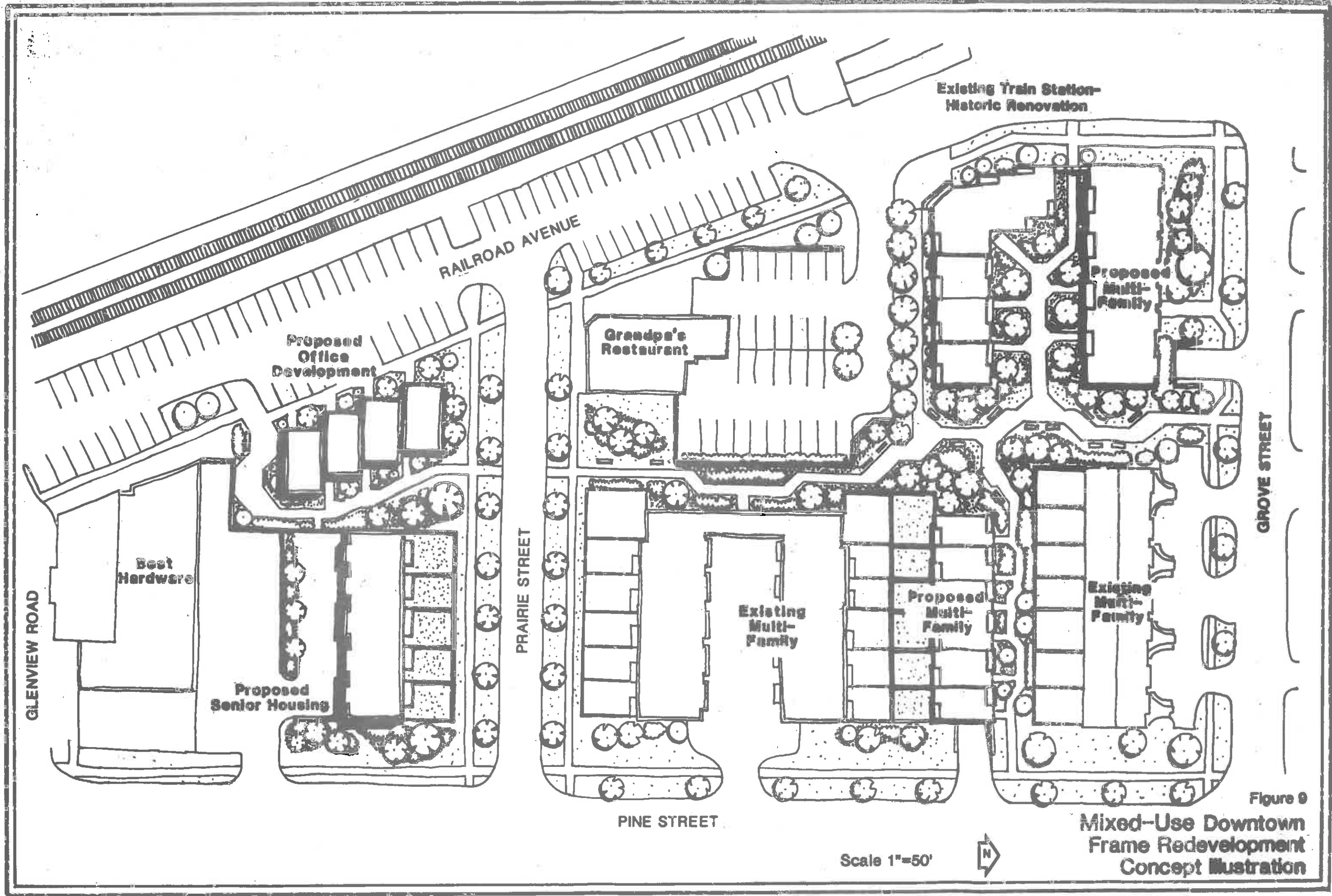


Figure 8
Transit Center/Jackman Park Area
Concept Illustration



Scale 1"=50'

figure 9



GROVE STREET

Figure 9

Mixed-Use Downtown
Frame Redevelopment
Concept Illustration

RAILROAD AVENUE

Existing Train Station -
Historic Renovation

Proposed
Office
Development

Grandpa's
Restaurant

Proposed
Multi-
Family

Best
Hardware

Proposed
Senior Housing

PRAIRIE STREET

Existing
Multi-
Family

Proposed
Multi-
Family

Existing
Multi-
Family

GLENVIEW ROAD

PINE STREET

Scale 1"=50'



Streetscape improvements, illustrated in Figure 10, should use design elements found in Jackman Park and West Fork Green and should provide pedestrian amenities to shoppers. Benches and trees will provide an additional level of comfort. Signage throughout the corridor should be coordinated and in some cases reduced. Facade renovations should be sensitive to the historic character of Downtown Glenview and to an appropriate use of signs and sign placement.

This plan does not include a detailed streetscape plan but rather suggests that visual improvements are needed Downtown. Streetscape improvements should use elements of the existing open spaces and should consider the comfort of the pedestrian.

Parking

The location and amount of parking provided in Downtown Glenview were perceived as problems in the community survey. Parking for Downtown shoppers is not always available and may not be conveniently located throughout the business district. Commuter parking in the vicinity of the train station is also a problem.

Downtown has approximately 400 shopper parking spaces (including the Dominicks lot and the lot behind Koenig and Strey); however, fewer than 60 of these spaces are technically "public" spaces. The majority are reserved for specific establishments and the majority of these "private" spaces are located east of Church Street. The Downtown special study area plan has identified two additional public parking areas.

It is proposed that River Drive be closed and that a public parking lot be developed to provide approximately 40 parking spaces. A public lot is also proposed on Dewes Street behind the Fire Station to the intersection of Dewes and Church Streets. This lot could provide an additional approximately 40 spaces also. These lots should be appropriately signed for easy reference off Glenview Road. In the short term, the two proposed surface lots should be adequate; however, the long-term parking needs of downtown should be reviewed.

More than 600 commuter parking spaces are located in the western portion of Downtown along Lehigh and Railroad Avenues. These spaces stretch from Linneman Street north past Grove Street, some as far as five blocks from the train station. To relieve some of the pressure for commuter parking, however, commuter parking is proposed for the Village-owned property on Depot Street north of Grove Street. A surface parking lot on this site could provide approximately 175 spaces for commuters. Parking should be designed to be compatible with the surrounding residential and office uses.

In addition to providing the new surface lot discussed above, the Downtown merchants should investigate the potential for making some of the private parking lots Downtown available for more general use. Downtown merchants could agree to jointly maintain those lots available for public use and could mark all these lots with the same type of "Downtown Parking" signs.



Figure 10
Streetscape and Facade
Improvements Illustration

Key Recommendation Responsibilities

Revitalization and redevelopment of Downtown Glenview will take a coordinated effort by Downtown merchants, the Chamber of Commerce, Village staff, and local developers. The following are the significant recommendations of the Downtown special study area plan and the appropriate groups to initiate targeted activities.

Recommendation	Lead Role
Target active retail users Downtown	Chamber of Commerce, property owners
Develop West Fork Green	Village of Glenview
Develop River Drive parking lot	Chamber of Commerce, Village of Glenview
Develop Transit Center	Village of Glenview
Develop new post office	Village, Postal Service, property owners
Develop mixed-use residential/office project	Property owners, Chamber of Commerce
Provide streetscape improvements	Chamber of Commerce, Village of Glenview
Provide commuter parking lot	Village of Glenview, Metra
Provide Dewes Street parking	Village of Glenview, Chamber of Commerce

Waukegan Road Corridor

Character

Waukegan Road, the primary retail corridor in Glenview, has developed over many years as an uncoordinated "strip" shopping area. Waukegan Road is also designated a state route, which makes it a heavily traveled regional arterial.

Two significant problems are associated with development along the corridor: traffic congestion and cluttered appearance. Congestion along the corridor is caused by the heavy traffic volumes and the uncontrolled turning movements, primarily between Lake Avenue and Willow Road. The unattractive, undefined appearance of the corridor is due to a proliferation of signs, varying levels of property maintenance, excessive surface parking areas, and varying building setbacks.

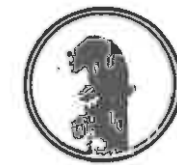
The Waukegan Road corridor is mostly developed except for north of Winnetka Road. Major recommended changes involve circulation improvements or redevelopment of existing property.

Development/Redevelopment Recommendations

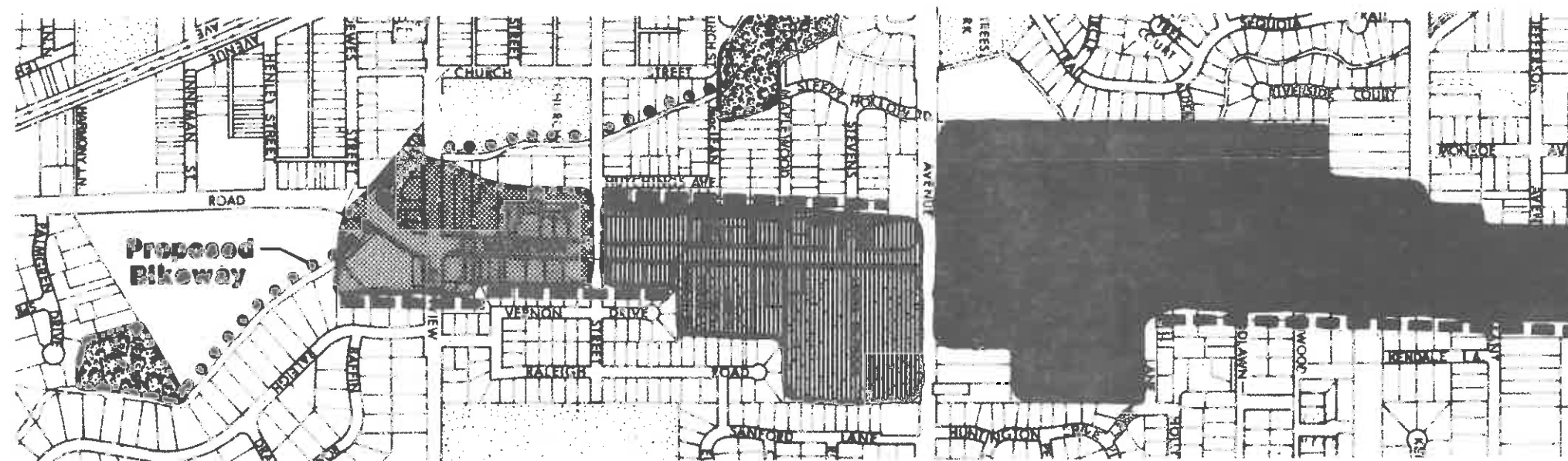
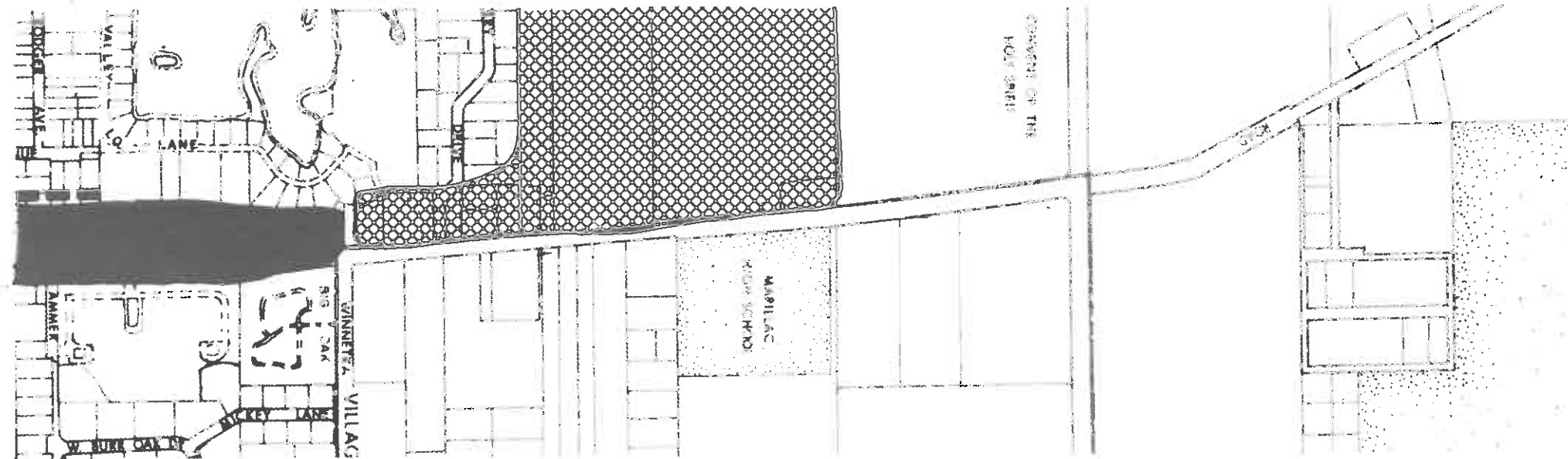
The Waukegan Road corridor should continue to function as the primary auto-oriented retail corridor, but should be separated into four distinct areas: Downtown, the area south of Lake Avenue, the auto-oriented area north of Lake Avenue, and Techny. These areas (identified in Figure 11) will form separate districts with an identifiable character.

figure 11

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990



RECOMMENDATIONS




-  **TECHNY DISTRICT**
 - Encourage Large Setbacks and Limited Curb Cuts
 - Focal Point—Techny Development
-  **SHOPPING DISTRICT**
 - Auto-oriented Retail, Curb Cut Consolidation and Setback Enhancement with Landscaping
 - Reduce Signage
 - Focal Point— Carillon Square
-  **VILLAGE HALL DISTRICT**
 - Small-scale Retail and Service Uses
 - Pedestrian-scale Streetscape Improvements
 - Focal Point—Village Hall
-  **DOWNTOWN DISTRICT**
 - Pedestrian Focus, Retail oriented,
 - Downtown-type Streetscape Improvements
 - Focal Point— West Fork Green
-  **Prevent Commercial Encroachment into Residential Neighborhoods**

Figure 11
Waukegan Road Corridor
Concept Plan

Downtown Frame

The area between River Drive and Dominicks on Waukegan Road should be identified with Downtown Glenview, and the intersection of Waukegan Road with River Drive should be improved with signage as a Village entryway.

At the intersection of Glenview and Waukegan Roads, one of the retail anchors of Downtown, improvements of the retail mix should be encouraged to attract more active retail uses.

In general, the streetscape treatment in this area along Waukegan Road should be consistent with that of Downtown Glenview. Visual improvements including restricting the number, size, and type of signs are also recommended.

Village Hall Area

The area between Glenview Road and Lake Avenue is characterized by small scale, older retail uses built at the right of way and by the Village Hall/Public Safety Complex. This area, distinct from Downtown Glenview, should remain low intensity in nature. The pedestrian environment should be enhanced by adding limited amenities, such as benches and trees. Sidewalks should be maintained along the entire frontage, particularly to the Village Hall. Setback and height standards for buildings should be maintained consistent with existing developments. The historic character, although not as significant as Downtown Glenview, adds distinction to this area.

Shopping District

The character of Waukegan Road north of Lake Avenue changes significantly from the Village Hall area. For example, the buildings are larger, parking is provided in front of retail establishments, and several small shopping center strips are present. The scale and auto-orientation of this area is well established and should be continued.

Recommended design improvements include a considerable reduction in the number and size of signs allowed per business. A change in the zoning code is required to implement this. To achieve a reduction in existing signage, the Village should institute some type of incentive program to businesses. Businesses should be required to install wider landscaped parkways between parking lots and roadways, such as the parkway in front of Carillon Square. Along developed frontage, the Village must purchase or gain easements to the rights of way to make improvements. These rights of way could then be landscaped with additional hedges, trees, or other green space to improve the appearance of this area. Ground signs and unnecessary curb cuts located in these rights of way could be removed when landscaping is installed.

Visual improvement along Waukegan Road could be further enhanced if the ComEd power lines were located underground.

South Waukegan Road

Waukegan Road south of Glenview is a primary community entryway, providing an excellent opportunity for a positive introduction to Glenview. Very different from the shopping district area, it is less retail oriented and has fewer traffic problems and less visual clutter. While mixed use in nature, it is dominated by large scale uses such as Kraft, Avon and Glenview State Bank. These uses provide a lower intensity image than uses in other sections of Waukegan Road.

Development in this area should be consistent with this established character. A variety of uses can be allowed, but large scale development with adequate setbacks,

internal circulation and attractive landscaping are encouraged. Development of small lots for retail sales with multiple curb cuts should be discouraged.

Techny

Largely undeveloped, Techny is undergoing annexation and development activities. The land use plan identifies the Waukegan Road frontage as appropriate for office, multi-family, limited retail, and institutional uses. Techny should be developed in a unified manner with an internal traffic circulation system and limited access onto Waukegan or Willow Roads. New access points should be developed at signalized intersections to provide access to sites on both sides of the road. Frontage along the roadway should also be landscaped, and signage should be strictly regulated to be consistent with the recommendations for the shopping district south of this area.

Residential Transition Area

The transition between commercial uses along Waukegan Road and adjacent neighborhoods is often problematic. In some cases the lot layout in neighborhoods is such that homes back up to businesses, as in Tall Trees, and a fence or landscape buffer is appropriate. In other areas, such as Maplewood Lane and MacLean Court, the division between residential and commercial uses is less clear. In these areas, the land use plan recommends that commercial uses be limited to the Waukegan Road frontage. Land uses behind frontage parcels are recommended as single-family residential. Limited, higher residential densities may be allowed where site characteristics, including adequate lot size, buffer areas, and parking availability, are clearly appropriate.

In all areas along Waukegan Road, commercial land use should not extend beyond the single lot depth fronting along Waukegan Road. Further encroachment of retail uses, including parking or storage, should be prohibited.

Circulation Improvements

Circulation along Waukegan Road is a major problem. Waukegan Road has an average daily traffic count of 36,900 vehicles. In addition, more than 150 curb cuts occur between Glenview and Willow Roads. Two intersections along Waukegan Road are on the top 10 accident list in the Village: Lake Avenue (#1) and Chestnut Avenue (#3).

To address the problems of congestion and traffic safety along Waukegan Road, a continuous fifth center lane is recommended. Traffic making left turns in the through lanes would use this lane instead, reducing congestion and the problem of unanticipated turning movements. Dedicated left-turn bays at intersections and major drives would be clearly signed.

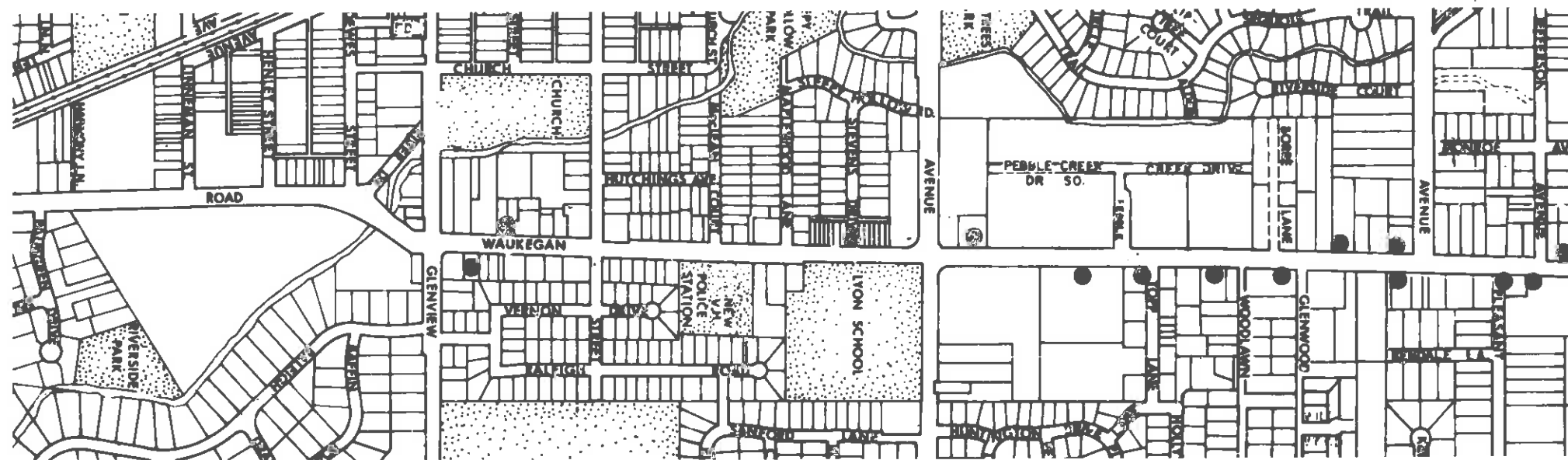
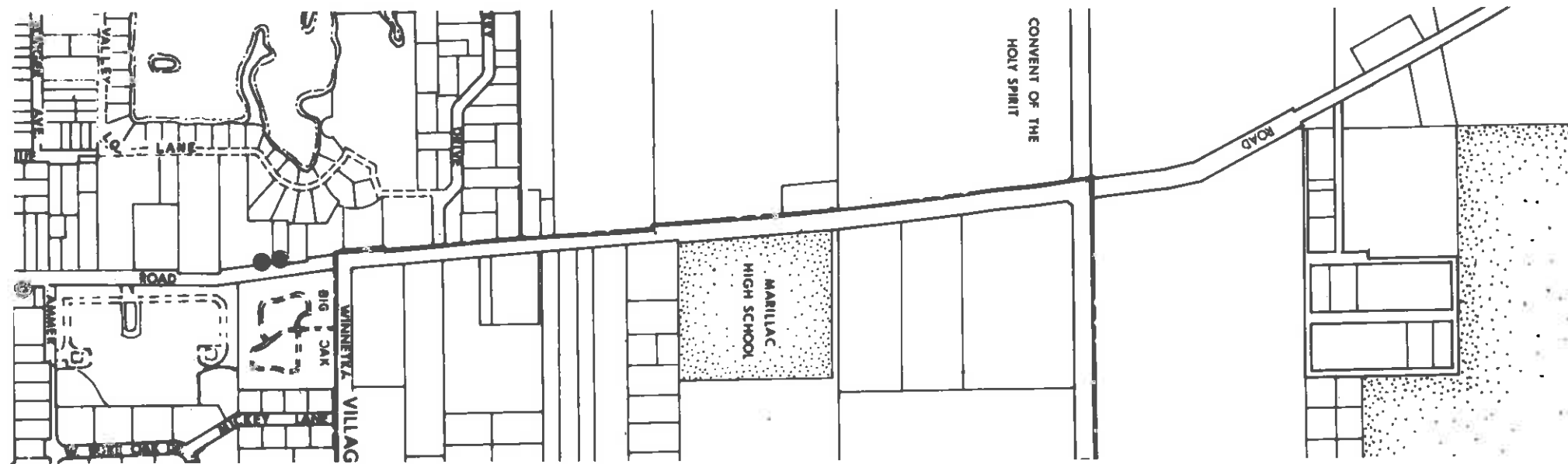
The plan recommends the consolidation of several curb cuts along the corridor. Figure 12 illustrates those areas where access drives should be combined to reduce the total number of curb cuts on Waukegan Road yet still provide ample access to all businesses.

Figure 12

VILLAGE OF
GLENVIEW, ILLINOIS



Comprehensive Plan 1990



LEGEND

- Curb Cut Consolidation

Figure 12
Waukegan Road Corridor
Location for Curb Cut Consolidation

Phasing and Implementation

Plan recommendations for the Waukegan Road corridor include the following key actions along with a phasing or priority schedule and implementation responsibility.

- **Fifth Center Lane**

Phasing: one to five years

Implementation: Village of Glenview and the Illinois Department of Transportation

- **Streetscape Program (Including Zoning Text Amendment)**

Phasing: one to five years

Implementation: Village of Glenview and the Chamber of Commerce

- **Signage Reduction Program (Including Zoning Text Amendment)**

Phasing: one to five years

Implementation: Village of Glenview, Chamber of Commerce, and area businesses

- **Curb-Cut Consolidation (Including Zoning Text Amendment)**

Phasing: one to five years

Implementation: Village of Glenview and area businesses

Summary

The special study area plan for Waukegan Road is designed to address the problems of congestion and appearance. It provides a more organized way for businesses to be developed or redeveloped and a more efficient traffic circulation system. Because the area is largely developed, many of these recommendations will be implemented over time as existing properties redevelop.

Milwaukee Avenue

Development Character

The Milwaukee Avenue corridor will continue to serve as a major southeast to northwest corridor from the Chicago metropolitan area to the northern residential areas. Increasingly, the corridor will play an important role as a service area for major area employment centers. The proximity of Milwaukee Avenue to major office developments will continue to influence the corridor's development character.

Demand for daytime service and retail functions created by the employees of Zenith and other offices adjacent the Tri-State Tollway along Sanders Road is largely served by Milwaukee Avenue. Development of the Radisson, Marriott Courtyard, and several budget motels also serves the market created by these offices. Additional growth of service-related establishments, such as restaurants, can be expected.

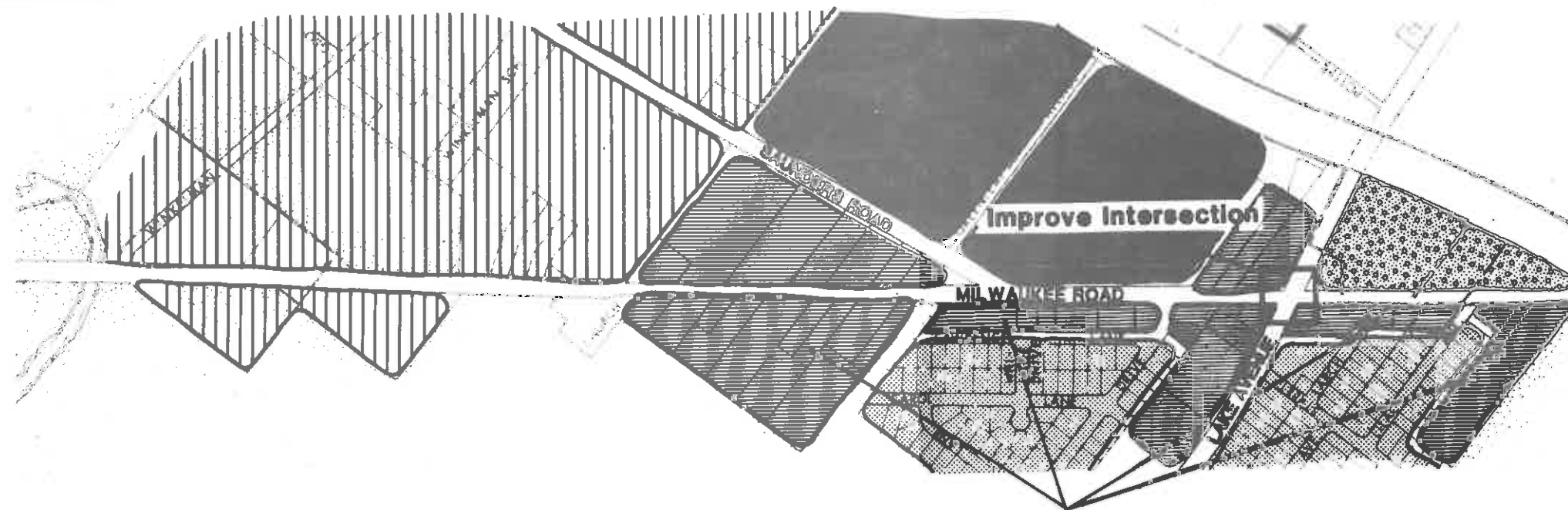
Milwaukee Avenue also serves a large western Glenview resident population, including portions of Prospect Heights and unincorporated Cook County, with convenience and consumer goods. Much of this demand is met by stand-alone businesses or strip developments; no community-level commercial areas are

Figure 13

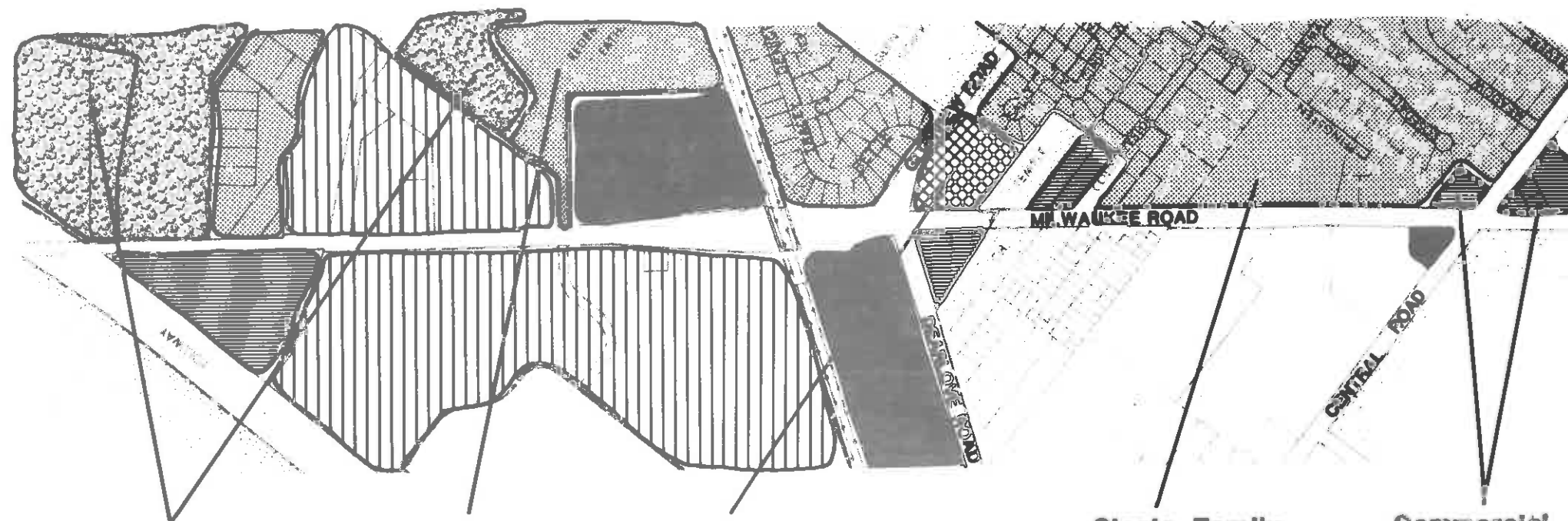
VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990



Promote Consolidated Parking Areas/
Access Points



Environmentally
Significant
Overlay Zones

Single-Family
Development

Existing
Nursing Home

Single-Family
Infill Sites

Commercial
Development

Development/Redevelopment Sites

RECOMMENDATIONS

RETAIL

- Encourage Clustered Retail Development
Prohibit Strip Development.
- Strengthen Role as West Side Service Center.

OFFICE

- Allow Infill of Low and Mid-Rise Office Uses
in Designated Sites.

HOUSING

- Protect Low-Density Areas from Commercial
and Traffic Encroachment.

OPEN SPACE

- Adopt Environmentally Significant Area
Regulations.

CIRCULATION

- Consolidate Driveways/Parking Areas
to Close Access Points.
- Use Zoning Regulations to Limit New
Access Points.
- Improve Lake/Milwaukee Intersection.

LEGEND

	Single-Family		Office		Institutional
	Multi-Family		Open Space		
	Retail		Low Intensity		

Figure 13

Milwaukee Avenue Corridor
Concept Plan

Transportation

Milwaukee Avenue is classified as an arterial, a roadway that carries through traffic between segments of limited access highway. For an arterial to be efficient, turning movements, including intersections and property access, must be minimized.

Traffic movement along Milwaukee Avenue is hindered by the irregular intersections caused by the corridor's diagonal orientation and the large number of curb cuts near West Lake Avenue. Congestion is compounded by the high traffic volumes produced by major office employment centers and intra-city and local traffic. Incentives should be developed to encourage consolidation of curb cuts on existing development. This consolidation may be triggered through expansion or redevelopment of existing uses. Zoning regulations should concentrate on minimizing the number of curb cuts and intersections proposed with new development.

Annexation

Controlling land use, access, and related development standards is best accomplished through municipal regulations. Recognizing Milwaukee Avenue's importance to the Glenview community heightens the importance of managing expected growth. The Forest Preserve gives Glenview the opportunity to firmly establish its western border. Key to proper development of western Glenview is a well-thought-out annexation strategy that maximizes opportunities for incorporation of selected tracts. Glenview should actively promote annexation for all unincorporated areas between Milwaukee Avenue and the Forest Preserve, north of the Chicago and North Western Railroad.

Areas of anticipated annexation are illustrated in Figure 14. Annexation should continue along the Sanders Road corridor west of the Tri-State Tollway to the Tri-State Tollway overpass. Despite unsuccessful annexation attempts in the past, the neighborhood is closely linked to Glenview and may ultimately be made part of the Village.

Summary

Milwaukee Avenue will play an increasingly prominent role in developing western Glenview. Key to maintaining a high quality residential, office, and commercial character is controlling land use and traffic circulation. The southern portions of the corridor have developed with large office lots and similar uses that provide a spacious, campus-like quality. This character should be encouraged for the Milwaukee Avenue corridor.

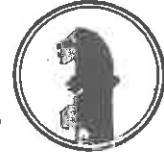
Glenview Naval Air Station

Development Scenario

The Glenview Naval Air Station is a long-time resident of Glenview and has been a welcomed neighbor during that period. No information is available to suggest that the base will cease to be an active United States military installation; it is assumed that the Glenview Naval Air Station will remain essentially unchanged throughout the planning horizon, and population projections do not include private development of the base. However, based on recent military operations decisions at nearby Fort Sheridan and at other bases throughout the country, the base could potentially be closed. Therefore, a conceptual development scenario for the 1,287-acre installation, shown in Figure 15, has been prepared to serve several purposes.

Figure 14

VILLAGE OF GLENVIEW, ILLINOIS



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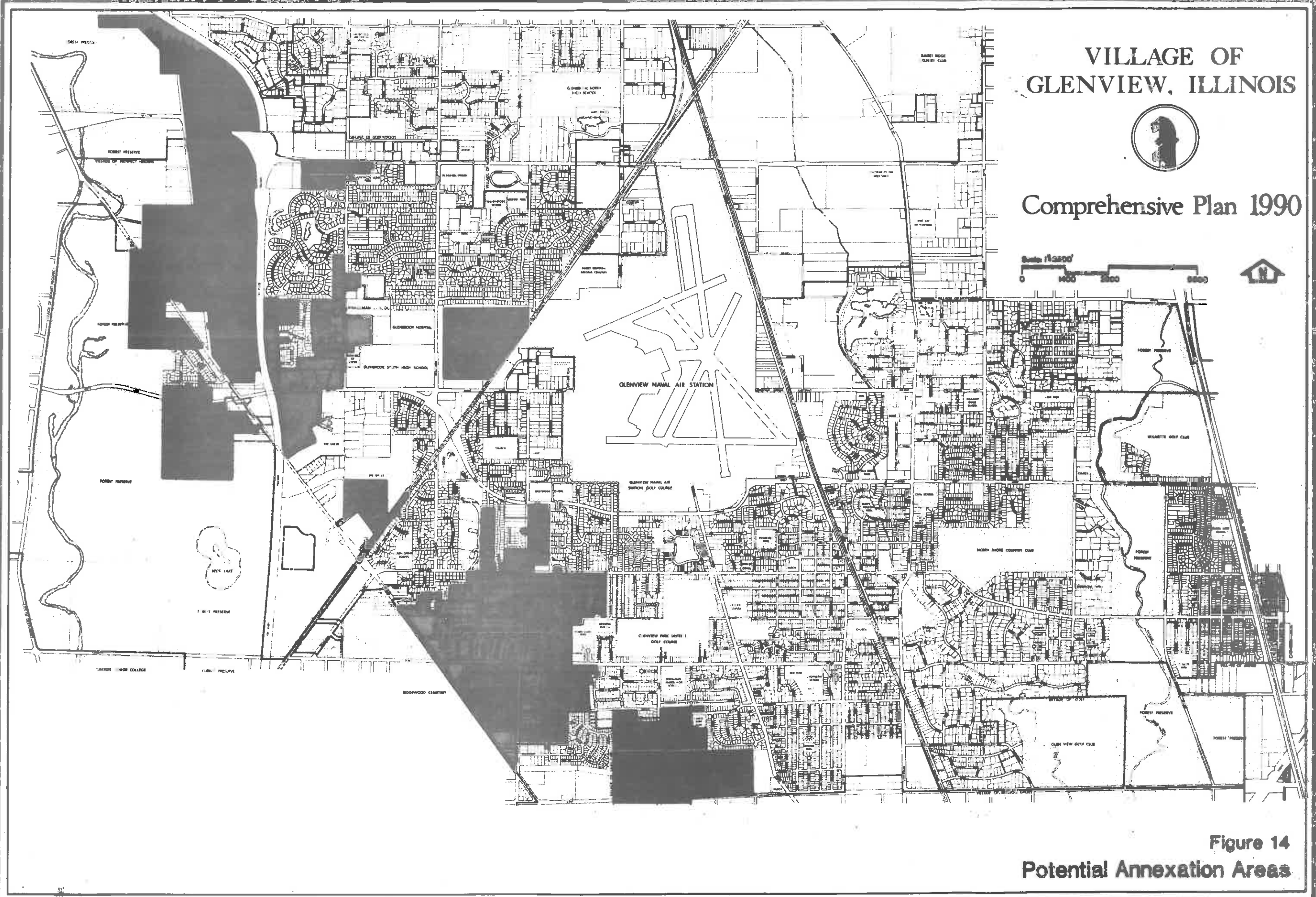


Figure 14
Potential Annexation Areas

Figure 15

VILLAGE OF GLENVIEW, ILLINOIS



Comprehensive Plan 1990



RECOMMENDATIONS

HOUSING

- Create Development Character of Single-Family Residential on Quarter-Acre Lots.
- Limit Multi-Family Developments 14 Units per Acre.

INDUSTRIAL

- Create Expansion Opportunities Adjacent Johns Drive/Johns Court Area.

OFFICE

- Provide Low and Mid-Rise Development Sites Adjacent Scott-Foresman and East Lake Avenue.

RETAIL

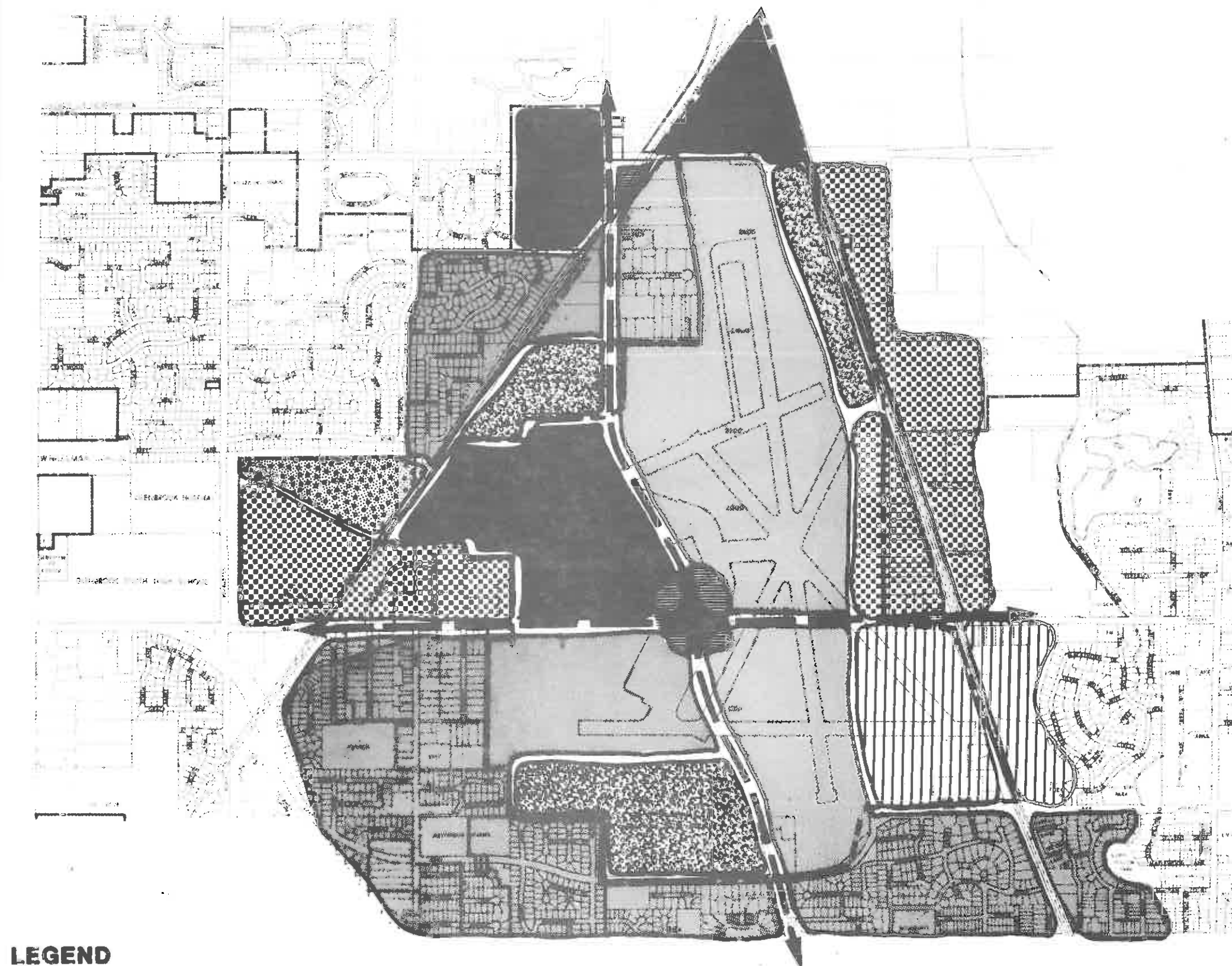
- Develop Neighborhood Scale Retail Zone at Chestnut/Shermer Intersection.

OPEN SPACE

- Upgrade Glenview Naval Air Station Golf Course as Community Recreation Facility.

TRANSPORTATION

- Extend Chestnut Avenue and Shermer Road as Arterial Streets.



LEGEND

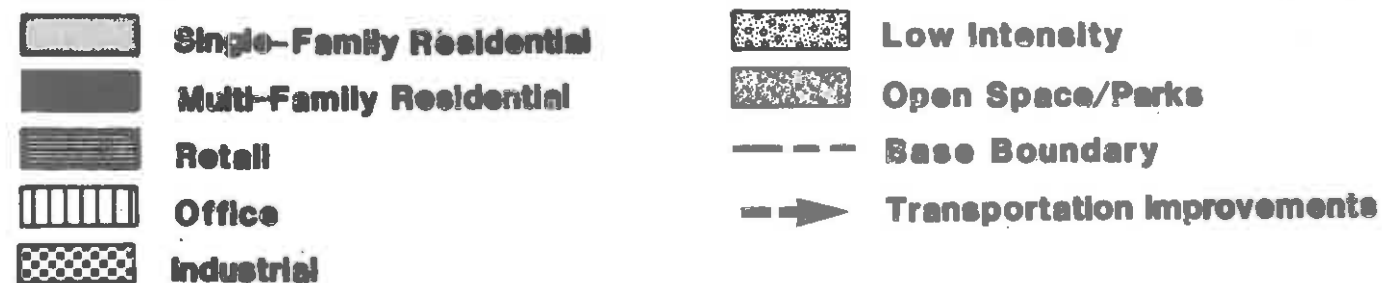


Figure 15
Glenview Naval Air Station
Development Scenario

First, a contingency development plan positions the Village most effectively in regulating land uses in the event of an unanticipated closure. Second, a development strategy will guide land use, transportation, community facilities, and open space decisions in a manner consistent with Village goals. Finally, fiscal and community impacts of private sector development can be analyzed well in advance of any base closure.

The development scenario has been prepared consistent with stated Village goals. Careful expression of these goals in a development context will produce a high quality, predominately low density residential area compatible with the rest of the Village.

Unquestionably, development of the Glenview Naval Air Station will significantly affect transportation, utilities, education, and related support systems. Fiscal and community impacts can be minimized by carefully controlling the location, scale, and timing of development. Development of the Glenview Naval Air Station will provide a unique opportunity to develop additional high quality living and working areas and important open space opportunities.

Land Use Pattern

A development scenario with an emphasis on low density residential uses is recommended consistent with Village goals. Conceptual land use arrangements are designed for compatibility with existing uses outside current base boundaries. The conceptual plan also strives for providing complementary land use relationships within the Glenview Naval Air Station boundaries, as well as maximizing open space opportunities. The conceptual plan is described below.

Single-Family Residential

Low density residential uses are proposed to represent approximately 65 percent of the Glenview Naval Air Station land area. Development densities should be consistent with surrounding areas, or approximately four units per acre, representing approximately 3,340 new households or 8,350 new residents. Located predominantly in the eastern and southern sectors of the base, new residential areas are not well linked with existing off-base residential areas. This results from the lack of stub-out streets at base boundaries. New internal collector and local streets will connect to existing and extended arterials for access purposes. Buffering and setbacks will ensure separation of potentially conflicting uses.

Multi-Family Residential

A large area of low and medium density multi-family uses is recommended south of Sunset Memorial Gardens Cemetery and represents approximately 20 percent of the land area in this vicinity. Development at densities no greater than 14 units per acre would add approximately 4,267 new Village residents. The multi-family area buffers expanded industrial areas adjacent the main gate from interior single-family areas.

Office

Development sites for small scale office uses are proposed at the extreme southeast corner of the base adjacent Tall Trees subdivision and the Scott Foreman property. Representing approximately 15 percent of the land area, this area is consistent with projected land uses southeast of the intersection of Lehigh and Chestnut Avenues. Office uses should be in scale with surrounding residential uses, generally no more than three stories high.

Institutional

Development of the Glenview Naval Air Station would require an elementary school and possibly a middle school. Both should be sited to maximize pedestrian access and open space to the adjoining neighborhoods. Sites for churches, child care centers, and related community uses should be reserved.

Commercial

A major recommendation is to limit commercial expansion to existing commercial corridors to protect residential areas and encourage Downtown revitalization. To promote this goal, commercial areas within this special study area should be oriented to serve neighborhoods and should be generally less than five acres in size. The intersection of Shermer Road and Chestnut Avenue is the most appropriate location for commercial development.

Industrial

Existing industrial uses on the east side of the base can expand under this scenario. The industrial area near Lehigh and Chestnut Avenues will extend west from the present base boundary. A limited amount of industrial expansion is possible adjacent the present location of the main gate.

Parks and Open Space

Parks and recreation facilities will be necessary if the base should be developed for civilian use. The existing golf course could be retained and upgraded with new facilities. A "community"-level park could be sited in association with the golf course. "Neighborhood"-level parks would be required consistent with current local park dedication requirements.

Circulation

Development of the Glenview Naval Air Station will allow much needed additional north-south and east-west arterials through Glenview. Chestnut Avenue could be extended west from Lehigh Avenue through the base's main gate to Lake Avenue. Shermer Road should continue north of Lake Avenue through the Glenview Naval Air Station to a grade separation crossing at Willow Road. The new signalized intersection of Shermer Road and Chestnut Avenue would be the major intersection within the base. Collector and local streets should be created off the arterials for inter-neighborhood circulation and property access. Opportunities for connections with existing stub-out streets are limited but should be encouraged where densities are compatible.

Public Improvements (Infrastructure)

The Glenview Naval Air Station and the Village maintain essentially separate utility systems except for mutual aid agreements for emergency service. The dedicated 14-inch water line to the base should provide adequate service if adequate looping and interconnections are constructed. The Glenview Naval Air Station has a dedicated sanitary sewer outfall to an adjacent metropolitan water reclamation district (MWRD) interceptor. Storm water run-off control is critical in light of flooding problems experienced in the adjacent Tall Trees neighborhood. Public facilities appear adequate, with selected upgrades, to support the development scenario.

Summary

When an active military installation is closed, it must go through a lengthy process of disposition to many authorized government users. Sale of deactivated bases to the private sector, especially large parcels of prime real estate in the Chicago

metropolitan area, is unlikely. Preparation of a well-thought-out development scenario can be a contingency plan used on an as-necessary basis. The deactivation process is included in the Plan Appendix.

CAPITAL IMPROVEMENTS PLAN

The Village has adopted a Capital Improvements Plan (CIP) for fiscal years 1987 through 1991. As part of the capital planning process, a "rolling" five-year financing plan is prepared that outlines capital budgeting recommendations. The Village CIP is divided into five major programs:

- Transportation
- Sanitary Sewers
- Storm Water Management
- Potable Water
- Municipal Buildings and Grounds

The "rolling" five-year CIP presents projects that are programmed by the Village or other public agencies. The CIP does not include improvements triggered by residential, commercial, or industrial development in complying with the Glenview subdivision ordinances. Aggressive development standards adopted by the Village ensure that adequate road, sidewalk, curb, water, sanitary sewer, storm sewer, street trees, and other off-site improvements are constructed with new development. This policy allows the Village CIP to address community-wide improvements on a priority basis.

Specific recommendations contained in the Comprehensive Plan should be incorporated into the Village CIP.

APPENDIX

DEVELOPMENT CONTROL REVIEW

The Comprehensive Plan, particularly the land use component will be implemented largely through the enforcement of local development controls. Although the Comprehensive Plan takes a community-wide, long-term perspective and depicts the Village in a static state, land use decisions are made on an incremental basis. For the Village's decision-makers to have adequate tools to implement the recommendations of the Comprehensive Plan, the development controls must be consistent with plan recommendations. The following recommendations are intended to ensure the consistency of these regulations with the Comprehensive Plan.

OFFICIAL MAP

The official map should also be updated in places to be consistent with the Comprehensive Plan. Specific areas where changes are needed include:

- Downtown Glenview
- The area near Monroe and Jefferson Avenues
- The area near Greenwood Road and West Lake Avenue

Areas that are currently outside of the Village limits but are important components of the Comprehensive Plan may come into the Village in the future and should be zoned consistently with the Comprehensive Plan. Some of the most important parcels include:

- West of the Naval Air Station
- Milwaukee Avenue (selected sites)
- Techry (southwest quadrant of intersection)
- Willow Road
- Lehigh Avenue

ZONING ORDINANCE

The zoning ordinance is the key tool for implementing the Comprehensive Plan. The basic structure of the zoning districts and provisions for development are consistent with the goals and recommendations of the Comprehensive Plan. The zoning district map is also largely consistent with the proposed land use plan. There are, however, some inconsistencies and omissions that should be modified to enable the two documents to operate more effectively in achieving plan goals.

Residential Districts

The 16 zoning districts provide an adequate opportunity for the range of uses identified in the Comprehensive Plan. In terms of residential land use, six single-family zones allow a broad range of neighborhoods to develop. There is, however, little provision for moderate density alternative housing. It may be appropriate in the R-5 and RT-8 districts to allow row houses, small multi-family structures, zero lot line, and patio-type dwellings to develop. These types of residential units will create an alternative to the single-family home or the large multi-family structure and may encourage development of reasonably priced units in the Glenview market. Moderate density housing is currently being constructed as a

The issue of the maximum residential densities appropriate for the Village should be addressed. The Comprehensive Plan identifies areas as multi-family, but it is the zoning ordinance that defines multi-family densities. The current maximum density is 18 units per acre or 2,400 square feet of lot space for each dwelling unit. This density is generally felt to be intrusive to the overall character of the community. It may be appropriate to reduce the maximum density of a base residential district to 14 units per acre or 3,100 square feet per unit. The design elements and open space of a project have a great deal to do with its relationship to neighboring uses. To continue to allow the option of higher density projects, it may be appropriate to allow a density bonus on some PUD developments (possibly as many as 24 units per acre) that meet specific review criteria to ensure compatibility. This bonus option would allow for greater control of high density projects while possibly providing affordable housing options.

Site-Plan Review Regulations

The Comprehensive Plan recommends that a variety of alternative housing types be developed throughout the Village. Row houses, small multi-family buildings in single family neighborhoods, zero lot line units, and other types of moderate density clustered housing will expand the housing choices for Glenview's emerging small households (seniors and childless households) and may also allow developers to provide more economical housing.

To facilitate this type of development the zoning ordinance should be modified to include a "site plan review process." Site plan review regulations would be designed to allow the Planning Commission more review over projects than is afforded in a base zoning district but would not require the developer to submit the same amount of information required in a PUD application. This process will provide the flexibility to allow alternative housing at a small scale by giving the Planning Commission the ability to determine compatibility and appropriateness. The level of review is also not a discouraging factor to developers.

Criteria for eligibility of projects should include:

- Projects of between one and 10 acres in size and including no more than 25 housing units.
- Project locations located in any R-2, R-3, R-4, or R-5 district and not located within a quarter of a mile from any other such project.
- Projects developed in single-ownership (while units may be sold separately upon completion).

Criteria for approval of projects should include:

- Compatibility with surrounding uses in building height, massing to the street, and scale
- Parking arranged to the side or rear yard and screened from the right of way and surrounding lots.
- Lighting, open spaces, and other site amenities harmonious with surrounding uses.

Applicants for this type of optional development should be required to submit site plans and illustrative materials to communicate effectively the nature of their project for review. It will also be appropriate for the Appearance Commission to review the projects.

Commercial Districts

The Comprehensive Plan has identified three distinct types of retail areas: Downtown, unified shopping centers, and an auto-oriented shopping corridor. Of these three retail areas, Downtown is zoned B-1, shopping centers are developed as PUDs, and auto-oriented retail areas are zoned B-2 and B-3.

These districts correspond well to the types of retail areas suggested in the Comprehensive Plan. As a means to expand the residential alternatives available in Glenview, it is appropriate to allow second-story residential uses in the B-1 and B-2 District.

Of continuing concern in Glenview is the potential for additional "strip" commercial centers. Planned unit developments and "overlay" zoning districts with site plan review procedures can be effective tools to encourage planned, cluster-type commercial development and to prevent further "strip" types of development.

Industrial Districts

The I-1 limited commercial district and the I-2 light industrial district also conform to the land use categories in the Comprehensive Plan. It may be advisable to call the I-1 district "the office and research and development district" as this term is more descriptive of the intended use.

Sign Regulations

Related to all of the commercial districts, the sign regulations are very permissive. To develop business areas that are appealing and to reduce visual clutter, the number, and size of signs allowed per business establishment should be reduced.

Specifically, the number of ground signs permitted could be reduced from four to one, and the size of a sign face could be reduced for several types of signs. One specific example of a method of reducing signage is to require tenants in multi-tenant buildings to be allowed signs at a size no greater than 10 percent of their individual building frontage (as opposed to the entire building). Window signs should be specifically regulated also and should be included as part of the total allowable sign square footage.

Environmentally Significant Areas

The Regulations for "Environmentally Significant" areas (Article XII-D) should be designated for the area around the Grove as it is shown on the land use plan. It is further recommended that the R-E (Residential Estate) District be designated on those private properties within the zone.

Miscellaneous Issues

Additional provisions should be included for the zoning ordinance to better address the recommendations of the Comprehensive Plan.

- The zoning ordinance should state in its "Intention and Purpose" (Article II) its goal to forward the recommendations of the Comprehensive Plan. This intention should also be stated as a criteria for approval of PUD proposals.
- The zoning ordinance should include requirements relative to the number of curb cuts allowed onto arterial and major and minor collectors per business establishment. Arterial curb cut spacing could be one curb cut per 300 feet, and collector curb cut spacing could be between 100 and 200 feet apart.

- The zoning ordinance should address transportation recommendations by requiring new development along roadways to be improved to maintain additional setbacks to ensure adequate rights of way for improvements.
- The zoning ordinance should reference the Appearance Code to add emphasis to this ordinance. It may be appropriate to include the Appearance Code as part of the zoning ordinance.
- It is appropriate to place a maximum building size on three car garages of 750 square feet.
- As an administrative issue the allowable density of a fence in a front yard should be 50 percent rather than 60 percent.
- As an administrative issue the calculation of a corner lot's front yard should be determined by the least frontage lot line and not by the number of residences on a block.
- A maximum lot coverage ordinance should be adopted, which shall provide that all impermeable surface is counted in the calculation.

APPEARANCE CODE

The Glenview appearance code was established in 1968 to direct the visual character of the community. The Appearance Commission is charged with determining the visual appropriateness of development in the retail, office, industrial, public, and multi-family zones. The appearance of the commercial areas in Glenview has been a point of debate throughout the comprehensive planning process, particularly along Waukegan Road and in Downtown.

The elements of the appearance code and the appearance plan allow the Village to determine the appropriateness of proposed developments and to have the authority to deny development if it does not meet the criteria of the appearance plan. The basis for decisions is identified in the appearance plan but may be somewhat subjective.

Beyond the existing guidelines, creating special design criteria for development in specific areas of the Village may provide additional control. Downtown, Waukegan Road and Milwaukee Avenue, and large multi-family developments are examples of three distinct areas that could benefit from more tailored guidelines.

Generally, the appearance code as presently written is an appropriate method to implement design recommendations of the Comprehensive Plan. The proposals made to the Commission by developers and the interpretation of the code by the commission ultimately determine the appearance of the community.

Beyond initial development phases, it may also be appropriate to include guidelines on continued maintenance of buildings, landscaping, parking areas, signage, and other site features. The Appearance Commission would then be able to ensure the long-term visual quality of the Village.

SUBDIVISION REGULATIONS

The subdivision code for the Village of Glenview, adopted originally in 1967 and updated in 1983, regulates the physical layout, engineering, and public health aspects of property development. The current subdivision code also conforms closely with the Comprehensive Plan. The addition of access control requirements that are consistent with the zoning code is recommended. Furthermore, ensuring consistency with the required rights of way and setback requirements of the circulation plan will require a limited update of Section 18.6 1A(c).

Aside from providing requirements to ensure proper property division, the subdivision code is important in implementing the circulation and access control recommendations of the Comprehensive Plan.

ANNEXATION POLICY

Glenview is a rapidly growing community in a very dynamic area. Although it is reaching its "natural" boundaries, many critical developed and undeveloped areas immediately adjacent Glenview remain outside the Village's jurisdiction. Annexation activity has produced a great deal of controversy in recent years between the various communities in the Glenview area.

The organized development of Glenview's borders depends on how these unincorporated parcels are handled. The western and northern boundaries of the Village are the most vital, and development of these areas will be critical to the future character and image of Glenview. Glenview has suggested that they have the capacity to annex west to the Forest Preserve and north to include the Willow Road Corridor.

To ensure the most unified development and efficient public service provision for these areas, the Village should develop an aggressive annexation and infrastructure phasing plan to establish their ultimate boundaries and the time frame for reaching them. Priority should be given to those vacant tracts of land along Milwaukee Avenue and Willow Road that will be developed in the short term so that the Village can control the character of that development.

SUMMARY OF AFFORDABLE HOUSING STRATEGIES

Discussion with the Comprehensive Plan working group in the goals and objectives stage of the Comprehensive Plan focused on community interests in strategies for providing affordable housing for Glenview citizens. The results of the interest in affordable housing strategies appears in the summary of community-wide issues as well as in the goals and objectives summary. Discussion of residential development strategies appears in the main body of the comprehensive plan document. The purpose of this Appendix is to discuss various approaches that may be available to the Village should Glenview wish to pursue additional affordable housing opportunities.

There are four basic approaches to the provision of affordable housing, including both active and passive strategies. The most significant passive strategy available to communities is through the comprehensive plan document itself. This approach may simply identify high density options for affordable housing and relate the community's interest in promoting affordable housing in the plan intent and rationale section of the plan. This "passive" approach is often combined with a direct marketing approach where the community would actively seek a developer for such housing. More active strategies available to communities focus on the implementation side of planning, specifically on zoning, financial incentives, and direct subsidies. Zoning strategies work by incorporating inclusionary requirements that allow smaller lots or require a certain percentage of total development to be set aside as "affordable housing." Zoning regulations may also specifically provide density bonuses when tied to the provision of "affordable housing." Fiscal incentives provide interests and land "write downs" to the developer in order to induce interest in providing housing that sells or rents below market rate. Finally, direct subsidies provide a transfer payment to the tenant to write down the cost for purchasing housing in an open market. No current examples were found of direct subsidies programs. Many of the programs from the 70s have been phased out, although at the federal level there is some testing of housing vouchers for families. Generally, successful programs aimed at providing housing at below market rates combine a variety of approaches, typically by linking financial incentives to zoning provisions and by establishing a strong framework in support of "affordable housing" through the goals of the comprehensive plan document.

Five specific examples of approaches to the provision to the "affordable housing" were examined. These examples are summarized below.

San Antonio, Texas

San Antonio has established an R-7 Small Lot Home District. The Small Lot Home District is not limited to senior housing but is certainly intended to stimulate affordable housing for seniors. The San Antonio zoning example attempts to lower the cost of housing by reducing lot and yard requirements. In this regard it tends to be more of a passive model even though it operates using the zoning regulations. By reducing lot and yard requirements, San Antonio is able to increase allowable densities. Although the San Antonio zoning example is an important step in the right direction, it is weak with regard to its ability to "guarantee" that units will be constructed at prices substantially below market rate and within the range of targeted income ranges.

Connecticut

The State of Connecticut has recently enacted enabling legislation that allows communities through local zoning to provide exemptions in density limits in exchange for lower cost housing. The state enabling provisions allow for a provision of lower cost housing to market rate housing for units above the base densities provided for in the regulations. Under Connecticut statutes, housing designated as "affordable" must be held at reduced rate for 30 years.

The communities of Stamford, Connecticut, and Ridgefield, Connecticut, have both enacted zoning provisions under the state enabling option.

Stamford allows for a density bonus in its "PD" District when tied to the provision of lower cost housing. Lower cost housing under the Stamford example is defined as housing that sells on the market at 1.5 times the median housing income in the metropolitan statistical area or that rents at maximum levels at 15 percent of the median household income. Stamford's lower cost housing is targeted to municipal employees to the extent that their regulations give municipalities first priority for "affordable" units. Glenview could likewise target housing that is affordable for the same reasons or could expand the notion of affordable housing to any employee working in Glenview's corporate limits. Legal counsel is suggested in this instance to ensure that such an approach could be consistent with Illinois state law. Stamford's "affordable" housing provision allows up to an 80 percent density bonus in the PD district, with 15 percent of the total units in any development being made available as lower cost housing.

Ridgefield, Connecticut, has an active provision in its zoning that allows for a congregate and affordable housing zone. Ridgefield's regulations allow for higher density housing to be developed in this district with set asides for lower cost housing. The Ridgefield program has been operational for less than a year and nothing has yet been built, although there are units in various stages of planning and a ground breaking is expected shortly.

Greenburg, New York

Greenburg undertook a rezoning of vacant commercial land to a residential district. The community then modified its multiple family "MF" to be constructed as "no-frills." The price for such units would then be controlled by the market and the demand for such units in an open market. The community defined "no frills" units by requiring that plain materials be used in the construction of such units, that units contain no more than one bathroom, no garage and no more than 700 square feet in size.

Boulder, Colorado

Boulder's inclusionary technique in its zoning regulations targets for housing moderate income households. In the preamble to its affordable housing ordinance, Boulder established a strong nexus between the purpose of the ordinance and a finding of need for affordable housing.

The Boulder ordinance requires all new development of 10 or more units to provide a set aside of all units for moderate income households whether they are for sale or for rent. Boulder chose to target the provision of affordable housing on site to disperse these units throughout the community. There are provisions that allow for off-site provision, however. Boulder also has within its ordinance resale controls to ensure that affordable housing provided under the program remains available for a minimum of 10 years. As of January of 1989 the median income in Boulder for a family of four was \$41,000. Boulder provides for eligibility of up to 120 percent of the median family

income. Affordable housing is defined in that community as housing that sells on the market at 80 percent or less of the area's median household income. This figure equals \$80,000 per unit.

The community has seen the construction of approximately 1,500 moderately priced units since the program began in 1978. This represents 15 percent of all new housing starts in the community. The point of control that Boulder uses to ensure that units under the program remain available to moderate income households is the release of building and occupancy permits.

There is within the community continued debate over the equity issues surrounding the program. The question in consideration is why new development and developers are required to address a community goal through their project rather than have the community address the need through a broader tax base.

Southfield, Michigan

Southfield approaches the provision of affordable housing through financial incentives. The principal program under which affordable housing is provided is through the Helping Hand Program. The Trowbridge Apartment Building is that city's recent example. The Trowbridge Apartment Complex is an eight-story, 306 unit, congregate care housing facility. The complex features a dining room for 400 people; the provision of one hot dinner per day; a weekly house-keeping program that includes bedding, linens, and cleaning of individual units; carports; a solar green room; dishwashers; an arts and crafts room; and both passive and active security. The principal developer of the complex is Forest City Residential Development, Inc.

The Helping Hands Program provided the financial package leading to the development of the Trowbridge Apartment Complex. Below market rents are provided through a combination of incentives that include:

1. A write-down on land purchased from the City of Southfield.
2. A 100 percent local tax exemption.
3. 7.675 percent HUD mortgage insurance.
4. Limitation of profit to 12 percent of equity for the first year and allowance for one percent annual increases to a 25 percent maximum profit.

Savings result from the land write down and financial incentives, combined with the lower rent structure and interest money made available from surplus reserve on a similar city project, combined with rental assistance payments from the Michigan State Housing Development Authority Very Low Income Subsidy Program. The effect of the combination of incentive and subsidies results in an average reduction of monthly rents of 12 percent to 14 percent. The Trowbridge Apartment Complex is not yet fully occupied, but initial reaction from the city, tenants, and developers is positive. The project was implemented through a consent judgment in circuit court that has created a legally binding development agreement between the developer/owner and the City.

In summary, the various financial, active, and passive approaches to the provision of affordable housing can be combined. Recent changes in federal housing programs and tax law have constrained the financial and subsidy approaches, however. Monthly rent payments under the HUD Section 236 and Section 8 of the National Housing Act subsidies have eliminated one source of financing and subsidies of new construction. Changes in the 1986 Tax Reform Act have also eliminated incentives for limited dividend partnerships.

State enabling legislation regarding bonding and land use law and regulations of the Illinois Housing Authority will have a major effect on Glenview's options. It will be important for the Village to work closely with local bond counsel and Village attorney when considering strategies to provide lower cost housing.

Glenview should further examine the overlay density bonus approach for expanding affordable housing opportunities in selected areas of the Village. The Village should further consider the appropriateness of financial incentive strategies combined with overlay zoning to meet affordable housing goals for residents of Glenview.

PROCEDURES FOR THE DISPOSAL OF SURPLUS REAL PROPERTY BY THE FEDERAL GOVERNMENT

The Comprehensive Plan addresses future land use at Glenview Naval Air Station in the event that that facility would cease to function. In discussing the proposals for that area with the Comprehensive Plan working group, a concern was expressed over the procedures that would need to be followed should the Navy no longer have need for NAS Glenview.

Disposal of surplus real property by the government is provided for under the Federal Property and Administrative Services Act of 1949. Under the requirements of the Act, the General Services Administration (GSA) is responsible for overseeing the disposal of surplus properties. The GSA would be notified by the appropriate federal agency of the availability of land and the GSA would then have responsibility for determining appropriateness of use by other executive agencies having a requirement for such property or for the disposal of such facilities as surplus property. Federal real property becomes surplus upon a determination by the organization holding responsibility for such facility. The GSA, upon notification of the availability of property for reuse, would be the responsible entity for notifying other executive agencies of possible disposition for alternate uses. GSA would at the same time conduct an inspection of the property and would arrange for an appraisal of its fair market value.

If no other executive agency of the federal government has need for such surplus properties then the GSA can make the property available to state and local agencies interested in acquisition of all or parts of the property for public purposes. In this regard the Village has satisfied a major requirement under the Act by having reuse for such property considered in the comprehensive plan. The GSA is also responsible for considering the impact of disposal of such properties on the environment in the community. This requirement is covered under the National Environmental Policy Act (NEPA) policy and Executive Number 11514 date March 5, 1970.

If no other executive federal agency is interested in the surplus property GSA gives notice by certified mail to the governor of the state in which the property is located. The GSA additionally is required to notify the county clerk or other appropriate official of the county in which the property is located, and the Mayor of the City, Town, and Village in which the property is located.

Surplus properties not acquired by public agencies or institutions may then be offered for sale by GSA after advertising on a competitive basis.

Comprehensive Plan Committee Members

Katherine Appert, Executive Director, Chamber of Commerce
Robert E. Browne, Village Trustee
Nancy Firfer, Village Trustee
Kent B. Fuller, Village Plan Commission
Scott J. Helton, Village Trustee
David McCreery, Chairman, Village Plan Commission
James W. Smirles, Village President
Ellnor Porter Swiger, Chairman, Village Zoning Board of Appeals

List of Interviewees

Dr. William Attea	Superintendent, School District 34
John Arnold	Glenview Public Library, Board President
William Baltutis	CATS Liaison
Judy Beck	Glenview Park District, President
Leo Brandess	Area Developer
Ken Cooke	Glenview State Bank/Chamber of Commerce
Michael D. Downing	Attorney-at-Law
Charles K. Esler	Village Trustee
Zachary Ford	Former Village Attorney
Jack Hadge	Village of Niles, Manager
Raymond Herrmann	Kraft, Inc.
Robert Kielley	City of Prospect Heights, City Administrator
Chuck Loebbaka	Former Village Trustee
Norma Morrison	Former Village Trustee
Mary Navotny	Timbar Trails Homeowners Association
Ronald V. Norene	Village Trustee
Pat Norris	League of Women Voters
Joseph Salerno	Village of Niles, Building and Zoning Director
Dr. William Schreiner	Principal, Glenbrook South
Thomas E. Smith	Former Village President
Paul Thomas	Former Village President
Lowell Weil	Village Trustee
Judith L. Zopp	Glenview Park District, Assistant General Superintendent

Glenview Village Staff

Craig Anderson	Former Assistant Village Manager
Mary M. Bak	Development Director
James Grey	Commander, Police Department
Steven Halls	Deputy Chief, Police Department
Thomas Jackson	Glenview Water Superintendent
Steve Jacobson	Glenview Village Engineer
David C. Kelly	Chief of Police
Dennis Lauer	Finance Director
Paul T. McCarthy	Village Manager
William C. Porter	Glenview Public Works Director
Elizabeth Porter	Assistant Director of Development/Planner
Michael Redmond	Sergeant, Police Department
John Robberson	Chief, Fire Department
Kenneth Steffins	District Chief, Fire Department
Joseph D. Wade	Assistant Village Manager

Community Opinion Survey Results

In an effort to reach as many people as possible, a community opinion survey was mailed to approximately 10,000 households in Glenview. Residents were asked to respond to questions about Village services, land use, new development, etc. They were also asked to identify the strengths and weaknesses of the community and finally to describe themselves.

The response to the survey was outstanding with almost 30 percent of the households, or 2,555 people, responding. Preliminary survey results are presented in Tables 1 through 6. A detailed discussion of the survey results will be provided as part of Phase II, the Technical Plan.

Glenview Newsletter

CAR-RT-SCRT
Bulk Rate
U.S. Postage
PAID
Glenview IL
Permit No. 177

To:
POSTAL CUSTOMER

February 15 - March 15, 1988

We want your opinions

The Village of Glenview is preparing a new Comprehensive Plan to guide future community development, and plans to complete it during the coming summer. The plan will address the using, commercial development, the downtown area, transportation, specific traffic problems, public facilities, parks and recreation, development patterns, and growth.

Because public involvement is a key consideration in the process, your opinions will be required several times during the process of preparation.

This survey is the first important step in letting village officials know how you feel about Glenview, both its assets and its liabilities.

Please complete the following opinion survey and return it no later than Wednesday, March 9, either by postage-paid mail or via the postage-free drive-up drop box near the the Village Hall entrance. Don't sign it — only your opinions are wanted. Thank you for your cooperation — it will not only be appreciated, but will help to shape the future of your village.

Part 1.

Indicate whether you agree, have no opinion, or disagree with each statement by checking the appropriate box.

- a. Glenview is a good place to live.
- b. Glenview is a good place to raise children.
- c. My neighbors take good care of their property.
- d. Glenview is a safe community.
- e. The Village Board is responsive to the community.
- f. The Village staff is responsive to the community.
- g. Glenview police services are good.
- h. Glenview fire services are good.
- i. The appearance of the business district is good.
- j. There are enough parks and green spaces in Glenview.
- k. There are enough cultural facilities (libraries, schools, etc.) in Glenview.
- l. There are enough community activities in Glenview.
- m. Glenview needs more employment opportunities.
- n. Glenview needs more rental housing.
- o. Glenview needs more shopping opportunities.
- p. Downtown Glenview is a good place to shop.
- q. I shop mostly in downtown Glenview.
- r. I shop mostly in Glenview, but not downtown.
- s. I shop mostly outside Glenview.

AGREE	NO OPINION	DISAGREE	
			a
			b
			c
			d
			e
			f
			g
			h
			i
			j
			k
			l
			m
			n
			o
			p
			q
			r
			s

(Part 1, continued)

- l. Parking is not a problem in downtown Glenview.
- u. Traffic on major streets is a problem.
- v. Traffic on neighborhood streets is a problem.
- w. Glenview should try to attract corporate offices.
- x. Glenview accepts too much commercial development.
- y. Street maintenance is good.
- z. Naval Air Station noise is not a major problem.
- . Senior citizen services and facilities are adequate.

AGREE	NO OPINION	DISAGREE

Part 2.

I am involved with local organizations and/or committees.

YES	NO

Part 3.

a. The major problems with Glenview are:

b. The best things about Glenview are:

c. The major problems with downtown Glenview are:

d. The best things about downtown Glenview are:

e. What types of new developments are needed in Glenview?

f. Is there a particular building or development, constructed in Glenview in the past 5 years, that has had a negative impact upon the village?

Why?

Part 4.

The Comprehensive Plan will recommend locations for new types of development/redevelopment. Indicate where you think they should be located by placing their letters in the appropriate columns.

	Downtown Glenview Rd.	Waukegan Rd. corridor	Willow Rd. east of air base	Milwaukee Ave.	Willow Rd. west of air base
a. Single-family homes					
b. Parks					
c. Shopping centers					
d. Senior housing					
e. Condominiums					
f. Multifamily rentals					
g. Offices					
h. Industries					
i. Other? (Specify type and location.)					

Part 5.

a. How long have you lived in Glenview?

1. Less than 1 year

2. 1-3 years

3. 4-5 years

4. 6-10 years

5. 11-20 years

6. More than 20 years

7. Don't live in Glenview

8

1

2

3

4

5

6

7

b. My home is:

1. Owned

2. Rented

1 b

2

c. Do you own other property in Glenview?

1. Yes

2. No

6

1

2

d. Property values in the past 5 years have:

1. Gone up

2. Stayed the same

3. Gone down

4. Haven't lived here that long

1 d

1

2

3

4

(Part 5, continued)

e. Do you plan to move?

1. No 1
2. Yes 2
3. If Yes, within Glenview? 3
4. If Yes, outside Glenview? 4

f. How many people live in your household? _____ f

g. Your sex:

1. Male 1
2. Female 2

h. Marital Status:

1. Married 1
2. Single 2

i. Age:

1. 13-24 1
2. 25-34 2
3. 35-44 3
4. 45-54 4
5. 55-64 5
6. 65+ 6

j. Occupation:

1. Executive/Management 1
2. Professional 2
3. Retired 3
4. Unemployed 4
5. Labor 5
6. Homemaking 6
7. Student 7
8. Service 8
9. Skilled craft 9
10. Clerical 10
11. Sales 11
12. Other (specify): _____ 12
- _____
- _____

Part 6.

1. Household income range:

- a. Below \$5,000
- b. \$5,000 - \$9,999
- c. \$10,000 - \$14,999
- d. \$15,000 - \$24,999
- e. \$25,000 - \$29,999
- f. \$30,000 - \$49,999
- g. \$50,000 - \$74,999
- h. \$75,000 - \$99,999
- i. \$100,000 or more

1

a

b

c

d

e

f

g

h

i

2. Work location:

- a. Glenview
- b. North suburbs
- c. Northwest suburbs
- d. Downtown Chicago
- e. Elsewhere in Chicago
- f. Outside Chicago area
- g. In home

2

a

b

c

d

e

f

g

3. Transportation to work:

- a. Personal car
- b. Car pool
- c. Bus
- d. Train
- e. Walk
- f. Other

3

a

b

c

d

e

f

4. What is the name of your neighborhood? (If you don't know, write Unknown.)

Do not give your name or address.

PLEASE REFOLD with return postage-paid mail cover (over) outside. Staple or tape closed, and return by Wednesday, March 9, via U.S. mail (or the drive-up postage-free box near the entrance of the Village Hall).

Your opinions count — thanks for your cooperation!

TABLE 1
Glenview Comprehensive Plan
General Community Perceptions

	AGREE	NO OPINION	DISAGREE	NO RESPONSE
Glenview is a good place to live.	2461 97.0	44 1.7	33 1.3	17
Glenview is a good place to raise children.	2354 92.9	151 6.0	26 1.1	22
Glenview is a safe community.	2312 92.4	132 5.3	58 2.3	53
There are enough cultural facilities (libraries, schools, etc.) in Glenview.	2266 89.8	111 4.4	145 5.7	33
My neighbors take good care of their property.	2252 89.9	91 3.6	161 6.4	51
Glenview fire services are good.	2149 85.3	382 14.4	8 .3	38
There are enough parks and green spaces in Glenview.	2116 83.6	114 4.5	301 11.9	24
Glenview police services are good.	2080 82.0	293 11.7	160 6.4	42
Street maintenance is good.	2001 79.8	176 7.0	332 13.2	46
There are enough community activities in Glenview.	1980 78.8	378 15.0	154 6.1	43
Naval Air Station is not a major problem.	1896 74.9	174 6.9	457 18.2	38
The appearance of the business district is good.	1522 61.7	242 9.8	703 28.5	88
The Village staff is responsive to the community.	1463 59.4	799 32.4	202 8.2	91
I shop mostly outside Glenview.	1457 60.5	285 11.8	667 27.7	146
The Village Board is responsive to the community.	1211 49.2	970 39.4	276 11.3	96
Parking is not a problem in downtown Glenview.	1203 48.0	310 12.4	992 39.6	50
Senior citizen services and facilities are adequate.	1151 46.0	1103 44.1	248 9.9	53

APPENDIX: Survey Results

TABLE 1 (Continued)
Glenview Comprehensive Plan
General Community Perceptions

	AGREE	NO OPINION	DISAGREE	NO RESPONSE
Traffic on major streets is a problem.	1120 44.8	258 10.3	1122 44.9	55
Glenview should try to attract corporate offices.	1053 42.1	581 23.2	865 34.6	56
Glenview needs more shopping opportunities.	879 35.5	444 18.0	1149 46.5	83
Downtown Glenview is a good place to shop.	854 34.7	450 18.3	1160 47.1	91
I shop mostly in Glenview, but not downtown	739 30.9	282 11.8	1368 57.3	166
Glenview needs more employment opportunities.	636 25.5	1321 52.9	538 21.6	60
Glenview accepts too much commercial development.	617 24.8	892 35.8	980 39.4	66
I shop mostly in downtown Glenview.	419 17.2	213 8.7	1803 74.0	120
Glenview needs more rental housing.	407 16.2	729 29.1	1370 54.7	49
Traffic on neighborhood streets is a problem.	324 12.9	265 10.5	1923 76.6	43

Source: Community Opinion Survey, 1988

TABLE 2
Glenview Comprehensive Plan
Glenview's Strongest Assets

	<u>Percent</u>	<u>Number</u>
Good Public Services	53.8%	(1051)
Schools	42.2%	(824)
Emergency Services	11.7%	(229)
Library	10.9%	(212)
Public Services	7.4%	(145)
Good Park System	33.4%	(653)
Friendly People	19.9%	(399)
Quiet, Close-knit Environment	19.8%	(387)
Convenient Location	16.0%	(313)
Strong Recreational Programming	15.4%	(301)
Village, Clean and well maintained	12.2%	(239)
Family Orientation	8.7%	(169)
Attractive Community	8.1%	(159)
Strong Community Spirit	7.5%	(147)
Transportation Opportunities	6.3%	(124)
Good Village Government	5.7%	(111)

Source: Community Opinion Survey, 1988.

TABLE 3
Glenview Comprehensive Plan
Perceived Major Problems

General Traffic Issues	26.9%	(498)
Traffic on Waukegan	5.7%	(105)
Traffic on Glenview	4.4%	(82)
Traffic on Lake	2.7%	(50)
Traffic on Willow	1.2%	(23)
General Problems with Downtown	13.8%	(256)
Unattractive	5.9%	(109)
Poorly Planned	5.1%	(95)
Poor Architecture	3.2%	(60)
Dissatisfaction with Shopping Choices	13.5%	(250)
Unappealing Stores	6.4%	(118)
Unappealing Shopping Areas	4.2%	(78)
Too many strip areas	2.9%	(53)
General Problems with Village Government	11.7%	(217)
Uncooperative Board	7.4%	(137)
Dissatisfied with Village Staff and Officials	6.3%	(116)
General Parking Problems	10.6%	(197)
Downtown Parking	3.3%	(66)
Train Station Parking	2.0%	(37)
General Infrastructure Problems	8.9%	(164)
Street and Sidewalk Repairs Needed	3.2%	(60)
Snow Removal Improvements Needed	3.1%	(57)
General Concern About "Overdevelopment"	8.8%	(163)
Lack of open space	7.7%	(143)
Residential Overdevelopment	2.1%	(38)
General Concern Over Appearance	8.5%	(157)
Waukegan is Unattractive	4.4%	(87)
Glenview is Unattractive	1.5%	(27)
General Concerns About Crime	7.7%	(143)
Low Enforcement is Lax	3.3%	(62)
Problems with Police	2.9%	(49)
General Concerns About Recreational Facilities	7.6%	(140)
Lack of Entertainment Facilities	3.6%	(67)
Lack of Park Space and Programming-	3.2%	(60)

TABLE 3 (Continued)
Glenview Comprehensive Plan
Perceived Major Problems

Housing Problems	71.%	(131)
Unattractive Mobile Home Parks	2.6%	(49)
Lack of Low-Cost Housing	2.6%	(48)
Taxes	5.5%	(102)
Poor Public Services	5.1%	(95)
Noise Pollution	5.0%	(93)
Flooding	4.8%	(89)
Poor Zoning Enforcement	3.3%	(61)

Source: Community Opinion Survey, 1988.

TABLE 4
Glenview Comprehensive Plan
Type and Locations of Positive New Development

	Willow Road West	Milwaukee Avenue	Willow Road East	Downtown	Waukegan Road
NEW DEVELOPMENT					
Single-Family Housing	53.4%	15.8%	50.6%	9.0%	13.5%
Parks	31.6%	21.3%	37.9%	21.7%	26.1%
Shopping Centers	14.5%	34.6%	14.8%	40.2%	34.9%
Senior Housing	12.9%	17.9%	14.8%	53.5%	29.5%
Condominiums	27.1%	32.2%	25.8%	17.0%	26.9%
Multi-Family Housing	21.9%	33.0%	18.8%	10.6%	18.1%
Offices	25.8%	51.9%	25.1%	28.8%	41.6%
Industry	31.8%	33.4%	23.2%	2.1%	10.4%
Other	.3%	.4%	.2%	.5%	.7%
No Response	1,089	1,097	1,119	1,193	1,204
(Percent of Total 2,555)	(41.8%)	(42.9%)	(43.7%)	(46.7%)	(47.1%)

Note: Percentages are based on the total number of people who respond to each section of this question.

Source: Community Opinion Survey, 1988.

TABLE 5
Glenview Comprehensive Plan
Characteristics of Community

Length of Residence	
Less than one year	3.9%
1-3 years	10.7%
4-5 years	7.4%
6-10 years	12.2%
11-20 years	26.3%
over 20 years	38.6%
Median Length of Residence	16 years
Property Ownership	
Own Home	96.2%
Rent Home	3.8%
Own Additional Property	9.5%
Property Values (over 5 years)	
Increased	92.4%
Stayed Constant	2.8%
Decreased	.3%
Don't Know	4.5%
Moving Plans	
No	82.9%
Yes	17.1%
Within Glenview	43.9%
out of Glenview	39.0%

Source: Community Opinions Survey, 1988

TABLE 6
Glenview Comprehensive Plan
Characteristics of Population

Household Size	
1	10.9%
2	35.4%
3	19.1%
4	21.4%
5	9.7%
6 or more	3.5%
Median Size	3 people
Marital Status	
Married	62.6%
Single	17.4%
Age	
18-24	.5%
25-34	12.4%
35-44	23.1%
45-55	22.6%
55-64	21.8%
65 and over	19.5%
Median Age	51
Occupation	
Professional	30.6%
Executive/Manager	27.8%
Sales 4.5% Clerical	3.4%
Skilled Craftsperson	2.6%
Service	1.6%
Laborer	.6%
Homemaker	10.8%
Student	.1%
Retired	14.8%
Unemployed	.4%
Other	2.6%

TABLE 6 (Continued)
Glenview Comprehensive Plan
Characteristics of Population

Household Income	
Below \$5,000	.2%
\$5,000 - \$9,999	.7%
10,000 - 14,999	1.9%
15,000 - 24,999	4.8%
25,000 - 29,999	5.2%
30,000 - 49,999	20.5%
50,000 - 74,999	25.4%
75,000 - 99,999	15.3%
100,000 or more	19.8%
Median Income	\$63,405
Commuting Patterns	
North Suburbs	27.9%
Downtown Chicago	20.8%
Glenview	18.4%
Elsewhere in Chicago	13.7%
Northwest Suburbs	12.2%
Outside Chicago	4.3%
In Home	2.7%

Source: Community Opinion Survey, 1988.