



EXISTING CONDITIONS REPORT NORTH YORK STREET

March 19, 2014

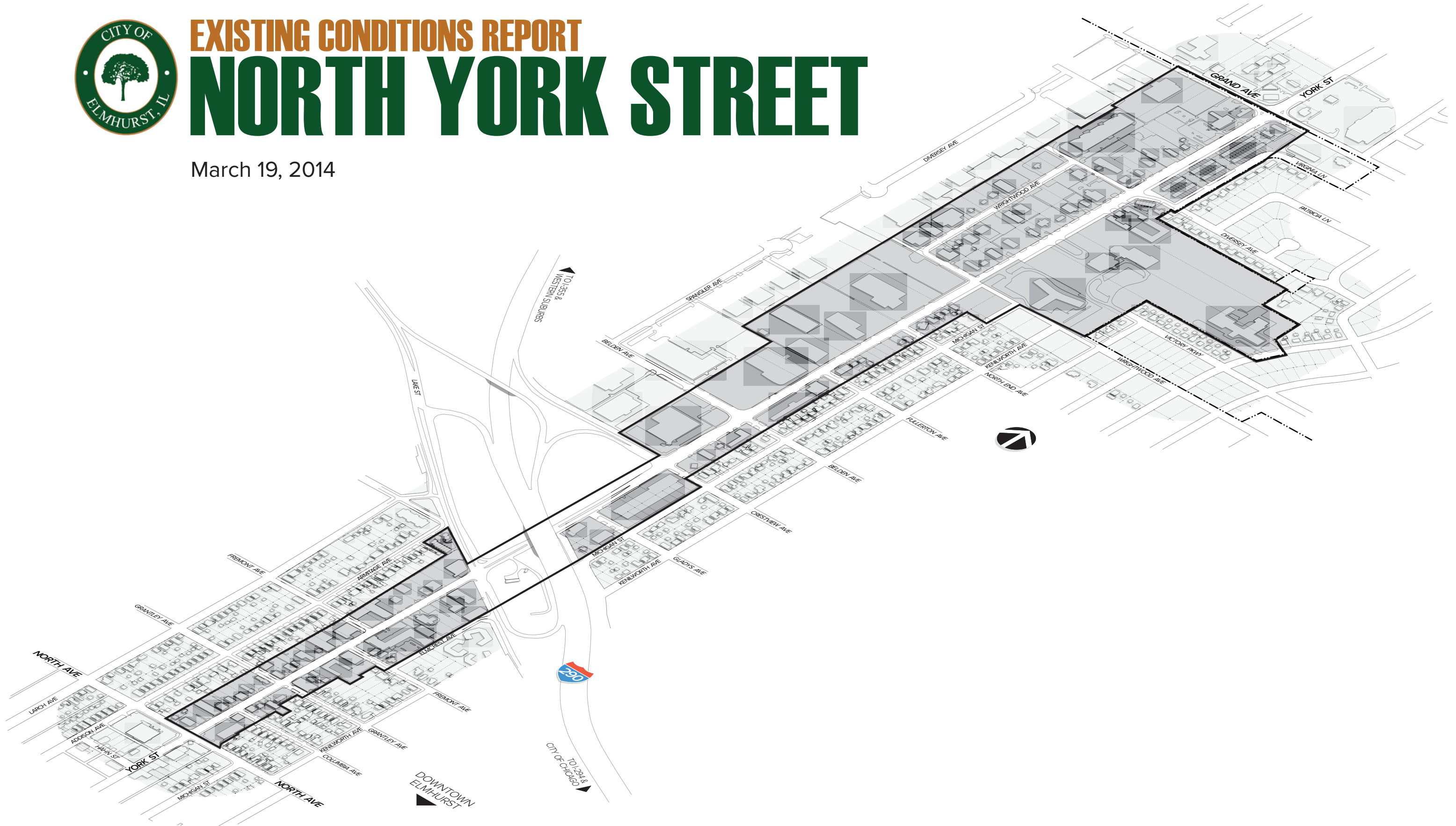




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CHAPTER 1

INTRODUCTION

This Existing Conditions Report provides the necessary background information for the successful development of the *North York Street Corridor Plan*. It includes an overview of relevant City policies and ordinances, an analysis of demographic and market potential, an assessment of the Corridor's existing physical conditions, and the identification of key issues and opportunities for future redevelopment and growth. This Report of information is meant to ensure that Elmhurst residents, corridor stakeholders, and the City are all “on the same page,” and provides a shared foundation for developing recommendations that will be included in the forthcoming Plan. Much of the inventory and analysis work provided in this document will be used to support the core recommendations developed in the next step of the Corridor Plan process.

The information provided in this report was obtained from several sources, including (1) in-person and web-based community outreach with residents, business and property owners, and City officials, (2) “on-the-ground” fieldwork, (3) Industry and processional data sources including the U.S. Census Bureau and ESRI Business Analyst, a nationally-recognized provider of market data, (4) the City’s Code of Ordinances, and (5) a review of past plans and studies relevant to both Elmhurst and the Corridor.

The Existing Conditions Report is organized into the following chapters:

- **Chapter 1:** Past Plans, Studies, & Reports
- **Chapter 2:** Community Outreach
- **Chapter 3:** Demographic & Market Analysis
- **Chapter 4:** Existing Land Use & Development
- **Chapter 5:** Current Regulatory Controls
- **Chapter 6:** Transportation & Mobility
- **Chapter 7:** Streetscape Design
- **Chapter 8:** Infrastructure, Utilities, & Community Facilities
- **Chapter 9:** Issues & Opportunities

TIF DISTRICT & THE NORTH YORK STREET CORRIDOR

Part of the Corridor's study area overlaps with a Tax Increment Financing (TIF) District recently enacted by the City in 2012. However, these two areas are not coterminous. While the forthcoming Plan may reference opportunities within the Corridor associated with the TIF designation, the Plan is broader in focus, both in scope and geography, and incorporates a wide range of community influences.

PLANNING PROCESS

The planning process for the *North York Street Corridor Plan* is comprised of six steps. This Report contains documentation for steps one through three.

- Step 1 – Project Initiation: The “kick-off” for the project involved the initial meeting with the Steering Committee and framing the direction of the Corridor Plan.
- Step 2 – Community Outreach: Workshops were held with the community residents and business leaders and the project website was launched providing a forum for community feedback through surveys and sMap, an on-line mapping tool.
- Step 3 – Existing Conditions Inventory and Analysis: Field reconnaissance was conducted, data was collected and mapped, and past plans and studies were reviewed.
- Step 4 – Core Recommendations: This provides the key recommendations in a variety of issue areas facing the Corridor, such as land use and development, urban design/streetscape, infrastructure, and transportation. Implementation and funding strategies are also identified.
- Step 5 – Illustrative Development Concepts and Visualizations: Site plans are developed for priority locations identified along the Corridor.
- Step 6 – Document Preparation: The draft Plan and final documents are presented to the Steering Committee and the Zoning & Planning Commission for review. A public hearing is held. Upon completion of incorporating edits and input, the updated plan will then be submitted for final adoption before the City Council.

REGIONAL SETTING

The City of Elmhurst is strategically located in the Chicagoland region, located just twenty miles west of Downtown Chicago and twelve miles southwest of O’Hare International Airport. It is roughly 10 square miles in size, and is surrounded by the suburban communities of Bensenville, Northlake, Berkeley, Hillside, Oakbrook, and Oakbrook Terrace, Addison, and Villa Park.

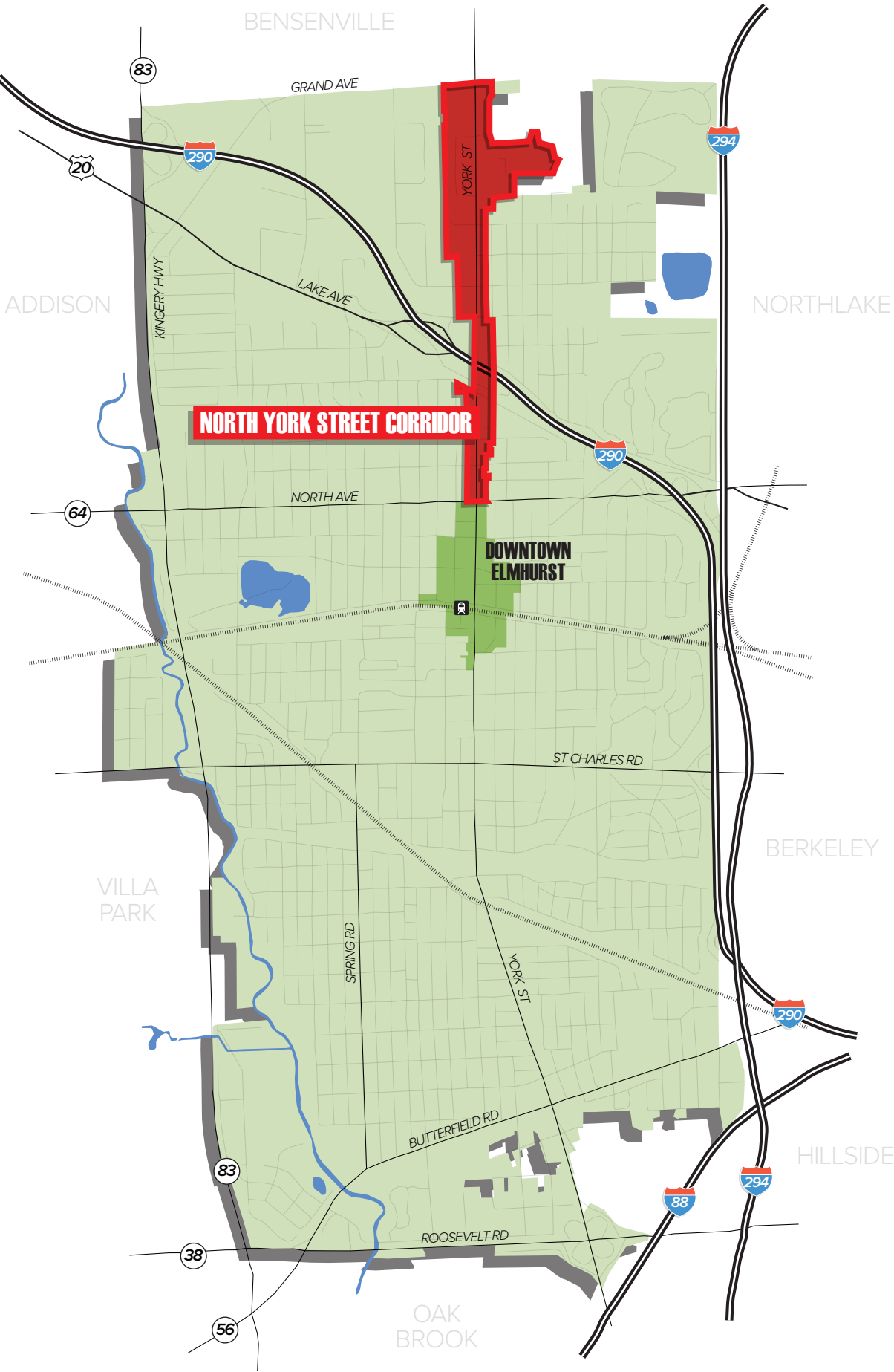
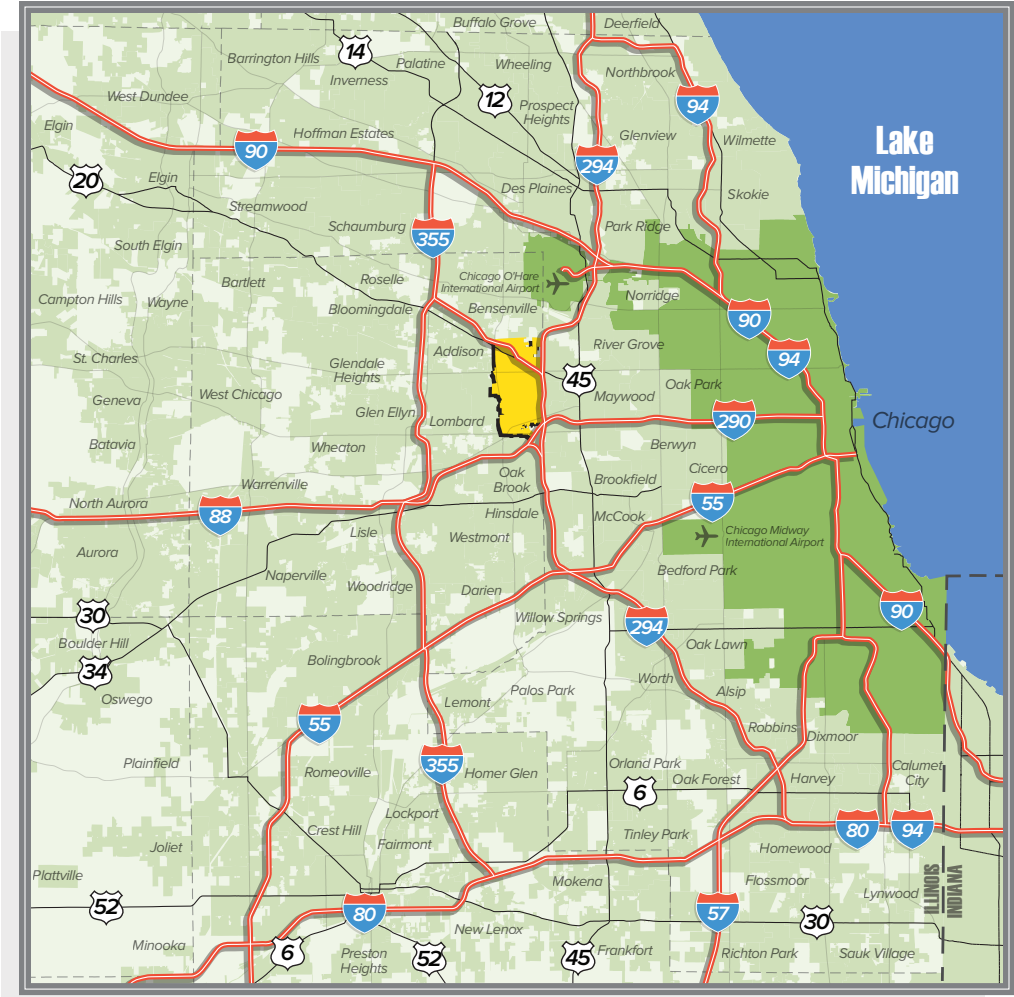
44,290 people call Elmhurst home, and the City boasts a vibrant downtown, a regional hospital, a liberal arts college, and great local schools and parks. It has ready access to several major highways, including I-290, I-88, I-294, and U.S. Route 20, and contains stops along both Metra Union Pacific West rail and Pace bus lines.

NORTH YORK STREET

York Street is one of Elmhurst’s most important arterial roadways and runs north-south from the City’s northern border to its southern border. It links the northern neighborhoods to Downtown Elmhurst and provides connections to I-290.

The study area for the **North York Street Corridor Plan** is a 1.8 mile stretch of York Street that begins at North Avenue at the southern end (the northern border of the City’s Downtown) and ends at Grand Avenue, the City’s northern municipal boundary. It is considered the City’s northern gateway into the community and the Downtown, and is the first impression of Elmhurst that visitors encounter when entering from the I-290 interchange.

Primarily auto-centric in nature, the four lane Corridor is bisected by both I-290 and U.S. Route 64 (North Avenue), giving the corridor excellent regional transportation access but also physically dividing the Corridor from other parts of the City. North York is characterized by a mixture of strip commercial and stand-alone commercial, but also contains industrial, residential, and institutional uses, including Conrad Fischer Park, Conrad Fischer Elementary School, and Churchville Middle School.



CHAPTER 2

PAST PLANS, STUDIES, & REPORTS

There are many plans, studies, and regulations adopted by the City of Elmhurst that have had an influence on growth and development in-and-around the North York Street Corridor. This chapter contains a brief summary of each, along with any important findings specific to the Corridor. A more comprehensive look at the City's zoning and development controls can be found in **Chapter 5 – Current Zoning Regulations**.

Key plans and regulations reviewed in this chapter include:

- City of Elmhurst Comprehensive Plan (2009)
- City of Elmhurst Downtown Plan (2006)
- City of Elmhurst North Downtown Design Plan (2000)
- City of Elmhurst Bike Plan (2013)
- Elmhurst Park District Comprehensive Master Plan (2007)
- City of Elmhurst Regulatory Controls

CITY OF ELMHURST COMPREHENSIVE PLAN (2009)

The 2009 Comprehensive Plan replaced the 1990 Comprehensive Plan, and was approved after a two-and-a-half year process beginning in November 2006. The Plan's vision was based on six key elements: collaborative governance, quality design and urban form, economic competitiveness, an efficient transportation system, quality community facilities and services, and strong neighborhoods. Similarly, the plan's recommendations are organized into six policy areas: land use and development, transportation, economic development, housing, community facilities, and natural resources.

At the heart of the Land Use Plan is a desire to develop and expand major retail opportunities in the northern portion of the city, especially along York Street and Grand Avenue. The Plan recommended working to unify these corridors and transition them towards more connected, contemporary mixed-use areas. Significant barriers identified included the need to consolidate existing land uses, converting scattered residential sites to commercial uses, and better managing existing traffic.

Nine sub-areas were identified and received elevated analysis and treatment in the plan. Subarea 5, the "North York Street and Grand Avenue Corridors," contains the footprint of the North York Street corridor. The 2009 Plan's recommendations for the corridor included:

- Developing a consistent and safe sidewalk network;
- Constructing gateways at the intersections of North York Street & Crestview Avenue and North York Street & Grand Avenue to visually cue entrance into the city and district;
- Implementing a streetscaping program from I-290 to Grand Avenue that will produce a unified image and distinctive identity for the district;
- Transitioning neighborhood commercial uses along York Street to community or regional commercial uses;
- Transitioning residential development on the southeast corner of Grand Avenue and York Street to higher-density residential development over three stories; and
- Following the process for Planned Developments in site reuse/development to encourage redevelopment of this area to occur in a comprehensive and cohesive manner, with a focus on large format retailers.

CITY OF ELMHURST DOWNTOWN PLAN (2006)

The 2006 Downtown Plan updated the 1990 Downtown Plan that was a part of the City's 1990 Comprehensive Plan. It seeks to unify the variety of different plans and strategies that were developed between 1990 and 2006 and present them in one focused, strategic document. Planning, policy, and design recommendations are focused in four key areas: land use, transit oriented development, urban design, and downtown parking and circulation. The Downtown study area's northern boundary, North Avenue, is also the southern boundary for the North York Street Corridor Plan.

The Plan espouses the following vision for the downtown: "In the year 2020, Downtown Elmhurst continues to remain a vibrant, attractive and distinctive shopping, dining, and entertainment center that serves the local population, daily commuters and surrounding communities. The Downtown is distinguished by its small town character, a range of living options, and diverse cultural amenities."

CITY OF ELMHURST NORTH DOWNTOWN DESIGN PLAN (2000)

The North Downtown Design Plan was approved in 2000 and focuses on planning and development along York Street from 3rd Street to North Avenue (“North Downtown”). The study’s northern boundary, North Avenue, also serves as the southern boundary for the North York Street Corridor Plan.

The Plan recommended shifting the North Downtown area away from suburban-style strip development towards closer integration with the Downtown area. To this end, the City implemented a new zoning district, the C4A North Downtown Business District, which is closely modeled on the downtown’s development controls, such as shorter building setbacks, better parking options, increased density, and a pedestrian-focused orientation. Many of the Plan’s recommendations were incorporated into the 2006 Downtown Plan.

Today, the C4A District serves as a transition area between the denser, more walkable Downtown and the less dense, more auto-centric North York Street corridor area.

CITY OF ELMHURST BICYCLE PLAN (2013)

The City’s official Bicycle Plan was adopted in 2013, and focuses on strengthening bicycle infrastructure and identifying strategies to increase biking among residents. The Plan’s recommendations were based on a wide variety of public input, including two workshops, a community survey, public hearings, and the guidance of the Elmhurst Bicycle Task Force.

Identified assets for biking in Elmhurst were quality roadways, a walkable downtown, an efficient street grid, and an existing network of bike trails and paths. Key barriers to bikability include busy arterial roadways, few options for bike parking, and inability to add bike lanes due to limited roadway width.

The Plan proposes a two-pronged approach to make Elmhurst more bike-friendly: “conservative” and “incremental” infrastructure improvements coupled with encouraging residents to bike more. Key recommendations included:

- Implementing a network of dedicated bike lanes with appropriate wayfinding signage;
- Using “sharrow” pavement markings to increase visibility of bicyclists and their ability to ride on busier streets; and
- Increasing the availability of bike parking, both in number and location, to make biking more efficient and attractive.

The North York Street corridor was identified as “unsuitable for biking,” and received a Bicycling Level of Service (BLOS) bike friendliness rating of “D” on a scale of “A” to “F.” The intersection of York Street and Grantley Avenue is also labeled as one of the most difficult and dangerous for bicyclists in the entire city. As of the Plan’s approval, the only locations along the corridor offering bike parking were Conrad Fischer School, Conrad Fischer Park, and Churchville Middle School.

ELMHURST PARK DISTRICT COMPREHENSIVE MASTER PLAN (2007)

The Elmhurst Park District’s Comprehensive Master Plan was approved in 2007 and was prepared as a result of the District’s changing demographics, lifestyles, and public expectations. Its purpose is to codify an underlying philosophical approach to its mission, inform programming expansions, and guide infrastructure development.

A goal, foundation, and series of policy recommendations is provided for 18 different policy areas affecting the District, including customer service, capital projects, maintenance and planning, programs access, and interagency cooperation.

The North York Street Corridor study area contains one park under the district’s jurisdiction: Conrad Fischer Park. Based on factors such as amenities, character, landscaping, and signage, the Plan scored the park at 6.8 on a scale of 1 to 10. Key recommendations for the park included re-cutting the ball field infields, paving the bench/bleacher areas to ensure ADA accessibility, improving the turf quality, constructing a wall around the sand play area, replacing trash cans and benches, paving a bike rack area, and repairing cracks in the playground pavement.

REGULATORY CONTROLS

The City of Elmhurst’s Code of Ordinances includes both a zoning code and a series of development controls. The zoning code is comprised of 18 distinct zoning districts, and development controls regulate a variety of issues, including signage, parking, walls and fences, and landscaping. For a more detailed summary, refer to ***Chapter 5 – Current Zoning Regulations***.

CHAPTER 3

COMMUNITY OUTREACH

Over the past several months, the process has engaged hundreds of residents, both in person and online, through a comprehensive outreach strategy designed to solicit input and encourage candid feedback. The ***North York Street Corridor Plan*** is intended to be a community-driven document, and the planning process will continue to proactively seek the participation of residents, stakeholders, civic and business leaders, and elected officials.

This chapter provides a summary of the outreach activities and findings conducted for the Existing Conditions Report, including:

- A Steering Committee Workshop held on October 18, 2013
- Several confidential, one-on-one Key Person Interviews held on December 16 & 17, 2013
- A Business Workshop held on December 16, 2013
- A Community Workshop held on December 17, 2013
- The Project Website and sMap Interactive Mapping Tool
- An online Resident Questionnaire
- An online Business Questionnaire

STEERING COMMITTEE

WORKSHOP

On October 18, 2013, a kick-off workshop was held for the Plan’s Steering Committee in City Council Chambers at Elmhurst City Hall. The Steering Committee advises the City on the drafting of the Plan and is comprised of 14 local community leaders from a variety of backgrounds.

The Workshop set the foundation for the planning program by providing a forum to discuss the overall direction of the Plan and relevant policy issues facing the North York Street Corridor. Each of the committee members were also issued a paper questionnaire, and asked to share their views, concerns, and aspirations for the Corridor.

Steering Committee Members were asked to identify and prioritize five issues and concerns confronting the corridor, recommend three specific projects or actions they would like to see undertaken within the corridor, and highlight the corridor’s primary strengths and assets. The results of the questionnaire and related discussion items are provided below.

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PRIORITY ISSUES & CONCERNS

Steering Committee members voiced concerns on a range of issues; however, many comments centered on key themes that can be consolidated into four central categories: Parcel and Parking Limitations; Connectivity to Central Business District; Walkability; and Community Perception. A range of potential solutions was also provided by Steering Committee members, and are included below.

PARCEL & PARKING LIMITATIONS

One of the most popular topics at the Steering Committee workshop was a need to consolidate the small parcels along the Corridor. Comments indicated that parcel assembly and shared parking regulations would set the foundation for redevelopment along the Corridor and assist in attracting desirable businesses.

Many Steering Committee members suggested land acquisition as a possible technique for assembling small parcels along the North York Street Corridor. Others considered the use of TIF financing as a potential tool for assemblage.

CONNECTIVITY TO CENTRAL BUSINESS DISTRICT

Steering Committee members expressed a desire for the North York Street Corridor to connect with the City’s central business district, located along First Street and surrounding the City’s Metra stop.

Comments indicated a need for land use compatibility with the central business district, however, no other actions were suggested by committee members to connect the Corridor with the central business district.

WALKABILITY

Comments from the Steering Committee workshop indicated a strong need for sidewalks or paths along the Corridor to increase pedestrian accessibility of the area. Members noted that the sidewalks would be greatly utilized by residents in the surrounding neighborhoods and would decrease the potential for auto-pedestrian conflicts.

While there was general agreement that sidewalks should be added to the North York streetscape, some comments suggested a desire to orient all buildings toward the street with parking behind. Members indicated this would reduce pedestrian-auto conflicts while also creating a more uniform appearance.

COMMUNITY PERCEPTION

Many issues identified by Steering Committee members shared the common theme of a poor community image and perception of the North York Street Corridor. Residents who should be utilizing businesses along the Corridor are shopping elsewhere. Comments indicated a desire to bring in additional retail uses and capitalizing on development like the new Mariano’s grocery store.

Related comments indicated a desire for an improved appearance of the Corridor that may counteract negative perceptions of the North York Street Corridor. This could include improvements to streetscape, landscaping, burying utilities, and other improvements that will enhance the physical appearance of the Corridor.

TOP THREE ISSUES

After each Steering Committee member shared their list of top issues with the group, members were then asked to prioritize the list of issues to help provide a collective understanding. The following list depicts the group’s top issues, along with the number of participants who included the issue in their top three.

- Parcel and Parking Limitations – 7 Members
- Connectivity to the Central Business District – 5 Members
- Walkability – 4 Members
- Community Perception – 3 Members
- I-290 Bisection – 2 Members
- Stigma of the North Side – 2 Members

TOP ACTIONS OR PROJECTS

Steering Committee members suggested a wide range of action items to improve the North York Street Corridor, but a few ideas came up frequently including streetscape appearance, economic development, parcel acquisition and assembly, and improved pedestrian mobility. The responses are categorized by topic below.

STREETSCAPE APPEARANCE

- From North Avenue to I-290, encourage street side business orientation and parking behind
- Overall appeal of area/businesses, streetscape
- Take control of signage quality, color, etc.
- Streetscape – utility relocation/underground
- Underground utilities
- Streetscape, especially at I-290
- Redevelop North York

ECONOMIC DEVELOPMENT

- Not another strip mall without tenants, rather a bigger anchor to draw (i.e. Bed, Bath, and Beyond)
- Grant program to improve existing businesses (façade)
- Another large destination location to help (Mariano’s)
- How to attract the “right” type of business to the area
- “Re-brand” this area so all Elmhurst people will visit new area
- Coordinate plan so it does not destroy existing industrial park and car dealers
- Create destination retail projects

PARCEL ACQUISITION AND ASSEMBLY

- Assembly of parcels/uniform zoning
- Parcel assembly (including residential)
- Acquisition of parcels to spur redevelopment
- Lot acquisition/consolidation
- Land acquisition to consolidate growth and enable better growth
- Consolidate smaller properties through TIF financing

PEDESTRIAN MOBILITY

- Need for community/public transportation (sidewalks to neighborhoods)
- Pedestrian mobility
- Complete streets
- Sidewalks in corridor plus sidewalk connecting the corridor to neighborhoods

OTHER

- Develop a shuttle between North York and City Centre
- I-290 correction

PRIMARY STRENGTHS & ASSETS

Lastly, Steering Committee members were asked to identify the North York Street Corridor’s major strengths and assets that should be retained or built upon. The variety of responses demonstrates the Corridor’s wide range of strengths and diverse amenities. Top responses included the Village proximity to major transportation routes and the visibility it procures for businesses, the development potential of the area, new interest created by new businesses like Mariano’s, and the existing density of the Corridor. The responses were synthesized and organized based on underlying theme. They are provided below, in addition to the number of Steering Committee members who listed an asset in each category.

Top assets include:

- Location and Transportation Options – 6 Members
- Development Potential – 4 Members
- New Interest in the Area – 2 Members
- Density – 2 Members

KEY PERSON INTERVIEWS

A series of confidential one-on-one interviews were held with local on December 16 and December 17, 2013 at Elmhurst City Hall. The interviewees were a mix of business owners/operators, property owners, members of the development community, residents and city representatives.

BUSINESS WORKSHOP

On December 16, 2013 a workshop was held in Elmhurst City Council Chambers for business leaders from the North York community. The session was the first of many opportunities for the private sector to learn more about Elmhurst’s North York Street Plan and to share their concerns, ideas, and aspirations with local officials. A total of 22 people attended the workshop and provided written feedback.

The Workshop sought to gain business-oriented insights from private sector investors, property owners, and managers. Participants were provided with a questionnaire asking them to identify and prioritize five issues facing businesses in the corridor, list three specific projects or actions that should be undertaken within the corridor, and identify the primary strengths and assets of the corridor. Answers were shared with the group, and then as a whole, the participants outlined what they perceived to be the issues and opportunities facing the North York corridor.

PRIORITY ISSUES & CONCERNS

Participants were asked to share five issues or concerns impacting businesses in the corridor. Responses to this question ranged from poor street signage to underdeveloped properties. While a variety of issues were discussed at the workshop, respondents were generally in agreement with one another. An analysis of the 76 issues listed by 22 participants depict concerns that can best be grouped into the following five categories, recognizing that some categories are interrelated: (1) Mobility and Access; (2) Vacancy; (3) Disconnection from the City; (4) Corridor Appearance; and (5) Recruitment of Quality Businesses. Several other concerns were listed by a small number of participants. They are detailed in the category entitled Other.

MOBILITY AND ACCESS

15 participants (68%) expressed concern over multi-modal mobility along the corridor. Responses included:

- Overall traffic flow
- Public parking
- Traffic congestion near North Avenue
- Inability to walk on sidewalks along the entire stretch
- No left turn lane heading south at Belden and York
- Need for left turn lane/signal at York and Lake

VACANCY

Roughly one-half of respondents cited property vacancy and underdevelopment as a concern. Specific comments included:

- Obsolete buildings
- Vacant lots
- Revitalization of empty properties
- Underdeveloped properties on York and Addison
- Waverton Hotel closure

DISCONNECTION FROM THE CITY

Business leaders perceive North York as disconnected, both physically and socially, from the rest of the City. Responses included:

- Need for inclusion with Elmhurst
- Efforts to clearly define North York as part of Elmhurst

CORRIDOR APPEARANCE

Business leaders strongly advocated for beautification and wayfinding efforts along the corridor. Detailed comments included:

- Fixing inconsistent street names
- Landscaping
- Burying telephone and power lines
- Screening parking lots
- Ensuring continuity of design
- Cleaning the corridor
- Developing wayfinding signage

RECRUITMENT OF QUALITY BUSINESSES

According to respondents, North York needs:

- Desirable new businesses
- A better mix of businesses
- Recruitment of anchors
- General business attraction

OTHER

Several other responses included:

- Usage of Tax Increment Financing (TIF) for private purposes
- Crime rate issues – better police protection
- Build up membership in the Chamber
- Balance retail and commercial uses

TOP THREE ISSUES

After a long discussion, workshop participants were asked to identify the three most important issues they heard and to rank them in order of priority. An analysis of the 57 responses from 22 participants again showed significant overlap and shared concerns. The top issues identified are listed below, as are the number of participants who listed the concern in their top three.

- Disconnection – 13 Participants
- Vacancy – 10 Participants
- Mobility & Access – 9 Participants
- Appearance – 8 Participants
- Business Recruitment – 6 Participants
- Sustainable Regulations – 1 Participant
- Sensitivity to Existing Businesses – 1 Participant

TOP ACTIONS

Business leaders suggested a wide range of action items to improve the North York area. A list of responses are shown below.

MOBILITY & ACCESS

- Do not remove the center turn lane
- Develop a shuttle/trolley during business hours between the City Centre and North York corridor
- Improve traffic flow on York/North/Lake.
- Remove entrance/exit barrier at York and Belden
- Incorporate I-290 into efforts

APPEARANCE

- Implement streetscaping, signage, and gateway features
- Bury utilities along North York
- Beautify the area
- Develop clear signage that supports area businesses

ECONOMIC DEVELOPMENT

- Develop a campaign to support the area’s businesses
- Create a “City North Business District”
- Find new incentives (other than TIF) to support development
- Bring new business into the area
- Begin Hahn Street project
- Promote and develop large open space
- Incentivize a major hotel to come to Elmhurst
- Recruit quality businesses
- Develop entire “Stevens” property
- Some type of encouragement to keep businesses in the area
- Build a major destination that will give people a reason for going there
- Create a live performance space
- Make North York and West Lake a “destination shopping area”
- Develop retail, restaurant, home improvement, and entertainment options
- Campaign to recognize the area as a “go-to” area for fun, food, and business

PRIMARY ASSETS AND STRENGTHS

Lastly, business leaders were asked to identify major strengths and the assets they want to retain or build upon. An examination of the 34 responses listed by the 22 workshop participants demonstrates Elmhurst’s diversity and multitude of strengths. Most business leaders were in agreement with one another and responses were grouped into four overarching categories: (1) Highway Access & Location; (2) Dedicated Business Leaders and Residents; (3) Quality Infrastructure; and (4) Available Space.

HIGHWAY ACCESS & LOCATION

A majority of business leaders believe that the corridor’s strategic highway access and regional location is its number one asset. Participants noted:

- Access to and from I-290 and I-294
- North York is the City’s gateway
- A possible new exit from I-294 to Grand is an opportunity and should direct people to North York
- Mobility and access to everywhere
- Close to O’Hare airport

DEDICATED BUSINESS LEADERS & RESIDENTS

A committed local community was listed as a top asset by roughly 1 in 3 respondents. Responses included:

- Quality of community
- A strong CBD to draw from and build upon
- Many established local businesses
- Business owners who are involved and care about their area

QUALITY INFRASTRUCTURE

Business leaders praised the corridor’s good infrastructure; in particular:

- Good streets with efficient traffic flow
- North York’s center turn lane
- Quality utilities

AVAILABLE SPACE

Vacancy represents a vital asset for development. Responses included:

- Affordable, available property
- Local industrial park
- Open room for new development

COMMUNITY WORKSHOP

On December 17, 2013 a workshop was held in City Council Chambers for Elmhurst residents to discuss their concerns, ideas, and vision for the North York corridor. A total of 44 people attended the workshop and submitted written feedback.

The Workshop provided community members with the opportunity to discuss the Plan’s direction and key issues facing the Corridor. Each workshop participant was given a chance to publicly participate, and was provided with a paper questionnaire soliciting their views, concerns, and aspirations for the Corridor.

The questionnaire asked the participants to identify and prioritize five issues and concerns facing the corridor, recommend three specific projects or policy actions they would like to see undertaken to improve the corridor, and highlight the corridor’s primary strengths and assets. The results of the questionnaire and related discussion items are provided below.

PRIORITY ISSUES & CONCERNS

A diversity of responses were recorded at the workshop, including disapproval of tobacco stores, a desire for better sidewalks, and the need for greater walkability. While a variety of concerns were discussed, respondents were generally in agreement with one another. An examination of the 141 issues listed by 44 participants depict common issues that can best be grouped into the following seven categories, recognizing that some categories are interrelated: (1) Traffic & Parking; (2) Pedestrian & Bike Mobility; (3) Neighborhood Impact; (4) Limited Retail Options; (5) Visual Appeal & Character; (6) Vacancy; and (7) Flooding. Several other concerns were listed by a small number of participants. They are included in the Other category.

TRAFFIC & PARKING

Roughly 1 in 3 participants expressed concern over traffic issues in the corridor. Responses included:

TRAFFIC CONGESTION

- Street access
- Better lighting
- Repaving
- Limited access from City Centre
- Placement of traffic lights
- Parking lot access

PEDESTRIAN & BIKE MOBILITY

Residents find North York unfriendly to walkers and bikers. Concerns included:

- Overall walkability
- Sidewalks for foot traffic
- Lack of pedestrian crossings
- School pedestrian safety

NEIGHBORHOOD IMPACT

The current and future state of the corridor directly affects quality of life in Elmhurst’s neighborhoods. 12 participants voiced concern about:

- Property values
- Noise levels
- Property tax increases
- School bussing issues
- School overcrowding

VISUAL APPEAL & CHARACTER

Beautification efforts and better planning are desperately needed along the corridor. Responses on the questionnaire included:

- Mismatch of business types, no coherent zoning
- Too many different shopping areas
- Overhead power lines
- Plant flowers
- Streetscaping
- Inconsistent signage
- Unappealing design and layout
- Lack of modern facades
- Look more like downtown
- Doesn’t appear like the rest of Elmhurst
- Most people think it is Bensenville

VACANCY

Empty storefronts and vacant lots were consistently cited as negatively affecting the health of the corridor. Specifically, comments included:

- Closed car dealerships
- Vacant hotels and businesses
- Holiday Inn site
- Steven’s site
- Half-vacant strip malls

FLOODING

1 in 4 participants saw flooding as a key issue for the corridor. Many noted that better storm water management is needed along the highway interchanges.

OTHER

Several participants listed other unique concerns. These include:

- Bad selection of apartments
- Parcels are too small for desirable businesses
- Parcels are individually owned
- O’Hare expansion
- Public safety & crime
- Need a safe north-south connector bus
- Limits on new businesses

TOP THREE ISSUES

After a long discussion, workshop participants were asked to identify the three most important issues they heard. An analysis of the 126 responses from 44 participants again showed significant overlap and shared concerns. The top issues identified are listed below, as are the number of participants who listed the concern in their top three.

- Visual Appeal & Character – 28 Participants
- Limited Retail Options – 22 Participants
- Pedestrian & Bike Mobility – 16 Participants
- Traffic & Parking – 11 Participants
- Flooding – 8 Participants
- Neighborhood Impact – 7 Participants
- Vacancy – 6 Participants
- Infrastructure – 2 Participants
- Tax Increment Financing – 1 Participant
- Public Transportation – 1 Participant
- Environmental Issues – 1 Participant
- O’Hare Expansion – 1 Participant

TOP ACTIONS

Residents suggested a wide range of action items to improve the North York area. A list of responses is shown below.

ECONOMIC DEVELOPMENT

- Recruit another big box store such as Mariano’s, Costco, or Home Depot
- Incentivize good, sound, and needed retail
- Accentuate the positives of the area to attract businesses
- Define the stores likely to be appropriate and successful in the area that is being considered

TRAFFIC & MOBILITY

- Implement better traffic control in neighborhoods
- Add pedestrian walkways under the I-290 underpass
- Develop traffic calming techniques
- Study traffic patterns and stoplights for better traffic flow
- Install roundabouts
- Implement pedestrian crossings every four blocks
- Add sidewalks on both sides of the street and up to businesses

IMAGE & APPEARANCE

- Soften the corridor’s appearance
- Implement streetscaping
- Bury power lines
- Upgrade the look of the area
- Tear down vacant car dealerships and hotels
- Redesign strip malls
- Control types of businesses; (no cigarette and liquor stores)
- Use gateway features at the expressway entrance/exit
- Install public art
- Unify the corridor
- Ensure consistent zoning

FLOODING

- Improve floodwater management strategies
- Use natural means for storm water management

PUBLIC INVOLVEMENT

- Include stakeholders to gain feedback and execute planning project
- Continue to provide feedback opportunities, updates, and progress information

OTHER

- Provide good infrastructure to attract businesses; don’t just give money away
- Incorporate renewable energy generation into the plan

PRIMARY STRENGTHS & ASSETS

Lastly, residents were asked to identify major strengths and the assets they want to retain or build upon. Analysis of the 44 assets recorded by the 44 workshop participants shows a variety of growth opportunities and community strengths. Responses were grouped into four overarching categories: (1) Highway Access; (2) Available Space; (3) Local Support; and (4) Mariano’s.

HIGHWAY ACCESS

A plurality of residents believe that highway access is the corridor’s top asset. Respondents noted:

- Access from all areas of Chicago – ready access from I-290 & I-294; York Road/I-290 is nearly the center of Metro Chicago
- Highways attract non-resident shoppers to spend dollars in Elmhurst
- High number of people drive by Elmhurst everyday on freeways
- Prime location to all major thoroughfares

LOCAL SUPPORT

Residents and businesses expressed pride in local institutions, including:

- City leadership
- Good community involvement
- Elmhurst brand – great place
- Good parks
- Good areas surrounding the strip

AVAILABLE SPACE

The availability of vacant property was cited by roughly 1 in 4 participants as being a top asset. Responses included:

- Fresh start opportunities
- Available space
- Open for development
- Lots of space
- Empty canvas

MARIANO’S

5 participants listed the new Mariano’s as a corridor asset.

PROJECT WEBSITE

A project website was created in order to provide a single source for all information related to the planning process. The website contains project information and updates, meeting notices, and downloadable copies of documents. In order to provide convenient and comprehensive information, the project website is accessed through a direct link on the City of Elmhurst’s home page. The project website will remain active for the remainder of the planning process.

SMAP ON-LINE MAPPING TOOL

sMap is a social mapping application developed by Houseal Lavigne Associates in order to allow residents and businesses to actively take part in the planning process. Participants can create their own map of issues and opportunities, including placing “points of interest” on a map that provide specific ideas about the Corridor at particular locations.

This section summarizes the 52 responses generated from 6 different users.

COMMUNITY ASSETS

Mappers identified several key assets in the corridor, including Mariano’s, Hamburger Heaven, the North York & I-290 intersection, and a double lot along East Fremont Avenue.

DEVELOPMENT PRIORITY SITES

Desired sites for new investment were provided by mappers, and included re-developing the corridor’s closed hotel site and implementing a consistent and safe network of sidewalks and bike lanes.

PROBLEMATIC INTERSECTIONS

Eleven problematic intersections were highlighted, nine of which are within the Corridor’s study area. Respondents noted traffic issues regarding: turning into the parking lot of Doti Liquors; the right turn only off of Belden; the lack of a crosswalk at Crestview and North York; congestion around the North York/I-290/U.S. Route 20; “risky” left hand turns from the Fratello’s parking lot; parking issues with the Foot and Ankle Clinic; and hazardous ingress/egress at the strip mall between North and Columbia Avenues.

PUBLIC SAFETY CONCERNS

Mappers see the North York Street corridor as unsafe for pedestrians and bikers. A variety of areas along North York were identified, noting locations where crosswalks are dangerous and/or sidewalks are narrow or non-existent.

UNDESIRABLE USES

Three neighboring undesirable uses were identified, including empty lots on East Fremont Avenue and the apartment complex along Elmcrest and Lake Streets.

TRANSIT DESTINATION

One mapper listed the intersection of North and York Street as potential transit stop and hub for bike parking.

DESIRED USES/DEVELOPMENTS

Several sites were highlighted by mappers for new desired uses and developments. Ideas included implementing new biking and walking paths, building a community garden across from the Hyundai dealership, and opening new businesses at the intersection of York and Lake.

POOR APPEARANCE

Three points were placed noting areas of poor appearance, including an abandoned building near North York and Crestview, the stretch of North York between West Fremont and West Lake, and overhead utilities near North York and Grand Avenue.

OTHER

Mappers noted three other spots of interest along the corridor. Flooding near I-290, hazardous light posts along North York just south of I-290, and the need for an additional driveway at Churchville Middle School were listed by residents.

RESIDENT SURVEY

An on-line questionnaire for Elmhurst residents was posted on the project website and publicized by the City. It is designed to supplement other outreach activities conducted throughout the community, and is not intended to be a scientific survey instrument. The survey launched in November, and will remain open and available throughout the planning process.

As of the drafting of this Existing Conditions Report, 162 residents completed the survey. A synthesis of their responses to the survey’s questions are provided below.

MOST IMPORTANT ISSUES

Residents were asked to provide input on the most important issues facing the corridor. The survey listed eight different issues, and respondents were encouraged to check as many as they felt were applicable. The issues are ranked below based on the number of responses.

- Overall appearance - 78% of participants
- Need for new development - 75% of participants
- Pedestrian orientation - 37% of participants
- Traffic - 29% of participants
- Undesirable uses - 28% of participants
- Bicycle orientation - 24% of participants
- Mix of uses - 23% of participants
- Parking - 11% of participants

CORRIDOR CONDITIONS & APPEARANCE

Residents were given the opportunity to assess the quality of the Corridor’s appearance and infrastructure in nine topic areas (e.g. streets, parking, sidewalks, etc.). Each respondent rated these topics on a sliding scale of “poor,” “fair,” “good,” and “excellent.” As shown in the corresponding chart, the majority of survey responses fell into either the “fair” or “poor” category.

	Excellent	Good	Fair	Poor
Streetscape	1.3%	11.3%	30.2%	57.2%
Lighting	3.8%	45.2%	38.9%	12.1%
Wayfinding	2.6%	38.2%	42.1%	17.1%
Street Condition	3.8%	48.1%	40.5%	7.6%
Sidewalks	3.3%	11.1%	29.4%	56.2%
Traffic	3.3%	38.2%	42.8%	15.8%
Bike Access	1.4%	10.9%	18.4%	69.4%
Pedestrian Friendliness	0.6%	7.1%	23.9%	68.4%
Mix of Uses	1.5%	15.6%	56.3%	26.7%
Overall Appearance	1.3%	3.9%	36.8%	58.1%

DESIRED NEW DEVELOPMENT

The survey listed ten types of potential new development, spanning from retail to manufacturing, and asked participants to select the types they would like to see more of in the Corridor. The most popular selections were restaurants, retail, and entertainment options, with the least popular being manufacturing.

- Restaurants - 84% of participants
- Retail - 81% of participants
- Entertainment - 62% of participants
- Services - 30% of participants
- Mixed Retail/Office - 27% of participants
- Civic/Public - 23% of participants
- Mixed Commercial/Residential - 20% of participants
- Offices - 17% of participants
- Residential - 12% of participants
- Industrial/Manufacturing - 5% of participants

Conversely, when participants were asked to select the types of development they would NOT like to see, the overwhelming majority (80%) listed manufacturing.

BUSINESS SURVEY

The Plan’s website also contains a short, 15-minute survey for businesses along the North York Street corridor. Private-sector leaders were given the opportunity to rate the area’s infrastructure and business climate, and submit ideas for desired and undesired types of new development. The survey was launched in November 2013 and currently remains open.

As of the drafting of this Existing Conditions Report, six businesses had answered the questionnaire. The survey’s participants work at a variety of businesses along the corridor, including retail outlets, commercial services, and professional offices. Five of the six respondents are working at businesses that have been in operation at their present location for more than seven years.

BUSINESS CLIMATE

Businesses were asked if there is anything that the City can do to improve the business climate within the corridor. Responses included:

- Upgrade and enhance the look of the corridor to mimic Downtown Elmhurst (e.g. street lighting, building structures, greenery, and landscaping)
- Develop the entire Stevens property
- Bring in more traffic by having a different type of businesses
- Put in a new, reputed national hotel at the old Waverton Hotel site

CORRIDOR CONDITIONS & APPEARANCE

Survey participants were given the opportunity to assess the quality of the Corridor’s appearance and infrastructure in nine topic areas (e.g. streets, parking, sidewalks, etc.). Each respondent rated these topics on a sliding scale of “poor,” “fair,” “good,” and “excellent.” As shown below, nearly all topic issues have little middle ground, with a majority mostly rated as either “poor” or “good.”

	Excellent	Good	Fair	Poor
Streets	16.7%	50.3%	33.3%	0.0%
Sidewalks	0.0%	33.3%	16.7%	50.0%
Streetscape	0.0%	16.7%	33.3%	50.0%
Parking	0.0%	50.0%	33.3%	16.7%
Lighting	0.0%	50.0%	33.3%	16.7%
Safety	0.0%	50.0%	0.0%	50.0%
Wayfinding	0.0%	0.00%	66.7%	33.3%
Public Space	0.0%	16.7%	33.3%	50.0%
Overall Appearance	0.0%	0.0%	33.3%	66.7%

DESIRED NEW DEVELOPMENT

The survey asked respondents to list the type(s) of new developments that they would like to see most in the corridor. More than one type of development could be selected. As shown below, the most desired new development is retail, with the least desired manufacturing.

- Retail - 80% of participants
- Restaurants/Entertainment - 60% of participants
- Residential - 20% of participants
- Offices - 20% of participants
- Public/Semi Public - 20% of participants
- Industrial/Manufacturing - 0% of participants

CHAPTER 4

DEMOGRAPHICS & MARKET ANALYSIS

This chapter assesses the North York Street corridor’s development potential by analyzing demographic and market trends that impact local economic growth. Particular attention is paid to trends and opportunities within the residential, retail, office, and industrial markets, as well as broader market drivers such as demographic shifts, changing employment levels, and key growth industries. Collectively, this information paints a picture of the corridor’s competitive position within the Chicagoland region.

The North York Corridor has the potential to be more of a regional destination, given its proximity to I-290, I-294, and O’Hare International Airport. Accordingly, the data sets used for this analysis, whenever possible, do not use City of Elmhurst boundaries, but a 10 minute drivetime from the intersection of North York and I-290, which includes parts of Addison, Berkeley, Northlake, and Bensenville. Viewing the corridor through the lens of a drivetime, as opposed to a municipal boundary, better emulates consumer behavior and best captures the corridor’s true market position in a region of commuters. In cases where drivetime data were unavailable, City of Elmhurst data were used in its place.

Data from this study were obtained from the U.S. Census, the 2008-2012 American Community Survey, the Illinois Department of Economic Security, NAI Hiffman, and ESRI Business Analyst, a nationally recognized provider of business and market data.

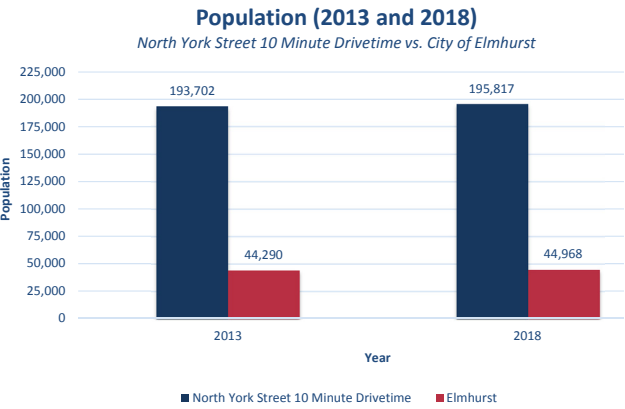
For purposes of clarification: wherever this study mentions the “North York Street Market Area” or “area,” this refers to a 10 minute drivetime of the corridor. “North York Street Corridor” or “corridor” references the corridor itself, from North Avenue to Grand Avenue.

DEMOGRAPHICS

Understanding important demographic trends such as population levels, age, income, and race/ethnicity helps to tailor the corridor’s economic development, housing, and infrastructure improvements to existing and projected needs.

Demographic Summary North York Street 10 Minute Drivetime vs. City of Elmhurst (2013 & 2018)				
	North York Street - 10 Minute Drivetime		Projected Change 2013- 2018	
	2013	2018		
Population	193,702	195,817	+2,115	+1.09%
Households	66,446	67,336	+890	+1.34%
Average Household Size	2.88	2.88	0.00	0.00%
Median Age	37.4	37.9	+0.50	+1.34%
Median Household Income	\$60,125	\$73,911	+13,786	+22.93%
	City of Elmhurst		Projected Change 2013 - 2018	
	2013	2018		
Population	44,290	44,968	+678	+1.53%
Households	18,835	16,084	-2,751	-14.61%
Average Household Size	2.71	2.72	+0.01	+0.37%
Median Age	40.7	40.5	-0.20	-0.49%
Median Household Income	\$83,695	\$98,485	+14,790	+17.67%
Sources: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates				

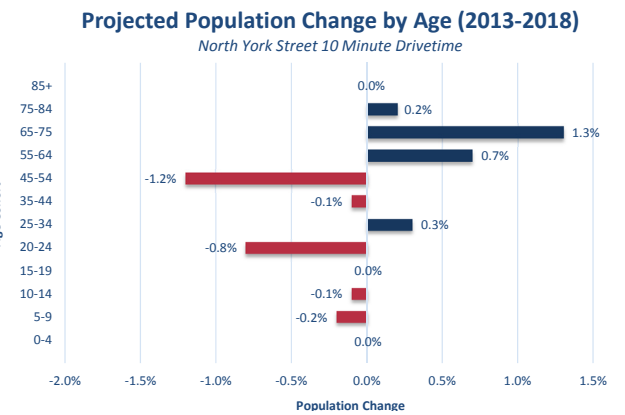
POPULATION



The North York Street market area’s population is projected to increase slightly. In 2013, 193,702 people lived within the area. By 2018, the area is projected to grow in population by roughly 1%, or 2,115 people, to 195,817. The number of households will increase proportional to population growth, staying at 2.88 people.

The market area population is roughly four times the population of the City of Elmhurst, whose 2013 population is estimated to be 44,290. The City is experiencing similar trends as the market area, and is projected to grow in population by 1.53% between 2013 and 2018 to 44,968.

AGE



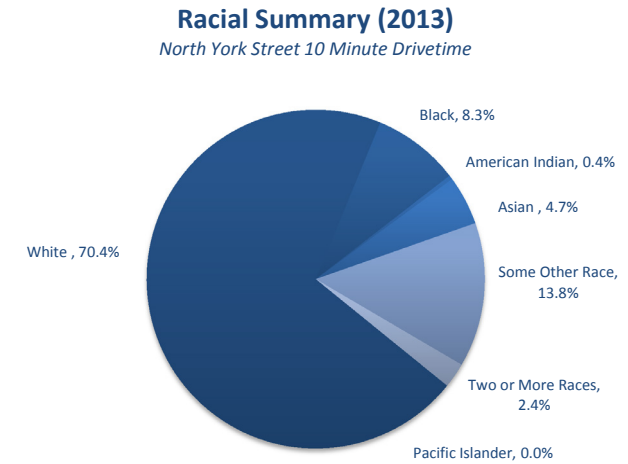
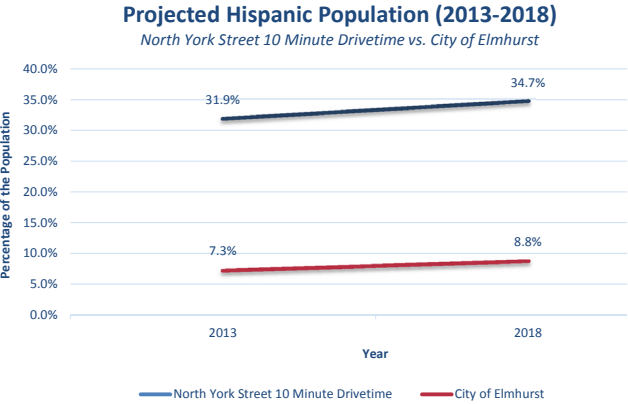
The North York Street market area’s population is projected to age. The area’s median age in 2013 was 37.4 years, younger than the City of Elmhurst (40.7 years). By 2018, it is projected to increase by 0.5 years to 37.9 years, suggesting a slight aging of the area’s overall population. Age cohorts gaining the largest share of the population between 2013 and 2018 are 65-74 years (+1.3%) and 55-64 years (+0.7%), with losses consolidated among the lower age groupings.

RACE AND ETHNICITY

The North York Street market area's population is projected to become more diverse. In 2013, 70.4% of the area's population identified as white, with 29.6% identifying as a racial minority. The white share of the population is projected to decline slightly to 68.7% by 2018, with small increases in those identifying as Asian, multi-racial, and “some other race.”

While the City of Elmhurst is experiencing similar trends, it remains less diverse than the corridor market area. The white share of the City's population will decline slightly between 2013 and 2018, from 88.9% to 87.4%.

The most notable change in the market area is the percentage of residents identifying as Hispanic. The U.S. Census defines Hispanic as an ethnicity, not a race. By 2018, more than 1 in 3 area residents (34.7%) in the market area will be Hispanic. This is roughly four times as large as the 2018 projections for the City of Elmhurst (8.8%).

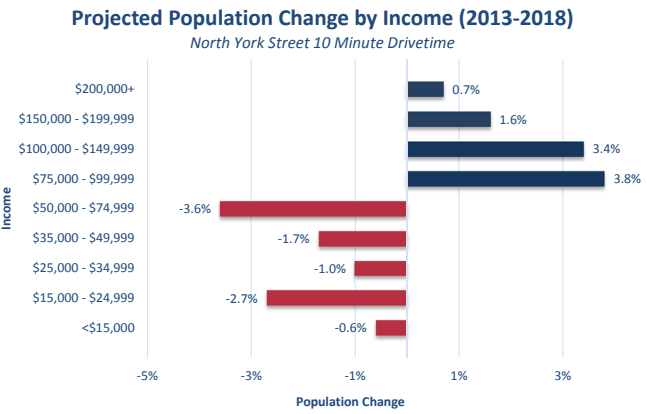


INCOME

The North York Street market area's population is projected to become wealthier. In 2013, the area's median household income was \$60,125, roughly \$20,000 less than the City of Elmhurst (\$83,695). Between 2013 and 2018, the area's median household income is projected to increase by 22.93% to \$73,911. While that percentage increase is larger than the City's (+17.67%), the City is projected to remain wealthier in 2018.

Income cohorts in the North York Street market area gaining the largest share of the population between 2013 and 2018 are \$75,000-\$99,000 (+3.8%) and \$100,000-\$149,999 (+3.4%), with losses comprised of groupings earning under \$74,999.

These gains in income are expected to translate into increased spending power. The projected annual rate of growth in the median household incomes of both the City of Elmhurst (3.31%) and the North York Street market area (4.22%) are above estimated inflation rates, based on a ten year average of 2003-2013 inflation rates (2.38%).



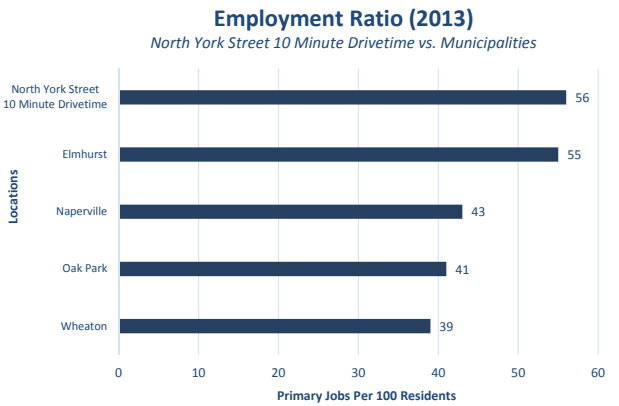
EMPLOYMENT

TOP INDUSTRIES & JOBS RATIO

The North York Street market area is a job hub, employing 108,368 people in 20 different industries. The most dominant industry is manufacturing, comprising 19.7% of all area jobs. Other large industries include: retail trade (11,151 jobs – 10.3%), wholesale trade (10,568 jobs – 9.8%), transportation and warehousing (8,952 jobs – 8.3%), and administrative and support and waste management and remediation services (8,949 – 8.3%).

The North York Street market area’s employment ratio, or number of primary jobs per 100 residents, is relatively high compared to four area municipalities. The area contains 56 jobs per 100 residents, or a ratio of 0.56. This is higher than Elmhurst (0.55), Naperville (0.43), Oak Park (0.41), and Wheaton (0.39).

Similarly, the City of Elmhurst has seen fairly steady job growth between 2002 and 2011. While the City lost jobs in 2009 and 2010 as a result of the recession, 2011 levels (29,454 jobs) are 8.6% higher than 2002 levels (27,111).



Employment by Industry North York Street 10 Minute Drivetime (2013)		
Industry (NAICS Code)	Employees	
	108,368	100.0%
Accommodation & Food Services	4,669	4.3%
Administrative & Support & Waste Mgmt.	8,949	8.3%
Agriculture, Forestry, Fishing, & Hunting	88	0.1%
Arts, Entertainment, & Recreation	1,143	1.1%
Construction	6,915	6.4%
Educational Services	4,946	4.6%
Finance & Insurance	2,869	2.6%
Healthcare & Social Assistance	8,108	7.5%
Information	2,282	2.1%
Management of Companies & Enterprises	76	0.1%
Manufacturing	21,370	19.7%
Mining	67	0.1%
Other Services	4,883	4.5%
Public Administration	1,498	1.4%
Professional, Scientific, & Tech Services	6,514	6.0%
Real Estate, Rental, & Leasing	3,200	3.0%
Retail Trade	11,151	10.3%
Transportation & Warehousing	8,952	8.3%
Utilities	120	0.1%
Wholesale Trade	10,568	9.8%

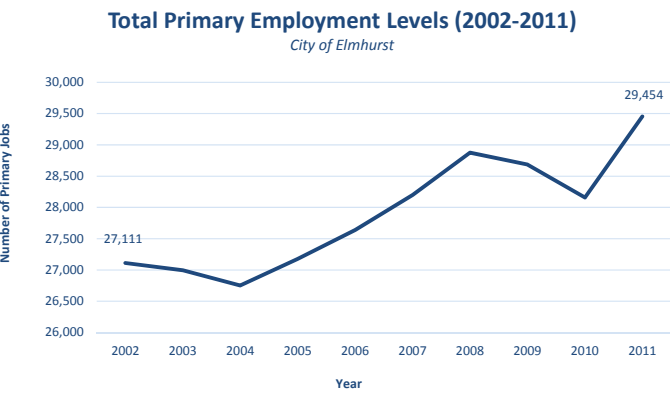
Source: U.S. Census Bureau; ESRI Business Analyst; Houseal Lavigne Associates

MAJOR EMPLOYERS

Elmhurst contains many large employers in diverse industries. The top five local employers include: Elmhurst Memorial Hospital (3,500 employees), HSBC (1,800 employees), McMaster Carr Supply (850 jobs), Elmhurst Community School District #205 (850 jobs), and Elmhurst College (600 jobs).

JOB GROWTH

DuPage and Cook Counties are projected to experience significant job growth. The Illinois Department of Employment Security (IDES) estimates that DuPage and Cook Counties, each of which contains part of the North York Street market area, will gain 70,740 and 173,460 jobs between 2010 and 2020, respectively.



Major Employers City of Elmhurst (2011)		
Name	Product/Service	Employees
Elmhurst Memorial Hospital	Healthcare	3,500
HSBC	Financial Services	1,800
McMaster Carr Supply	Factory/Building Supply	850
Elmhurst CSD #205	Education	850
Elmhurst College	Education	600
Chamberlain	Manufacturing	350
Sterling Engineering, Inc.	Design Services	320
Duchossois Enterprises Group	Electronic Controls	300
Hassett Air Express	Shipping	300
Superior Air-Ground Ambulance	EMS Provider	250

Source: Illinois Department of Commerce & Economic Opportunity; Houseal Lavigne Associates

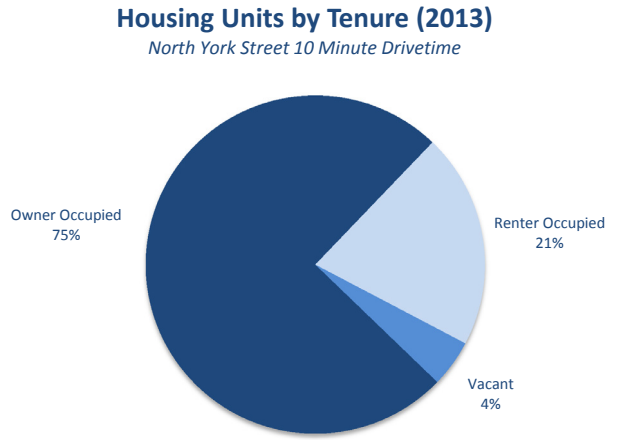
MARKETS

This section evaluates and assesses the North York Street corridor’s potential in the residential, retail, office, and industrial markets. While demographic and market data is used to define potential, other factors must also be considered such as traffic, infrastructure, physical appearance and reputation, and local costs such as taxes and fees.

RESIDENTIAL MARKET

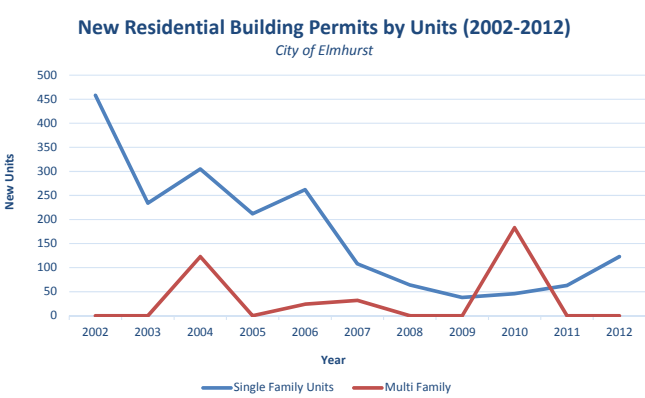
TENURE

Roughly 70% of the North York Street area’s housing market is owner occupied. The area’s housing stock is currently comprised of 70,449 total units: 66,446 owner occupied units (68.4%), 18,236 renter occupied units (25.9%), and 4,003 vacant units (5.7%). By 2018, the total number of units is expected to climb by 1.1% to 71,232, with a small uptick in the proportion of total units that are owner occupied (69.5%) and a slight decline in both the share of renter occupied (25.0%) and vacant (5.5%) units.



In addition to the decline in the proportion of total units that are rentals, the number of rental units is projected to drop from 18,236 units in 2013 to 17,802 units in 2018, a loss of 432 units. This suggests that some rentals may be converted to owner occupied housing or torn down.

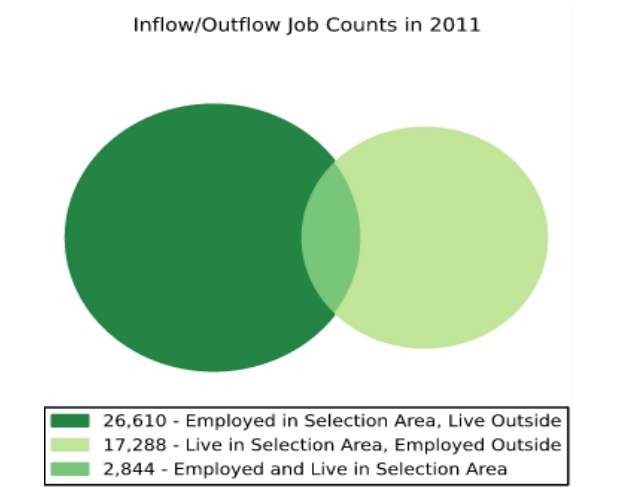
Within the City of Elmhurst, new residential development has declined as a result of the downturn in the economy and the real estate market. Based on the number of approved building permits, the number of proposed new residential units in 2012 was 123, a significant increase from 63 in 2011 but a noticeable difference from 458 units in 2002, 428 units in 2004, and 286 units in 2006.



While residential development is not considered to be a significant component of redevelopment potential, multi-family residential may be appropriate and accommodated at some locations. As the planning process progresses, opportunities for accommodating residential development will be identified.

COMMUTERS

The North York Street area is a region of commuters. All of the municipalities that fall, or partly fall, within the 10 minute drivetime of the North York Street corridor are home to a high proportion of commuters. For example, in 2011, only 14.1% of those who work in Elmhurst also live in Elmhurst. This is roughly on par with other municipalities in the North York Street area, including Addison (10.7%), Bensenville (10.2%), Itasca (7.4%), Northlake (3.9%), and Berkeley (2.7%). This signifies the existence of a fairly large, regional “pool” of workers whose job prospects are not limited by the jurisdictional boundary in which they reside, or vice versa.



RETAIL MARKET/RETAIL GAP

OVERVIEW

The North York Street corridor's retail market potential has been assessed through a comparison of supply and demand ("gap analysis") within a 5, 10, and 15 minute drivetime from the intersection of North York and I-290. While this study uses the 10 minute drivetime ("North York Street market area") as the benchmark for market potential, the 5 and 15 minute drive-times are also provided for added context and perspective.

A "gap analysis" compares aggregate consumer spending (demand) to aggregate retail sales (supply) within a given industry group and drive time. When demand is greater than supply, "leakage" exists, suggesting that residents are spending dollars outside of the measured area. Accordingly, industries with leakage are potential opportunities for growth, as local demand for these goods and services already exists but is unmet by existing supply. Leakage is noted on the accompanying charts as a positive number in green.

Conversely, when supply outweighs demand, a "surplus" exists. This means that retail sales are greater than consumer spending, and that the market is saturated with customers from both within and outside the drive time window. Surplus is depicted on the accompanying charts as a negative number in red.

The potential for retail and commercial development at any given location is influenced by many factors, including local and regional demand for goods and services, the health of commercial districts, the location of surrounding commercial nodes, reputation, traffic, and infrastructure.

One important influence on retail potential within the North York Street corridor is the location, quality, and offerings of other retail areas in the 10 minute drivetime. These "competitors" include shopping malls, strip malls, or clusters of commercial offerings. Nearby areas competing for businesses and consumer expenditures include:

Retail Gap Analysis Summary						
North York Street 5, 10, 15 Minute Drivetimes (2013)						
	5 Minute Drive Time	10 Minute Drive Time	15 Minute Drive Time			
Summary Demographics						
2013 Population	21,727	193,702	540,998			
2013 Households	7,957	66,446	197,305			
2013 Median Disposable Income	\$54,150	\$48,258	\$48,290			
2013 Per Capita Income	\$34,320	\$27,748	\$29,257			
Retail Gap by Market Area (\$M)						
Summary	5 Minute Drive Time		10 Minute Drive Time		15 Minute Drive Time	
Total Retail Trade and Food & Drink	(\$179.9)		(\$490.9)		(\$4,019.34)	
Total Retail Trade	(\$168.3)		(\$468.0)		(\$3,811.98)	
Total Food & Drink	(\$11.6)		(\$22.8)		(\$207.36)	
	5 Minute Drive Time		10 Minute Drive Time		15 Minute Drive Time	
Industry Group	Retail Gap (\$M)	Potential ¹	Retail Gap (\$M)	Potential ¹	Retail Gap (\$M)	Potential ¹
Motor Vehicle & Parts Dealers	(\$229.60)	(574,008)	(\$85.2)	(212,999)	(\$367.1)	(917,779)
Furniture & Home Furnishings Stores	\$1.57	3,925	(\$15.7)	(39,177)	(\$43.0)	(107,494)
Furniture Stores	\$0.10	258	(\$6.1)	(15,240)	(\$8.6)	(21,440)
Home Furnishings Stores	\$1.47	3,667	(\$9.6)	(23,936)	(\$34.4)	(86,054)
Electronics & Appliance Stores	(\$4.31)	(10,777)	(\$13.4)	(33,529)	(\$87.9)	(219,850)
Bldg Materials, Garden Equip. & Supply Stores	\$6.16	15,401	\$20.5	51,227	\$1.4	3,516
Building Material and Supplies Dealers	\$4.82	12,062	\$19.6	48,875	(\$15.2)	(37,971)
Lawn and Garden Equipment and Supplies Stores	\$1.34	3,339	\$0.9	2,352	\$16.6	41,487
Food & Beverage Stores	\$18.73	46,831	(\$87.3)	(218,205)	(\$156.7)	(391,842)
Grocery Stores	\$18.31	45,771	(\$73.7)	(184,223)	(\$142.0)	(355,064)
Specialty Food Stores	\$0.47	1,181	(\$15.4)	(38,558)	(\$22.7)	(56,654)
Beer, Wine, and Liquor Stores	(\$0.05)	(121)	\$1.8	4,576	\$8.0	19,876
Health & Personal Care Stores	(\$31.67)	(79,164)	(\$21.6)	(54,091)	(\$194.9)	(487,189)
Gasoline Stations	\$18.55	46,369	\$43.2	107,923	(\$160.2)	(400,396)
Clothing and Clothing Accessories Stores	\$9.62	24,055	(\$68.9)	(172,134)	(\$187.4)	(468,590)
Clothing Stores	\$6.89	17,227	(\$60.0)	(150,109)	(\$163.8)	(409,422)
Shoe Stores	\$0.99	2,486	\$8.7	21,763	(\$8.7)	(21,801)
Jewelry, Luggage, and Leather Goods Stores	\$1.74	4,342	(\$17.5)	(43,788)	(\$14.9)	(37,368)
Sporting Goods, Hobby, Book, and Music Stores	\$2.88	7,188	\$2.2	5,379	(\$57.2)	(142,963)
Sporting Goods/Hobby/Musical Instrument Stores	\$2.23	5,581	\$24.5	61,359	(\$16.7)	(41,740)
Book, Periodical, and Music Stores	\$0.64	1,607	(\$22.4)	(55,980)	(\$40.5)	(101,223)
General Merchandise Stores	\$37.84	94,605	(\$97.2)	(243,039)	(\$269.8)	(674,541)
Department Stores Excluding Leased Depts.	\$11.12	27,801	(\$110.6)	(276,592)	(\$300.2)	(750,405)
Other General Merchandise Stores	\$26.72	66,804	\$13.4	33,553	\$30.3	75,864
Miscellaneous Store Retailers	\$0.13	317	(\$35.3)	(88,217)	(\$99.6)	(249,056)
Florists	\$0.04	92	\$1.0	2,488	(\$5.3)	(13,370)
Office Supplies, Stationery, and Gift Stores	(\$0.02)	(49)	(\$18.3)	(45,776)	(\$40.8)	(101,877)
Used Merchandise Stores	(\$0.79)	(1,971)	\$0.0	88	(\$0.7)	(1,655)
Other Miscellaneous Store Retailers	\$0.90	2,246	(\$18.0)	(45,017)	(\$52.9)	(132,154)
Nonstore Retailers	\$1.84	4,592	(\$109.3)	(273,242)	(\$2,189.5)	(5,473,761)
Food Services & Drinking Places	(\$11.65)	(29,124)	(\$22.8)	(57,053)	(\$207.4)	(518,395)
Full-Service Restaurants	(\$4.82)	(12,060)	(\$3.2)	(8,117)	(\$77.4)	(193,566)
Limited-Service Eating Places	(\$7.36)	(18,389)	(\$18.1)	(45,343)	(\$88.4)	(220,961)
Special Food Services	(\$0.72)	(1,806)	(\$5.3)	(13,217)	(\$45.5)	(113,813)
Drinking Places - Alcoholic Beverages	\$1.25	3,131	\$3.8	9,624	\$4.0	9,945
¹ Potential based on an average annual sales per-square-foot of \$400.						
Source: ESRI Business Analyst ; Houseal Lavigne Associates						

DOWNTOWN ELMHURST (ELMHURST)

The Downtown area contains a wide variety of food and drinking places. While the Downtown's retail offerings are smaller in size and less auto-centric, they are convenient to the Central Business District's workers, Elmhurst College's students and Metra commuters.

NORTH AVENUE/IL ROUTE 64 (VILLA PARK)

West of Elmhurst in Villa Park, the commercial strip along North Avenue, from Addison Road to IL-83, offers a variety of retail options, including a Target and the 333,596 square foot North Park Mall. The corridor contains 56 retail businesses and 9 food and drinking places.

NORTH AVENUE/IL ROUTE 64 (NORTHLAKE)

East of Elmhurst in Northlake, the North Avenue strip is characterized by big box stores and strip commercial offerings. It contains 29 retail outlets, including a Sam's Club, Walmart, and Home Depot, and 19 food and drinking places.

WEST LAKE/US ROUTE 20 (ADDISON)

This commercial node along West Lake, roughly from Addison Road to John F. Kennedy Drive, contains the Green Meadows Shopping Center and a variety of retail options. It contains 11 retail businesses and 4 food and drinking places.

OAKBROOK CENTER (OAK BOOK)

The Oakbrook Center is a regional shopping center and mall that originally opened in 1962. With 2 million square feet of gross leasable space, it is one of the largest shopping destinations in the Chicago region. Flagship stores include Macy’s, Neiman Marcus, Sears, and Nordstrom’s.

FINDINGS

The retail market, based on a 10 minute drivetime, is over-supplied by \$490 million: \$468.0 million in retail trade and \$22.8 million in food and drinking establishments. Specific industry groupings that are heavily saturated are: motor vehicles and parts dealers (-\$85.2m), food and beverage stores (-\$87.3m), department stores (-\$110.6m), and nonstore retailers (-\$109.3m). As seen in the accompanying chart, 1,430 retail trade and food and drink businesses already exist within a 10 minute drive of the corridor.

Similarly, both the 5 and 15 minute drivetimes are saturated as well. The 5 minute drivetime is oversupplied by \$179.9 million, and the 15 minute drivetime, which includes O’Hare, is over-supplied by \$4.0 billion.

It is not unusual for a market area that includes several large concentrations of retail including a regional mall, to show indications of being saturated. This does not, however, preclude potential to attract new uses and development. Opportunities will continue to exist if sites can be positioned with better access, exposure and infrastructure to competing locations in the market. Potential, therefore, is more aligned with attracting uses from other areas of the market as opposed to filling voids or underrepresented businesses. To that end, the City must be careful not to detract or compete with existing Elmhurst businesses or attract reinvestment in the North York Corridor at the expense of other locations. New development should be a net sum gain to the City.

Business Inventory: Retail & Restaurants North York Street 10 Minute Drivetime (2013)		
<i>Total Retail Trade and Food & Drink</i>	<i>1,430</i>	<i>100.0%</i>
Total Retail Trade	1,144	80.0%
Total Food & Drink	286	20.0%
<i>Industry Group</i>	<i>Number</i>	<i>Percent</i>
Food & Beverage Stores	147	10.3%
Food Services & Drinking Places	286	20.0%
Miscellaneous Store Retailers	203	14.2%
Motor Vehicle & Parts Dealers	113	7.9%
Electronics & Appliance Stores	69	4.8%
Health & Personal Care Stores	77	5.4%
General Merchandise Stores	37	2.6%
Furniture & Home Furnishings Stores	76	5.3%
Bldg Materials, Garden Equip. & Supply Stores	103	7.2%
Gasoline Stations	58	4.1%
Clothing and Clothing Accessories Stores	142	9.9%
Sporting Goods, Hobby, Book & Music Stores	68	4.8%
Nonstore Retailers	51	3.6%
Source: ESRI Business Analyst; Houseal Lavigne Associates		

OFFICE MARKET

REGIONAL TRENDS

Several submarkets make up the broader Chicagoland office market. The North York Street corridor is located in the north-eastern portion of the “East-West Corridor” submarket, which is also comprised of Aurora, North Aurora, St. Charles, Naperville, Downers Grove, Westmont, Oak Brook, Oakbrook Terrace, and Lombard. It is also proximate to the O’Hare and Northwest Suburban markets as well. In total, the submarket contains nearly 700 buildings providing approximately 43 million in square footage. According to NAI Hiffman, the eastern portion of the submarket is considered more stable, with the western portions more susceptible to market fluctuations in vacancy and absorption.

The East-West Corridor submarket is trending in a positive direction, as its total vacancy rate declined in all four quarters of 2013, settling at 20.42% or 8,774,463 square feet of available space. Asking rents are also on the rise. However, the submarket’s vacancy rate is the second-highest in the suburban market, and it leads all submarkets in available square footage.

Future office development in the study area is likely to be in the form of build to suit or professional office space integrated into a larger development sites. There are several existing buildings that can accommodate a variety of uses including but not limited to medical, dental, veterinary, legal, financial and real estate.

INDUSTRIAL MARKET

REGIONAL TRENDS

The Chicago regional industrial market is comprised of many submarkets. The North York Street corridor sits in the south-eastern portion of the “Central DuPage” submarket, which also includes Glen Ellyn, Lombard, Carol Stream, Glendale Heights, and Bloomingdale. The submarket contains roughly 67 million square feet of industrial space, of which 9% can be found in Elmhurst.

Central DuPage is currently one of the Chicago area’s most robust submarkets. According to NAI Hiffman, the submarket’s vacancy rate has trended downward over the past two years, settling at 4.9% in the fourth quarter of 2013. This is the lowest vacancy rate in the entire Chicago region. The submarket is also experiencing high levels of net absorption, a measure of a change in occupancy. At the end of 2013, Central DuPage’s net absorption totaled +1.6 million square feet, which is the third highest in all of Chicagoland.

These trends are reflective of industrial market growth in the broader Chicago region due to new demands for warehousing. At the end of 2013, the market’s net absorption of +11.3 million square feet was the second highest in the nation, behind Dallas. The fourth-quarter of 2013 also saw a rise in asking rent per square foot and square footage under construction, both from the previous quarter and the previous year. Currently, 10% of the entire county’s industrial space under construction is found in the Chicago region.

While new industrial uses may not be appropriate for the North York Corridor, proximity to nearby existing development can have a positive impact on future redevelopment potential. Nearby centers of employment represent activity generators and a daytime population for patronizing restaurants, retailers and service uses.

CHAPTER 5

EXISTING LAND USE & DEVELOPMENT

This chapter presents a review of the existing land use within the North York Street corridor study area. Uses along the Corridor are primarily made up of commercial and office, but there are also residential, industrial, public/semi-public, and undeveloped properties throughout. The North York Street Corridor is bound by stable residential neighborhoods to both the east and west of York Street as well as a large industrial park along the northwestern edge. Land use cover is primarily rooftops and pavement within the commercial/industrial areas, and roofs, pavement, and lawns in the residential areas. There is one park (adjacent to two schools) within the Corridor, and several others nearby.

The North York Street corridor has developed over the years responding to changing market trends, economic shifts and ever changing architectural styles. This has resulted in land uses appearing scattered and disjointed, characterized by varying building placements, styles, heights, materials, setbacks, lack of pedestrian/vehicular connectivity between adjacent sites, and conflicts between incompatible uses.

RESIDENTIAL

This category includes the different residential uses within the North York Street study area. Although North York Street is made up primarily of commercial uses, there are three types of residential land uses along the Corridor including single family detached, townhouse/low rise apartment, and high rise apartment/condo. The Corridor itself is surrounded by stable single family residential neighborhoods to the east and west.

SINGLE FAMILY HOME

Single family homes are scattered throughout the Corridor with many of them located between incompatible uses such as commercial, industrial, office, etc. There's a small pocket of single family homes located on York Street (between Wrightwood Avenue and Fullerton Avenue) that create traffic conflicts due to the numerous curb cuts that occur within a short stretch of the Corridor.

An important note, in a few cases, single family homes appear to have been converted into small offices or retail businesses and therefore may not accurately reflect their single family land use designation.

SINGLE FAMILY ATTACHED/TOWNHOUSE

Single Family Attached/Townhouse are found within the North York Street corridor in a few areas. This use is made up primarily of two-story residential developments that are part of a coordinated site development. Surface lots provide on-site parking for residents with a consolidated access point. There is a low rise apartment development along York Street between Virginia Lane and Diversey Avenue and a townhome development along Addison Avenue directly south of Lake Street.

MULTI-FAMILY

There are five multi-family apartment complexes in, or adjacent to, the North York Street corridor. The apartment buildings range from two to four stories and vary in architectural style and orientation to the Corridor. South of I-290, properties are much smaller and structures are located closer to the public right-of-way. North of I-290, properties are on larger parcels allowing for deeper setbacks, more spread out parking configurations, and connections to open space/activity areas. Primarily the apartments offer on-site surface parking lots (Yorkshire Courts offer garages directly fronting York Street) for residents as well as integrated walkways, parks, and open spaces.

There are two multi-family apartments adjacent to the Corridor directly south of I-290 including the Elm Crest Luxury Apartments off Lake Street and Elmcrest Avenue and an apartment complex off of Armitage Avenue and Addison Avenue. On the north side of the Corridor there are three multi-family apartments including the York Meadows (north of the high tension utility easement), the Yorkshire Courts (south of Diversey Avenue), and two multi-family apartments on Grand Avenue (a few parcels east of the York Street intersection).

COMMERCIAL

This category includes the various types of commercial uses found along the North York Street corridor. Using the City’s Comprehensive Plan as a starting point, commercial development along the North York Street corridor has been further divided into specific commercial categories to provide a better understanding of the types of development currently found. These uses include retail/service, strip commercial, sit-down restaurant, fast food restaurant, and auto-oriented services. The delineations indicated in this analysis are not intended to define specific industry categories, but rather reflect the existing makeup and uses within the North York Corridor.

RETAIL/SERVICE

Retail/service is a commercial land use where the primary activity is the selling of merchandise and/or services. Retail/service uses are found throughout the Corridor .Examples include grocery stores, equipment sales, salons, banks, antique shops, clothing stores, and mail/copy services.

STRIP COMMERCIAL

Strip commercial are consolidated developments that include a wide range of commercial and office uses/businesses. Examples include offices, sit-down restaurants, cleaners, convenience stores, and fast food.

SIT-DOWN RESTAURANT

Sit-down restaurant includes establishments where table service is provided. Examples along the Corridor include, Nancy’s Pizza, and the former Stephen’s restaurant.

FAST FOOD RESTAURANT

Fast food restaurant includes uses specifically designed to accommodate vehicles traveling along York Street. Examples include Arby’s, McDonald’s, and other drive-thru and/or carryout establishments.

AUTO-ORIENTED SERVICES

Auto-oriented services include retail and/or service establishments where the primary activity involves automobile sales, gas stations, and maintenance. Examples include car dealerships, gas stations, repair shops, and rental services.

BUSINESS/OFFICE/INDUSTRIAL

This category includes offices, business parks, health care facilities, and industrial properties. Other than office uses found in the southern portion of the Corridor, many of these uses are immediately adjacent, particularly along Wrightwood Avenue which parallels the Corridor.

OFFICE

Office includes uses where the primary activity is a business not engaged in onsite sales. Examples of offices along the Corridor include lawyers, medical offices, insurance, financial groups, and dentistry. Offices are scattered throughout the Corridor.

HEALTH CARE

Health care uses along the Corridor are made up of two senior living/housing facilities. Liberty Village is a 104 unit, three story senior housing development located at the intersection of York Street and Freemont Avenue. Elm Brook is a 180 unit, three story senior housing development located west of York Street on Diversey Avenue.

LIGHT INDUSTRIAL

Light industrial uses include warehouse, moving & storage, distribution, and light manufacturing uses in a large-scale setting. Uses within this category typically generate a higher volume of employee and truck traffic than other uses. Examples along the Corridor include movers, shipping, storage, and trucking services.

MEDIUM INDUSTRIAL

Medium industrial uses are businesses where the primary activity is production, assembly, storage, or distribution. In some cases, these users can produce pollution, odors, and/or noise that can be incompatible with less intensive nearby uses. As of this report, there are no medium industrial uses along the North York Street corridor. It is important to note that, north of I-290 along Industrial Drive, there is a large medium industrial “park” west of the Corridor.

PUBLIC/SEMI PUBLIC

This category includes uses such as religious institutions, public facilities, and parks. Although these uses do not make up a large percentage of North York Street development, they do generate activity and impact the Corridor’s traffic flow and circulation patterns.

RELIGIOUS INSTITUTIONS

Religious institutions include churches and places-of-worship. Examples include the Faith Evangelical United Methodist Church located at the corner of York Street and North Avenue and the West Suburban Community Church located and the corner of North End Avenue and Van Auken Street.

PUBLIC

Public land uses found within the North York Street corridor include properties utilized by the City of Elmhurst and the School District. The Elmhurst Fire Department has a station at the corner of York Street and Freemont Avenue as well as a training facility at Diversey Avenue and Addison Avenue.

There are two schools located along the Corridor, Churchville Middle School and Conrad Fischer Elementary School. The Churchville Middle School has drop-off/pick-up access provided directly off of York Street with access to the parking areas provided from Victory Parkway. Conrad Fischer Elementary School provides access to the drop-off/pick-up area and the schools parking lot from Wilson Street. The schools share joint use and access to Conrad Fisher Park.

PARKS

Conrad Fisher Park is the only park located within the North York Street study area. Conrad Fischer Park is just east of York Street, south of Diversey Avenue. This 13.21 acre park site is adjacent to two schools- Conrad Fischer Elementary School and Churchville Middle School. The park features include a playground, three baseball diamonds, soccer field, tennis court, and a roller hockey court.

OTHER USES

This category includes undeveloped parcels, municipal parking lots, and major utility rights-of-ways. Public road rights-of-way and IDOT properties are not included in this category.

VACANT/UNDEVELOPED

Vacant/undeveloped parcels are properties that do not contain an active use and are suitable for future development. There are only a few undeveloped parcels along North York Street. There are four, adjoining, undeveloped lots on the east side of York Street between North End Avenue and Fullerton Avenue. There are a few undeveloped lots adjacent to the Corridor in residential neighborhoods that, overtime, will most likely develop as single family residential consistent with the existing character of the neighborhood.

PARKING

To the south of the North York Street corridor there are publicly-owned parking lots located in the City Centre area. These facilities provide parking for business patrons of the City Centre and Downtown as well as Metra commuters.

UTILITY

A Commonwealth Edison right-of-way and electrical transmission line bisects the corridor east-west, and crosses York Street north of I-290, just north of North End Avenue. The right-of-way is primarily vegetated to the east of York Street, and is primarily paved/gravel to the west of York Street. An adjacent business appears to have an easement within the western right-of-way for truck storage and parking.

ENVIRONMENTAL CONSIDERATIONS

WOODED AREAS, WETLANDS, & FLOODPLAINS

There are no wooded areas within or adjacent to the Corridor. Existing trees are primarily street trees and shade trees planted in lawns and parking lots.

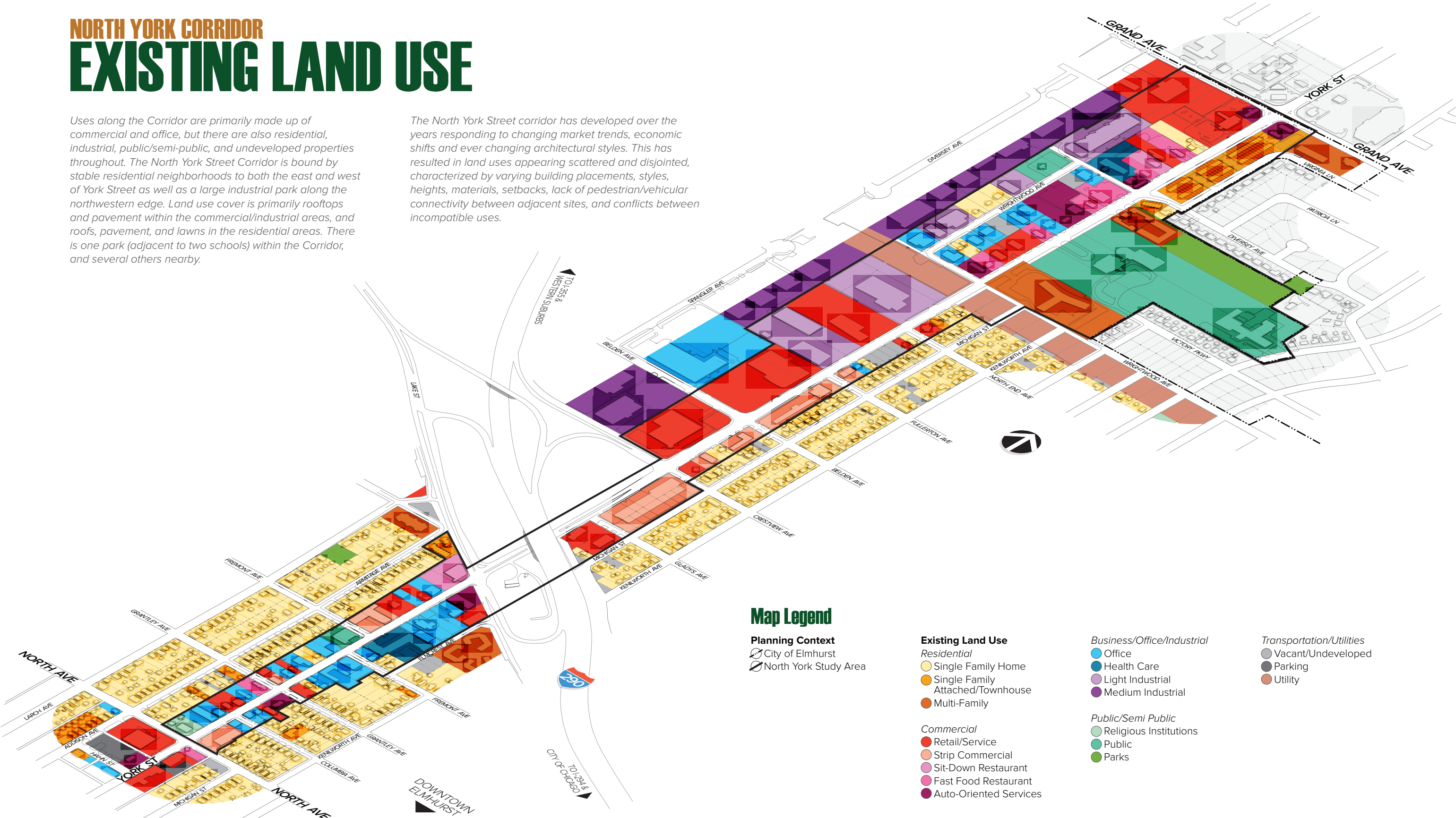
There are no natural existing wetlands within or adjacent to the Corridor. The low areas in the middle of the highway ramps at I-290 and I-294 have evidence of wetness, including ponding water and weedy wet vegetation, including cattails and phragmites (common reed).

There are no regulated floodplains within or adjacent to the Corridor. However, localized flooding occurs on streets during heavy rain events and water ponds in the underpass at York Street and I-290 which occurs several times per year. This is a significant problem due to the volume of traffic York Street handles and the fact it is one of the key I-290 crossing points within the City.

NORTH YORK CORRIDOR EXISTING LAND USE

Uses along the Corridor are primarily made up of commercial and office, but there are also residential, industrial, public/semi-public, and undeveloped properties throughout. The North York Street Corridor is bound by stable residential neighborhoods to both the east and west of York Street as well as a large industrial park along the northwestern edge. Land use cover is primarily rooftops and pavement within the commercial/industrial areas, and roofs, pavement, and lawns in the residential areas. There is one park (adjacent to two schools) within the Corridor, and several others nearby.

The North York Street corridor has developed over the years responding to changing market trends, economic shifts and ever changing architectural styles. This has resulted in land uses appearing scattered and disjointed, characterized by varying building placements, styles, heights, materials, setbacks, lack of pedestrian/vehicular connectivity between adjacent sites, and conflicts between incompatible uses.



CHAPTER 6

CURRENT REGULATORY CONTROLS

Regulatory controls are municipal ordinances dictating the usage and appearance of properties within municipal boundaries. They seek to ensure safety, health, and welfare of the public by reducing incompatible land uses and hazards, mitigating nuisances, safeguarding natural features, and facilitating a visually attractive environment. These controls are absolutely vital in shaping a positive environment along the North York Street corridor, and if used effectively, can be leveraged to create a more vibrant, and attractive area conducive to new investment and growth.

This chapter provides an overview of the City of Elmhurst’s regulatory controls, which are split into two categories: (1) the zoning code, regulating land usage and intensity, and (2) development controls, which govern site planning and appearance, such as standards for signs, fences and walls, off-street parking and loading, and landscaping.

ZONING ORDINANCE

The zoning ordinance is a tool used by the City of Elmhurst to regulate the land use and development intensity of parcels within city limits. A total of 17 different districts comprise the City’s current zoning code, and are grouped into three categories: Conservation and Residence Districts, Office and Commercial Districts, and Industrial Districts. Several districts are specifically tailored to unique singular locations, such as the downtown or hospital campus, while others are found city-wide.

Of these 17 districts, the North York Street corridor contains nine different zoning types: CR, R1, R2, R4, R5, C2, C3, C4A and I1. Generally speaking, existing land use within the corridor matches the uses designated by the zoning code. However, the corridor does contain a few non-conforming land uses including:

- On the eastern side of North York, between Wrightwood and I-290, several single family detached homes are in an area zoned for commercial (C2) uses.
- On the eastern side of Wrightwood, two single family detached homes are in an area zoned for commercial (C3) uses.

CONSERVATION & RESIDENCE DISTRICTS

CONSERVATION/RECREATION (CR)

The purpose of the Conservation/Recreation (CR) District is to safeguard and enhance large open spaces, either for natural resource conservation or for the development of outdoor recreational activities. Permitted uses include City of Elmhurst buildings or facilities, botanical gardens and arboretums, parks and playgrounds, flood control projects, cemeteries, zoological gardens, forest preserves, wildlife reservations, and ecological sanctuaries.

Conditional uses – obtained through a public hearing, recommendation from the Zoning and Planning Commission, and approval by the City Council – include educational and institutional facilities, golf courses, and plant nurseries.

Within the corridor, the only area zoned CR is the open space just south of the I-290 westbound on-ramp/off-ramp.

SINGLE FAMILY RESIDENCE (R1)

Newer neighborhoods containing large-lot single family homes define the Single Family Residence (R1) District. Single family detached dwellings are the only permitted use, with a minimum lot size of 9,000 square feet and frontage of 60 feet. Only 30% of the lot’s size may be built out. Accessory buildings such as pools, tool sheds, or carports are allowed, provided they are built on the same zoning lot.

Allowable conditional uses are identical to those of the Residential Estates (RE) District, and include educational institutions. The district contains two areas zoned R1: the western portion of Michigan Street from Wrightwood Avenue to Crestview Avenue, and the land containing Churchville Middle School, Conrad Fischer Park, and Conrad Fischer School.

SINGLE FAMILY RESIDENCE (R2)

The Single Family Residence (R2) District accommodates single-family neighborhoods comprised of smaller lot sizes than both the RE and RI Districts. R2 is the most common residential zoning district in Elmhurst, encompassing significant portions of the southern and western portions of the City. The only permitted use are single family detached homes with a minimum lot size of 7,260 square feet and frontage of 50 feet. Maximum lot coverage is capped at 30%. As with RE and R1, accessory buildings of a residential nature are permitted.

The R2 district permits more conditional uses than RE and R1 districts and includes, in addition to those listed in the previous two districts, nursing homes, retirement communities, and extended care medical facilities. The southern portion of the corridor is partially zoned R2, including Addison, Freemont, Grantley, Columbia, and North Avenues.

TWO FAMILY RESIDENCE (R3)

The Two Family Residence (R3) District creates targeted pockets of duplex (two-family) dwellings throughout the City. R3 zoning tends to occur in limited concentrations near commercial areas, and serves as a buffer between busier thoroughfares and R1 and R2 single-family neighborhoods. In addition to two-family detached structures, the district also permits single-family detached homes and residential accessory units. The minimum lot size for duplexes is 7,260 square feet, with a minimum lot frontage of 50 feet and maximum lot coverage limited to 30%. Conditional uses are similar to other residential districts. The North York Street corridor contains no R3 zoning districts.

LIMITED GENERAL RESIDENCE (R4)

The intent of the Limited General Residence (R4) District is to encourage a mixture of residential options within a particular area. The R4 residential designation is the most inclusive, and permits a blend of single-family (both attached and detached), two-family (both attached and detached), multi-family, senior, and group dwellings in the district. R4 is typically found near commercial corridors, institutions, the downtown, and the hospital. Minimum lot size and frontage is identical to R2 and R3 at 7,260 square feet and 50 feet, respectively. However, R4 permits increased density by raising the maximum lot coverage to 40%. Conditional uses are similar to other residential districts, and encompass educational, institutional, and medical uses.

Three areas of the corridor are zoned R4: the large parcel on the corner of North York Street and Wrightwood Avenue, just south of Churchville Middle School; the majority of the eastern side of North York Street, north of Churchville Middle School extending to Grand Avenue; and several parcels just south of West Lake Street along Addison.

SPECIALTY RESIDENCE (R5)

The Specialty Residence (R5) District is a unique district intended to provide a mixture of single-family and medium density multi-family dwellings, with the opportunity for such structures to also serve as offices or bed-and-breakfasts, contingent upon City Council approval. Permitted uses include single family (both attached and detached) dwellings, two-family (both attached and detached) dwellings, and multi-family dwellings limited to one unit for every 2,900 feet of lot area. Lot size must be a minimum of 9,000 square feet, with a minimum frontage of 60 feet. As with the R4 district, lot coverage is capped at 40%.

Bed-and-breakfasts and offices are the only two conditional uses allowed. The R5 district is the only residential district requiring a review before the Architectural Review Commission for all renovations, repairs, remodeling, and site improvements. The corridor does not contain any parcels zoned R5.

OFFICE & COMMERCIAL DISTRICTS

COMMUNITY SHOPPING AND SERVICE (C2)

The intent of the Community Shopping and Service District (C2) is to provide both daily and occasional shopping opportunities for a larger consumer base than the C1 District. The District is typically located along major commercial arterials, and has a slightly broader range of permitted uses and structure sizes than the C1 District. The minimum lot size is 2,900 square feet and the floor area ratio limited to 2.0. Building height varies depending on the percentage of the lot size that is built out, however, the tallest structure permitted is five stories or 55 feet in height.

The C2 District’s 101 permitted uses include a wide range of retail, residential, and commercial uses, including banks, department stores, hardware stores, restaurants, and real estate offices, among other things. The District is mixed-use in nature, as it permits dwelling units above the ground floor.

Conditional uses are a bit more expansive than the C1 District, with thirty-six uses, including car washes, theatres, nursing homes, and laboratories for research and testing. The C2 District is one of the most common zoning types in the North York Street corridor, comprising most of the southern and central parts of the corridor. Specifically, the entire eastern side of North York from I-290 to Wrightwood Avenue is zoned C2, as are both sides of North York between North Avenue and Lake Street.

GENERAL COMMERCIAL (C3)

The General Commercial District (C3) provides a wide range of shopping opportunities, but differs from the C1 and C2 districts by being more auto-centric in nature and including commercial offerings that may be incompatible with other commercial areas, such as auto repair shops or exterminators. The minimum lot size is also significantly larger, set at 10,000 square feet, or roughly three times the size of the C1 and C2 Districts. The C3’s floor area ratio is a modest 0.50, however, a building can be up to 6 stories or 75 feet with a conditional use permit.

The District’s 128 permitted uses are more inclusive than C1 and C2, and include commercial enterprises that may require more space, such as auction facilities, boat showrooms, fencing sales and services, and physical fitness facilities. Unlike C1 and C2, dwelling units are not permitted, unless they are watchman’s quarters. Conditional uses are similar to the C2 District.

The C3 District is also one of the most common zoning types in the corridor. From Crestview Avenue to Grand Avenue, nearly the entire portion of the corridor west of North York is zoned C3.

CENTRAL BUSINESS (C4)

The Central Business District (C4) is a special zoning designation designed to preserve and bolster Elmhurst’s downtown. It promotes a “mixed-use” environment, with a blend of retail, office, institutional, and residential units, provided they are above the ground floor. The C4 district is the densest part of the City, with a floor area ratio of 4.0, minimum lot size of 1,500 square feet, and heights allowed up to eight stories or ninety feet with a conditional use permit.

Permitted and conditional uses are similar to C1 and C2 Districts, but with uses a bit more tailored to the needs of a central business district/downtown. As the C4 District can only be located in the downtown area, it is not found in the North York Street corridor.

INDUSTRIAL DISTRICTS

PERFORMANCE STANDARDS

To ensure the health, safety, and welfare of the general public, operations within both Industrial Districts must adhere to a set of uniform performance standards as dictated by the zoning code. This includes restrictions and limitations on the type of industry (e.g. no boiler works or slaughterhouses), noise, vibration, smoke and particulate, fire and explosions, toxic or noxious matter, odors, glare and heat, and radiation.

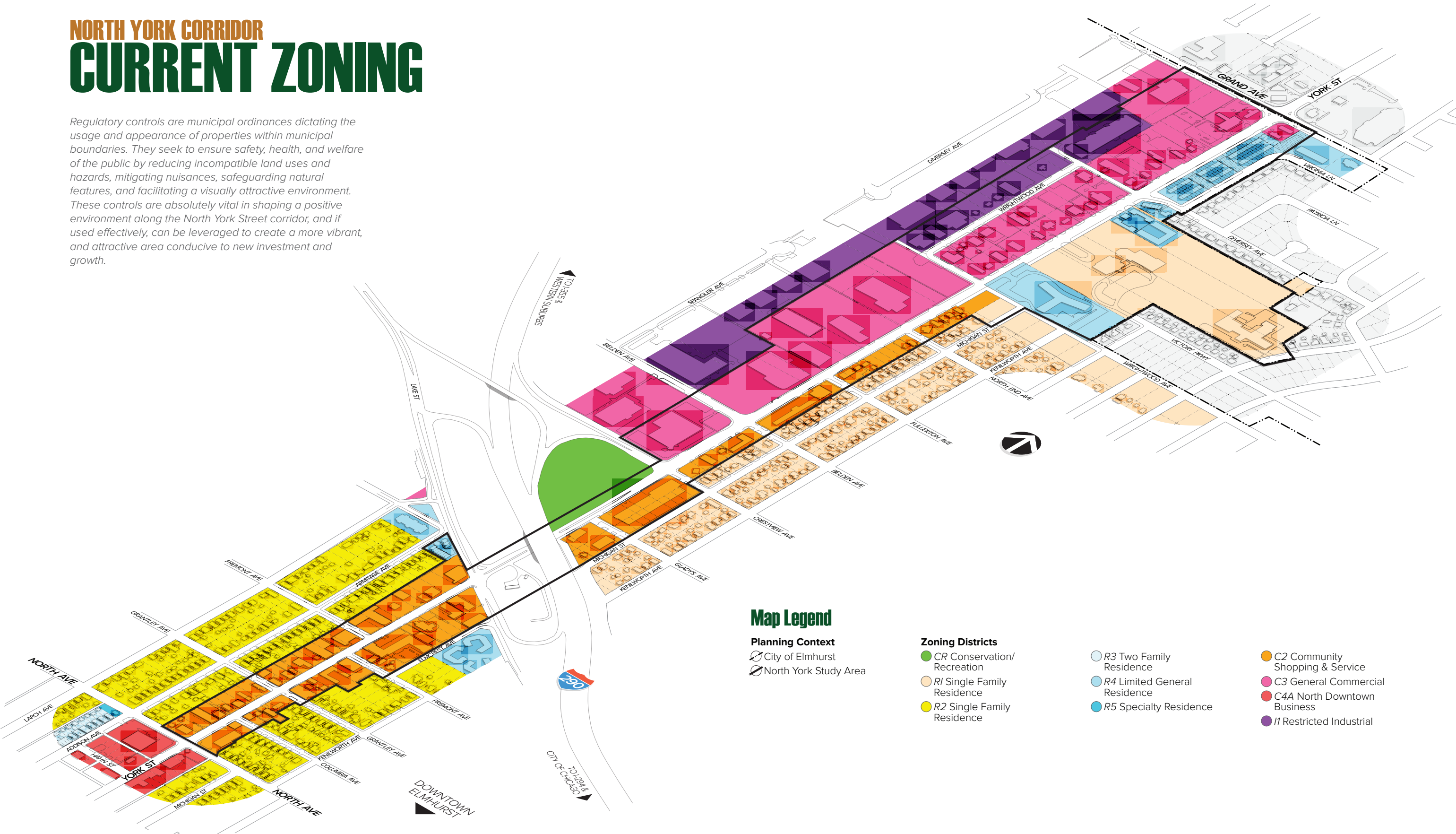
RESTRICTED INDUSTRIAL (I1)

The Restricted Industrial District (I5) provides an environment for light industrial uses that do not create noticeable nuisances or hazards. In certain cases, some of the District’s permitted and conditional uses overlap with uses found in C1, C2, and C3 districts. The minimum lot size in the I1 District is 10,000 square feet with a frontage of 50 feet, and the floor area ratio and height are limited to 0.65 and 6 stories (with a conditional use permit), respectively. Buildings and structures in the I1 District cannot be located within 45 feet of a residential district, unless properly screened.

The District’s 54 permitted uses include concrete fabrication and molding, food packaging and processing, medical laboratories, laundries, storage, radio and television stations, and recreation and community centers, among other things. A variety of service, institutional, and entertainment uses comprise the District’s 17 conditional uses. The northwest portion of the North York Street corridor is zoned I1, as well as the portion of the corridor that contains US Route 20 and I-290.

NORTH YORK CORRIDOR CURRENT ZONING

Regulatory controls are municipal ordinances dictating the usage and appearance of properties within municipal boundaries. They seek to ensure safety, health, and welfare of the public by reducing incompatible land uses and hazards, mitigating nuisances, safeguarding natural features, and facilitating a visually attractive environment. These controls are absolutely vital in shaping a positive environment along the North York Street corridor, and if used effectively, can be leveraged to create a more vibrant, and attractive area conducive to new investment and growth.



DEVELOPMENT STANDARDS

The City of Elmhurst’s Code of Ordinances also includes development standards governing site planning and appearance, such as standards for signs, fences and walls, off-street parking and loading, and landscaping. The following overview summarizes standards that impact the aesthetic and functional quality of properties along the corridor. To the extent possible, the summaries focus on regulations applying to C2 and C3 zoning districts, which are the two most predominant types in the corridor.

SIGNS

Chapter 11 of the Code of Ordinances is dedicated to regulation of signage within city limits. The purpose of such regulations are to enhance the City’s physical appearance, avert property depreciation due to incompatible signage, reduce distractions to motorists and pedestrians, prevent new signage from blocking existing signage, and to ensure a vibrant and attractive economic climate.

The code:

- Permits all existing legal signage to continue in operation
- Classifies signage into 28 functional and 18 structural (e.g. structural manner in which it is displayed) categories
- Requires that no sign be erected, enlarged, expanded, altered, relocated, or maintained without a sign permit. Certain signs, such as those of a political nature or personal sales signs, are omitted from this regulation, however, they must adhere to size standards that vary by purpose
- Prohibits citywide a wide range of signage, including advertising, billboards, marquees, moving or animated signs, roof signs, and any sign on a tree or light pole
- Requires that all promotional, civic, and temporary banners receive the approval of the Zoning Administrator

All signs:

- Must meet illumination and minimum elevation standards
- Cannot employ the usage of more than three colors
- Cannot obstruct or impair traffic lights
- Cannot be placed in or extend into the public right-of-way
- Must be keep in a neat, orderly, and functional condition
- Cannot not be placed within two feet of another sign
- Cannot create any sort of nuisance or threat to public safety, health, or welfare

DISTRICT PROVISIONS

Each respective zoning district has different signage regulations, depending on the desired appearance and function of each district. This section summarizes the signage regulations of the two main zoning districts found within the North York Street corridor: Community Shopping and Service (C2) and General Commercial (C3).

COMMUNITY SHOPPING AND SERVICE (C2)

The Community Shopping and Service District (C2) permits business signs, changeable copy signs, changing signs, construction signs, identification or joint identification signs, off-site directional signs, as well as any other sign explicitly permitted in the code that does not require a permit or fee (e.g. political signs). Structurally, only awning signs, canopy signs, ground signs, pylon signs (with a conditional use permit), wall signs, and window signs can be used. Other regulations of note are included below. In all categories listed, signs that do not require a permit or fee follow separate guidelines that are unique to their form and function.

- **Number:** The number of signs permitted per lot is limited based on structural type.
- **Sign Area:** The total area of all signs on a lot shall not exceed one square foot per foot of zoning lot frontage; however, certain signs are exempt. The area of individual signs is limited by the sign type, and varies from 12 feet to 25 feet.
- **Height:** A sign’s height is capped at between 5 feet and 20 feet above grade, depending on the sign type.
- **Setback:** Signs must be setback a minimum of 6 feet from all lot lines.
- **Illumination:** Signs may only be illuminated by indirect or internal white light, not exceeding 50 foot candles when measured with a light meter.

COMMERCIAL DISTRICT (C3)

The General Commercial District (C3) allows business signs, changeable copy signs, changing signs, construction signs, identification and joint identification signs, off-site directional signs, supplemental access identification signs, as well as any other sign explicitly permitted in the code not requiring a permit or fee. The C3 District’s permitted structural types are identical to the C2 District. Other important regulations are provided below. In all of the regulations contained below, signs not requiring a permit or fee follow different guidelines that are unique to their form and function.

- **Number:** The number of signs permitted varies based on structural type.
- **Sign Area:** The total area of all signs on a lot shall not exceed one square foot per foot of zoning lot frontage; however, certain signs are exempt. Individual sign area varies by type, and ranges between 12 square feet to 144 square feet.
- **Height:** Sign height varies by type between 5 and 35 feet above grade, slightly higher than the C2 District.
- **Setback:** 6 feet is the minimum setback from all lot lines.
- **Illumination:** As with the C2 District, signs may only be illuminated by indirect or internal white light, not exceeding 50 foot candles.

PARKING & LOADING

Chapter 10 of the Code of Ordinances contains the City’s off-street parking and loading regulations.

VEHICLE PARKING

The following general standards must be met, as they relate to the C2 and C2 Districts:

- **Location:** All required parking spaces must be located within 300 feet of the main entrance of the building.
- **Setback:** Any parking spaces within the front or corner side yard in a C3 District must be set back a minimum of 25 feet.
- **Access:** All parking should be designed to ensure the safe and efficient flow of traffic, both within the parking lot and into the street or alley.
- **Sharing:** Off-street parking facilities for separate uses may be combined as long as the total number of spaces is not less than the sums of the separate requirements of each usage.
- **Design and Maintenance:** All parking areas and driveways must be surfaced with asphalt or cement paving. All lots are required to have continuous curbs or wheel stops on the lot’s periphery.
- **Lighting:** Lights shall not create a nuisance and are to be directed away from residential areas. They must conform to City lighting standards.
- **Number:** The required number of off-street parking spaces is dictated by the parking class assigned to each permitted or conditional use.

LOADING

The following standards for off-street loading must be met, as they relate to commercial districts:

- **Location:** All loading berths abutting residential areas must be properly screened by shrubbery or a fence not less than four feet in height. No loading berth can be located within 30 feet of an intersection, nor can it be placed in a required front or side yard.
- **Size:** All loading berths must be 12 feet in width and 30 feet in length.
- **Space:** Space allocated for loading berths does not count towards parking requirements.
- **Central Loading:** Central loading in lieu of berth loading is permitted, providing a list of requirements is satisfied.
- **Number:** The number of berths required is contingent upon usage and size in gross floor area of said usage.

BICYCLE PARKING

In March 2012, the City Council passed a new bike parking ordinance. The following standards must be met:

- **Location:** Bike racks must be highly visible from the street and located in a place that minimizes conflicts with vehicles and pedestrians. Exception is given to racks solely for employees; these may be located near a side entrance.
- **Design:** Bikes must be able to be locked in an upright position, with the rack securely anchored.
- **Number:** Only C2 and C3 Districts require bike parking. In these commercial areas, the total number of bike parking spaces is 5% of vehicle parking spaces, with a minimum of two bike parking spaces.

FENCES & WALLS

Chapter 12 of the Code of Ordinances regulates the usage of fences and walls. Shrubberty is excluded from the definition of fences, and all existing fencing or walls legally constructed prior to the passage of the ordinance are exempted from such regulation.

The following standards must be met, as they relate to C2 and C3 commercial zoning districts:

- A permit must be obtained for the construction of all fences and walls.
- Any property within a business, commercial, or industrial zoning distance that abuts a residential property must erect a six foot wood fence or wall (“buffer”) three feet from the property line. On the side of the fence facing the residential property, landscaping of a minimum of three feet and a maximum of 6 feet above grade must be implemented.
- Any property within a non-residentially zoned district may erect a fence or wall, provided it does not exceed eight feet above grade level along a lot line and three feet above grade level along the front or corner of a yard.
- To ensure traffic safety, no fence, wall, or landscaping can exceed three feet above street grade if it is within 30 feet of any street lines.
- All fences must have the decorative side facing outward.
- Barbed wire, razor wire, electric fencing, and other similar security measures are prohibited; however, such fencing may be approved by the City Manager for commercial, industrial, or office zoned districts provided the fence is over six feet in height and the property requires additional security.

LANDSCAPING

The Code of Ordinances does not have a stand-alone chapter dedicated to landscaping standards. However, the City does require throughout the Code various levels of buffering through vegetation, walls, or fences, depending on the zoning district, land use, and/or activity (e.g. loading or refuse receptacle placement). Where applicable, these screening requirements have been noted in the previous sections. Additionally, the Code requires:

- All open yards within an office or commercial distract to be “adequately sodded and landscaped.”
- All site plans for the R4, O/I/C, O1, C1, C2, C3, C4, I1, or I2 Districts to include a landscaping plan.

CHAPTER 7

TRANSPORTATION & MOBILITY

Movement throughout a community is critical to supporting industry, commerce, and local quality of life. Transportation is an important part of the function and efficiency of any village. The study area’s transportation network consists of an integrated system of roadways, transit services, and areas for non-motorized travel. Transit is provided by Metra at stations both north and south of the study area and Pace has bus service along the length of the corridor. This chapter describes the existing transportation network that serves the North York Street corridor.

ROADWAY JURISDICTIONS

Roadway jurisdiction is another important factor of how a roadway functions and how it is maintained. The major roadways within the corridor (non - local) are either under the jurisdiction of the Illinois Tollway, Illinois Department of Transportation (IDOT) or the DuPage County Division of Transportation. I-290 is under the jurisdiction of the Illinois Tollway and IDOT has jurisdiction of North Avenue (IL Rte 64) and Lake Street (US 20). DuPage County has jurisdiction of Grand Avenue. York Street is under the jurisdiction of the City of Elmhurst.

EXISTING ROADWAY NETWORK

Parking is not allowed on either side of the street throughout this corridor, however shared parking lots are provided for use by business patrons. The speed limit is 35 mph north of Crestview Avenue and 30 mph to the south. Wayfinding signage welcomes drivers into Elmhurst, as well as directs motorists to other key features of Elmhurst including the business park and city centre. Various intersecting roadways provide access from the surrounding neighborhoods into this vibrant commercial district. Some traffic calming measures have been established along the corridor to reduce cut-through traffic in the surrounding neighborhoods.

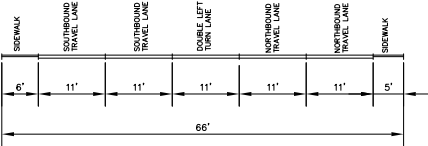
The corridor extends a block to the east and west of York Street. Generally, the other parallel roadways are solely residential with parking allowed on both sides and residential driveways. Addison Street is a mix between commercial, industrial, institutional, office, and single-family homes. Two-hour parking restrictions are in place along this stretch between Diversey Avenue and Wrightwood Avenue.

ROADWAY WIDTHS

The roadway widths, or cross sections, are generally determined by volumes, available right-of-way, and safety measures. Roadway geometry is important in determining traffic capacity. Throughout the corridor, York Street has a five-lane cross section. The corridor was broken into three sections and the existing cross sections were illustrated.

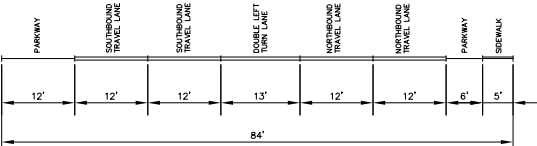
SECTION A: NORTH AVENUE TO I-290

- Curb and Gutter on both sides of the street
- 5-6’ carriage walk (sidewalk) on both sides of the street
- Decorative lighting on both sides of the street every 100’. Light poles are alternating between vehicular level with pedestrian level and pedestrian level only.
- Center two-way left turn lane
- Street trees and landscaping is lacking as store fronts are built to the back of the sidewalk in most locations



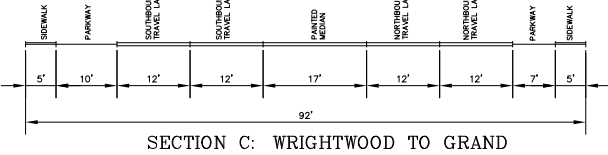
SECTION B: I-290 TO WRIGHTWOOD AVENUE

- Curb and Gutter on both sides of the street
- Sidewalk is found mainly along the east side of the road in this section, but there is a small piece along the west side. Sidewalk is pushed back from the edge of the roadway creating a more desirable pedestrian experience
- Standard vehicular scale light poles
- A landscape median is found near the south end
- Other locations provide exclusive left turn lanes or center two-way left turn lanes
- Minimal parking lot screening is provided with trees and shrubs
- Parkways are found along both sides of the street



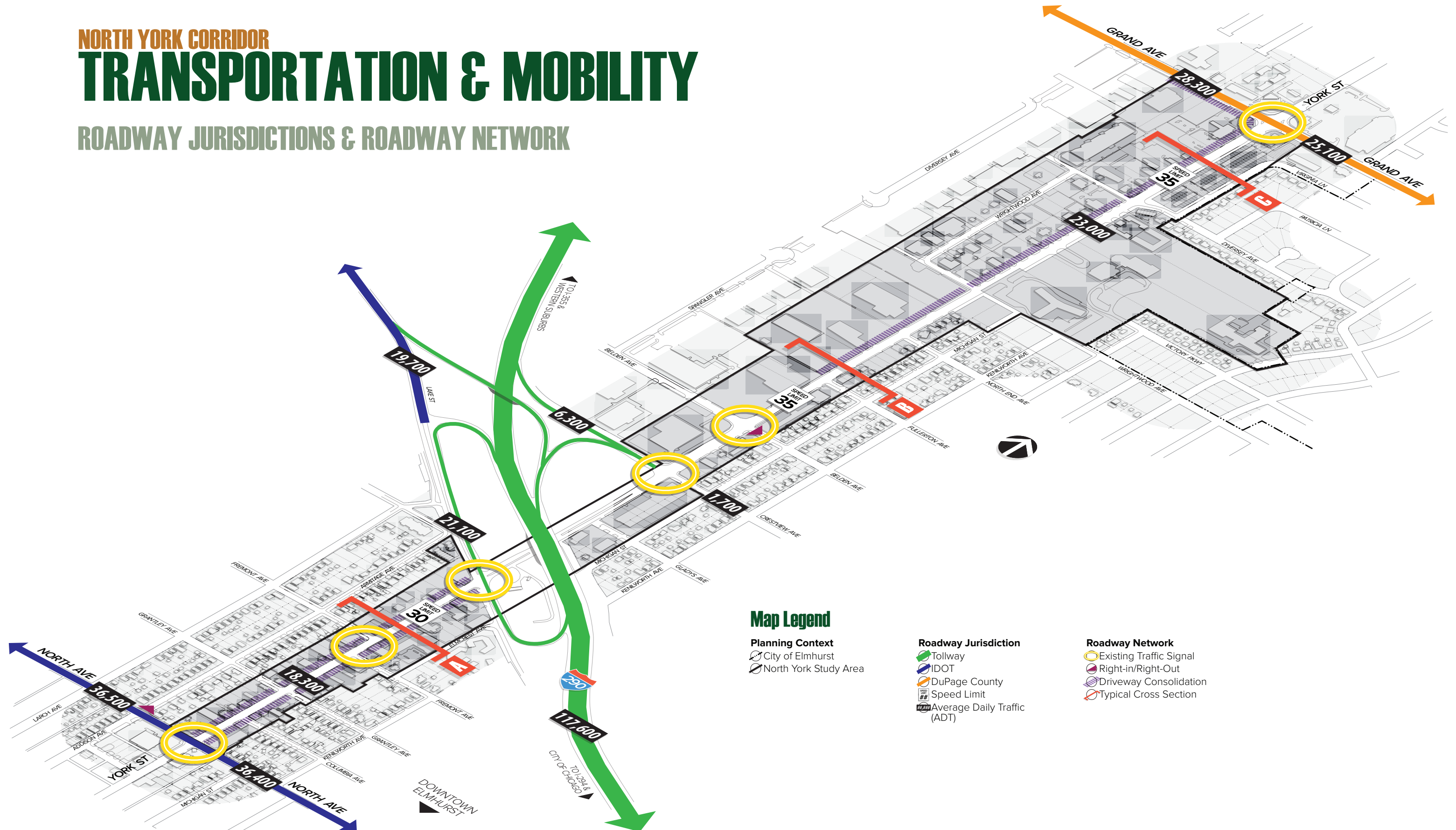
SECTION C: WRIGHTWOOD AVENUE TO GRAND AVENUE

- Curb and Gutter on both sides of the street
- Sidewalk and parkway is found on both sides of the street
- Standard vehicular scale light poles
- Center two-way left turn lane
- Street trees and landscaping is found in some sections



NORTH YORK CORRIDOR TRANSPORTATION & MOBILITY

ROADWAY JURISDICTIONS & ROADWAY NETWORK



TRAFFIC CONTROL

Traffic control is determined, among other things, by volumes and intersecting roadways. Pedestrian consideration and accident data is also a factor in some areas. Traffic signals are placed along the corridor at major intersections and are located along York Street at the following locations:

- North Avenue
- Just south of Fremont Avenue at the Fire Station
- Lake Street/I-290 Ramps
- Crestview Avenue/I-290 Ramps
- Belden/Industrial
- Grand Avenue

FUNCTIONAL CLASSIFICATION

The roadways within the corridor are classified according to the character of service they are intended to provide, which is a process known as functional classification. This process recognizes a hierarchy of roadways and the fact that they do not function independently, but as a system-wide supportive network. By creating this hierarchy, an orderly system is created giving streets different classifications. The classifications, as determined by IDOT, found along the corridor are as follows:

- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector

A key component of roadway operations depends on differing volumes in traffic. Volume measurements are taken in a number of ways, one standard being Average Daily Traffic (ADT). The ADT along York Street ranges from 18,300 near the south end to 23,000 near the north end. Traffic volumes on the intersecting arterials range from 19,700 to 36,500. Another important consideration in traffic volumes is truck traffic. York Street is not a designated as a truck route, limiting trucks using the corridor to local deliveries only, as well as a weight restriction of five tons on York Street north of Grand Avenue. Intersecting truck routes are found along North Avenue and Lake Street which are Class II truck routes and I-290 which is a Class I truck route.

Another consideration is congestion along the corridor. Congestion is identified in terms of Level of Service (LOS). Average delay and speed, as well as other factors, are key components used in determining the LOS for a roadway. The LOS for links of a roadway is determined based on the type of roadway, cross section, and ADT. A “link” is a section of roadway in between intersections.

The various stages of LOS, as defined by the Highway Capacity Manual (HCM), the prominent industry standard for evaluating congestion and capacity, are as follows:

- Level of Service A can be described as free-flow operations. Traffic is generally travelling at or above the posted speed limit. There is complete mobility between travel lanes.
- Level of Service B is described as reasonably free-flow operations. Traffic is travelling at average speed, about 70 percent of the free-flow speed. Complete mobility between lanes is generally available.
- Level of Service C can be described as at or near free-flow operations. Mobility between travel lanes is more restricted in midblock locations. Travel speeds are generally maintained around the posted speed limit. This is the design LOS for most suburban and urban arterials.
- Level of Service D is described as decreasing free-flow levels. Speeds decrease as the volume and delay increase. Mobility between lanes is much more reduced and driver level of comfort decreases.
- Level of Service E is described as operations capacity. Flow is irregular and speed varies rapidly, but rarely reaches the posted speed limit. There are virtually no useable gaps in traffic, making mobility between lanes challenging.
- Level of Service F is described as a breakdown in vehicular flow. Flow is forced, and every vehicle moves together, and frequent slowing is expected. Travel speeds are extremely low and significant queuing at signalized intersections is expected. Roadways operating at LOS F often have more demand than capacity.

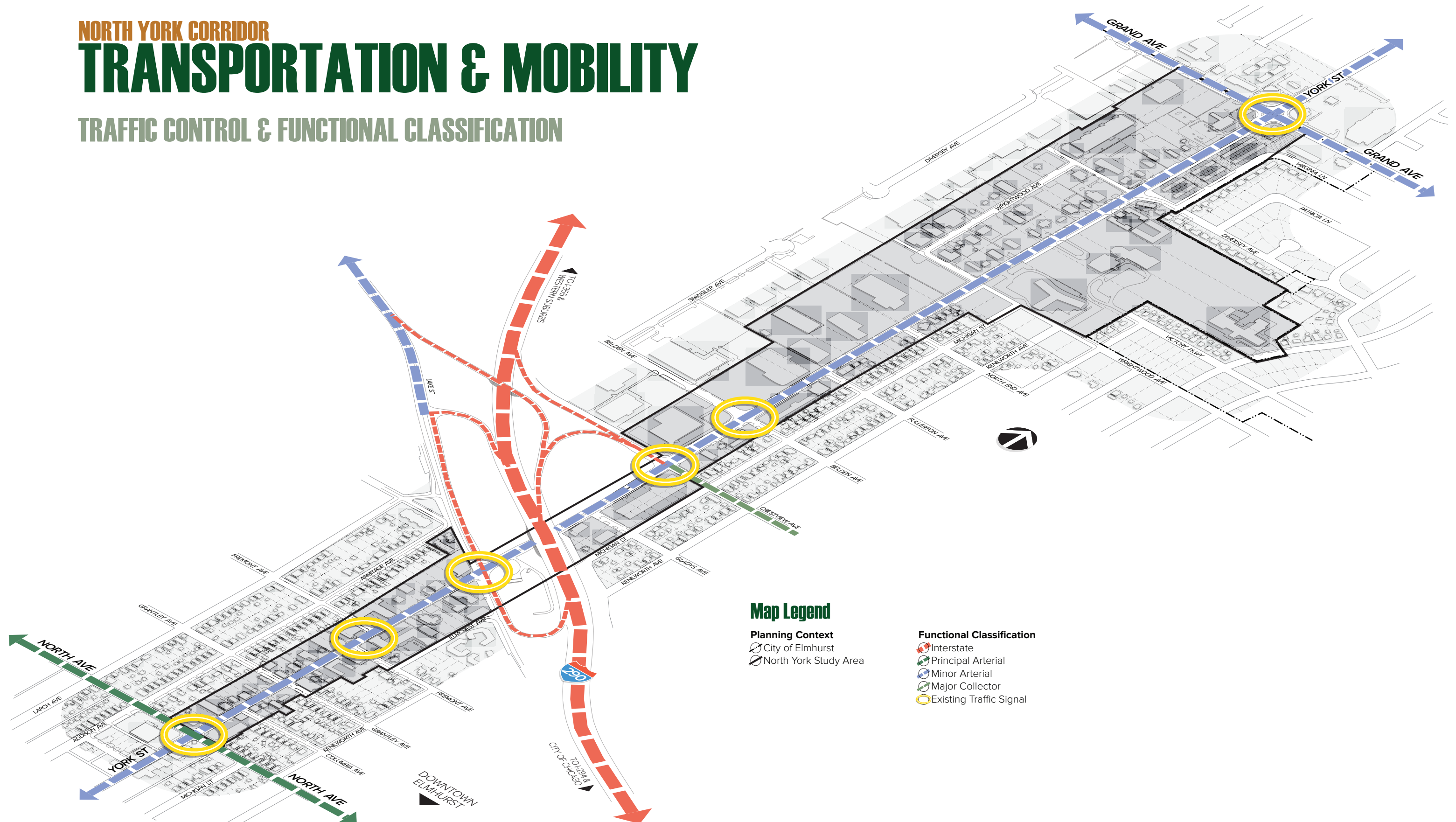
Level of Service for the roadway North York Street corridor was determined using a method prepared by the Florida Department of Transportation (and allowed for use by IDOT) in conjunction with the Highway Capacity Manual. The table determines the LOS based on the type of roadway, number of signalized intersections per mile, number of lanes, ADT, as well as other factors. Adjustments are made to the boundaries within the table based on median presence and turn lanes. The section of roadway from North Avenue to Crestview Avenue operates at a LOS D and the section from Crestview Avenue to Grand Avenue operates at a LOS C. Typically, congestion level has been designated in three categories related to Level of Service. As discussed previously, LOS C is often used as the design standard. However, in the suburban Chicagoland area, many of the roadways operate at lower levels of services.

- Moderate Congestion (LOS D)
- Severe Congestion (LOS E)
- Extreme Congestion (LOS F)

The south section of roadway operates at a LOS D which is considered moderate congestion, however it is still acceptable operation in the Chicagoland area.

NORTH YORK CORRIDOR TRANSPORTATION & MOBILITY

TRAFFIC CONTROL & FUNCTIONAL CLASSIFICATION



NON-AUTO TRANSPORTATION MODES

Residents have the opportunity to use non-motorized transportation to provide access among neighborhoods, jobs, shopping, and services. This section summarizes the nature of pedestrian and bicycle systems surrounding the North York Street corridor.

PEDESTRIAN & BIKES

It is important to understand that the North York Street Corridor is primarily auto-oriented and as a result, pedestrian mobility suffers. Sidewalk is missing in many locations and often does not provide connections to the surrounding neighborhoods. Currently, pedestrian crossings only exist at two of the signalized intersections in the City. As pedestrian mobility is enhanced, signalized intersections should be updated to provide the latest pedestrian technology, including countdown timers and high-visibility crosswalks.

Elmhurst adopted a bike plan in 2013 that was created based on extensive public workshops, a survey, and guidance from the Elmhurst Bicycle Task Force. As determined in the plan, York Street was labeled as “unsuitable” for bicycle traffic. This was decided based on “bikability” barriers, including busy arterial roadways, few options for bike parking, and inability to add bike lanes due to limited roadway width. For example, the Bicycling Level of Service (BLOS) bike friendliness rating along North York Street was determined as a “D” on a scale of “A” to “F.”

In addition, the intersection of York Street and Grantley Avenue was labeled as one of the most difficult and dangerous for bicyclists in the entire city, perhaps due to the offset approaches to York Street. As there is an almost a half-mile separation between the traffic signals on York Street at North Avenue and the I-290 ramps (other than the firehouse drive near Freemont Avenue), consideration should be given to warranting and installing a traffic signal at the York Street / Grantley Avenue intersection.

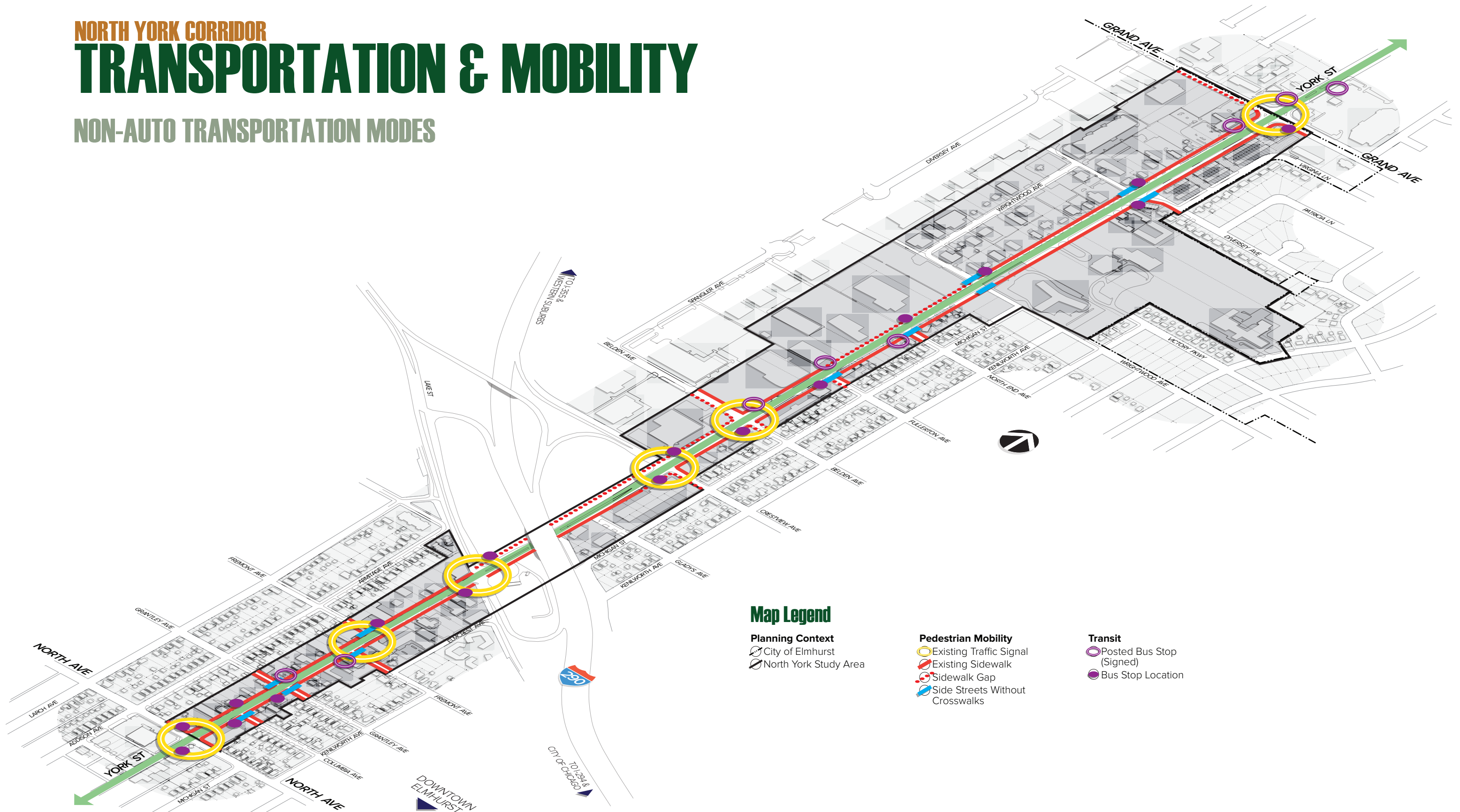
MASS TRANSIT

Currently, there is one Pace Bus route along the corridor, route 332. According to Pace data, weekday ridership in December 2013 was 665. Route 332 provides weekday service between the CTA Blue Line Rosemont Station and Oakbrook Center in Oak Brook. Saturday and Sunday service operates between the CTA Blue Line Rosemont Station and Delta Cargo in the south cargo area of O'Hare International Airport. Serves the CTA Blue Line Rosemont Station, AMC O'Hare/P & D Center, Metra MD-West Line Bensenville Station (weekdays only), Metra UP-West Line Elmhurst Station (weekdays only), Elmhurst Memorial Hospital - Main Campus (weekdays only) and Oakbrook Center (weekdays only)

Another important consideration is Metra service. Although there are no train stations within the study area, the pace bus provides direct access to the Bensenville Metra Station to the north and the Elmhurst Train Station to the south. The Bensenville station is on the Milwaukee District West line providing service between Big Timber in Elgin to Union Station in Chicago. The Elmhurst station is on the Union Pacific West line providing service between Elburn and the Ogilvie Transportation Center in Chicago. Both Metra lines provide various stops throughout the western suburbs.

NORTH YORK CORRIDOR TRANSPORTATION & MOBILITY

NON-AUTO TRANSPORTATION MODES



CHAPTER 8

STREETSCAPE DESIGN

The streetscape of the North York Street corridor serves a mixed use neighborhood consisting of businesses, restaurants, retailers, and residential areas extending from Grand Avenue to the north to North Avenue at the south. Existing streetscape components consist of sidewalks, crosswalks, overhead utilities, vegetation, and two small wayfinding signs identifying the City of Elmhurst. Each of these components are mapped on the *Streetscape Design map (page XX)*.



SIDEWALKS

Sidewalks are provided along the Corridor as either carriage walks or parkway walks. Carriage walks are directly adjacent to the road, providing no buffer between vehicles and pedestrians. Parkway walks have a turf lawn or landscape dividing the street from the sidewalk. There are a few instances where the streetscape lacks any type of sidewalk.

With the exception of a short run south of Crestview Avenue, the east side of York Street can be consistently walked through a combination of parkway walks and carriage walks. Approximately a third of the west side of York Street has no sidewalk. Carriage walks occur consistently south of the 290 interchange. The streetscape to the north of the interchange up to Grand Avenue is served by parkway walks with varying widths and configuration.



VEGETATION

The minimal vegetation located along the Corridor consists of street trees, planted median north and south of I-290, and the previously mentioned green space associated with the interchange. The existing Corridor streetscape has minimal landscaping.



CROSSWALKS

Throughout the Corridor, crosswalks are poorly defined or nonexistent. A majority of the painted crosswalks are faded and poorly defined. Several side streets are missing crosswalks or have become so faded they are difficult for motorists to see. Only four intersections provide crosswalks across North York Street in the study area:

- York Street and Industrial Drive
- York Street and Lake Street
- York Street & Freemont Avenue
- York Street/North Avenue (the only full pedestrian



UTILITIES

Overhead utilities visually dominate the northern portion of the Corridor on the west side of the street between Wrightwood Avenue and Grand Avenue. The corridor is also bisected by high tension lines south of Wrightwood Avenue. The utility easement for the high tension lines is currently being used to park vehicles for the TransChicago freight liner company.



WAYFINDING

Two understated gateway signs are located within the Corridor. Both locations are not in scale with the Corridor and require maintenance. The central gateway sign located at the southwest corner of York Street and Crestview Avenue is lost among the poorly maintained vegetation located within green space associated with the I-290 interchange.



Various types of signage and utility lines create visual chaos



Overhead utility lines dominate the streetscape



I-290 bridge structure is visually unattractive



Understated gateway at York & 290 on/off ramp



Carriage walks and varying building wall



Painted or paved pedestrian crosswalks are nonexistent

STREETSCAPE ZONES

The existing condition of the Corridor is better described and understood in three distinct: the North Zone, the Interchange Zone, and the South Zone.

NORTH ZONE

The North Zone extends from Grand Avenue to Crestview Avenue and contains an inconsistent variety of building walls and street setbacks. Building signage is located on large pylons, at ground level, and on building façades. The variation in signage combined with the inconsistent street setbacks creates a chaotic effect. Gateway signs provided on south-bound lane just south of Grand Avenue and at the I-290 ramp entering onto York Street are understated. Other wayfinding signage does not exist.

Overhead utility lines on the west side of York Street and electrical high tension lines crossing at Wrightwood Avenue dominate North Zone streetscape from Grand Avenue to North End Avenue. The existing cobra head roadway lighting combined with the utilities gives the area an industrial character.

The sidewalk in this zone is not continuous and varies from carriage walk, to parkway walk, to areas with no pedestrian walkways at all. Painted or paver crosswalks are nonexistent and pedestrian crossing signs are not provided. Minimal tree canopy and parking lot screening is provided.

INTERCHANGE ZONE

The Interchange Zone occurs from Crestview Avenue to Crocket Avenue and is overshadowed by the I-290 viaduct that is visually unattractive, worn, and dated. This zone contains the largest amount of green space within the North York Street corridor but is poorly maintained. The roadway median on the north and south side of the viaduct has pre-cast planters but is dated and out of scale creating a canyon effect. The North and South Zones are connected underneath the viaduct by a carriage walk on the east side only. Cobra head roadway lighting continues the industrial character exhibited in the North Zone.

SOUTH ZONE

The South Zone extends from Crocket Avenue to North Avenue and contains a more consistent building wall and street setback. The streetscape lighting, while somewhat dated compared to the City Center, is consistent and included at both the roadway and the pedestrian level. Carriage walks are consistent but sometimes narrow in locations where buildings are close to street. Painted or paver crosswalks are nonexistent and pedestrian safety crossing signs are not provided.

There are no street trees or any lower level landscaping within this zone. This condition is exacerbated by the minimal parking lot screening. The painted roadway medians minimize the ability to add landscaping and neighborhood character. Pedestrian spaces and site furnishings are lacking. Building signage is located on large pylons, at ground level, and on building façades. The variation in signage creates a chaotic effect. Gateway and wayfinding signage is nonexistent.

The streetscape of the North York Street corridor serves a mixed use neighborhood consisting of businesses, restaurants, retailers, and residential areas extending from Grand Avenue to the north to North Avenue at the south. Existing streetscape components consist of sidewalks, crosswalks, overhead utilities, vegetation, and two small wayfinding signs identifying the City of Elmhurst.

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CHAPTER 8

INFRASTRUCTURE, UTILITIES, & COMMUNITY FACILITIES

The Corridor is currently served with traditional infrastructure for stormwater management, electrical conveyance, and lighting. There are several service providers found throughout the Corridor as well as a few community facilities. These influences will need to be considered when developing the North York Street Corridor Plan.

This chapter is not meant to serve as an exhaustive list of existing infrastructure and utility locations but is meant to generally identify the types of infrastructure and utilities found along the North York Street corridor. The information in this section was obtained from field reconnaissance, maps and data acquired from the City, past plans and studies, and other published information.

INFRASTRUCTURE & UTILITIES

STORMWATER MANAGEMENT

Flooding, and associated sewer backups, have been perhaps one of if not the most serious issues facing the City of Elmhurst. A portion of the City is tributary to Salt Creek, and a portion tributary to Addison Creek. Both are primarily urbanized watersheds. Historically, prior to settlement and development, the natural landscapes (prairie, woodland, and wetland) absorbed and infiltrated most of the rain that fell. In heavy rains, some surplus water would reach the creek and cause the water level to inundate the adjacent land that is slightly higher in elevation (floodplain).

As development occurs, water is directed over the ground surface to the low point – in this case, Salt or Addison Creek. As the creek is overwhelmed with the volume of water it receives, the water level rises and backs up into the floodplain, which is now significantly larger, since it floods more frequently and to higher levels.

Most of the land in the Corridor is either paved (streets, sidewalks, driveways, parking lots), is covered with roofs, or in lawn. The roofs and pavement are impervious and shed nearly all of the rainwater that falls upon these surfaces. Turf lawns, parks, and sports fields also shed most of the water that falls on them, as their shallow root zones are not able to retain much water. The result is that when it rains, especially during larger rain events, flooding occurs. The streets are drained with storm sewers that allow rainwater to flow off the surface of the pavement, where it is then conveyed to an outlet down-gradient.

The City’s storm sewer system is a network of pipes that get larger as they reach the outlet point, which is one of the two creeks. This stormwater contains sediment, oil, grease, lawn chemicals, salt, and anything else it picks up as it moves across the surface of pavement and lawns. The poor water quality of stormwater runoff, as well as the large volumes of water during rain events, has a negative impact on the ecology and health of the creeks, in addition to the flooding problems.

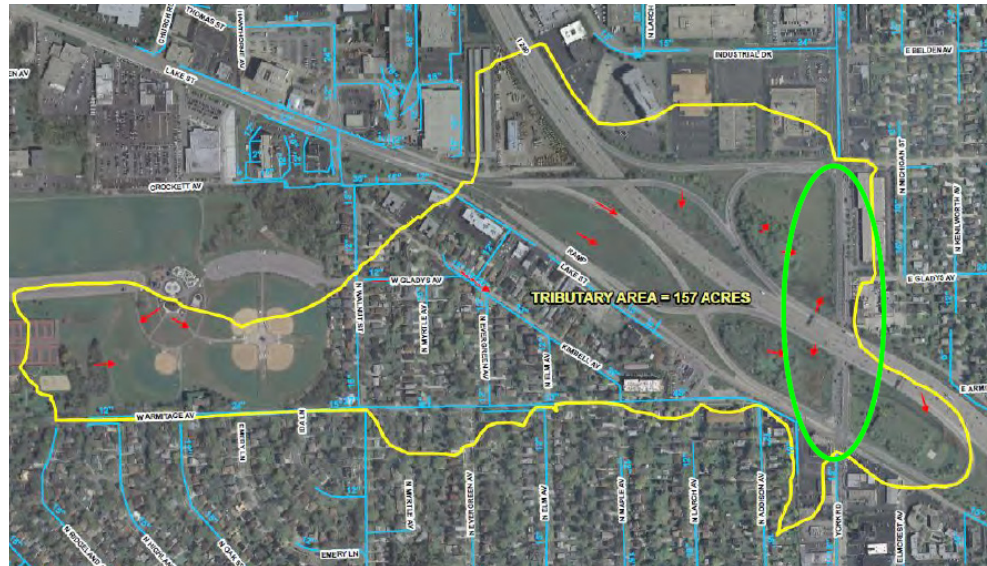
FLOODING PLAN

The City has been working to address the dual problems of urban flooding and the ecological impacts from storm drainage. After experiencing severe flooding and sewer backups in 2010, the City formed a citizen Task Force to study the problem and evaluate alternatives. This led to the City hiring Christopher B. Burke Engineering, Ltd. (CBBEL) to perform a detailed study of the flooding and stormwater system, and to propose strategies to help solve the problem of flooding long-term. The City and CBBEL developed a Comprehensive Flooding Plan/Storm Sewer System Analysis, completed in April of 2012.

NORTH YORK STREET & I-290 INTERCHANGE STORMWATER ISSUES

The York Street corridor is in the portion of the City that is east of the drainage divide, and thus flows to Addison Creek, which does not experience the level of severe flooding that Salt Creek does. However, Addison Creek is still impacted by flooding and water quality degradation due to stormwater runoff. The existing storm sewer system and downstream discharge facilities are generally adequate to prevent flooding within the corridor with one significant exception.

The lowest point in the Corridor is the location where the I-290 interchange bridge goes over York Street. The landscaped space in the center of the ramps is the discharge for a portion of the storm drainage system, and are effectively two detention basins (separated by the highway berm) that is part of the system. Next to these basins, the roadway surface of York Street and is the lowest point, and experiences flooding in larger rain events. This causes a significant problem, as York Street carries a high volume of traffic, is the only access between the north and south portions of the City for at least a half mile in either direction, and provides access to the commercial businesses that face York Street. Additionally, it is a potential safety risk to have this primary access cut off during severe flooding, as emergency vehicles are forced to travel around in either direction in these instances.



SOURCE: CBBEL Study - Figure 16 (Area of Inundation)

The CBBEL report analyzed this area as part of the above-mentioned study. The analysis shows an area tributary to the low point at York Street/I-290 interchange that is approximately 157 acres, stretching primarily westward to the southern portion of Berens Park. According to the study, the existing basins in the ramp area are of a capacity that can detain the storm runoff in rain events up to 50-year frequency (6.46 inches of rain in a 24-hour period). Any rain in excess of this amount, or possibly even less if the ground is frozen, there is additional snow melt-water, or other factors, will then flood into the roadway.

As an example, the July 2010 storm event resulted in over a foot of standing water in the road. The participants in the Community Workshop also identified flooding at this location as a significant concern, and an issue this corridor study must clearly address.

The CBBEL study recommends one alternative to reduce flooding in this location- to excavate and increase the size and storage volume within the existing basins at the interchange by a total amount of 6 acre-feet. The estimated cost for this upgrade would be between \$670,000 and \$2,640,000, depending upon how much of the storage would be created below-grade vs. at grade. This analysis provides a good framework to evaluate how this part of the corridor could be improved to reduce flooding, and address other issues at the same time.



SOURCE: CBBEL Study - Figure 17 (Tributary Watershed to North York Street)

Part of this corridor plan is to consider a broad range of long-term infrastructure improvements to address all of the priorities and concerns raised during the process. For example, replacing impervious surfaces with permeable pavement and green roofs, integrating bio-retention (engineered rain gardens and bio-swales), and naturalized landscapes where appropriate can help mitigate flooding and provide other benefits and values. These are all strategies promoted by DuPage County, CMAP (regional planning authority), the USEPA, and many other public agencies and institutions, because they have been found to be effective at water quality enhancement, durability, lower maintenance costs, and the potential to beautify infrastructure, in addition to flood mitigation.

The primary detention area is at the same location as a primary corridor gateway, which provides the opportunity to integrate water attenuation and quality enhancement with beautification, branding, and other desired gateway attributes.



STREET LIGHTS

The lighting within the corridor is standard overhead, cobra-head-style fixtures, with a sodium vapor light source, with 30' mounting heights. Street lighting on side streets is done with City of Elmhurst standard fixtures, with lower mounting heights.



LARGE-SCALE OVERHEAD UTILITIES

A Commonwealth Edison right-of-way extends east-west over the Corridor, approximately three-fourths of a mile north of the I-290 entrance/exit at York Street. A main transmission line (elevated on towers) occupies the right-of-way, and a large transformer station is located east of the corridor. A large transformer box is located on the west side of York Street.

UTILITY POLES & LINES

Power lines are mostly underground along the York Street corridor, except for a half-mile stretch on the west side of the road from Grand Avenue south. Power lines in the adjacent residential neighborhoods are primarily overhead.



COMMUNITY FACILITIES & SERVICE PROVIDERS

As the Plan is being developed, the City should begin to reach out to existing community facilities and service providers present along the North York Street corridor to keep them informed about the City's plans for the North York Street corridor.

COMMUNITY FACILITIES

While the majority of the North York Street corridor is dedicated to commercial uses, it does contain three community facilities which contribute to the vitality and health of the Corridor. These community facilities include:

- Churchville Middle School (District 205) at 155 Victory Parkway
- Conrad Fischer Elementary School (District 205) at 888 North Wilson
- Conrad Fischer Park (Elmhurst Park District) at Diversey Avenue and Crown Road

SERVICE PROVIDERS

A variety of public and private entities provide services to the residents, businesses, and patrons of the North York Street corridor. The key service providers are:

- Schools: Elmhurst Community Unit School District 205
- Parks: Elmhurst Park District
- Public Safety: City of Elmhurst Fire Department, City of Elmhurst Police Department
- Roads: City of Elmhurst Department of Public Works
- Interstates: Illinois Department of Transportation (IDOT)
- Water: City of Elmhurst Department of Waste and Wastewater
- Trash: Republic Services Allied Waste
- Electricity: ComEd
- Gas: Nicor Gas
- Transit: Pace Suburban Bus Service

NORTH YORK CORRIDOR INFRASTRUCTURE, UTILITIES, & COMMUNITY FACILITIES

The Corridor is currently served with traditional infrastructure for stormwater management, electrical conveyance, and lighting. There are several service provides found throughout the Corridor as well as a few community facilities. These influences will need to be considered when developing the North York Street Corridor Plan.

This illustration is not meant to serve as an exhaustive list of existing infrastructure and utility locations but is meant to generally identify the types of infrastructure and utilities found along the North York Street corridor.

