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# **SUBAREA PLANS**

**City of Elmhurst, Illinois**



Adopted December 17, 2018



# SUBAREA PLANS

*Five subareas of the City in Elmhurst have been selected for in depth study and planning. This plan reviews the state of each area and, specifically, their challenges and strengths. Goals are identified for each district, with the focus of the plan being proposals for private and public-sector improvements that take advantage of its opportunities.*

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# ABOUT THE SUBAREAS

*Subarea recommendations are based on discussions with stakeholders and City staff, as well as the analysis and application of best practices for planning and development. Conversations, presentations, and consultant field observations have been conducted over the course of many months, starting in 2017. Stakeholders include residents, business and property owners, and the Elmhurst Development, Planning, and Zoning Committee, the Zoning and Planning Commission, and City staff. Consultants also reviewed past plans and studies, conducted field reconnaissance, and surveyed existing physical conditions.*

## Lake Street Corridor

The Lake Street Corridor subarea is located between Kingery Highway (Route 83) and York Street, just south of the Dwight D. Eisenhower Expressway (I-290) and about 10 miles south of O'Hare International Airport. The subarea includes the portion of US 20 west of York Street to Elmhurst's western boundary as well as some properties to the north and south.

Lake Street is a major arterial road and currently is not as active or as attractive as it could be. Although Lake Street carries more than 22,000 motor vehicles per day, this has not translated into a high level of economic activity along the roadway ("Average Daily Traffic Counts," Illinois Department of Transportation, 2016). It also marks a boundary between a successful office and industrial district to the north and a residential neighborhood to the south. The corridor is also home to several auto-oriented commercial and service uses such as auto repair shops and car dealerships. While largely an employment district, Lake Street has not fully benefited from its proximity to both daytime and residential populations.

## North Avenue & Route 83

The intersection of North Avenue and Route 83 is one of the busiest in the state, with approximately 100,000 motor vehicles passing through per day ("Average Daily Traffic Counts," Illinois Department of Transportation, 2016). The large volume of traffic that passes through the intersection is both an asset for adjacent properties and an impediment. The properties located at the intersection are difficult to access. Some driveways lead into right turn lanes, making it very difficult for exiting motorists to continue traveling on Route 83.

## First Street & York Street

North of Elmhurst's Metra station, this block is in the heart of Downtown. There is some opinion that the block is not well-maintained and that there is a potential for redevelopment. There is also a general sentiment about Downtown, applicable to this block, that there should be more restaurants, retail, and entertainment options.

## York & Vallette Business District

The York and Vallette streets business district arose around the former site of a commuter railway station. Although the rail line has been out of service for decades (and is now the popular Illinois Prairie Path), a concentration of neighborhood businesses remains. These are housed in a number of auto-oriented strip-mall developments as well as some sidewalk-fronting buildings on York Street. The commercial area is surrounded by established residential neighborhoods as well as several parks.

## York Street & Butterfield Road

The York and Butterfield subarea, bounded by York Street, Roosevelt Road, and Butterfield Road, is a collection of different uses and scales. A large institution, Elmhurst Hospital, shares this district with smaller institutions, office buildings, retail establishments, multi-family complexes, and single-family homes. It is also a mix of unincorporated DuPage County and City of Elmhurst jurisdictions.



BENSENVILLE

ADDISON

Grand Ave

Church Rd

York St

Lake Street Corridor

Lake St

20

294

NORTHLAKE

Route 83

North Street & Route 83

64

North Ave

First Street & York Street

Burlington Northern Santa Fe Railroad

Downtown Elmhurst

Canadian National Railroad

York St

St Charles Rd

290

BERKELEY

York & Vallette Business District

Vallette St

VILLA PARK

83

Route 83

Spring Rd

York St

56

Butterfield Rd

York Street & Butterfield Road

38

Roosevelt Rd

OAK BROOK




88

294

Elmhurst Subarea Plans | Purpose

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## Key

-  City of Elmhurst
-  Railroad
-  Illinois Prairie Path

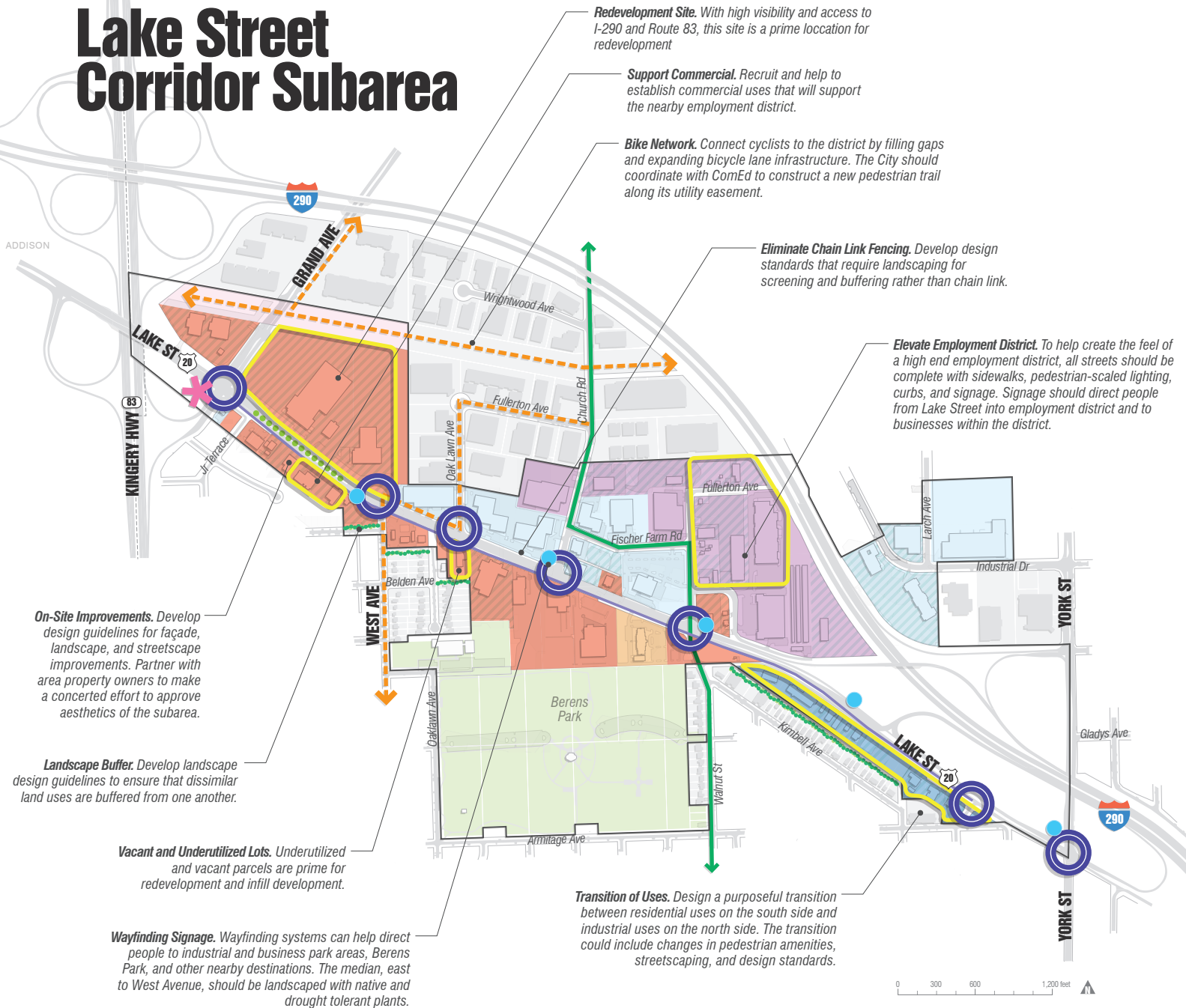




# LAKE STREET CORRIDOR

*The goal of the Lake Street Corridor subarea plan is to take advantage of its location between successful employment and residential districts. Specifically, the plan proposes actions to strengthen and increase the desirability of the business district, to encourage commercial uses along the corridor that can support nearby businesses and serve residents, to improve the appearance and functionality of both the public realm and private properties, and to increase the safety, comfort, and mobility of pedestrians, cyclists, and motorists.*

# Lake Street Corridor Subarea



## Key

### Context

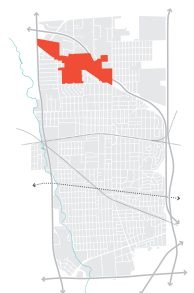
- Subarea Boundary
- Municipal Boundary
- Existing Bike Route

### Recommended Land Use

- Commercial
- Office
- Flex - Office / Commercial
- Industrial / Manufacturing
- Hospitality
- Park
- Utility Easement

### Subarea Improvements

- Redevelopment Site (See page 10 & 11)
- Gateway Improvements
- Wayfinding
- Proposed Pedestrian & Bike Route
- Intersection Improvements
- Pedestrian Connection (See page 8)
- Median Landscaping
- On-Site Improvements (See page 9)
- Screening





Current condition of West Lake Street frontage road

## Subarea Enhancements

**Parking:** To reduce traffic conflicts, curb cuts should be consolidated. Parking should be located to the side or rear of buildings and shared between adjacent properties. To minimize stormwater runoff and the heat island effect, parking lot pavement should be minimized and permeable. Pavers should be used where feasible.

**Frontage Road:** The frontage road on the south side of Lake Street, east of Walnut Street, should be removed. While the properties have great visibility from Lake Street, their uses are limited by their physical access.

**Intersections:** Safety should be improved at intersections with ladder striping, pedestrian countdown signals, bulbouts, and reduced turning radii. Slip lanes should be narrow and meet the cross street close to perpendicular.

**Sidewalks:** There should be a six-foot wide sidewalk along both sides of Lake Street with a minimum five-foot wide planting strip located between the Lake Street carriageway and the sidewalk.

**Gateway:** As a major entrance into Elmhurst, a gateway feature should be installed at Grand Avenue. The median that extends east from Grand Avenue to West Avenue is at points more than 25 feet wide.



(1) Screening (2) Parking Lot Improvements (3) Gateway Signage (4) Intersection Improvements



# Pedestrian & Roadway Improvements

To encourage the success of businesses along Lake Street the roadway should be improved both in appearance and function. The street should be easy to use for motorists, pedestrians, and cyclists.

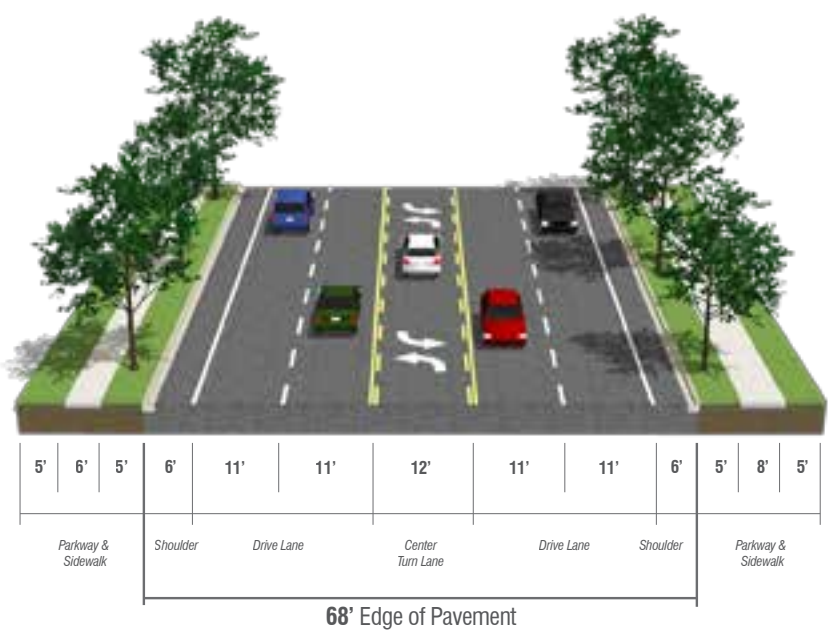
There should be a six-foot wide sidewalk along both sides of Lake Street. While five feet is the Americans with Disabilities Act-required minimum width, wider sidewalks are recommended to allow two people to walk together comfortably (“FHWA Course on Bicycle and Pedestrian Transportation: Walkways, Sidewalks, and Public Spaces”, Section 13.2). The minimum five-foot wide planting strip should be located between the Lake Street carriageway and the sidewalk. This area should be landscaped with salt-tolerant plants that do not require extensive irrigation and can withstand both drought and downpours. The number and width of driveways should be limited. The dual purpose is to minimize pedestrians’ exposure to motor vehicles and to reduce the speed at which cars turn.

The streets in the subarea that are included in the “Elmhurst Bicycle Plan”, Walnut Street, Fischer Farm, and Church roads, should be marked with “sharrows” (the outline of an arrow with a bicycle within it). The sharrow notes the position a cyclist should occupy in the roadway. If curbside parking were removed from these streets, they should be marked with bicycle lanes.

Existing Lake Street Cross Section



Proposed Lake Street Cross Section



Lake Street should be restriped to narrow travel lanes. Businesses would benefit more from the volume of passing motor vehicles if drivers feel they could safely turn off the roadway. Lanes as narrow as ten feet would reduce motor vehicle traffic speeds, allow motorists to see and turn into businesses’ parking lots, and improve safety.



## On-Site Improvements

Current developments could benefit from changes to parking, landscaping, and signage. Motor vehicle cross access between adjacent properties should be encouraged to minimize the need to enter Lake Street in order to exit immediately. The parking lots themselves should be landscaped to reduce heat buildup, improve aesthetics, and reduce water runoff. The lots should be screened from Lake Street with low plantings. The buildings should have plants along the walls with special emphasis at the entrance. Signage for single properties should be consolidated to a single location.



(1) Gathering space in front of commercial uses (2) Parking lot landscaping  
(3) Monumental business signage with foundation landscaping



## Lake Street Frontage

Preferred – Remove Frontage

For approximately one-half mile businesses line a road that parallels Lake Street. The properties have great visibility, but uses are limited by inaccessibility. Two options improve their usefulness.

The preferred option is to remove the road and increase the size of properties fronting Lake Street. The frontage road is unnecessary as much of Lake Street does not have a frontage road. Adding direct access and 25 feet to properties would make reuse more attractive.

The main traffic safety problem is turns into and from driveways. They should be limited in number and location, particularly near I-290 entry lanes, to discourage motorists from crossing multiple lanes.

Buildings should share parking that would be located to their side or rear. The currently platted alley should be used to service the buildings and tenants.

### Existing Lake Street Frontage Cross Section



### Proposed Lake Street Frontage Cross Section







## Lake Street Frontage

### Alternative – Landscape Median

In the alternative or during the interim period, prior to the removal of the frontage road, the “public face” of the street and properties could be improved. The space used for the former westbound lane of the frontage road could be converted to a wider, landscaped median. This would replace the current chain link fencing and make for a much more attractive roadway and entrance for the adjacent properties. To improve traffic safety, the number of driveways should be limited. The alley right-of-way should be improved and used to connect shared parking, located to the side or behind buildings.

### Existing Lake Street Frontage Cross Section



### Proposed Lake Street Frontage Cross Section



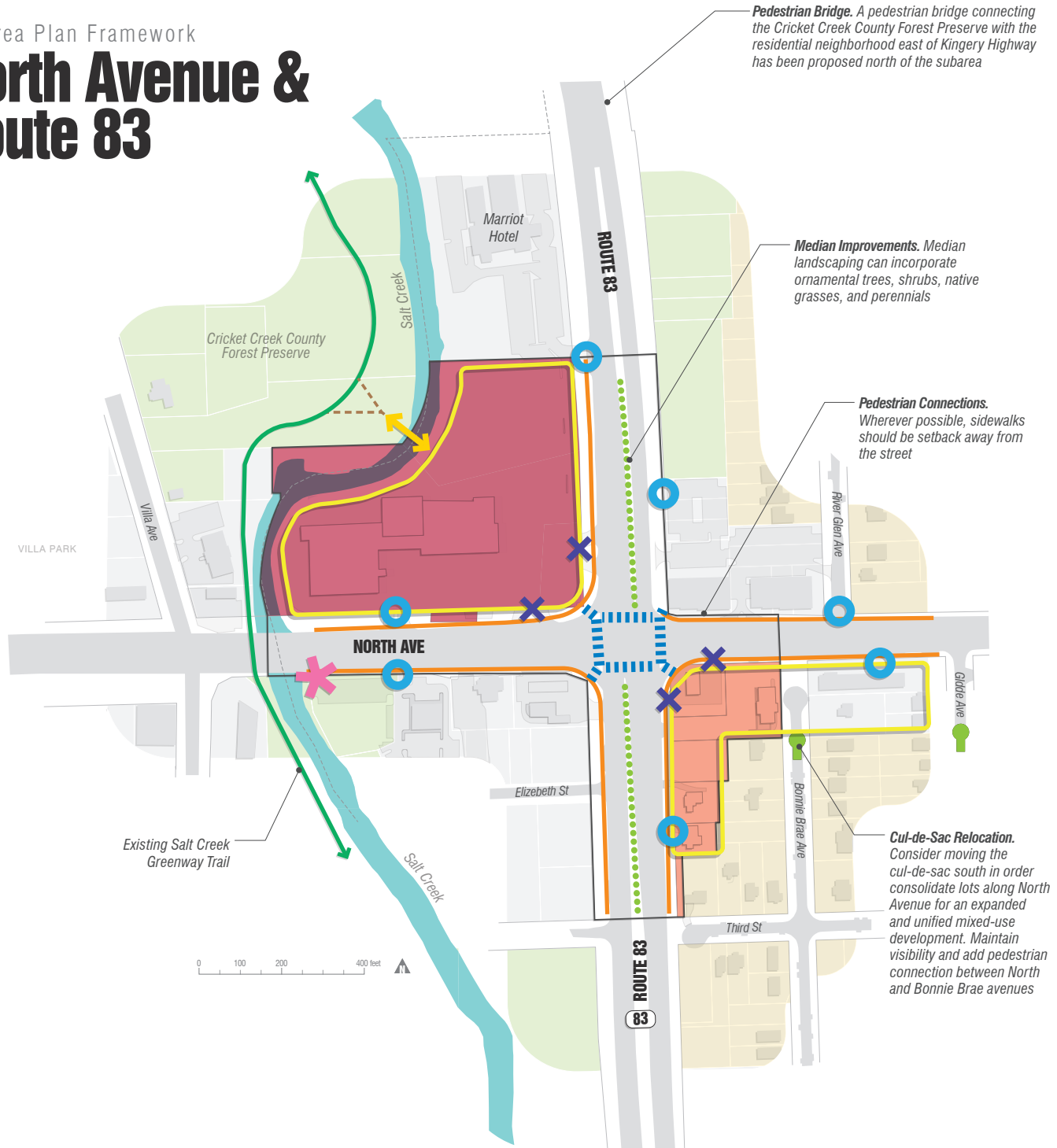




# NORTH AVENUE & ROUTE 83

*The goal of the North Avenue and Route 83 subarea plan is to enhance the entrance into the City by promoting strategic redevelopment of northwest and southeast corners of the intersection, improving access to those properties for pedestrians from the residential neighborhoods and motor vehicle traffic, and creating a gateway to Elmhurst. Some of the improvements to the northwest and southeast corners may serve as a catalyst for future redevelopment opportunities.*

# North Avenue & Route 83



## Key

### Context

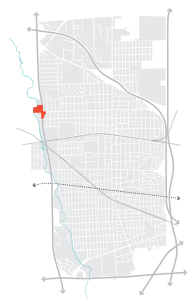
- Subarea Boundary
- Municipal Boundary
- Salt Creek Greenway Trail

### Recommended Land Use

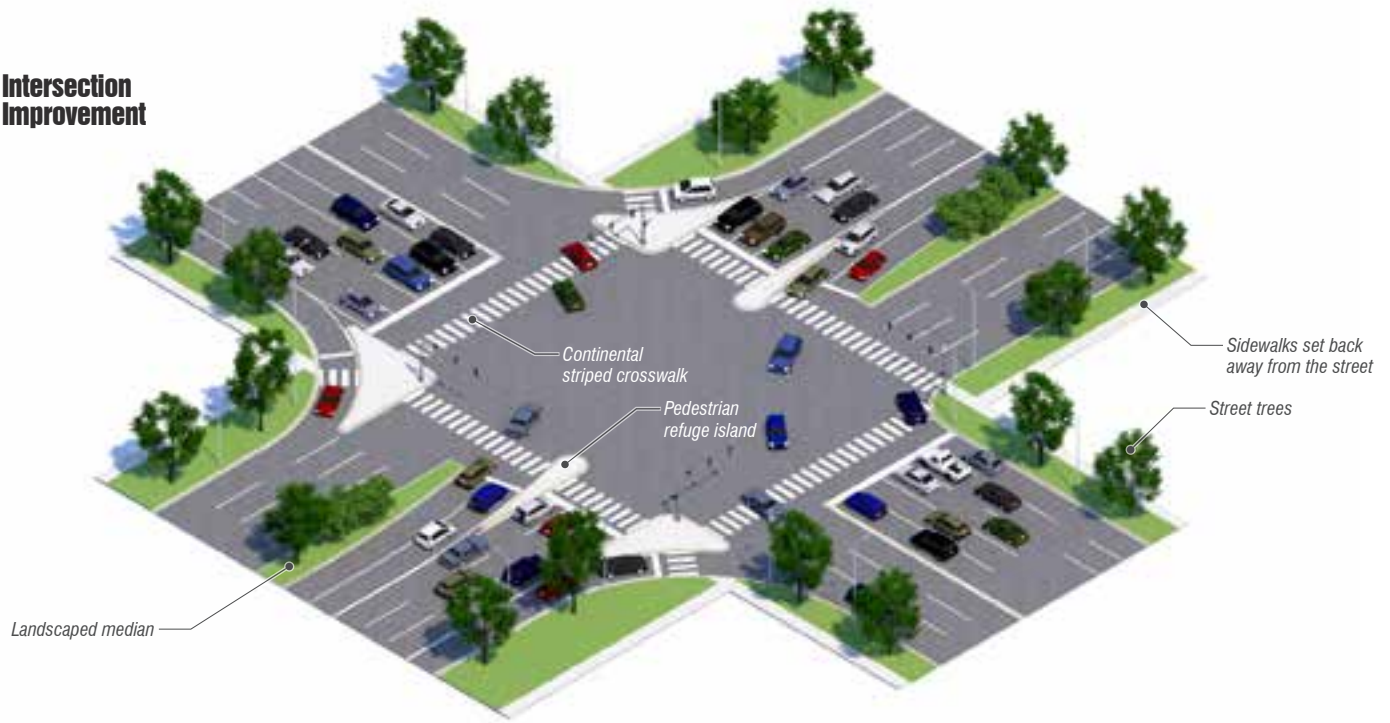
- Commercial
- Mixed-Use
- Park
- Adjacent Residential Neighborhood

### Subarea Improvements

- Redevelopment Site (See page 17 & 18)
- Gateway Improvements
- Pedestrian Connections
- Trail Connection
- Potential Lot Access
- Removed Existing Access
- Intersection Improvements (See page 15)
- Cul-de-Sac Relocation
- Landscaped Median



## Intersection Improvement



## Subarea Enhancements

**Walking:** Walking to and from the surrounding neighborhoods should be encouraged. Sidewalks should be provided along Route 83 and North Avenue. Six-foot wide sidewalks should be located behind five-foot wide planting strips. The main entrances of buildings should be oriented towards the street. There should be clear pedestrian walkways between the sidewalks and the main entrances. The cul-de-sacs at Third Street and Route 83 and at Bonnie Brae Avenue and North Avenue should be rebuilt to allow visual and foot access from the residential neighborhood.

**Driveways:** To improve the ease of property access and roadway safety, driveways should be limited in number and located outside of turning lanes and away from the intersection. This would require lot consolidation or, at the least, an agreement between property owners to share access.

**Gateway:** Approximately 117,000 motor vehicles pass through this intersection at the western edge of Elmhurst daily. It should be a welcoming gateway to the City. "Leftover" spaces could be landscaped or otherwise be made more attractive. In addition to landscaping, an architectural feature could be added to the west side of the intersection, such as a monument with Elmhurst's name.



(1) Landscaped Median (2) Bridge Connecting to Trail  
(3) Pedestrian Connection (4) Gateway Signage





(1) Surface stormwater capture  
(2) Community health center (3) Commercial development (4) Indoor sports facilities



## Northwest

If the northwest corner of North Avenue and Route 83 were to be redeveloped, any proposed development should result in no rise in projected flood elevations. Also, access improvements would need to be made. The four driveways closest to the intersection should be eliminated, with access at the northernmost point along Route 83 and at the signalized intersection on North Avenue.

The site could also be used for active recreation. While using the property in this way would exclude it from sales and property taxes, this loss would be at least partially offset by improvements to adjacent commercial and residential properties.

Buildings would be sited at two locations. The entrance from Route 83 would become a street, with two buildings on the south side. A single-story building would be located close to Route 83 and a three-story one, next to Salt Creek. Both of these buildings would include retail, with the one on Salt Creek also potentially housing medical offices. This building arrangement could be mirrored on the north side of the entrance, on a parcel outside of the study area, next to the site of the existing hotel.

The second building location would be at the intersection of North Avenue and Route 83. Parking would be provided to the sides of the building, along both North Avenue and Route 83. Entrances to the building should be adjacent to the parking or along the streets. This two-story structure could house a health club, physical therapy center, or public recreation center. The office and physical health uses would complement one another.

The roadway frontage should be lined with a six-foot wide sidewalk, behind a five-foot wide planting strip. There should be clear pedestrian walkways between the sidewalks and the main entrances of all buildings. The buildings would be connected to Salt Creek with pathways. A new pedestrian/bicycle bridge would connect the site with the greenway trail on the west bank.

Because of the proximity of Salt Creek, special attention should be paid to the preparation of the building sites. On-site stormwater detention should be provided with either surface or underground stormwater detention facilities. Basements are not likely feasible in this area.



**Community Recreation.** In addition to the gym space nextdoor, these amenities would include tennis courts, basketball courts, lap pools and meeting rooms. This could be run in conjunction with the Health Club (private) or separately as a part of the park district (public).

**Health Club.** A gym with exercise equipment including resistance training, cardio, free weight and strength machines, group fitness classes, personal training, and nutrition programs. The club would include a day spa, childcare, steam room, sauna, towel service, locker rooms, etc.

**Stormwater Detention.** This area is prone to flooding. There should be surface or underground stormwater detention facilities to mitigate future flooding.

Connection to Salt Creek Greenway with new pedestrian/bicycle bridge.

**Physical Therapy.** In conjunction with the adjacent community recreation and health club, this facility would be operated by a third party, such as ATI, and would provide a variety of rehabilitation services including recovery from chronic pain and injuries and an emphasis on strength, endurance, and cardio.

Parking to the side of the building.

Complementary development to the north of the site.

**Key**

- Retail
- Medical Office
- Health & Wellness Facility



## Southeast Corner

### Preferred

Motor vehicle access to the properties on the southeast corner is a great obstacle to their optimal use. Driveways should be limited in number and located away from the intersection. Burger King and Jiffy Lube Route 83 entrances are within the right-turn lane while the ones on North Avenue are close to the intersection.

If the Burger King and Jiffy Lube were replaced and properties consolidated with those to the south and east, the driveways associated with these two businesses could be closed. Access to the consolidated properties would be just north of Third Street (along Route 83) and just west of Glade Avenue (North Avenue).

Acquisitions between Bonnie Brae and Glade avenues and moving the Bonnie Brae cul-de-sac to the south would allow for a wider range of redevelopment options. If rebuilt, parking should be located to the side or rear of the building and screened from adjacent residential areas, perhaps with landscaping.

While most people arrive at this location by motor vehicle, walking from the surrounding neighborhood should be encouraged. Six-foot wide sidewalks should be located behind five-foot wide planting strips on both North Avenue and Route 83. There should be clear pedestrian walkways between the sidewalks and the front entrances of all buildings. The cul-de-sacs at Third Street and Route 83 and at Bonnie Brea Avenue should be rebuilt to allow visual and foot access from the residential neighborhood.

## Southeast Corner

### Alternative

Even if properties are not consolidated and the Burger King and Delta Sonic remain, the single most helpful task to improve their success would be to negotiate shared motor vehicle access.





# Northeast & Southwest Corners

While these corners are technically outside of the subarea boundaries, they have some of the same issues as the other two. If and when these properties are redeveloped, driveways near the corners, and especially in the turn lane, should be eliminated. Sidewalks should be added along the street frontages and buildings located nearby.

The properties on the southwest corner should be consolidated or, at a minimum, access and parking should be shared and located to the rear of the properties. On the northeast corner, parking and service areas should be screened from adjacent residential area with landscaping.



(1) Service and refuse screening (2) Sidewalk along road with parkway and street trees (3) Parking lot perimeter landscaping (4) Commercial development

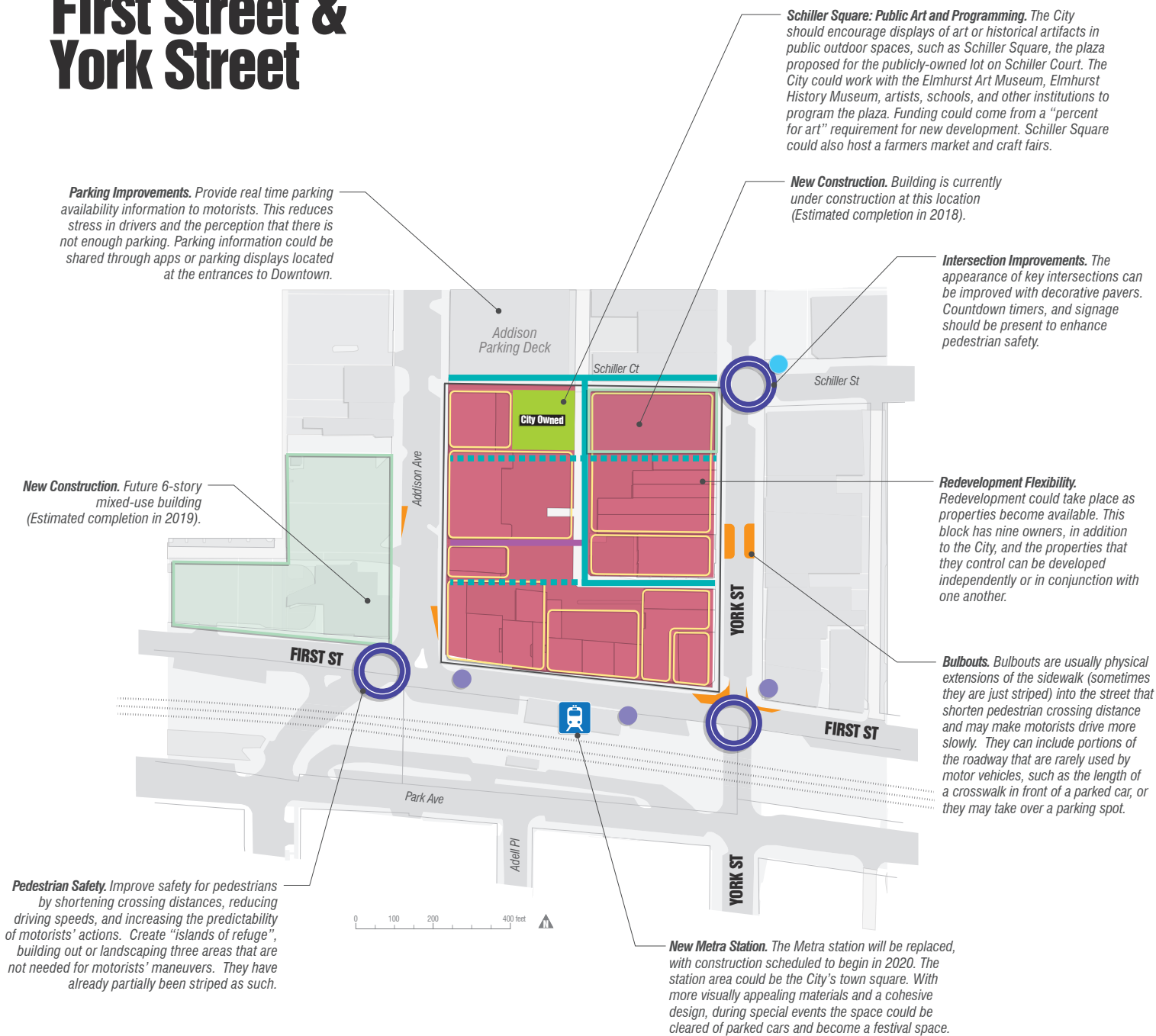




# FIRST STREET & YORK STREET

*The block bound by First and York streets, Addison Avenue, and Schiller Court is in the heart of Downtown. Its redevelopment can catalyze further investment. The block will be divided into six units through the introduction of a pedestrian walkway and alley system. Each unit can be developed separately, but towards a common vision of multi-story, mixed-use buildings organized around Schiller Court, Schiller Square - a new plaza, and a walkway connecting to First Street. The redeveloped block, together with the rebuilt Metra station, will create an active and successful mix of public space, commerce, and housing.*

# First Street & York Street



## Key

### Context

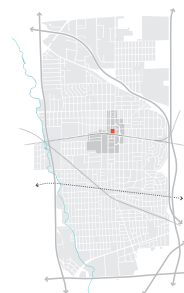
- Subarea Boundary
- Municipal Boundary
- Railroad
- Metra Station

### Recommended Land Use

- Mixed-Use
- Single Owner

### Subarea Improvements

- Under Construction
- Wayfinding
- Intersection Improvements
- Bulbout
- Bike Parking Destinations
- Existing Alley
- Proposed Alley
- Existing Alley Removal
- Proposed Public Plaza







## Downtown

### Short-Term Alternative

In the short term, two actions should be taken to improve the commercial success and attractiveness of this block. Facades of existing buildings should be cleaned, restored, and improved. The City of Elmhurst has a façade improvement program, for which owners may be eligible.

The City could also convert its lot in the unbuilt center of this block into a temporary social space, a precursor to Schiller Square. The lot is located at the southwest corner of Schiller Court and the north-south alley right-of-way. It is currently used for parking that could be accommodated in the adjacent deck. It could be programmed with events, such as a farmers market or crafts fairs, or leased out seasonally.



(1 - 3) Existing Downtown buildings



## Downtown

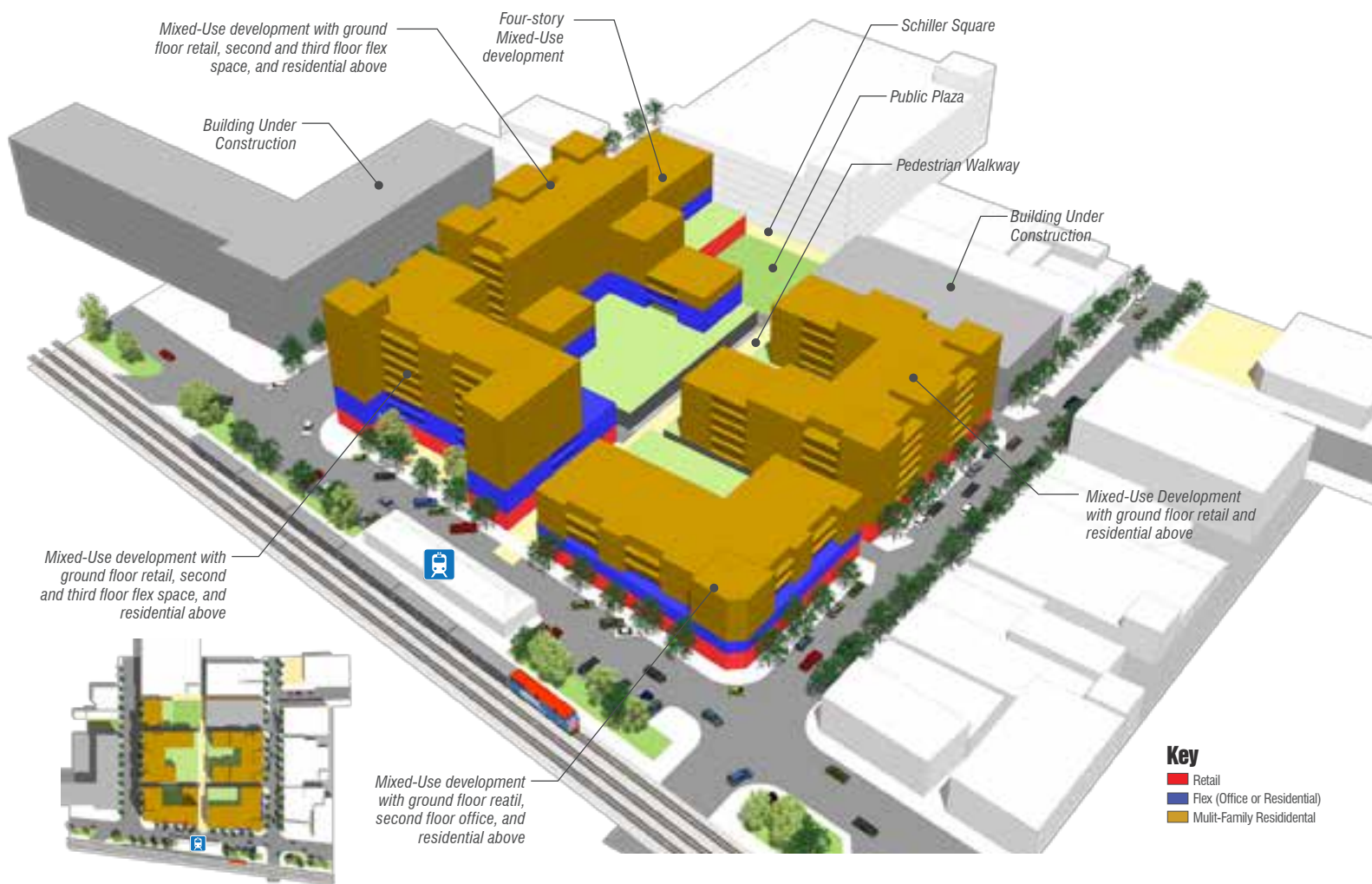
### Alternative 2

This alternative does not illustrate a specific recommended “build out”, but that the structure of the walkways, alleys, and land ownership allows development to proceed discretely, as one or more owners are ready. In this illustration, one of the owners on York Street and two on Addison Avenue have chosen to rebuild with multi-story, mixed-use complexes. The ground floors facing Addison Avenue and First and York streets would be commercial, while housing and offices could be located above.



(1 - 3) Medium density mixed-use developments





## Downtown

### Alternative 3

Over time, all properties could be redeveloped, taking advantage of the walkway network and Schiller Square, the City-owned plaza. Ground floor, street-facing commercial would be supplemented with upper-level office and residential uses. The one exception is the area around Schiller Square.

Schiller Square could be used for smaller community events, such as outdoor movie screenings, a farmers market, or crafts fairs. The building between it and Addison Avenue is ideally located for a restaurant, with two frontages and two opportunities for outdoor dining. The ground floor of the building defining the south edge of the plaza could also house a restaurant.



(1 - 3) High density mixed-use developments

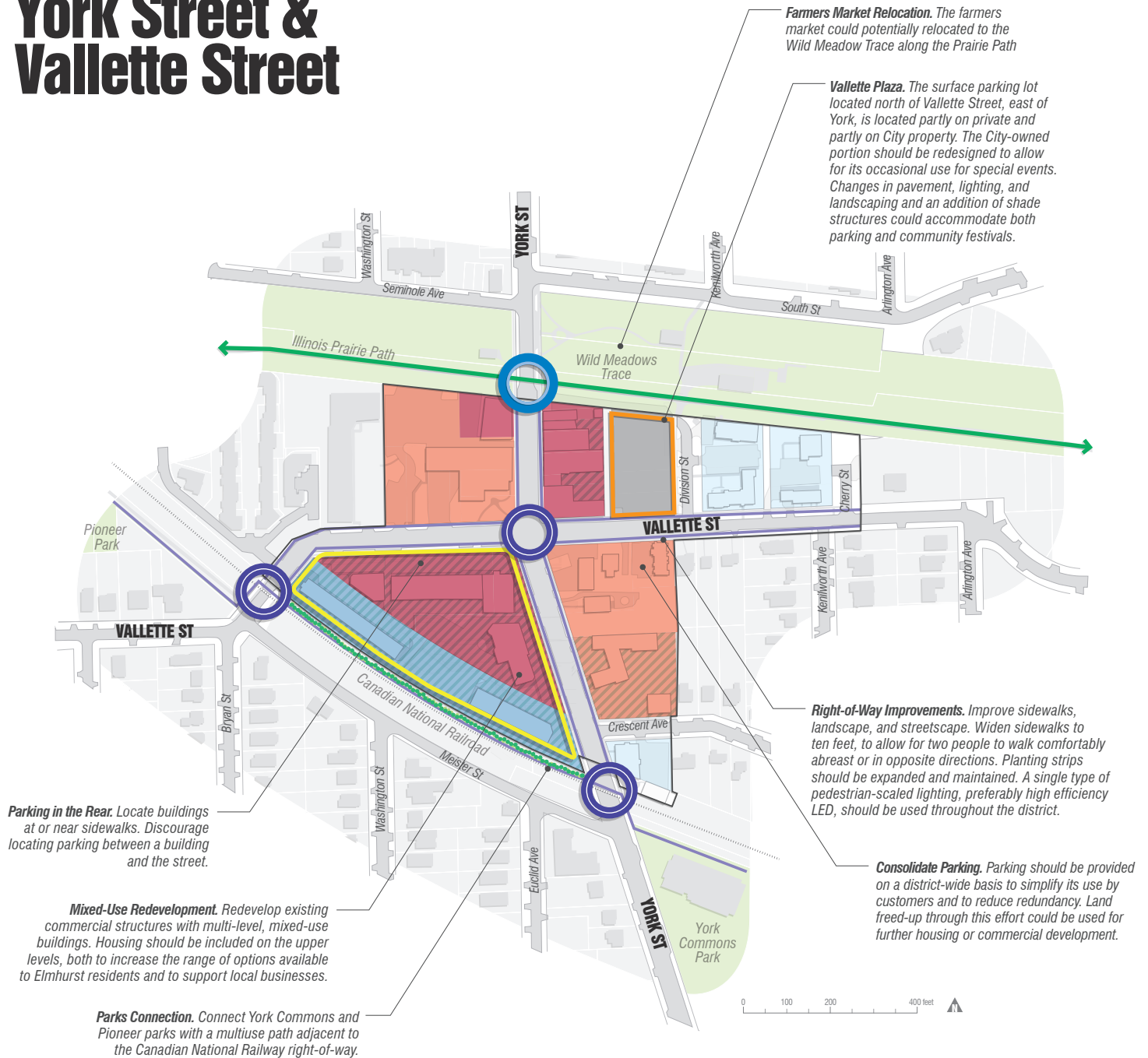




# YORK STREET & VALLETTE STREET

*The goal of the York and Vallette plan is to take advantage of the area's heritage as a former commuter station commercial district and its location next to the Illinois Prairie Path that succeeded the railway. The path's estimated use at York Street is over 1,000 visitors each day ("Technical Memorandum: Illinois Prairie Path at York Street – Feasibility Study", TranSystems, August 1, 2017 Draft). This would be achieved by replacing single-story commercial buildings with multi-level residential-over-commercial or other mixed-use buildings. Redevelopment of properties along the Illinois Prairie Path would be encouraged to take advantage of the adjacent green space and the social and commercial potential of passing users.*

# York Street & Vallette Street



## Key

### Context

- Subarea Boundary
- Railroad
- Illinois Prairie Path

### Recommended Land Use

- Mixed-Use
- Commercial
- Office
- Parking Lot
- Park
- Flex - Office / Commercial

### Subarea Improvements

- Redevelopment Site (See page 32)
- Intersection Improvement
- On-Site Improvements (See page 30)
- Railroad Landscaping

- Pedestrian Connections
- Vallette Plaza
- Prairie Path Crossing Improvement (See page 31)





## Subarea Enhancements

**Illinois Prairie Path:** Owners of properties on the path should take advantage of it both as an aesthetic resource and as a potential source of social and commercial activity. Buildings should allow for views towards the path and owners should consider having access from it and places for outdoor seasonal use. The path has an estimated 1,000 visitors each day (TranSystems, “Technical Memorandum: Illinois Prairie Path at York Street – Feasibility Study”, August 1, 2017, p. 1). A recent study of trail users by the Illinois Prairie Path advocacy group reported that 35% spent money during their visit and the average spent is \$41 (“New Study Shows Illinois Prairie Path Drives Local Spending, Nature Appreciation & Health,” Chicago Tribune, March 14, 2014).

**Vallette Plaza:** The public surface parking located north of Vallette Street, east of York Street, is located partly on private and partly on City property. The City-owned property is located next to the Illinois Prairie Path. While the parking lot should be maintained as such, the City-owned portion should be redesigned to allow for its occasional use for special events. Changes in pavement, lighting, and landscaping and an addition of shade structures could accommodate both parking and use of “Vallette Plaza” for community festivals.



(1) Farmer's Market (2) Illinois Prairie Path (3) Mixed-Use Development (4) Carriage Walk





## On-Site Improvements

Improvements proposed for properties to the southwest of York and Vallette streets could be applied throughout the district. In the short term, access to properties by motor vehicle could be improved through cross access and shared parking, which would require the removal of barriers. There is a grade change along the railroad right-of-way that is a barrier to driving and parking in this area, which would not be changed in the short term. With shared parking, some of the pavement that is located between buildings and the street could be removed. This area could be landscaped or used for outdoor dining.

## Pedestrian & Right-of-Way Improvements

Sidewalks should be widened to ten feet. Except at corners, there should be five-foot wide planting strips located between the sidewalk and the carriageway. This would require five feet more than is currently available. When York and Vallette streets are rebuilt, curbside parking should be removed and this space be made available for the planting strip and sidewalk.

By removing parking, both streets could accommodate one lane in each direction and a turn lane, as they do currently. In the interim, bulbouts should be added to the intersection of York and Vallette streets. Bulbouts are usually physical extensions of the sidewalk into the street that shorten pedestrian crossing distance.

To give York and Vallette an identity and to improve its appearance, utilities should be undergrounded and lighting and landscaping should be consistent. Lighting should be pedestrian-scaled. Trees with sufficient canopy to provide summer shade should be planted, with the caveat that storefronts and ground floor signage should be visible from the other side of the street.



## Prairie Path Crossing

The City of Elmhurst has contracted with TranSystems to study improvements to the intersection of the Illinois Prairie Path and York Street. The intersection causes concern for the more than one thousand runners, walkers, and cyclists and 15,000 motorists that pass here daily ("Technical Memorandum: Illinois Prairie Path at York Street – Feasibility Study", TranSystems, August 1, 2017, p. 1). TranSystems recommends two changes to the current configuration. The first would be to add a mid-crossing island, separating north and southbound traffic, while the second would offset the east and west leg of the path ("Technical Memorandum", p. 2). The combined benefit of these two changes would be for path users to determine when it is safe to cross only one – instead of two – travel lanes and, with the offset, to create a moment to reflect before making the second crossing.



(1) Outdoor Dining & Food Truck (2) Pedestrian Refuge (3) HAWK Signal



# Southwest Corner

In the long term, the properties southwest of the intersection of York and Vallette streets should be redeveloped with multi-story (up to four or five) mixed-use buildings. The ground floors along York and Vallette should be a mix of retail and restaurant uses, as they are today. The upper levels should be residential, but could also accommodate office use, should the market support it. This location may be optimal for senior housing, with its convenient access to businesses, parks, and the Illinois Prairie Path.

New buildings should be located close to the street, with any space between them and the sidewalk landscaped or programmed for commercial or public/semi-public use. Primary entrances should face the street. All parking should be located behind or within buildings or in decks.

The railroad right-of-way that defines the southwest edge of the properties is an exciting opportunity for community improvement. While active, the right-of-way is quiet most of the time. It could be landscaped to connect and expand the reach of York Commons and Pioneer parks. Multi-family housing could also be located along the right-of-way and, at York or Vallette streets, ground-floor restaurant or retail uses.



## Key

- Retail
- Office
- Multi-Family Residential





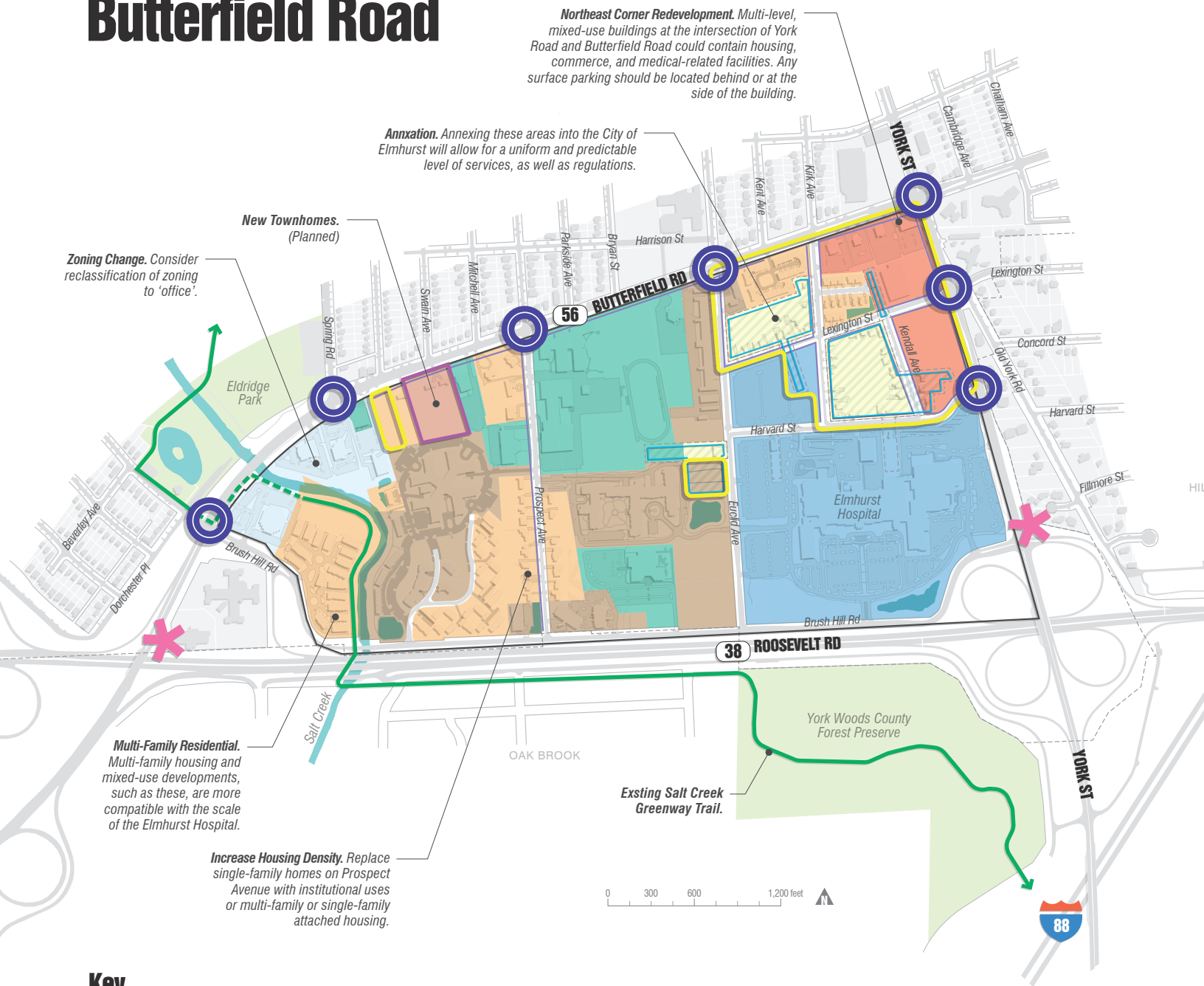




# YORK STREET & BUTTERFIELD ROAD

*The goal for the York Street and Butterfield Road district is for it to be a successful and robust institutional, commercial, and residential zone. Currently, the area is a mix of different uses and scales that do not necessarily work well together. The district should embrace the direction of the change in use. In order to reach the goal for the district, the plan calls for introduction of multi-family housing, better integration of Elmhurst Hospital into the neighborhood, and pedestrian and bicycling improvements.*

# York Street & Butterfield Road





## Subarea Enhancements

**Sidewalk Network:** The network should be completed, crosswalks marked, and bulbouts provided at intersections. Sidewalks should be five feet wide for people to walk two abreast.

**Coordinated Redevelopment:** As properties are considered for redevelopment, it should be a part of the City's comprehensive redevelopment strategy, which includes traffic impact analysis, storm-water management, and demographic forecasting and their impact on the community. Any redevelopment strategy should encourage parcel consolidation as part of an overall plan providing orderly development throughout the subarea. The City should monitor redevelopment and attempt to facilitate an appropriate transition of the housing stock in the subarea.

**Multiuse Path:** East-west travel is difficult, discouraging walking and bicycling. A multiuse path should be built as properties are redeveloped. The path could connect Euclid Avenue and Harvard Street to the Salt Creek Greenway Trail.



(1) Mixed-Use Trail (2) Gateway Signage (3) Pedestrian Connections (4) Parking Structure



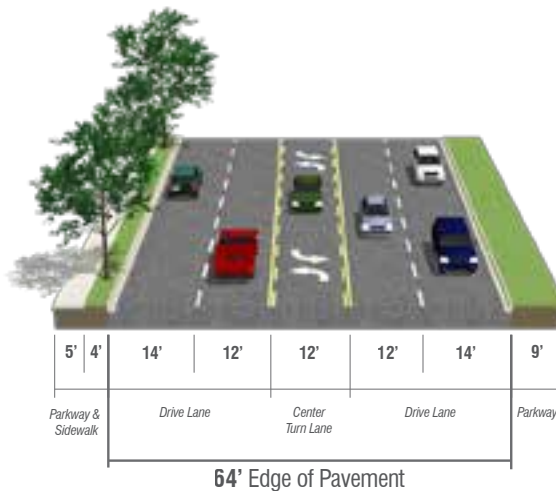
## York Street & Butterfield Road

Butterfield Road and York Street require special consideration as multi-lane streets that separate the district from other parts of Elmhurst. Assuming a 64-foot width for the sections of Butterfield Road with five lanes, by restriping the through lanes to ten feet and the turn one to 12, five-foot wide shoulders could be added to both sides. The reduced width would calm the street, slowing the travel of motor vehicles and making it easier to turn. The shoulders would buffer pedestrians from motor vehicle traffic and reduce crossing distances.

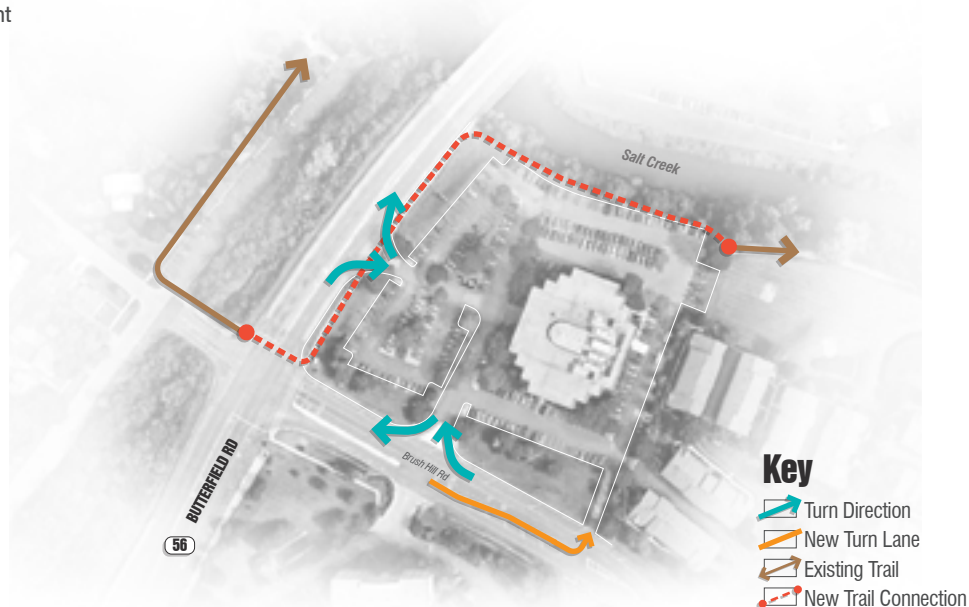
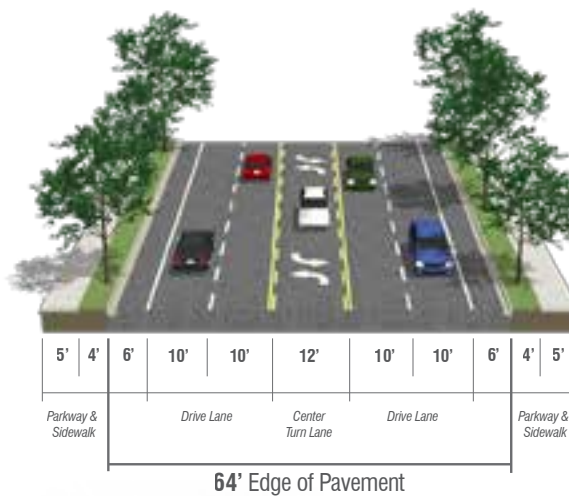
## Site Access

The office building located east of the intersection of Brush Hill Road and Butterfield Road is notoriously difficult for motorists to enter because of restricted turns. The Salt Creek Greenway Trail has been realigned, which formerly used an access point from Brush Hill Road to the easternmost edge of the office building's parking lot. The current driveway, closer to Butterfield Road, can be closed and a new one opened at the former site of the trail entrance.

**Existing  
Butterfield Road Cross Section**



**Proposed  
Butterfield Road Cross Section**





## Southwest Corner of York Street & Butterfield Road

Redevelopment of the five blocks between Euclid Avenue, Butterfield Road, and York and Harvard streets would be a microcosm of the future of the entire district.

**Annexation:** Portions of the subarea are not within the City of Elmhurst. The City currently has no desire to proactively annex properties in the York Street & Butterfield Road Subarea. If redevelopment is to occur annexation decisions should include impacts on the school district, compliance with stormwater code requirements, and among other things, should consider the potential fiscal impact on the City.

**Redevelopment Options:** As willing property owners make their parcels available for redevelopment, this area should incorporate higher residential densities and uses compatible with the nearby medical campus and uses along York Street and Butterfield Road.

**Integrate Hospital:** Parking lots around Elmhurst Hospital are a barrier. They should be redeveloped with better uses, such as medical offices or multi-family housing. Parking should be located in decks or behind new buildings.

**Traffic Management:** Any redevelopment will require traffic studies to be conducted to determine the impact on the surrounding area. The City should coordinate with existing property owners as well as any potential developers on traffic impacts and traffic calming measures needed to maintain safety and accessibility in the subarea. If significant redevelopment occurs, and the area begins to transition away from single-family detached, barriers along Harvard Street should be considered for removal.

**York Street:** Properties along York Street should be redeveloped with medical uses and ground floor retail. Upper levels could also accommodate multi-family housing. Buildings should be located close to York Street with any parking located to the back or side. These same recommendations apply to the buildings along Butterfield Road, between York Street and Kirk Avenue.



(1) Single-Family Attached (2) Commercial & Office Mixed-Use (3) Office (4) Multi-Family