



Agenda
Village of Glen Ellyn
Plan Commission
Regular Meeting
Thursday, May 23, 2019
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room

Individuals with disabilities who plan to attend the meeting and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Draft Minutes from the November 9, 2017 Plan Commission Meeting**
 - 1. November 9, 2017 Draft Plan Commission Meeting Minutes
- D. Approval of Draft Minutes from the May 9, 2019 Plan Commission Meeting**
 - 1. May 9, 2019 Draft Plan Commission Meeting Minutes
- E. Public Meeting - Draft Downtown Sub-Area Plan - 2019 Comprehensive Plan Update**
 - 1. 2019 Comprehensive Plan Updated - Draft Downtown Sub-Area Plan
- F. Trustee's Report**
- G. Chairman's Report**
- H. Staff Report**
- I. Other Business**
- J. Adjournment**
- K. Agenda Items**

This note provides you with information regarding what happens to a petition after it has appeared before the Plan Commission. After the Commission makes a recommendation on a petition, the meeting minutes are prepared. Then, the petition, along with the meeting minutes and all pertinent material, is scheduled for consideration by the Village Board. The Village Board meets on the second and fourth Monday of each month at 7:00 p.m. in a meeting room on the third floor of the Civic Center, 535 Duane Street. Questions regarding petitions scheduled for review by the Village Board should be directed to the Planning and Development Department at (630) 547-5250.

cc: Glen Ellyn Plan Commission
Craig Pryde, Plan Commission Liaison Trustee

Mark Franz, Village Manager
Bill Holmer, Assistant Village Manager
Staci Springer, Community Development Director
Kelly Purvis, Planner
Katie Ashbaugh, Planner
Meredith Hannah, Economic Development Manager
Lori Gloude, Administrative Assistant
Lindsey Kaminsky, Executive Assistant
Brian Baltudis, Facilities Supervisor
David Harris, Glen Ellyn Park District
Eric DePorter, School District 41
Dawn Bussey, Glen Ellyn Public Library
Emily Tammaru, Community Consolidated School District 89
Chris McClain, Glenbard School District 87



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/23/19 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Minutes
Prepared By: Kelly Purvis

SCHEDULED

AGENDA ITEM (ID # 3989)

DOC ID: 3989

November 9, 2017 Draft Plan Commission Meeting Minutes

Village Staff was notified by a resident, interested in a particular agenda item, that the November 9, 2017 Plan Commission Meeting Minutes that were posted to the Village website were incomplete. Upon further investigation into the matter, staff found that not only were the minutes incomplete, but the minutes were also never reviewed and approved by the Plan Commission.

The minutes were added to the May 9, 2019 meeting agenda for approval but there were only three members of the Plan Commission at this meeting that had attended the November 9, 2017 meeting. A minimum of five Plan Commissioners are needed to approve the minutes, so they have been added to the May 23, 2019 agenda.

Please review the attached draft minutes from the November 9, 2017 Plan Commission meeting and let staff know of any suggested changes to the minutes. Upon Plan Commission approval the minutes will be added to the Village website.

Attachments.

§ Draft Plan Commission Minutes from the November 9, 2017 meeting

ATTACHMENTS:

- 11.9.17 Draft Minutes Plan Commission (PDF)

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
NOVEMBER 9, 2017

Call to Order

The regular meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Angela Fanella, Phillip Hartweg, Tracy Heming-Littwin, Tim Loftus, David Rodemann, Mohammed Saeed and Jamie Vondruska were present. Plan Commissioner Terra Costa Howard was excused. Also present were Planning and Development Director Hulseberg, Village Planner John Sterrett, Recording Secretary Barbara Utterback and Village Craig Pryde.

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of Draft Minutes

Commissioner Heming-Littwin moved, seconded by Commissioner Saeed, to approve the minutes of the September 14, 2017 Plan Commission meeting. The motion carried unanimously by voice vote.

Chairperson Loch explained the Pre-Application process as these are informal presentations of a developer's concept.

Pre-Application Meeting – 400 N. Main Street – Nick Roberge and Joel Frieders – Zoning Text Amendment and Special Use Permit

On the agenda was a pre-application meeting regarding a proposed remodeling of the existing Giesche Shoes building located at 400 N. Main Street.

Staff Presentation

Village Planner Sterrett presented the background on this and showed an overview of the property. Village Planner Sterrett stated the subject property is located at 400 N. Mains Street, on the northwest corner of Main Street and Hillside Avenue in the C5A Central Retail Core Sub-district. Village Planner Sterrett stated the petitioner is proposing to renovate the interior of

the existing building for the use of a restaurant, café and event space. Village Planner Sterrett stated the event space would require a Zoning Text Amendment and a Special Use Permit. Village Planner Sterrett stated the property is approximately 19,000 square feet in size, and there is a two-story vacant building that was formerly used for retail purposes (Giesche Shoes). Village Planner Sterrett stated there are seven existing parking spaces on Hillside Avenue, and there is some space in the back for parking as well.

Village Planner Sterrett stated the petitioner is proposing to do an interior renovation of the building to do a restaurant use in approximately 3,280 square feet of space on the south single-story portion of the building, an outdoor patio and an approximate 1,970 square foot rooftop dining area. Village Planner Sterrett stated the petitioner has indicated this could seat approximately 335 people within the restaurant space. Village Planner Sterrett stated there is also an event space and café use in the 3,670 square feet of 1st floor area on the two-story portion of the building, and the event space would be in the 6,300 square foot space on the 2nd floor. Village Planner Sterrett stated the total building would be able to hold 750 to 800 people.

Village Planner Sterrett stated a restaurant and a café are permitted uses in the C5A zoning district, but an event space is not a permitted use nor a Special Use in C5A so a Zoning Text Amendment would be required to add a use category for event space and a banquet facility within C5A. Village Planner Sterrett stated there would also need to be a Special Use Permit to allow an event space and banquet facility.

Village Planner Sterrett stated the Plan Commission should consider the potential Zoning Text Amendment to include a category for event spaces in C5A and potential parking issues on the site.

Questions from the Plan Commission

None

Petitioner's Presentation

Joel Frieders, petitioner and partner in JDR Construction and Elemy, LLC, introduced his partners: Jeremy Jensen, partner in JDR Construction and Elemy, LLC, Nick Roberge, owner of Maize + Mash and Barrel and Rye and Megan Paul, with VARA Design. Mr. Frieders stated their simple goal is to preserve the iconic and historical characteristics of the building while bringing in 3 complimentary businesses to downtown Glen Ellyn. Mr. Frieders stated they are proposing a café/lunch space, a restaurant concept with a street-side patio, rooftop dining, a 2nd story luxury event space and a 2nd story rooftop dining event space. Mr. Frieders stated the proposed

improvements would include updating the fire safety pieces of alarms and sprinklers, ensuring ADA accessibility, installing a freight elevator, installing energy-efficient windows and upgrading the utilities. Mr. Frieders stated they would leave the original façade intact as it is striking now.

Mr. Frieders stated in regards to parking, if they left the building as a retail establishment as it is right now, they would not need any additional parking. Mr. Frieders stated they met with a valet company, Top Tier Valet, to see if a valet service could be feasible. Mr. Frieders stated Joe Colucci with Top Tier Valet would reach out to the local churches to see about possibilities of using their parking lots.

Mr. Frieders stated there would be a positive impact on the neighboring properties as the new businesses and updates to the building would increase the value in the downtown while bringing Glen Ellyn into an event and food destination. Mr. Frieders stated they understand there could be noise concerns, but the building is built with concrete slabs so there is not a likelihood of noise reverberation. Mr. Frieders stated with concerns to odors, Mr. Roberge is in the restaurant business, and Mr. Roberge has not had any odor complaints with the restaurants he currently owns. Mr. Frieders stated they will be venting, using the appropriate exhaust hoods and fans.

Mr. Frieders referred to the Glen Ellyn Comprehensive Plan and stated the plan says that businesses in the downtown should maintain and expand the range of commercial development.

Comments from the Plan Commission

Commissioner Heming-Littwin asked for an explanation of the outdoor area as there seems to be two different outdoor spaces and if the 1st story is a part of the restaurant space or the event space. Mr. Jensen stated on weekdays, the 1st story is a part of the restaurant space, and on the weekends, it would be a part of the event space. Mr. Jensen stated a stairway and elevator would be added.

Commissioner Fanella asked if Maize + Mash would stay where it is currently or move into this space to which Mr. Roberge stated Maize + Mash would remain where it is. Commissioner Fanella asked how confident the valet company is that they will be able to find parking. Mr. Frieders stated the first possible lots would be at St. Petronille's Church and the Glen Ellyn Bible Church which would be approximately 150 to 175 spaces in total. Mr. Frieders stated part of their business model is explaining how the valet company comes up with their charges.

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Commissioner Saeed asked if they would rent the parking lots on long-term basis to which Mr. Frieders stated they would.

Commissioner Loftus asked how trash from the restaurant would be handled. Mr. Jensen stated there is an alley that goes along the west side where they would put the dumpsters. Mr. Jensen stated they would have garbage service often. Commissioner Loftus asked what their vision is regarding signage. Mr. Jensen stated they have not fully looked at their signing concept yet, but they will figure this out with next steps.

Commissioner Heming-Littwin asked what type of restaurant would go in the space. Mr. Roberge stated the concept will fit in, but will not be a concept already used in the downtown.

Commissioner Loftus asked if there would be outdoor music on the rooftop. Mr. Jensen stated they have not gotten to this yet, but they will ensure they are good neighbors.

Commissioner Hartweg stated there is no elevator now, it might make more sense to put the elevator in the middle of the building instead of at the edge. Mr. Jensen stated if they put the elevator in the middle of the building, this would separate the event space too much in the middle.

Commissioner Fanella asked if they would be taking out the planters in front and correct the unevenness to which Mr. Frieders stated they would be.

Commissioner Loftus asked about a proposed timeline. Mr. Frieders stated they could have the design done in 3 to 5 months and then another 12 to 18 months for the building to be redone.

Public Comments

Ann Elliott, who resides at 695 Oak Street, stated Glen Ellyn has a wonderful hub of restaurants. Ms. Elliott stated as Glen Ellyn is continuing to grow, they are strangling the restaurants as there is not enough parking. Ms. Elliott stated the valet seems like a great option, but feels many people will not use the valet. Ms. Elliott stated they would need to implement and push through a parking solution.

Michael Vai, co-owner of Fire + Wine at 433 N. Main Street, stated this design looks cool, but he does have some concerns. Mr. Vai stated there will be 4 restaurants coming into the downtown, and his customers complain now about the lack of parking. Mr. Vai stated his son runs a valet company, and he thought of using a valet company too, but a valet is expensive and then they all running all over the place to park and fetch cars. Mr. Vai asked where all the parkers would be put. Mr. Vai stated this new restaurant would also be a dilution to business

and wonders then who will want to come to the downtown. Mr. Vai stated this could bring a lot of congestion to the downtown even though this is a great project.

Bob Davidson, co-owner of Blackberry Market at 401 N. Main Street, stated he feels a little torn on this because himself and his wife engaged in a contract on this site a year ago and had Jamie Simoneit draw up plans as they were trying to do the same thing that is being suggested. Mr. Davidson stated he is concerned for his business with this new development as well as the parking situation. Mr. Davidson stated the way people park in Glen Ellyn is to take a loop and then one more loop and if they cannot find parking, they go home. Mr. Davidson stated he is concerned with the proposed valet situation as well as people will first try to find open spots and then will go to the valet. Mr. Davidson stated he is concerned about the sheer number of restaurants in the downtown. Mr. Davidson stated he is constantly getting on his employees about parking in the correct places. Mr. Davidson stated they need to consider if this is good and the best thing for the community. Mr. Davidson stated he does not want to see the Giesche Shoe building torn down.

Weldon Johnson, who resides at 325 Lorraine Street, stated the discussions have to do with resident benefits and economic development. Mr. Johnson stated there is a problem with parking and the overall traffic flow. Mr. Johnson stated there have been a lot of discussions about possible things coming to the Village, but very little seems to come from these discussions. Mr. Johnson stated something needs to be done about bringing things to conclusions in one way or another.

Cheryl Greber, who resides at 397 Lorraine Street, stated they move to Glen Ellyn because it is a small community with not much traffic. Ms. Greber stated the restaurant and concept look wonderful, but for downtown Chicago and not downtown Glen Ellyn. Ms. Greber stated parking will be bad as she had to park several blocks away just to get to tonight's meeting. Ms. Greber stated there is mass at St. Petronille's on Saturday nights so a valet using that lot would not work. Ms. Greber stated she lives fairly close to town and does not want people going to the restaurants parking in her front yard. Ms. Greber stated she does not want the traffic this will bring, and this is not meant for Glen Ellyn.

Claudia Schaefer, who resides at 410 Melrose, stated she loves seeing a project that maintains the integrity of a building, and she hopes the parking situation can be worked out. Ms. Schaefer stated instead of the REVA development, they should make this site a parking lot.

Christy Bockelman, who resides at 765 Prairie Avenue, stated the concept and design are beautiful, but the parking situation will be a nightmare. Ms. Bockelman asked for a show of hands for how many people in the room had problems parking for tonight's meeting, and many people raised their hands. Ms. Bockelman stated parking and the capacity are big concerns as well as the dilution of business. Ms. Bockelman stated this would be like exchanging businesses

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as they would be trading money from one business to another. Ms. Bockelman stated this is a permit-variance happy community. Ms. Bockelman stated this seems out of scale and out of plan in Glen Ellyn.

Ken Kloss, who resides at 350 Ridgewood Avenue, stated for parking, they should utilize the space that was used for the Police Department's parking. Mr. Kloss stated they need to give the restaurants a chance. Mr. Kloss stated there should be a passageway that people can access from one point to another.

Christine Berg, who resides at 355 Center, stated she has lived in Glen Ellyn for a year and has heard about restaurant row and the parking situations. Ms. Berg asked if the town is starting to fail as businesses seem to be closing. Ms. Berg stated they need to have a town that the residents are happy to see, where things are getting done, where businesses can open and where the parking is fixed.

John Splenka, who resides at 415 Kenilworth, stated he is the Senior Planner for Carpentersville, and in his professional opinion, there is plenty of parking in the downtown, but there is a perception as to where you can find it. Mr. Splenka stated he is not sure if a parking garage would solve this problem. Mr. Splenka stated if you amend the Zoning Code to allow an event space, this would be an opportunity to consider what parking requirements will be needed for event spaces/banquet halls. Mr. Splenka stated he thinks the proposal has a lot of great ideas, but the number of occupants seems great as well. Mr. Splenka stated they should consider screening if there will be rooftop mechanical units. Mr. Splenka stated he thinks this could be a great project.

Mr. Jensen stated they appreciate all the comments. Mr. Jensen stated he talked to some of the business owners this evening, and the business owners feel they lose 15% income due to parking issues. Mr. Jensen stated they would like to be a partner in solving the parking issues.

Mr. Roberge stated Geneva has less if not close to less residents than Glen Ellyn and has double the number of restaurants, and Geneva is a destination town to go to. Mr. Roberge stated more businesses will attract more people, and they are not looking to replicate any business already currently in town. Mr. Roberge stated they want to do something the community will be proud of and will want to go to. Mr. Roberge stated the Giesche building is a hard building, and he is not sure what else could exist here. Mr. Roberge stated they are all for parking solutions and would like to help explore what can be done.

Comments from the Plan Commission

Commissioner Heming-Littwin thanked the petitioners for coming to the pre-application meeting and listening to the residents' concerns. Commissioner Heming-Littwin stated the Giesche building is not her favorite, but this proposal looks good. Commissioner Heming-Littwin stated she is aware of everyone's concerns about parking, and parking is something we need to figure out as a Village. Commissioner Heming-Littwin stated she does not feel that 100% of the onus for parking should be put on the new businesses coming to town. Commissioner Heming-Littwin stated for the outdoor dining and possible noise, they will have to follow code, and these details are still to be discussed. Commissioner Heming-Littwin stated this is a very unique concept, and if the right concept is put out there, people will come. Commissioner Heming-Littwin stated she loves what they have done so far, and she would love to see them go forward with this.

Commissioner Hartweg stated he feels this is a pretty good plan. Commissioner Hartweg stated the issue of parking is not going to go away. Commissioner Hartweg stated he feels their plan could fit this building.

Commissioner Loftus stated he is on the Plan Commission as well as the Historic Preservation Commission, and the Historic Preservation Commission worked for many years to get the downtown designated as historic districts, and the Giesche building qualifies as a historic building in the downtown. Commissioner Loftus stated it is better to utilize the existing building instead of tearing it down and putting up something that is 4 stories tall or higher. Commissioner Loftus stated parking garages have been discussed all over Glen Ellyn. Commissioner Loftus stated the feeling of Glen Ellyn is that it is a small town, but still a community that wants businesses to come. Commissioner Loftus stated he does have concerns around possible outdoor music and how this development could affect the neighbors.

Commissioner Vondruska stated he agrees on the parking issue as this is a problem. Commissioner Vondruska stated he thinks this project is awesome and thinks it is great that someone is making an attempt to save this building. Commissioner Vondruska stated this is a tough space to develop so it would have to be an ambitious project. Commissioner Vondruska stated he likes that Glen Ellyn is becoming a destination town. Commissioner Vondruska stated a Special Use permit for parking may be hard to do.

Mr. Roberge stated there is a need for a space for banquets and events in the downtown, and people are asking for this, and this demand then seems an appropriate use.

Commissioner Fanella stated she agrees with the need for an event space in the downtown, but they would need to balance this with the demands for parking. Commissioner Fanella stated

she does not feel the Plan Commission can fully tackle the parking issue, and parking should not be a hindrance to new businesses coming to the Central Business District. Commissioner Fanella stated she feels they have done an amazing job with creating this idea, and it sounds like a great concept.

Commissioner Saeed stated this is a unique concept, and it would be a good addition to the downtown community. Commissioner Saeed stated they do need to find a solution to the parking issue. Commissioner Saeed stated it is a nice building, and it is good that they would not be tearing down the building.

Commissioner Rodemann stated he feels Glen Ellyn has a lot of parking, but the perception is that parking is not where it needs to be. Commissioner Rodemann stated he thinks the project will be a nice adaptive reuse of a structure. Commissioner Rodemann stated if it is not this project for this site then what. Commissioner Rodemann stated the project will fit with Glen Ellyn. Commissioner Rodemann stated the challenge is parking, but this should not all be put on new businesses' shoulders.

Mr. Johnson stated there was a discussion a while back to remove the fire station from where it is currently and put in a hotel with banquet services and meeting spaces. Mr. Johnson stated maybe they can still capitalize on this.

Chairperson Loch stated she has never been in love with this structure, but the renderings look wonderful. Chairperson Loch stated it would help if the parking problem is solved as this would help the petitioners. Chairperson Loch stated they could come back for another Pre-Application meeting or a public hearing on this, and the public will have more opportunities to comment on this project.

Pre-Application Meeting – 427-443 Duane Street & 425-435 Melrose Avenue – REVA Development Partners – Planned Unit Development

On the agenda was a pre-application meeting regarding a proposed development on the property commonly known as 427-443 Duane Street and 425-435 Melrose Avenue.

Staff Presentation

Village Planner Sterrett presented the background on this proposed development and stated REVA Development Partners are proposing a 4 story, 48-unit apartment complex on these properties. Village Planner Sterrett showed an overview picture of the properties and stated the subject property is located on the south side of Duane Street and is bounded by Melrose

Avenue to the west and Prospect Avenue to the east in the C5B District Central Service Sub-district, the R4 Residential District and the R2 Residential District. Village Planner Sterrett stated this site is made up of six properties with 1.17 acres in total. Village Planner Sterrett stated there are five properties on Duane Street which is part of the C5B District. Village Planner Sterrett stated the 6th property is on Melrose Avenue, and 2/3 of the property is zoned R4 Residential, and the other 1/3 is zoned R2 Residential. Village Planner Sterrett stated the property is not in a regulatory flood plain, but there is a low area on Duane Street; however, it would not be required to have stormwater detention for these properties.

Village Planner Sterrett stated the petitioners are proposing assembling the six properties to assemble a 4-story 48-unit rental building with underground parking and surface parking. Village Planner Sterrett stated they are proposing 8 1-bedroom apartments and 40 2-bedroom apartments. Village Planner Sterrett showed an overview of the site plan and stated the underground parking would have 48 stalls, with 34 stalls in the surface parking. Village Planner Sterrett stated this equals 1.7 parking stalls per unit, but code would require 92 stalls for the number of units proposed.

Village Planner Sterrett stated the proposed building structure would be setback a little under 18 feet from Melrose Avenue, 10 feet from Duane Street and 8 feet from Prospect Avenue, but the required setback is 25 feet. Village Planner Sterrett stated the impervious surface setback is 6.1 feet, and the proposal would meet this.

Village Planner Sterrett showed a cross-section of the building and stated it is proposed to be 66 feet in height from the ground level, but only 62 feet from the back of the building due to the grade change. Village Planner Sterrett stated the permitted height for a building in this zoning district is 60 feet. Village Planner Sterrett stated anything over 45 feet in height does need to be stepped back 15 feet from the elevation.

Village Planner Sterrett stated the required approvals for this proposed project would include a Zoning Map Amendment, a Special Use Permit for a Planned Unit Development (PUD) in C5B, a Special Use Permit for a Multi-Family Dwelling Unit, an Exterior Appearance Review and a Plat of Consolidation.

Petitioner's Presentation

Warren James, Principal with REVA Development Partners, introduced Matt Hicks, the other Principal with REVA Development Partners, and Rob Sackett, who is one of the property owners.

Mr. James stated he has been in business for 30 years and is a 3rd generation builder/developer. Mr. James stated Mr. Sackett approached him with this opportunity, and they thought this was a great opportunity in a great community. Mr. James stated they can fill a need in the community with this development. Mr. James provided background on REVA and the developments that REVA has done. Mr. James stated they come with a great deal of experience and knowledge of designing and executing successful developments.

Mr. Hicks stated they are trying to help a housing need in the community, and this is a wonderful location. Mr. Hicks stated with this location, they are proposing a boutique building because you see your amenities when you walk out the front door. Mr. Hicks showed renderings of the building and discussed the market, the specifics of the building and the benefits to the community. Mr. Hicks stated this is a boutique balanced on a unique scale, and the rents would be \$1,900 for the 1-bedroom units and \$2,800 for the 2-bedroom units. Mr. Hicks showed pictures of a typical 2-bedroom unit and relayed a description of what is usually included. Mr. Hicks stated amenities would include a package-concierge system, a resident lounge and a bike-storage area. Mr. Hicks stated a 48-unit building will have minimal impact on traffic and services, but these residents will be shopping and dining downtown.

Questions from the Plan Commission

Commissioner Loftus stated he is concerned that a variance is being requested for 10 less parking spots and asked where the other cars are going to park if there is the maximum numbers of cars for the units. Mr. James stated when they look at the mix of units, they do surveys overnight to see how much parking is actually used. Mr. James stated for this size development, generally 1.5 to 1.7 stalls per unit is adequate to serve the residents of the complex. Commissioner Loftus asked if elevations have been done to compare this to the Glen Ellyn Public Library across the street as he is concerned about a possible canyon effect on Duane Street. Mr. James stated they have not done this yet, but overall, both buildings are sympathetic to the other one.

Commissioner Fanella stated she feels like this is a very large development for the acreage, and the other REVA developments are roughly 20 units per acre. Commissioner Fanella stated she feels 48 units on this space feels heavy. Commissioner Fanella asked how they arrived at the size and number of units for this building. Mr. James stated this was due to economics and market-driven, and the scale and proportion will fit the site nicely. Mr. James stated this is more typical of an urban/suburban scale development. Commissioner Fanella stated she questions baby boomers as renters and would like to see the research on this. Mr. James stated there has been a major shift in people's thinking since the economy downturn in 2008. Mr. James stated it was learned that the notion of a home being of value is not always the best place.

Commissioner Saeed asked if they can bring the building height down to 60 feet. Mr. James stated they will work with the Village to understand the definition of grade, and he is confident they can come in close to 60 feet. Commissioner Saeed asked if the setbacks on the front, east and west can come to the minimum of 25 feet. Mr. James stated they cannot do this without seriously compromising the building. Mr. James stated they are trying to deliver a building that meets the needs of the community and is economically viable. Mr. James stated they would have to take off a lot, and this would affect the floors and the number of units.

Commissioner Heming-Littwin asked if the variance is needed due to the grade on Melrose Avenue to which Mr. James stated it is. Commissioner Heming-Littwin asked if all the in and out is on Melrose Avenue to which Mr. James stated it will be.

Commissioner Rodemann asked about the sidewalks. Mr. James stated this proposal is their first pass at this, and they will need to go back to the engineers on this. Commissioner Rodemann asked if their goal is to maintain the street and the sidewalk and then slope it into the building to which Mr. James stated it is.

Public Comments

Adam Carter, who resides at 426 Hillside Avenue, stated a few things have stuck out to him on this. Mr. Carter stated this proposed development is not necessarily to scale for this area, but he is hearing it is to scale for this area. Mr. Carter stated there are a lot of requests for variances right off the bat for not enough parking stalls, going over the height requirements and not complying with the setbacks. Mr. Carter stated they talked about the possible clientele for these apartments and the need for this kind of housing in Glen Ellyn. Mr. Carter stated Arlington Heights, Naperville and Wheaton have this type of housing, but Glen Ellyn is much different and much smaller than these. Mr. Carter stated this would be a gargantuan apartment complex. Mr. Carter stated there could be issues with traffic configuration in this area. Mr. Carter stated the low spot on Duane makes him concerned about sewer and sanitary and would like this project referred to the Environmental Commission.

Jeff Scribner, who resides at 432 Hillside Avenue, stated he spoke to some of his neighbors, and many of them do not want anything to do with this, and they have not even seen the plans yet. Mr. Scribner stated he is concerned about the increased traffic as well as noise from the air conditioning units. Mr. Scribner stated when it rains, the water will be headed downhill toward this development. Mr. Scribner stated they have narrow streets, and they do not need heavy traffic in this area. Mr. Scribner stated if they are going to build more apartments north of the railroad tracks, there is not a need to build apartments south of the railroad tracks.

Tim Brinker, who resides at 421 Hillside Avenue, stated Melrose Avenue basically dead-ends into this property. Mr. Brinker stated he has a lot of experience with building and zoning permits as they were trying to repair their front porch. Mr. Brinker stated during this process, they were asked if what they were doing to the porch would fit the character and culture of the neighborhood, and in his opinion, this development would not do this. Mr. Brinker stated he is concerned about the traffic, and this building is too massive for a residential neighborhood.

Claudia Schaefer, who resides at 410 Melrose Avenue, stated the gentlemen did a great job explaining how this development would benefit the people living in the 48 units, but not the rest of the Village. Ms. Schaefer stated this is distinctly not complimentary to the neighborhood. Ms. Schaefer stated the streets are very narrow. Ms. Schaefer stated she hopes the Plan Commission votes no on this and instead puts up nice 2-story townhomes on these under-utilized properties.

Mary Carlson, who resides at 404 Melrose Avenue, stated she did live in Elmhurst, and all the massive buildings in downtown Elmhurst have taken away from the charm of their downtown area. Ms. Carlson stated in Glen Ellyn, this has been preserved. Ms. Carlson stated there will be a canyon effect with the Glen Ellyn Public Library and the REVA development. Ms. Carlson stated there is also the safety piece with increased traffic when the church or the library is having events.

Erin Pavlich, who resides at 364 Lorraine, stated the building does not fit the community. Ms. Pavlich stated it would be a dangerous situation to add more traffic with 80 to 90 more cars. Ms. Pavlich stated there needs to be a traffic study done before any development like this. Ms. Pavlich stated she does not think the safety problems that this would add make this development worth it. Ms. Pavlich stated she would support a townhome development on these properties instead.

Christy Bockelman, who resides at 765 Prairie, stated the intersection of Duane and Prospect is already difficult to navigate so she cannot imagine adding more traffic here. Ms. Bockelman stated there will be an immense amount of water displacement, and she is concerned about there being more units per acre on this site than on other sites. Ms. Bockelman the builder talked about it being economically unviable to build under Glen Ellyn's current codes. Ms. Bockelman stated in this case, this should not then be built. Ms. Bockelman stated it should not be the responsibility should not be on the Village to accommodate, but on the builder.

Comments from the Plan Commission

Commissioner Fanella thanked the petitioners for bringing this proposal and the neighbors for the comments on this. Commissioner Fanella stated she would like to see this property developed, and she is fine with the zoning presented here. Commissioner Fanella stated she is not as concerned about the parking here. Commissioner Fanella stated she does see the need to add to the mix of the Village's housing. Commissioner Fanella stated this structure is being forced onto a piece of property that is too small, and she would be more in favor of it if it was more conforming to the height restrictions and setbacks, especially along Prospect.

Commissioner Loftus stated the Comprehensive Plan does mark this piece of land for multi-family, but it does not specify the density. Commissioner Loftus stated he is concerned about the height of the building compared to what is across the street as he thinks there will be a canyon effect. Commissioner Loftus stated once a building like this is built, more will come. Commissioner Loftus stated the setbacks are important to maintain the character of the neighborhood, and they should look at this. Commissioner Loftus stated they need to keep the character of the neighboring area.

Commissioner Rodemann stated he feels like this is too big a project for this piece of land. Commissioner Rodemann stated some simple fixes would help, possibly shortening the length of the building or reducing the density of the building. Commissioner Rodemann stated his problem with this building is supposedly it is a boutique building, but it feels cookie-cutter instead. Commissioner Rodemann stated terrace units on the top of the building might help. Commissioner Rodemann feels this is a great start, and he likes the layout of the units as well as the goal of meeting a need in Glen Ellyn. Commissioner Rodemann stated this project need to be more refined.

Commissioner Saeed stated this building looks very dense and congested in this area. Commissioner Saeed stated there needs to be a compromised on the height, and they should do the minimum setbacks, or the building will not fit well in here.

Commissioner Hartweg stated he likes this plan, but he does have concerns over the height and the potential problems with drainage. Commissioner Hartweg stated there might be traffic congestion at times. Commissioner Hartweg stated this is a good plan that needs to be tuned up.

Commissioner Heming-Littwin stated in the Comprehensive Plan, this area of town is meant for multi-family. Commissioner Heming-Littwin stated this will fit a need. Commissioner Heming-Littwin stated she likes the character of the building on the rendering, but she is concerned about the height issue as it may cause a cavernous effect. Commissioner Heming-Littwin stated

the grading issues and the setback are due to the downward slope on Melrose Avenue into the garage. Commissioner Heming-Littwin stated she goes back and forth on the density of this, but a 4-story building with 48 units is not a lot of units. Commissioner Heming-Littwin stated going forward, she would like to see a reduction in some of the possibly requested variances. Commissioner Heming-Littwin stated she is not as concerned about the traffic in this area.

Commissioner Vondruska stated he thinks there is a need for this type of housing in Glen Ellyn. Commissioner Vondruska stated he understands the want to reduce the height from 66 inches to 60 inches, but he wants what will look like a nice roof rather than lowering. Commissioner Vondruska stated they need to fine-tune this plan, and he would like to see traffic and drainage studies for this.

Chairperson Loch stated she agrees there is a market for this type of housing in Glen Ellyn, and she likes the unit layout and product itself. Chairperson Loch explained what a PUD is and how PUDs can often require variations and deviations. Chairperson Loch stated she feels like will not make as much of a canyon effect as everyone is saying. Chairperson Loch stated she likes the proposed aesthetic look of the building, and she feels this is a good spot for a multi-unit building. Chairperson Loch thanked REVA Development Partners for bringing this possible project to Glen Ellyn.

Public Hearing – 645 Lenox Road

On the agenda was a public hearing regarding a public hearing to consider the application for Sign Variations at 645 Lenox Road, commonly known as Lake Ellyn Park.

PUBLIC HEARING – SIGN VARIATION – Glen Ellyn Park District – 645 LENOX ROAD – LAKE ELLYN PARK

DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING A REQUEST FOR APPROVAL OF VARIATIONS FROM THE SIGN CODE FOR THE INSTALLATION OF THREE MONUMENT SIGNS AND ONE SPECIAL EVENT BANNER SIGN. THE SUBJECT PROPERTY IS LOCATED EAST OF LENOX ROAD BETWEEN ESSEX ROAD AND HAWTHORNE BOULEVARD IN THE CR COMMERCIAL RECREATION DISTRICT.

Plan Commissioner Saeed moved, seconded by Plan Commissioner Heming-Littwin, to open the public hearing. The motion carried unanimously by voice vote.

Staff Introduction

Village Planner John Sterrett was present to speak on behalf of the subject variation requests. Mr. Sterrett stated that variations from the sign code are being requested by the Glen Ellyn Park District for the property located at 645 Lenox Road, commonly known as Lake Ellyn Park. He displayed a map of Lake Ellyn Park and indicated the location of Lenox Road along the west side of the park, Essex Road to the north and Hawthorne Boulevard to the south. He stated there are two existing monument signs and one existing special event banner sign at Lake Ellyn Park. He added that the Park District is proposing to replace a 21-square foot monument sign at the main entrance off of Lenox Road with a 26-square foot free-standing sign, replace a 21-square foot monument sign located at the south end of the property near Lenox and Hawthorne with 26-square foot monument sign and replace the existing 15-square foot special event banner sign with one 17-square foot special event banner sign. He stated that originally the Park District had proposed to provide two banner signs—one on either side of the replacement sign—but then decided to scale it back to only replacing one sign. He stated that a 15-square foot monument sign is also being proposed to be installed near the north entrance of Essex Road. Mr. Sterrett stated that the existing sign along Lenox Road at the main entrance currently encroaches into the public right-of-way off of Lenox Road. He added that the Park District as they are proposing to remove that sign would like to place the replacement sign no closer to the street than where the existing sign is. He also stated staff would recommend that a condition of approval would be contingent upon receiving approval of a license agreement with the Village to place a sign within the public right-of-way. Mr. Sterrett stated that the variations being requested are to allow 3 free-standing signs in lieu of the maximum 1 sign permitted on the property, to allow a free-standing sign to encroach into the minimum setback of five feet from the property line (off the entrance of Lenox Road), to allow the free-standing sign to encroach into the public right-of-way and to allow a special event banner sign to be displayed permanently in lieu of the maximum 14 days prior to an event and also for the banner sign to be displayed permanently rather than a maximum of three times per year.

Petitioner's Presentation

Dan Hopkins of the Glen Ellyn Park District, 185 Spring Avenue, Glen Ellyn, IL was present to speak on behalf of the subject requests.

Chairperson Loch asked why Mr. Hopkins felt a third sign is needed on the north side. Mr. Hopkins responded that sign is necessary to help people locate the lake.

Mr. Hopkins stated the Glen Ellyn Park District received input in 2012 from residents who identified needs regarding recreation trends. He stated that the areas of highest priority were trail improvements, natural areas, neighborhood parks and improvements to Lake Ellyn Park. He stated a master plan was developed for Lake Ellyn including a conservation design forum. He added that they subsequently met with the neighbors and worked with the community throughout the entire process. Mr. Hopkins stated that from the outcome of the meetings is where they developed the priorities and that the boat house is the highest priority. He stated that additional work will include upgrades to the trail system, improvements to lake water quality, shoreline stabilization, and replacement of the existing playground, landscape enhancements, park amenity upgrades and improved signage. He added that they have been working on this project since 2014. He added that no illumination will be requested for this project.

Mr. Hopkins stated that an anonymous donation will pay for over half of the signage for this project and a grant was also received. He also stated that the signs will be updated and showed pictures of the signs and where the signs will be located on the site. He added that three variations are being requested as follows: 1. To allow three free-standing signs in lieu of a maximum of one sign permitted per property. 2. To allow one sign to encroach into the public right-of-way. 3. To allow one sign to encroach into the minimum setback of the property. Mr. Hopkins stated that the banner signs triggered two more variations: 1. To allow special event signs to be displayed permanently in lieu of 14 days. 2. To allow a temporary banner sign to be displayed for more than the permitted three times per year.

Questions from the Plan Commission

Mr. Hopkins responded to Plan Commissioner Heming-Littwin that verbiage will be on the new signs regarding rules at the subject area such as "No Tobacco," etc.

Persons in Favor of or in Opposition to the Request

Cinda SiligmueLLer of 630 Lenox Road, Glen Ellyn, IL stated she has been living in Glen Ellyn for five years but has been visiting here for 17 years. She stated she was concerned prior to this meeting as to where the signs would be located and is pleased they will not obstruct her view of the lake.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Fanella, to close the public hearing. The motion carried unanimously by voice vote.

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NOVEMBER 9, 2017

Comments from the Plan Commission

All of the Plan Commissioners were in favor of the variation requests as submitted by the petitioner, and Plan Commissioner Fanella requested adding the condition per staff.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Hartweg, that after having considered the application of the Glen Ellyn Park District for approval of variations from the sign code for 645 Lenox Road commonly known as Lake Ellyn Park, the Plan Commission adopts the findings of fact in the petitioner's application packet and as presented by the petitioner at the public hearing as well as the findings included in the deliberations of the Plan Commission and recommends approval of the request subject to the condition that the approval of the sign variations be contingent on receiving approval of a license agreement with the Village to allow the proposed monument sign at the main entrance to be located within the public right-of-way.

The motion carried unanimously with eight (8) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Hartweg, Fanella, Vondruska, Rodemann, Loftus, Saeed, and Chairperson Loch voted yes; zero voted no.

Public Hearing – Zoning Text Amendments

On the agenda was a public hearing regarding Zoning Text Amendments.

Commissioner Heming-Littwin moved, seconded by Commissioner Fanella, to open the public hearing. The motion carried unanimously by voice vote.

Commissioner Heming-Littwin moved, seconded by Commissioner Loftus, to continue the public hearing to the November 30, 2017, Special Plan Commission Meeting. The motion carried unanimously by voice vote.

Trustee's Report

Trustee Pryde stated there have been discussions at the Village Board regarding the 2018 Budget, Capital Projects and the possible Train Station/Underpass project. Trustee Pryde stated they are going to renovate the Civic Center to allow Innovation DuPage out of the College of DuPage to have some space in the Civic Center.

Chairperson's Report

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NOVEMBER 9, 2017

Chairperson Loch reminded the Plan Commissioners about the Special Plan Meeting on November 30th.

Staff Report

Planning and Development Director Hulseberg and Village Planner Sterrett reviewed possible projects coming to the Plan Commission in the new few months.

Other Business

None

Adjournment

Commissioner Hartweg moved, seconded by Commissioner Heming-Littwin, to adjourn the meeting at 10:05 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/23/19 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Minutes
Prepared By: Kelly Purvis

SCHEDULED

AGENDA ITEM (ID # 3988)

DOC ID: 3988

May 9, 2019 Draft Plan Commission Meeting Minutes

ATTACHMENTS:

- 5.9.19 Draft Minutes Plan Commission (PDF)

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
MAY 9, 2019

Call to Order

The regular meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Lloyd Berry, Phillip Hartweg, Tracy Heming-Littwin, John Mulherin and Jamie Vondruska were present. Plan Commissioners Angela Fanella, David Rodemann and Mohammed Saeed were excused. Also present were Village Planner Kelly Purvis, Associate Planner Cole Jackson, Trustee Liaison Craig Pryde and Recording Secretary Debbie Solomon.

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of Draft Minutes

Chairperson Loch pointed out a word error in the minutes which was corrected. Commissioner Heming-Littwin moved, seconded by Commissioner Mulherin, to approve the amended minutes of the April 18, 2019 Special Plan Commission meeting. The motion carried unanimously by voice vote.

Chairperson Loch stated they cannot vote on the minutes from November 9, 2017 as there are only 3 Commissioners present who were at this meeting. Village Planner Purvis stated she will put these minutes on the next Plan Commission meeting agenda for a vote.

Public Hearing – 324 Roosevelt Road – Walgreens – Sign Variations

On the agenda was a public hearing to consider the application for approval of a Variation from the Sign Code, to allow the replacement of an electronic messaging sign board.

PUBLIC HEARING – 324 ROOSEVELT ROAD – WALGREENS – SIGN VARIATIONS

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING A REQUEST FOR APPROVAL OF A VARIATION FROM THE SIGN CODE, TO ALLOW THE REPLACEMENT OF AN ELECTRONIC MESSAGING SIGN BOARD.

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MAY 9, 2019

Commissioner Heming-Littwin, seconded by Commissioner Mulherin, to open the public hearing at 7:02 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Village Planner Purvis was sworn in and stated the petitioner is Philip Valenzo of Volkan Signs & Lighting, sign contractor for Walgreens Pharmacy, tenant of 324 Roosevelt Road, owned by Lambert Roosevelt, LLC, and Timothy Harris is at the meeting on behalf of Walgreens. Village Planner Purvis stated the petitioner has requested a Public Hearing regarding an application for approval of a Variation from the Sign Code, to allow the replacement of an electronic messaging sign board. Village Planner Purvis stated in order to replace the message board, the petitioner is specifically requesting approval of a variation from Section 4-5-15(B) of the Sign Code to allow a 24 square foot area of electronic message board in lieu of the 18 square feet permitted.

Village Planner Purvis stated the property on which the sign is located is on the northeast corner of Roosevelt Road and Lambert Avenue in the C3 Service Commercial District and is surrounded by commercial properties that are also zoned C3 Service Commercial District. Village Planner Purvis stated notice of the public hearing was published in the April 18, 2019 edition of the Daily Herald, and property owners within 250 feet of the property were notified by mail of the public hearing and a placard was placed on the property.

Village Planner Purvis stated the petitioner is proposing to replace the existing non-functional electronic message board with an approximate area of 24 square feet with a new, functional electronic message board with an approximate area of 24 square feet. Village Planner Purvis stated the message board is embedded within a larger freestanding sign that is located on the southwest corner of the property near the intersection of Lambert Avenue and Roosevelt Road. Village Planner Purvis stated the freestanding sign faces east/west.

Village Planner Purvis stated at the time of construction, the freestanding sign and electronic message board were in compliance with the Village Sign Code. Village Planner Purvis stated when the Sign Code was amended in 2014, the allowable area of an electronic message board was reduced from 23 square feet to 18 square feet. Village Planner Purvis stated this rendered the message board legal non-conforming, and Village Code requires legal non-conforming signs to be brought into compliance with the current Code or seek relief when structurally altered or replaced.

Village Planner Purvis stated in order for the petitioner to comply with the current Village Sign Code, the entire existing freestanding sign, including the brick structure surrounding the message board, would have to be removed and replaced. The variation request of 6 square feet

PLAN COMMISSION

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MAY 9, 2019

would allow for the existing freestanding sign to remain and for the broken electronic message board to be replaced.

Questions from the Plan Commission

Commissioner Heming-Littwin asked if there was a specific reason why the Sign Code was changed. Village Planner Purvis stated there is not a specific reason that she is aware of.

Petitioner's Presentation

Timothy Harris, with Kieffer & Company at 585 Bond Street in Lincolnshire, Illinois, the national sign vendor for Walgreens, was sworn in and stated they just would like to do a like-for-like replacement with a brand new sign as the parts for the current sign are no longer being made.

Questions from the Plan Commission

Commissioner Heming-Littwin asked if the light output would be the same to which Mr. Harris stated it would be.

Commissioner Mulherin stated in the application, Walgreens has indicated the sign would have space for community notices, storm warnings and other important items.

Persons in Favor of or in Opposition to the Request

None

Commissioner Heming-Littwin, seconded by Commissioner Mulherin, to close the public hearing at 7:09 p.m. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Commissioner Mulherin stated he is completely in favor of this.

Commissioner Heming-Littwin stated she is in favor of this. Commissioner Heming-Littwin stated it is a plus that Walgreens will put community information and emergency information as well as other items on the sign. Commissioner Heming-Littwin stated the Plan Commission may need to look at the Sign Code again.

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Commissioner Vondruska stated this is a sign for sign replacement, and he has no problems with it. Commissioner Vondruska stated it would not make sense to reconstruct 2 signs instead of replacing the 1 sign.

Motion

Commissioner Heming-Littwin moved, seconded by Commissioner Mulherin, to recommend approval of a Variation from the Sign Code to allow the replacement of the electronic message board on the property at 324 Roosevelt Road.

Having considered the applications of Volkan Signs & Lighting for approval of a variation from the Sign Code to allow the replacement of an existing non-conforming electronic message board within a larger free-standing sign on the property at 324 Roosevelt Road in the C3 Service Commercial District, the Plan Commission hereby adopts the findings of fact contained in the petitioner's application packet and presented by the petitioner at the public hearing, as well as the findings included in the deliberations of the Plan Commission, and recommends approval of the request, subject to the following conditions:

1. The sign shall be constructed in substantial conformance with the plans and testimony provided at the May 9, 2019 Plan Commission Public Hearing.

The motion carried with six (6) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Mulherin, Berry, Hartweg, Vondruska and Chairperson Loch voted "yes."

Village Planner Purvis stated she does not know when this will be on the Village Board agenda for a vote, but she will let the petitioner know in advance of the meeting.

Pre-Application Meeting – 403-407 Duane Street – Duane Street Townhomes – Zoning Variations

On the agenda was a pre-application meeting to discuss the proposal for a 4 unit, attached single-family townhome development requiring variations from the Zoning Code.

Staff Presentation

Village Planner Purvis presented the background on this proposed townhome development and stated the petitioner is Allied Design-Build Inc. on behalf of Elshafei Equity Partners, owner of the property at 403 Duane Street and Duane Street Properties, LLC, owner of the property at 407 Duane Street. Village Planner Purvis stated the petitioner is requesting a pre-application meeting regarding the proposed development of four, three-story attached single-family

townhomes on the property at 403-407 Duane St. Variations will be required to construct the project as proposed.

Village Planner Purvis showed an overview picture of the site and stated the subject properties are located on the south side of Duane Street between Melrose Avenue and Lorraine Road and both are zoned as R4 Residential District. Village Planner Purvis stated the surrounding land uses include:

Land Use	Zoning
North: Public Parking Lot	C5B Central Business District
South: Multi-family Residential	R4 Residential
West: Single-family Residential	R4 Residential
East: Multi-family Residential	R4 Residential

Village Planner Purvis stated The Comprehensive Plan highlights this part of the downtown as an “improvement and development site”, suggesting that “older structures be replaced with high-quality townhomes and similar multi-family developments”. Village Planner Purvis stated it is also suggested that “these properties have excellent proximity to a wide range of Downtown facilities and services as well as public transportation, and could be suitable locations for new townhomes or small condominium buildings, of a scale and character similar to the newer existing multi-family developments already located within this immediate area”.

Village Planner Purvis showed a rendering of the proposed townhome development and stated the petitioner has requested a pre-application meeting to discuss the proposed project which will include the consolidation of the two lots and construction of four three-story attached single-family townhomes on the newly created lot. Village Planner Purvis stated the petitioner is requesting feedback from the Commission prior to requesting formal approval of the Zoning Variations that would be required to construct the project. Village Planner Purvis stated the petitioner originally proposed a five unit development on the site that would have required eight variations, but after a pre-application conference with staff, the plans have been revised to show a four unit development requiring four variations.

Village Planner Purvis stated in order to proceed with the project, the petitioner would need to receive approval of a lot consolidation (reviewed and approved by staff), approval of Zoning Variations (reviewed by the Plan Commission and Village Board) and approval of the Exterior Appearance (reviewed by staff and approved by the Village Board). Village Planner Purvis stated the total site is approximately 10,000 square feet and both parcels are currently vacant. The petitioner is proposing to construct four, three-story townhomes, and each unit will feature three bedrooms and three full bathrooms and will offer identical floor plans with

approximately 2,450 square feet of living space. Village Planner Purvis stated each unit would have an attached rear deck and tandem 2-car attached garage on the first level of the townhome. Village Planner Purvis stated the two middle units would have a shared driveway that leads to separate garages while the end units would have their own driveways.

Village Planner Purvis stated in order to construct the project as proposed 4 variations will be required.

1. Density. The project is out of compliance with the density standards in the Zoning Code. The Code requires a lot area of 4,950 square feet per unit for attached single-family dwellings in the R4 district. In accordance with this requirement, two units would be permitted on this property while four are proposed (2,500 square feet per dwelling unit).
2. Building Setbacks. The project adheres to the required setbacks with the exception of the rear yard setback. A 30 foot rear yard setback is required and 25 feet 9 inches is proposed.
3. Impervious Surface Coverage. 35% or less of the front yard may be impervious surface in the R4 zoning district. The petitioner is proposing 47.5% impervious surface coverage in the front yard due to the individual driveways for each unit.
4. Deck. The deck proposed in the rear of the building encroaches into the rear yard setback and is not permitted to be taller than 7 feet above the average adjoining ground. While a dimension is not provided on the elevation, it would appear that the deck is at least 10 feet tall.

Village Planner Purvis stated this project will have one shared driveway and two individual driveways all of which are proposed to be 11 feet wide at their start. Village Planner Purvis stated the Code requires a minimum width of 9 feet for one-way driveways intended for cars. Village Planner Purvis stated while a variation would not be required for a driveway of this width, Village Engineers raised concerns that the shared driveway approach may be too narrow and cause difficulty reversing out of the driveways onto the roadway. Staff would suggest the shared driveway be widened at the approach.

Village Planner Purvis stated a landscape buffer of 6-7 feet is required around all property lines abutting residentially zoned properties. Village Planner Purvis stated while this plan set does not include a landscape plan, one will be required as part of the formal application. Village Planner Purvis stated the proposed use, lot dimensions, building height, and parking per unit for the project are all Code compliant.

Village Planner Purvis stated the Plan Commission is requested to conduct a pre-application conference for the proposed development and provide comments to the petitioner. Village Planner Purvis stated the Commission's review should concentrate on the development concept and any anticipated variation requests. The specific details of the plan will be reviewed after a complete application has been submitted.

In reviewing the project, the Plan Commission may wish to:

1. Discuss whether the Commission is generally supportive of the proposal.
2. Discuss and provide feedback regarding the anticipated variation requests including: a reduced lot area per dwelling unit, a reduced rear yard setback, increased impervious surface coverage in the front yard, and a taller deck height than is permitted when the deck encroaches into the rear yard setback.
3. Provide feedback on the shared driveway width.
4. Clarify any concerns.

Questions from the Plan Commission

Commissioner Berry asked for a review of the density calculation. Village Planner Purvis stated they are basically asking for double the density on the lots, and they would need approximately 20,000 square feet for 4 units to be Code-compliant.

Petitioner's Presentation

Shafic Budron, President of Allied Design-Build Inc. and Randy Bees, Architect, introduced themselves. Mr. Budron stated there were a number of economic factors involved in this proposed development, and they originally sought to do a 5-unit development. Mr. Budron stated after talking with Village staff, they came to the consensus that 4 is the minimum needed to make the development economically feasible. Mr. Budron stated the best possible scenario was to consolidate the 2 properties and make 1 development.

Mr. Bees stated a 4-unit development is not out of character based on what is already in the area. Mr. Bees stated they would not be putting something in so large that it is too big compared to the surrounding area.

Comments from the Plan Commission

Commissioner Mulherin asked where the mechanicals would be. Mr. Bees stated the mechanicals would be on the main level with access off the deck. Mr. Bees showed a picture of the Main Floor plan and stated these would be in an insulated bump-out area as these townhomes will be slab on grade. Commissioner Mulherin asked what the market would be for this as he has concerns about the vertical living, the tandem parking and the lack of a basement. Mr. Bees stated there is ample storage on the Main Floor and based on the average townhome, these units will have more storage square footage than most townhome units that do not have a basement. Mr. Bees stated this site is attractive due to the proximity to the downtown and the train station.

Commissioner Heming-Littwin asked if these units would be sold or rentals. Mr. Budron stated these are being built for sale and not for rental. Mr. Budron stated the market for these townhomes would be younger couples who are commuters and want to live near downtown amenities. Mr. Budron stated the younger couples are fine with living in a vertical space. Mr. Budron stated the wild card is the pricing which they are estimating in the \$550,000 range.

Commissioner Mulherin asked if a market study was done. Mr. Budron stated that a full market analysis has not been done, but they did a comparative analysis, and these numbers have been suggested by experienced brokers in the area. Mr. Budron stated what they are proposing fits well with the surrounding area and with what is coming down the road.

Commissioner Heming-Littwin stated she does not have a problem with this, and she doesn't know how else to pare down impervious surface without a tandem garage. Commissioner Heming-Littwin stated the area by the center units does go down too quickly and suggested they widen this area but not all with concrete. Mr. Budron stated they have looked at brick pavers for this area. Commissioner Heming-Littwin stated she thinks these units will do well due to where they are located. Commissioner Heming-Littwin stated she thinks the deck height is a hardship due to the height needed on the first floor.

Commissioner Berry stated he agrees with Commissioner Heming-Littwin.

Commissioner Vondruska stated he looked at the site, and there are 3-story apartment buildings in the same area. Commissioner Vondruska stated the setback is a nominal difference, and he is fine with widening the driveway using pavers. Commissioner Vondruska stated the renderings seem to fit the character of the Village.

Commissioner Hartweg stated they should move forward with this, and he feels this is somewhat of a creative design. Commissioner Hartweg stated he does not like the narrow drive, but pavers should help this. Commissioner Hartweg stated the backyard variation fits the area and the deck.

Chairperson Loch stated she agrees with the Commissioners.

Commissioner Mulherin asked how this townhome development will be governed. Mr. Budron stated they have not fully discussed this yet. Commissioner Mulherin stated the Village staff will need to have covenants approved by somebody to ensure maintenance of the commonly owned areas.

Mary Beth Nelms, who resides at 1N144 Stacy Court, stated her company took care of the Legacy while it was under construction and stated this is a good design which fits in with the Village. Ms. Nelms asked if an elevator is in the package. Mr. Bees stated they have not taken an elevator into consideration yet, but they could possibly do a single-person lift. Ms. Nelms stated some of the units at the Legacy have an elevator option which cost approximately \$60,000 to \$80,000 for the option. Ms. Nelms stated she likes the mechanicals in the back underneath which will make it easy to get to these. Ms. Nelms stated she supports this project.

Chairperson Loch stated the Plan Commissioner will not vote on this since this is a Pre-Application Meeting. Chairperson Loch stated that the petitioners can use the feedback they got and proceed with this proposed development.

Trustee's Report

Trustee Pryde stated the new Village Board has a training, and the new Trustees will be sworn in on Monday. Trustee Pryde stated this is his last Plan Commission meeting, and the new Trustee Liaison will be Bill Enright.

Trustee Pryde stated the parking garage is moving forward slowly, and the Village Board did approve a Phase I budget for utility relocation and demolition of the house which will allow a pedestrian connection to Main Street.

Chairperson Loch thanked Trustee Pryde for being the liaison to the Plan Commission.

Chairperson's Report

None

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MAY 9, 2019

Staff Report

Village Planner Purvis introduced new Associate Planner Cole Jackson who will be the staff liaison to the Historic Preservation Commission.

Village Planner Purvis stated that the Plan Commission will review the draft downtown sub-area plan at the May 23rd meeting. Village Planner Purvis stated there may be a Pre-Application Meeting for the McChesene site in the next few months.

Other Business

None

Adjournment

Commissioner Mulherin moved, seconded by Commissioner Heming-Littwin, to adjourn the meeting at 7:50 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary

Reviewed by Planner Purvis



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/23/19 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Discussion Item
Prepared By: Kelly Purvis

SCHEDULED

AGENDA ITEM (ID # 3990)

DOC ID: 3990

2019 Comprehensive Plan Updated - Draft Downtown Sub-Area Plan

Background

The Village's current Comprehensive Plan was adopted in 2001 and provides a vision for what the Village will look like in the year 2010. It was intended to be implemented over a 10 to 15 year period. The typical lifespan of a Comprehensive Plan is approximately 10 years to ensure goals and information within the plan do not become obsolete.

In March of 2018, the Village Board discussed a timeframe and process by which to update the Comprehensive Plan. Board members commented that the project should rely heavily on existing background materials from other plans and recent Village surveys, and should use social media for outreach purposes. On June 25, 2018, the Village Board contracted with Houseal Lavigne Associates to update the Village's Comprehensive Plan. To date, the consultants have completed the following elements of the updated Comprehensive Plan.

- Workgroup kick-off meeting
- Background research and data collection
- Creation of a project webpage
- Stakeholder meetings
- Comprehensive Plan posters placed in public venues
- Community Service Provider survey conducted
- 3 digital surveys were made available by the consultant (youth, resident, business)
- Preparation of the Issues and Opportunities Memo
- Review of the Issues and Opportunities Memo by the Workgroup and Plan Commission
- Preparation of a draft Downtown Sub-Area Plan
- Review of the draft Downtown Sub-Area Plan by the Workgroup

At the May 23, 2019 Plan Commission meeting, the consultants will be presenting the draft Downtown Sub-Area Plan to the Plan Commission and the public. This will be one of many opportunities the public will have to provide feedback on this portion of the Plan. This is just the beginning of the public input process on the Plan.

Schedule Updates

Lately, there has been an increase in resident interest surrounding the Comprehensive Plan update. Given this interest, staff has added three additional meetings to the schedule to encourage public comment on draft portions of the plan including: a Village Board Workshop to review the draft

Downtown Sub-Area Plan, tentatively scheduled for June 17, 2019; A Village Open House on all 6 catalyst sites, tentatively scheduled for June 26, 2019; and a Village Open House on the draft Comprehensive Plan document (date to be determined). In addition to these opportunities, the project website will continue to host information and updates regarding the progress of the Plan. While this will lengthen the process, staff believes it is important to positively respond to public interest and include as much public input into the Plan as possible.

The Downtown Sub-Area Plan

While there are three sub-area plans being prepared as part of the Comprehensive Plan update, the Village felt it important to work on the Downtown Sub-Area Plan prior to working on the completion of the rest of the Plan due to the number of projects possibly moving forward in the downtown including a new train station, pedestrian underpass, Avere, Apex 400, the streetscaping project and the Civic Center parking garage. We believe obtaining public and Plan Commission input on the draft concepts in the Downtown Sub-Area is an important part of the planning process. The subarea plans for Roosevelt Road and Stacy's Corners will be completed and presented with the overall Comprehensive Plan document, and the public and Plan Commission will also have the opportunity to comment on these parts of the Plan.

The Downtown Sub-Area Plan includes a vision for Downtown Glen Ellyn and provides analysis and recommendations on the following: building heights, residential parking ratios, demand for residential housing stock, and demand for retail and office uses. In addition, the Sub-Area Plan highlights opportunity sites for redevelopment Downtown. Three catalyst sites, which could potentially have a significant positive effect on Downtown, have been further analyzed to show how the sites could be redeveloped, what those developments might look like, and what the expected economic impact could be.

Plan Commission Action

The Plan Commission is being asked to review the attached Downtown Sub-Area Plan and provide comments at the May 23, 2019 Plan Commission meeting. This item does not require a public hearing and no action needs to be taken on the draft Plan. The Plan Commission's input, however, is important as the process to update the Plan moves forward. In reviewing the draft Downtown Sub-Area Plan, staff is specifically looking for feedback from the Plan Commission on the following:

McChesney & Miller Site:

1. Should the Glenwood/Crescent surface parking lot be included in the site development plan?
2. Should the Crescent Boulevard public right-of-way be included in the development of the site?
3. Should Crescent be closed or could it be a two-way drive aisle under an overhead garage?
4. What should be the maximum number of stories and height permitted for the site?
5. What should be the minimum residential parking ratio for the site?

Note, staff is anticipating there will be a pre-application meeting with the Plan Commission for the McChesney & Miller site in the next couple of months.

Pennsylvania Avenue & Main Street Site (Fire Station):

1. Does the Commission have suggestions on where the fire station should be relocated?
2. What should be the maximum number of stories and height permitted for the site?
3. What should be the minimum residential parking ratio for the site?

Duane & Forest Site (US Bank):

1. Should a commercial component be included in both sites? Or should we consider completely residential development of the site east of Forest Avenue?
2. Should Forest Avenue right-of-way be closed to vehicular traffic?
3. Should the commercial/office development be two or three stories?

Attachment: Draft Downtown Sub-Area Plan

CC: Mark Franz, Village Manager
 Staci Springer, Director of Community Development
 Katie Ashbaugh, Planner
 Cole Jackson, Associate Planner
 Laura Kenney, Planning Intern
 Brandon Nolin, Houseal Levigne & Associates
 Dan Gardner, Houseal Levigne & Associates

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 Downtown Sub Area Plan.docx

ATTACHMENTS:

- Draft Downtown Sub-Area Plan (PDF)

CHAPTER 6

SUBAREA PLANS

This chapter of the Comprehensive Plan includes subarea plans for three areas of the Glen Ellyn community. The subarea plans provide more specific recommendations for target areas in the Village that are most susceptible to redevelopment and have the potential to greatly impact the character of the community. These plans address the desired mix of land uses, access and mobility, as well as image and character. The following target areas are included in the subarea plans.



Stacy's Corners

[Text for this section to be developed in the next planning phase.]



Downtown Glen Ellyn

This subarea plan highlights opportunities to provide additional amenities that enhance the pedestrian experience while promoting development that expands Downtown Glen Ellyn as a mixed use district with activity throughout the day and evening. The plan also provides illustrative concepts for three sites to demonstrate how subarea plan recommendations could be accommodated within new development.



Roosevelt Road Corridor

[Text for this section to be developed in the next planning phase.]

Downtown Glen Ellyn

Vision for Downtown

Downtown is the heart of Glen Ellyn and is established as the Village’s central business district. The area is home to dozens of businesses from retailers and service providers, to restaurants and professional offices, as well as several multi-family properties. An emphasis should be placed on maintaining existing character while facilitating more intensive development that increases the number of people living and working in the Downtown.

While the area has numerous one-story commercial buildings, three- to six-story mixed use redevelopment that includes ground floor commercial uses complemented by residential or office on the upper floors should be encouraged. Ground floor uses that add to activity at the street level such as retail, restaurants, and entertainment, should continue to be prioritized. The Village and its partners should also continue to implement streetscaping and other public realm improvements that enhance the Downtown’s overall curb appeal while ensuring that new development contributes positively to the pedestrian experience.

Hallmarks of a Great Downtown

Whether they serve a community of 10,000 or 100,000, great downtowns share several common characteristics that can be used as a barometer for success.

- **Pedestrian-oriented environment (safe, attractive, easy).** Successful downtowns provide a comfortable atmosphere where strolling between businesses, wandering between local attractions, or walking to work is a safe, enjoyable, and convenient experience. A pedestrian-oriented environment helps a downtown function as a complete unit. Simply put, the less you have to park or drive once you arrive in a downtown, the more likely you are to stay there and spend time and money at multiple destinations.
- **Mix of uses in close proximity.** A mix of retail and office spaces, restaurants, service providers, and residential development contribute to activity in a downtown at multiple times during the day and evening. Vibrant downtowns benefit from a steady flow of commuters coming and going during rush hour, employees keeping an area active during the workday and lunch hours, and visitors and residents keeping things active during the evenings and weekends. Compact development that includes easy-to-walk blocks and a concentration of uses within a small area further concentrates the sense of activity within the downtown and creates an atmosphere that is attractive to visitors and new investors alike.
- **Street wall.** A consistent street wall along a downtown’s primary streets establishes the level of visual interest along a block and provides desirable sense of enclosure and helps foster a comfortable, inviting, and pedestrian friendly atmosphere.
- **Available, easy to access parking that doesn’t dominate the visual landscape.** The best downtowns have parking that you know is there as a driver, but don’t notice as a pedestrian. They reserve their main streets for buildings and people, and place off-street parking to the rear or interior of the block or off of side streets. Clear signage directs visitors to parking and landscaping is used to soften parking edges and breakup paved areas. Parking areas that can be shared by multiple users (residents, employees, visitors) are key to providing a “park once” downtown that supports streetlife.
- **Increased residential densities.** Downtown residents play a key role in reaching a critical mass of potential patrons for local retailers and restaurants. Higher density residential development complements retail and office uses, providing a 24-hour customer base to support downtown amenities.
- **Multi-story buildings.** The mix of uses and increased density that successful downtowns require is not possible without multi-story buildings. Multiple floors are needed to provide for vertical integration of uses and allow for more development in a more compact, more vibrant environment. The streetwall of taller buildings that forms along popular main streets also interacts with the pedestrian environment, providing a sense of enclosure, comfort, and visual interest.
- **Convenient access to transit (if transit is available).** While not a universal requirement, many great downtowns are built upon a solid transit network. In suburban downtowns, regional transit provides potential to generate commuter traffic that bolsters downtown business. The key to capturing this potential lies in providing local access points to commuter parking facilities and a compact street grid in the surrounding area, functioning like capillaries between the regional traffic and local businesses.

While Glen Ellyn has an attractive downtown that checks many of these best planning boxes, there is still room for growth and improvement. Downtown Glen Ellyn has not witnessed new development and re-investment on par with surrounding peer communities and efforts should be made to improve the downtown environment as it relates to successful downtown planning attributes.

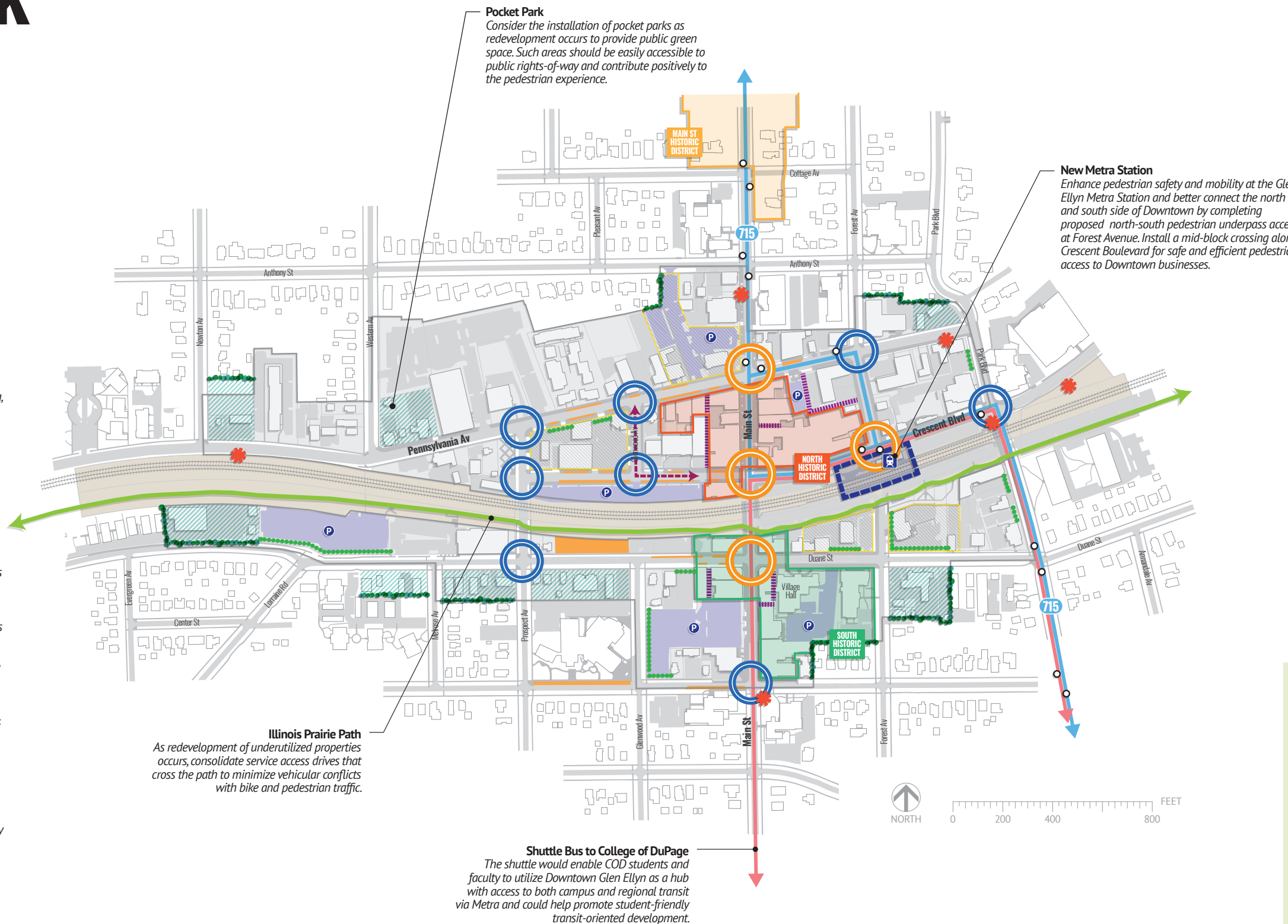
Subarea Framework

DOWNTOWN GLEN ELLYN

The framework plan identifies overarching recommendations that should play a significant role in guiding investment in existing structures and streetscape, and in guiding the character of future redevelopment. The following pages illustrate recommended improvements and identify development considerations for specific sites throughout the downtown.

Legend

-  **Key Intersections.** Enhance existing median features and install bump-outs, monument signage, enhanced lighting, landscaping, and decorative pavers or stamped concrete at key intersections along Main Street and Crescent Blvd.
-  **Intersection Improvements.** Install decorative pavers or paver art at key locations that complement adjacent streetscaping. Install bump-outs, masonry seatwalls, landscape planters, and enhanced crosswalks.
-  **Gateway Features.** Per recommendations of the Community Signage and Wayfinding Plan, install Historic Downtown Glen Ellyn signs on heavily trafficked roads to identify prominent entry points into the downtown. Such signs should be complemented by streetscape components such as intersection treatments and hardscape and landscape features.
-  **Alleyscape/Pedestrian Corridor Improvements.** Install signage and wayfinding to promote safe vehicular and pedestrian circulation patterns especially where alleys open to active pedestrian streets. Screen loading docks and trash receptacles where alleys intersect with public walks.
-  **Transition Areas.** Promote more intense residential development in areas surrounding the mixed-use core of the Downtown. Consider reduced setbacks and increased density in areas of adjacent downtown development and increase density.
-  **Residential Screening.** Screen parking, loading, and utility areas from adjacent residential properties and, where feasible, public rights-of-way. Apply 'Dark Sky' Village Lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family areas.
-  **Parking Enhancements.** Buffer and screen parking areas to separate and delineate parking and walking areas. Like the Duane Street and Glenwood Avenue Lot, embrace sustainable surface parking lot practices for new and existing lots, such as through pervious paving, electric charging stations, and stormwater-fed landscaping and planters.
-  **Leverage Existing Parking.** Investigate policies that encourage parking turnover, such as time restrictions, and maximize usage of underutilized parking inventory through shared parking agreements. Purchase additional property to enhance parking supply.
-  **Public Parking.** As Downtown public parking is in high demand, incorporate parking into the site design of future redevelopment of underutilized properties.
-  **Maintain Access.** Ensure that vehicular and pedestrian access is maintained along Glenwood Avenue and Crescent Boulevard as redevelopment occurs at the former McChesney & Miller grocery property.
-  **Pace Bus Route 715.**
-  **Proposed Shuttle Bus to College of DuPage.**



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Development Regulations

The geographic extent of the Downtown Subarea is contiguous with the boundaries of the Village's C5A–CBD Core and C5B–CBD Service zoning districts. It is recognized that the original intent of the C5A zoning district was to maintain primarily retail and restaurant uses with lower building heights and no on-site parking requirements within the Downtown core, while the intent of the C5B zoning district was to allow service uses with greater height, bulk, and density on the Downtown's periphery. The area outside the C5A and C5B districts were intended to be more densely developed.

Since adoption of the two districts, the C5B has experienced limited construction of a few mixed use and standalone multi-family structures, while no new residential development has occurred in the C5A. In that regard, the C5A designation has accomplished the goal of maintaining the core's retail and restaurant uses with lower building heights; however, it has also effectively impeded new development, other than investment within the interior of existing buildings. Development interest has only recently increased in Downtown Glen Ellyn since the 2008 recession and downturn in the real estate market, triggering calls from the development community and public to review current zoning regulations.

Current Downtown Zoning

Currently, within the C5A district, the maximum height allowed is 45 feet or four stories. Several parcels within the C5A district also have additional height restrictions that further limits building height to a maximum of three stories. The height limit applies to all C5A parcels fronting Main Street with the exception of 444 Main Street, and all parcels fronting Crescent Boulevard east of Main Street.

Within the C5B district, the maximum height allowed is 55 feet with a required step back of at least 15 feet for any portion of a structure above 45 feet in height.

While new development and some additions trigger the Planned Unit Development (PUD) process within both the C5A and C5B districts, the underlying zoning of each is limiting. Without modification, the development economics of new construction will continue to be hampered as it will be extremely challenging to build without substantial deviations and variances.



Downtown Height Restrictions in Peer Communities

The Village's Downtown zoning is not entirely unique; however, it is more typical to allow for greater height and density in a downtown core. A 2018 study of other area downtown districts indicated an average maximum allowable building height of 53 feet. Additional follow up analysis of peer communities conducted in relation to the Downtown subarea planning process underscores the fact that many other downtowns, which ultimately compete for new investment with Downtown Glen Ellyn, permit taller buildings.

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Accommodating Modern Development

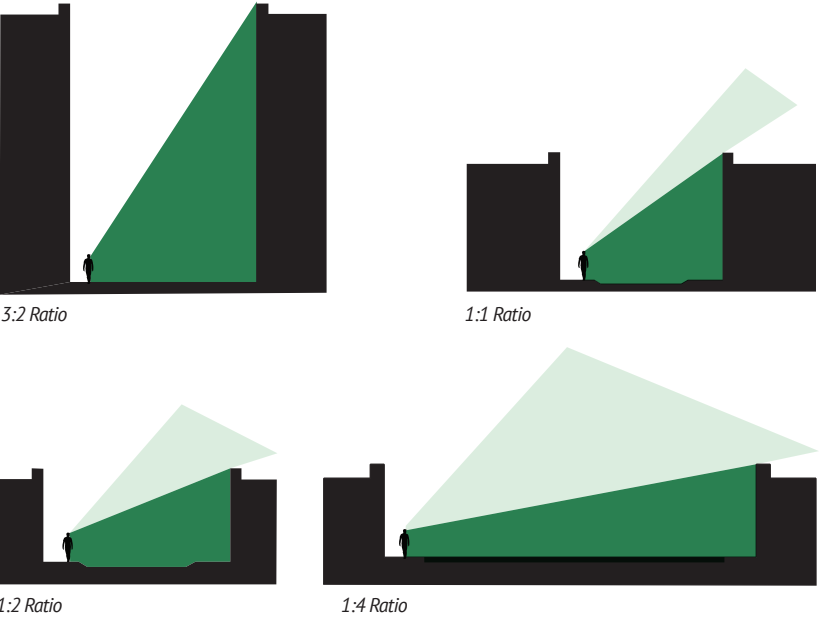
It is also important that height maximums within the Downtown respond to modern building practices. Typical floor heights for ground floor commercial, office, residential, and parking will impact the minimum height needed for a modern mixed use building without impacting function.

- **Commercial (Ground Floor).** While many older commercial and mixed used buildings in Downtown Glen Ellyn were constructed with 8- to 10-foot ground floor ceiling heights, current day retail and restaurant tenants typically desire higher ceilings to facilitate tenant build-outs, accommodate modern mechanical, lighting, and sprinkler systems, and provide greater visibility into the space from the street. Higher ground floor heights also provide for greater flexibility when marketing to potential tenants with varied needs. A ground floor height of 15 to 18 feet is recommended.
- **Office (Upper Floors).** Office uses require clear ceiling heights of at least 9 feet (10-12 feet total floor height) to accommodate suspended ceilings and modern mechanical, lighting, and sprinkler systems.

- **Residential (Upper Floors).** Modern residential development also requires clear ceiling heights of at least 9 feet (10-12 feet total floor height). This responds to market demand for high ceilings and open, naturally lit space in higher-quality apartments and condominiums.
- **Parking.** To accommodate vertical circulation, parking decks typically require floor heights ranging from 10 to 12 feet.
- **Parapet Wall.** A parapet wall of 3 to 5 feet is desirable to hide rooftop mechanical and HVAC equipment from view and provide attractive architectural elements.

Using these height ranges, a new 4-story mixed use development with 3 stories of residential (or 2 stories of residential and one parking level) would require a minimum building height of 48 feet, but could be up to 59 feet if constructed at the higher end of current floor height ranges. Under current C5A standards, erecting such a building would only be possible if adhering to the minimum floor height range specified and without providing for a parapet wall.

Sense of Enclosure



Sense of Enclosure

The combination of building separation (distance between facing building facades) and building height determines the sense of enclosure experienced by pedestrians passing through an area. Establishing a desirable sense of enclosure helps foster a comfortable, inviting, and pedestrian friendly atmosphere in the Downtown area as well as creating a more intimate character throughout the Downtown.

A minimum building height to street width ratio of 1:2 and a maximum ratio of 1:1 is recommended to establish a desirable sense of enclosure throughout Downtown Glen Ellyn. This will achieve a balance between providing for a sense of spatial definition, visual interest, and sense of openness.

With few exceptions, all streets in the Downtown have a 66-foot right-of-way between building faces. This means that a consistent streetwall of buildings within a minimum height of 30 to 35 feet and a maximum building height of 60 to 65 feet is recommended to provide for the desired sense of enclosure. This would provide for increased densities and opportunities for reinvestment, while maintaining and enhancing the desired character of Downtown Glen Ellyn.

Recommended Height

It is recommended that the Village consider revising the maximum allowable height to 5 stories or 60 feet within both C5 zoning districts. This would be generally consistent with the surrounding market area, align with recommended design principles, and put the Village in a more competitive position to attract investment. This recommendation is also consistent with the recommendations included in the Village's 2009 Downtown Plan.

The height maximum of 60 feet could apply to both the C5A and C5B zoning districts with the understanding that detailed design considerations, such as the requirement of upper floor step backs or façade articulation, could be addressed within the PUD process.

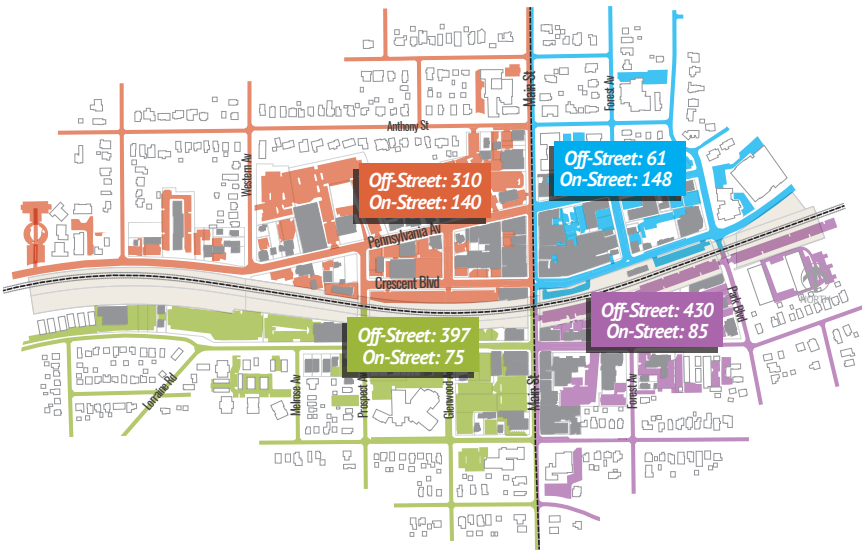
Total Building Height Required to Accommodate Modern Development		
	Minimum Floor Height	Maximum Floor Height
3-story Mixed Use	15'+10'+10'+3'=38'	18'+12'+12'+5'=47'
4-story Mixed Use	15'+10'+10'+10'+3'=48'	18'+12'+12'+12'+5'=59'
5-story Mixed Use	15'+10'+10'+10'+10'+3'=58'	18'+12'+12'+12'+12'+5'=71'

Source: Houseal Lavigne Associates

Parking

Parking in the Downtown should be adequate to support the needs of all Downtown users, including business patrons, employees, residents, and commuters. Within the Downtown there are currently 1,646 public parking spaces located within 15 parking lots and along 8 of the public streets. These spaces are split 50/50 between commuter parking and Downtown patron/employee parking and 60/40 between parking on the south side of the rail line and parking on the north side. The Village employs many strategies to manage the parking supply, including permits, meters and pay kiosks, time regulations, dedicated employee parking, and free patron parking. On weekdays, the parking spaces are typically utilized in excess of 80 to 90 percent of capacity on Main Street, the streets east of Main Street, and in the non-commuter lots east of Main Street. On Saturday evenings, the parking spaces are also typically utilized in excess of 80 to 90 percent of capacity along Main Street and the lots immediately east and west of Main.

Existing Public Parking Capacity



Downtown Public Parking Summary

OFF-STREET VS. ON-STREET				
	Existing Capacity		Percent of Total	
Total Off-Street Spaces	1,198		73%	
Total On-Street Spaces	448		27%	
Total Spaces	1,646		100%	

NORTH VS. SOUTH				
	Existing Capacity		Future Capacity (incl. Civic Center Deck & Apex 400)	
	Spaces	Percent of Total	Spaces	Percent of Total
Total Spaces North of R.R.	659	40%	659	35%
Total Spaces South of R.R.	987	60%	1,216	65%
Total Spaces	1,646	100%	1,875	100%

Source: KLOA, Inc.

North-South Parking Imbalance

While high utilization rates point to a general need for additional parking in the Downtown, there is an imbalance in parking supply between the north and south portions of the Downtown. There is over 255,000 square feet of commercial space in Downtown Glen Ellyn, but 175,000 square feet or nearly two-thirds of that space is located north of the railroad tracks. By contrast, approximately 60 percent of public parking spaces are located south of the tracks. This imbalance exacerbates stress on the parking supply and underscores the need for additional parking particularly on the north side of the Downtown.

The Village intends to address the stress in the public parking supply on the south side of the railroad tracks by constructing a parking garage on the Civic Center site, which will increase the public parking supply by 214 parking spaces. In addition, the Apex 400 development will include a public parking component that will increase the public parking supply by another 15 spaces.

While these projects will be of tremendous benefit in addressing the need for additional public parking to the south of the railroad tracks and will be supportive of development on other key redevelopment opportunities in the area, they will not adequately address the parking relief needed on the north side of the rail line and will further skew the balance of public parking between the south and north sides to a 65/35 split. Further, the desirability of widening the pedestrian realm along Crescent Boulevard, Main Street, and Pennsylvania Avenue becomes more challenging due to the resulting loss of street parking in an area of high street parking demand.

The stress in the public parking supply on the north side of the railroad tracks can be eased by incorporating a public parking component into any redevelopment plans for key redevelopment sites on the north side, including the Pennsylvania Avenue & Main Street site and the McChesney & Miller site discussed in the final section of this Downtown Subarea Plan. By expanding the public parking capacity on existing sites beyond what is there today, the end result could be a public parking system that is more balanced on the two sides of the rail line and more supportive of all Downtown businesses and reinvestment opportunities.

One-way Streets

In 2012, the Village commissioned a study to examine the one-way vs. two-way traffic pattern within the Downtown. The study presented pros and cons of each configuration, however, the Village Board decided not to take action at that time. It was found that the conversion of current one-way configuration surrounding the Downtown’s central commercial block to a two-way roadway system could be accommodated and have sufficient capacity to support future traffic volumes through 2030. The roadway system would accommodate this change and vehicle circulation would operate successfully, but on-street parking spaces would be lost.

The primary disadvantage to this conversion included reduced capacity of south bound Main Street and related impacts to queuing areas and blocking use of on-street parking. Additional consideration should be given to converting one-way streets to two-way traffic throughout the Downtown, especially Pennsylvania Avenue between Main Street and Forest Avenue.

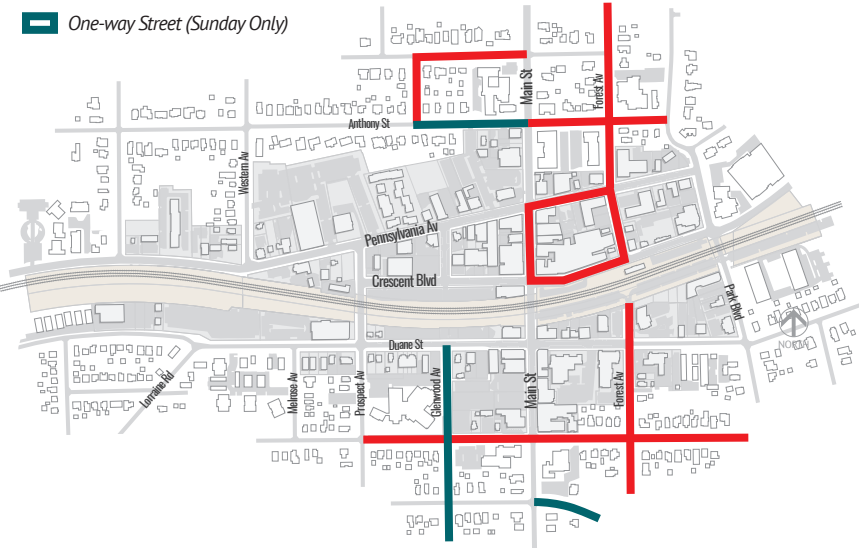
Residential Parking

The Downtown is also a transit-oriented district (TOD) due to its proximity within one-quarter mile of the Metra station. US Census data indicates that auto ownership is lower in multiple-family dwellings within a TOD. Many communities have adjusted their zoning codes to reduce the parking requirements for multiple-family dwellings in TODs or have granted parking variances for development projects within TODs.

Recent apartment developments within and surrounding Downtown Glen Ellyn, and in the downtowns of other nearby communities, have been approved with lower parking ratios. The Village should reevaluate residential parking requirements within the C5 CBD zoning district and it is recommended that the following parking ratios be considered as a starting point for discussion.

Existing One-way Streets

- One-way Street
- One-way Street (Sunday Only)



Proposed Multifamily Parking Ratios by Dwelling Unit Type

	Existing Requirement	Proposed ¹
Efficiency	1 space/unit	The larger of 1.27 spaces/unit or 0.86 spaces/bedroom ²
1 Bedroom	1.5 spaces/unit	
2 Bedrooms	2 spaces/unit	
3+ Bedrooms	2 spaces/unit	

1. Based on data published in Parking Generation, 5th Edition, Institute of Transportation Engineers for Mid-Rise Multifamily Housing (Land Use Code: 221) in a general urban/suburban location < ½-mile from rail transit station.
2. An efficiency unit should be treated as 1 bedroom using this method.

Source: KLOA, Inc.

Parking Management Best Practices

Beyond development of structured parking in the Downtown, the Village should continue to pursue best practices for managing the current public parking supply and explore new opportunities for shared-use of the larger private parking lots in the Downtown, similar to the current relationship with St. Petronille Church. Potential strategies that should be continued include:

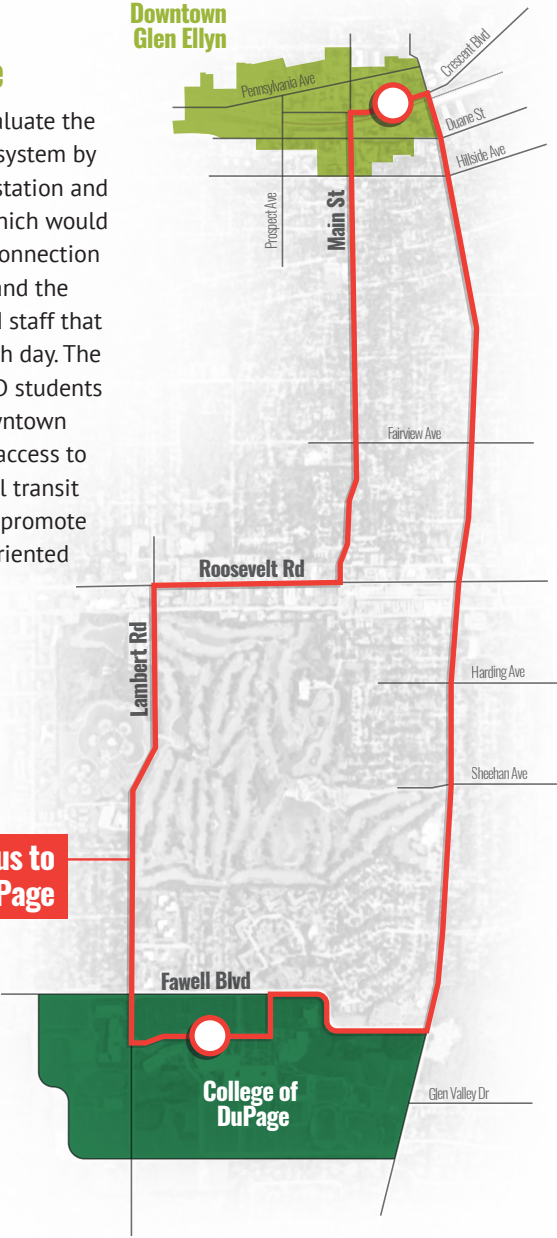
- Shared-parking agreements for off-peak use of private lots
- Temporary leasing of parking lots on unoccupied sites such as the McChesney site
- Regular monitoring of effectiveness and desirability of free on-street parking policy

- Centralized valet service (piloted in 2018)
- Continued policy of evaluating and adjusting parking time durations/restrictions
- Phase out of coin-fed meters in the Main Street & Crescent Boulevard Lot and the Crescent Boulevard & Glenwood Avenue Lot with modern Pay-n-Display, Pay-by-Space, Pay-by-License Plate and Pay-by-Phone technologies
- Review of parking enforcement technologies
- Regular monitoring of employee parking demand and adequacy of Blue Dot parking zones
- Promotion of sustainable features (electric vehicle charging stations, car-share services, bioswales, permeable paving, etc.)

Shuttle Bus to College of DuPage

The Village should be evaluate the creation of a shuttle bus system by Pace between the Metra station and the College of DuPage, which would strengthen the physical connection between the Downtown and the nearly 7,300 students and staff that visit the COD campus each day. The shuttle would enable COD students and faculty to utilize Downtown Glen Ellyn as a hub with access to both campus and regional transit via Metra and could help promote student-friendly transit-oriented development.

Shuttle Bus to College of DuPage



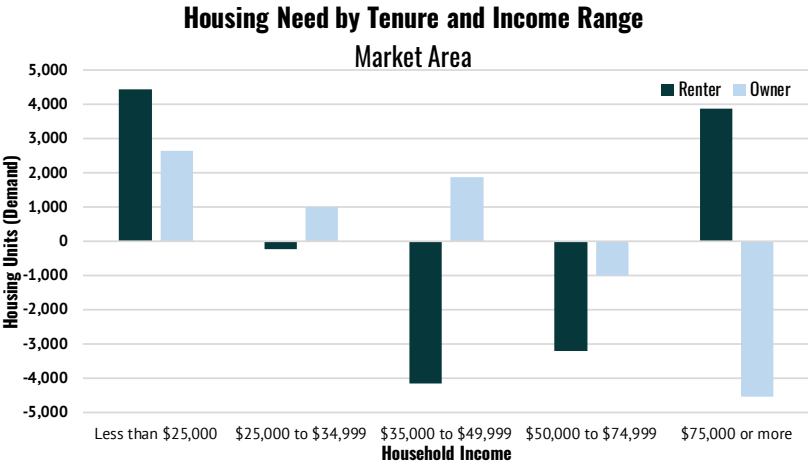
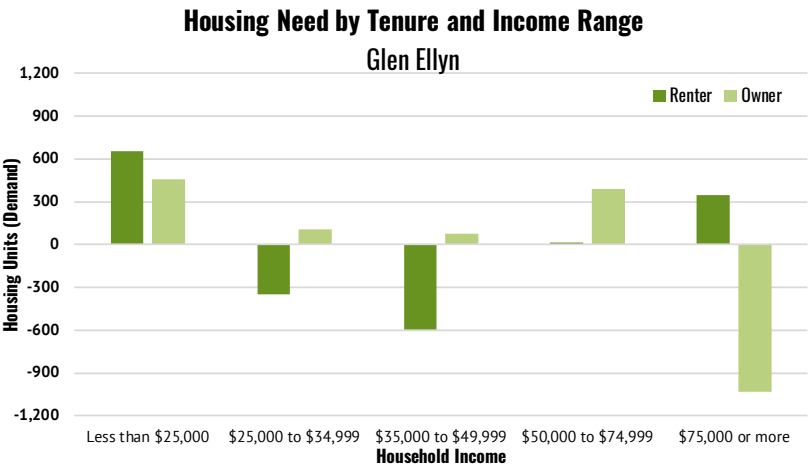
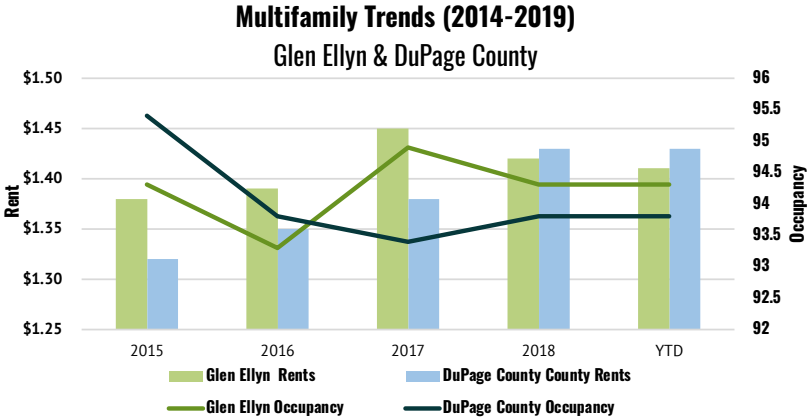
Downtown Market Demand

The residential and retail market for Glen Ellyn was analyzed to determine potential for new development in the Downtown.

Housing

A market analysis was conducted to determine the potential for new multifamily development within Downtown Glen Ellyn. This analysis identified an assessment of a regional market consisting of surrounding and nearby municipalities including Downers Grove, Lisle, Lombard, Warrenville, Wheaton, and Winfield, as well as DuPage County as whole.

Consistently high multifamily occupancy rates (above 93 percent) in both Glen Ellyn and DuPage County suggest a strong multifamily market for the past decade. Rents per square feet have also grown consistently over the same time period. Both factors indicate the ability to sustainably accommodate additional multifamily housing.



Housing Demand

An affordability analysis of the residential market was conducted separately for owners and renters to determine more direct needs for each household type. This analysis compares existing occupied housing units to the households within a range that matches household income to home value/rental rate. It applies a benchmark of 30 percent allocation of income toward housing and then analyzes the number of housing units in the area that meets the criteria. Based on these criteria, the rental market exhibited the greatest potential for both lower and high-end product. Given the development economics of new construction, market rate Downtown development will cater to the need at the high end of the market.

The Village is well positioned to capture a proportionate share of regional demand for higher end apartment units. The current undersupply of this product type may be limiting potential for new households to move to Glen Ellyn; however, there is also a general undersupply within the larger market area and development could provide the Village with the opportunity to capture additional households. In addition to addressing growing demand from young professionals, singles, and empty-nesters, the addition of higher priced product will benefit the Village in additional tax revenue generation and expenditures on dining and shopping. Furthermore, the Village's growing reputation as a dining and entertainment destination enhances the desirability of living Downtown.

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Retail & Restaurant

The retail market was analyzed in two parts: a gap analysis of drive-times from Downtown Glen Ellyn and an overall trends analysis comparing the Village, DuPage County, and the Chicago Region. The ten-minute drivetime depicts a reasonable market area for a suburban downtown in a competitive developed region. The gap analysis indicates potential for retail as well as dining and drinking establishments. These uses can build off of existing development as well as complement additional Downtown residential.

Within the 10-minute drivetime, the gap analysis indicates strong retail potential for all sectors except building materials and supplies, office supplies and stationary, and used merchandise. This leaves a wide array of options available for new retail stores or existing store expansions in Glen Ellyn, including significant opportunity for restaurants and drinking establishments. These types of businesses would complement additional multifamily development in Downtown Glen Ellyn. Grocery stores also have nearly 26,000 square feet of potential, which would greatly benefit additional residential development in Downtown, particularly with the closing of McChesney & Miller Grocery Store in 2014.

While the gap analysis highlights great potential, it should be noted that large retail areas, including Roosevelt Road, are located within 15 minutes of Downtown Glen Ellyn and currently compete for the same potential. The 15-minute drivetime market area has a large retail supply that results in a surplus, indicating that many potential Downtown customers currently satisfy their retail needs elsewhere. This imbalance within the market area retail gap data signals competition for Downtown businesses, but also potential demand that could be recaptured if Downtown businesses are properly positioned.

Retail Rent & Occupancy Trends

General retail trends indicate a fluctuation in occupancy and rents for both the Village and DuPage County. Occupancy has been above 90 percent since 2015 for the Village, and rents have remained above \$15 per square foot. Only in the past year have rents in Glen Ellyn been lower than those for all of DuPage County. Even with fluctuation, occupancy and rental rates indicate a fairly stable market that could accommodate additional retail of the correct type. Additionally, when not including the McChesney & Miller site, and the site of the proposed Apex 400 development (the former Giesche Shoes property), vacancy in Downtown Glen Ellyn is less than 3 percent.

Retail Gap Analysis Summary - 5-, 10- & 15-Minute Drivetime from Downtown Glen Ellyn (2018)

	5-Minute Drivetime	10-Minute Drivetime	15-Minute Drivetime
Summary Demographics			
Population	15,254	103,020	263,851
Households	5,459	37,642	97,376
Median Disposable Income	\$87,579	\$59,269	\$60,004
Per Capita Income	\$59,407	\$40,583	\$39,749

Total Retail Trade and Food & Drink			
Retail Trade	\$291,187,493	\$671,909,011	-\$408,450,576
Food & Drink	\$26,580,936	\$79,397,400	-\$378,020,638
Total	\$317,768,428	\$751,306,411	-\$30,429,938

Source: ESRI Business Analyst; Houseal Lavigne Associates

Retail Gap Analysis Detail: 10-Minute Drivetime from Downtown Glen Ellyn (2018)

	10-Minute Drivetime
Total Retail Trade and Food & Drink	
Retail Trade	\$671,909,011
Food & Drink	\$79,397,400
Total	\$751,306,411

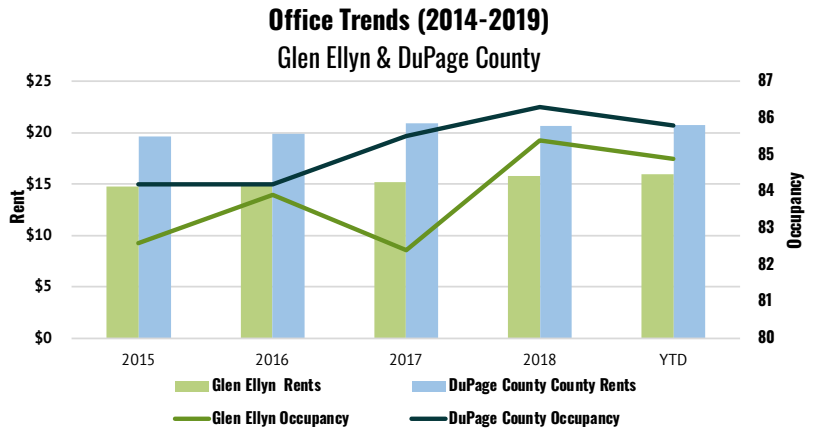
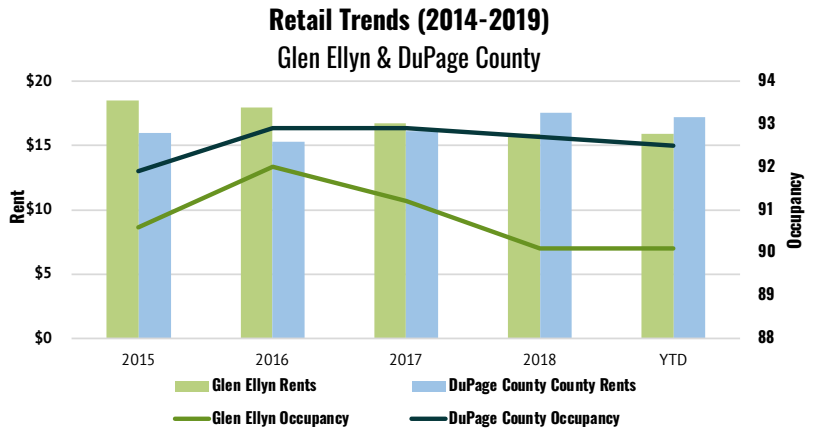
Industry Group ¹	Retail Gap (\$)	Potential Sq. Ft. ²
Furniture & Home Furnishings Stores	\$20,156,624	50,392
Electronics & Appliance Stores	\$23,031,415	57,579
Bldg Materials, Garden Equip. & Supply Stores	-\$9,155,827	(22,890)
Food & Beverage Stores	\$16,903,837	42,260
Grocery Store	\$10,262,732	25,657
Health & Personal Care Stores	\$77,810,270	194,526
Clothing & Clothing Accessories Stores	\$70,556,294	176,391
Sporting Goods, Hobby, Book & Music Stores	\$7,928,745	19,822
General Merchandise Stores	\$263,363,539	658,409
Miscellaneous Store Retailers	\$14,880,763	37,202
Food Services & Drinking Places	\$79,397,400	198,494

1. Excludes auto dealers, gas stations, and nonstore retailers.
2. Square footage potential based on an average annual sales per-square-foot of \$400.

Source: ESRI Business Analyst; Houseal Lavigne Associates

Office

Based on the same factors, the office market shows the same potential as retail space, but not as strong. Occupancy rates are between 80 and 90 percent; however, rents in Glen Ellyn are also significantly lower than those of the entire County. Development of additional office uses in Downtown Glen Ellyn could likely only be supported as part of a larger mixed use development. Speculative, standalone office development is not likely to be supported.



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Redevelopment Opportunities

These sites represent vacant or underutilized parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of the downtown as a vibrant, mixed use district as defined in the Land Use Plan.

Catalyst Sites

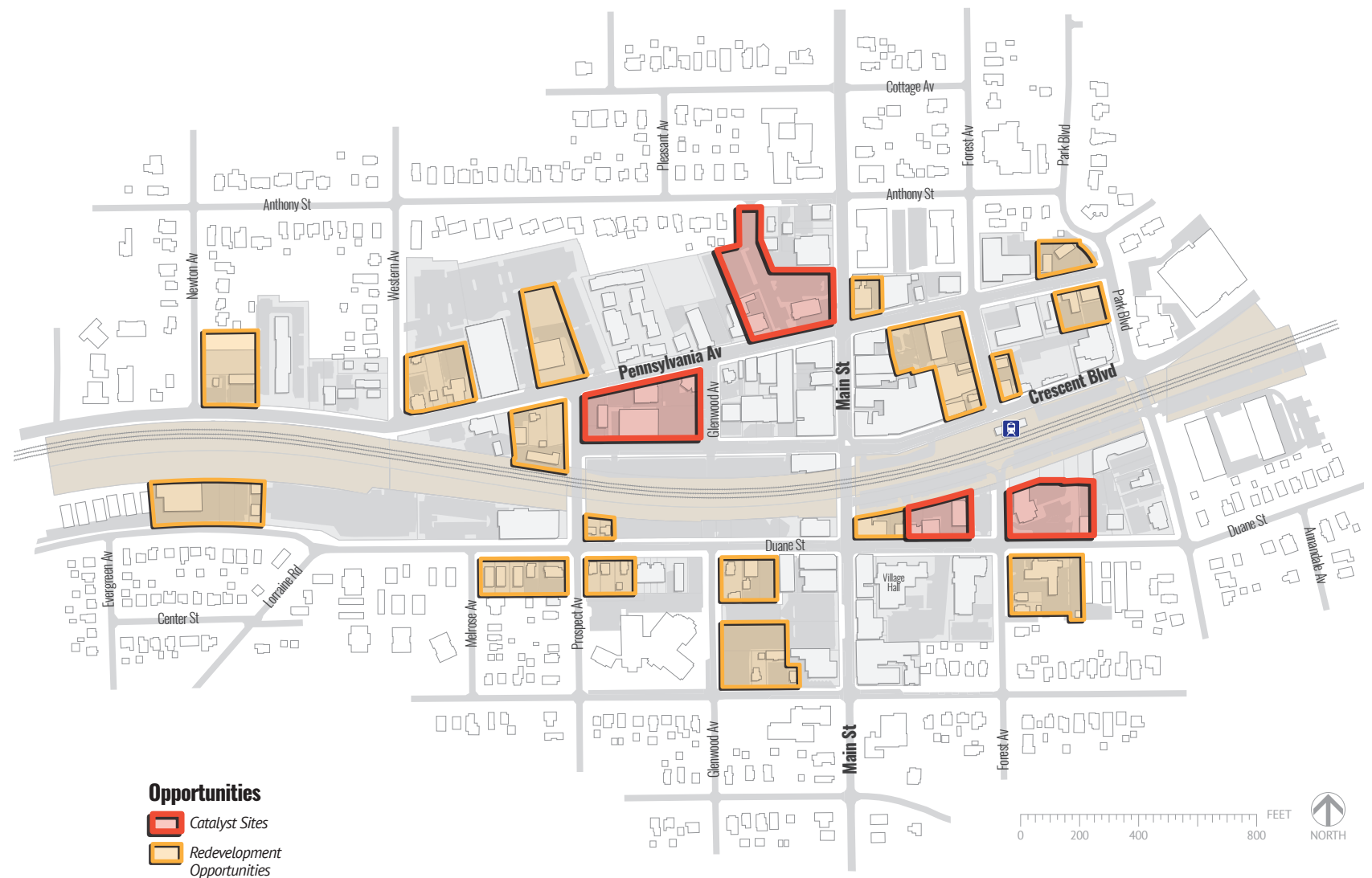
Catalyst sites are vacant and/or underutilized parcels where redevelopment could have a significant positive effect on Downtown Glen Ellyn. These proposed catalyst site concepts illustrate the redevelopment and repositioning of three sites:

- McChesney & Miller Block;
- Northwest corner of Pennsylvania Avenue and Main Street; and
- North side of Duane Street and Forest Avenue.

As currently utilized, the catalyst sites do not substantially contribute to the walkable, historic character of Downtown Glen Ellyn. Existing development also predominantly consists of one-story structures and surface parking areas that represent potential missed opportunities to accommodate more intense, mixed use development that can generate tax revenue, increase pedestrian activity, and improve the viability of the Downtown.

Economic Impact

For each catalyst site, a preliminary assessment of the potential local tax impact was prepared, including projections of municipal sales tax and tax increment financing (TIF) revenues. To project potential sales tax revenues resulting from the retail components of each catalyst site, assumptions were made regarding sales generation based on actual retail performance at comparable downtown shopping destinations. To project potential TIF revenue that could be generated by each catalyst site, assumptions were made regarding the assessor's likely treatment of the development programs included in the subarea plans. These assumptions were informed by a review of property tax comparables for all proposed uses, including retail, office, and rental apartments. Additional details are provided in [Section A: Appendix](#).



McChesney & Miller

DOWNTOWN SUBAREA CATALYST SITE

The vacant former McChesney & Miller grocery store occupies the core of this catalyst site. Adjacent uses include an auto service shop, two restaurants, and a Village-owned parking lot along Crescent Boulevard. The site anchors the western edge of the downtown, however the majority of the block is dedicated to surface parking, representing an underutilized asset. The concept shown illustrates potential to accommodate a five-story mixed-use structure with ground floor retail fronting Pennsylvania Avenue, and condominiums or apartments on the upper floors. The concept is served by a three-level parking garage with primary access off of Prospect Avenue.

Design Considerations

- Access to Glenwood Avenue and Crescent Boulevard should be maintained to ensure businesses along Crescent between Glenwood Avenue and Main Street.
- Development should have zero setback to establish a streetwall on all four sides of the block.
- Parking garage access should be provided on either Prospect Avenue with turning restrictions, Crescent Boulevard, or Glenwood Avenue.
- Upper floor residential units should be oriented toward Glenwood Avenue and Pennsylvania Avenue to maximize development potential and minimize impacts from adjacent Union Pacific railroad.

Site Details

Overall property area:
75,681 s.f. / 1.74 acres

Current Land Use:
Vacant
Auto repair
Dining/cafe

Current Zoning:
(C5B) CBD Central Service

Building Details

Ground-floor:
Commercial – 29,750 s.f.
Parking Garage – 45,000 s.f.

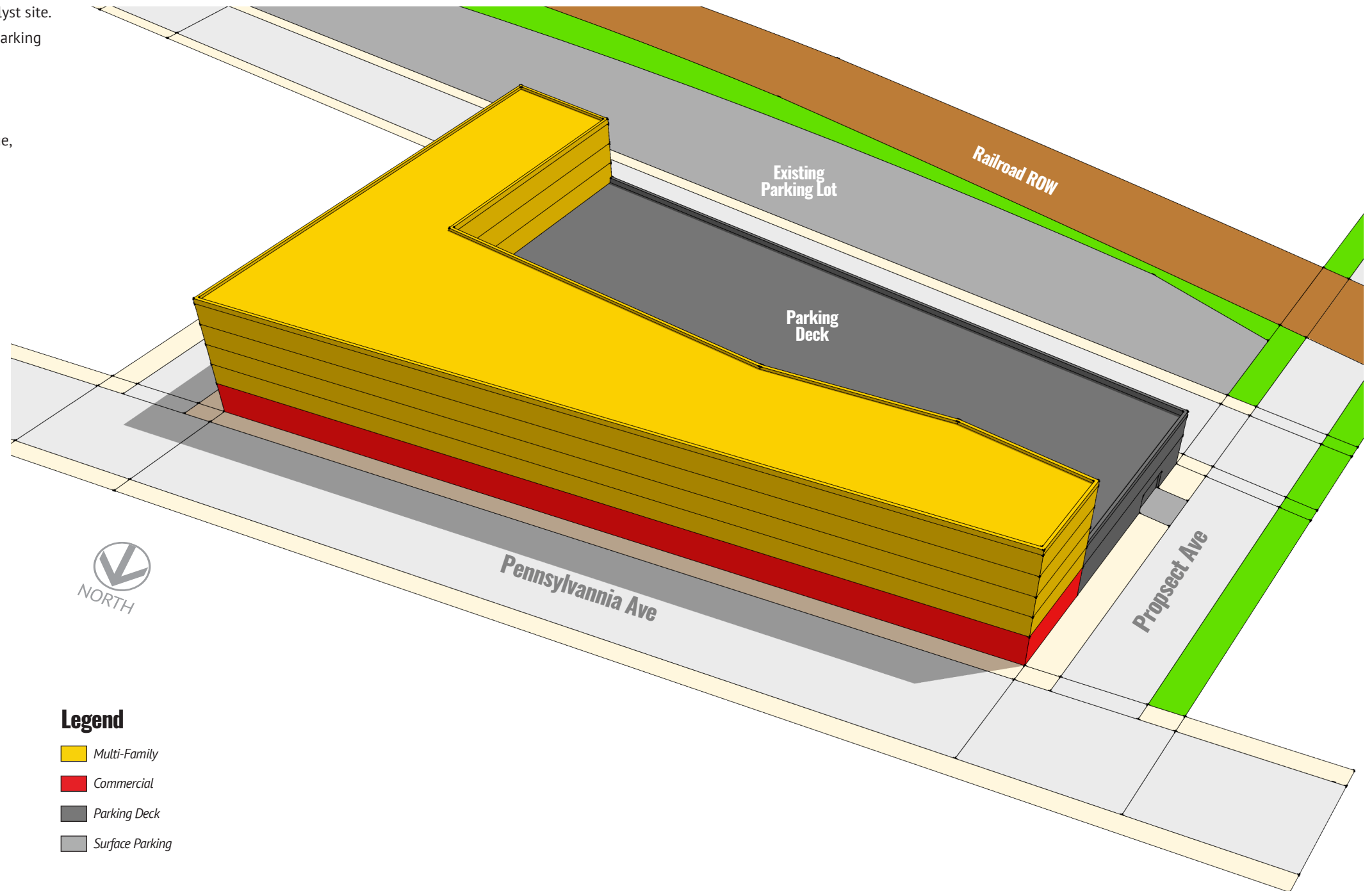
Upper-floor(s):
Multi-Family Residential
4 floors / 36,500 s.f. per floor, 146,000 s.f. total
36 units per floor, 144 units total

Parking Garage:
2 above ground floor level
38,500 s.f. per level

Parking:
Existing: 97 spaces
Required: 335 spaces

Economic Impact

Sales Tax Revenue: \$210,000
TIF Revenue: \$660,000
Total Annual Impact: \$870,000



Legend

- Multi-Family
- Commercial
- Parking Deck
- Surface Parking

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Pennsylvania Ave & Main Street

DOWNTOWN SUBAREA CATALYST SITE

This catalyst site includes portions of the Pennsylvania West Lot, a single-story commercial building, and Station 61 of the Glen Ellyn Volunteer Fire Company. The Pennsylvania Avenue and Main Street intersection is one of the most prominent locations in the Downtown, but the northwest corner is absent of any commercial development. Redevelopment of this underutilized site would provide an opportunity to expand the downtown commercial base while improving the image of the district. The concept shown illustrates potential to accommodate a five-story mixed-use structure with ground floor retail fronting Pennsylvania Avenue and Main Street, and condominiums or apartments on the upper floors. The concept is served by a three-level parking garage.

Design Considerations

- Primary garage access should be provided from both Main Street and Pennsylvania Avenue with secondary access to surface parking in the rear with access to Anthony Street.
- Redevelopment of this catalyst site should only be considered in partnership with the Glen Ellyn Volunteer Fire Department. The station holds the corner of the site and would be critical to the long term success of future redevelopment.
- The north and western edge of the catalyst site is bordered by single family homes. Development should be stepped back and landscaping and other screening should be used to buffer these less intense uses. In the concept, surface parking has been retained in a portion of the Pennsylvania West Lot to serve as a buffer as well.

Site Details

Overall property area:
115,208 s.f./ 2.64 acres

Current Land Use:
Commercial
Public/semi public

Current Zoning:
(CSB) CBD Central Service

Building Details

Ground-floor:
Commercial – 21,500 s.f.
Parking Garage

Upper-floor(s):
Multi-Family Residential
4 floors / 30,300 s.f. per floor, 121,200 s.f. total
30 units per floor, 120 units total

Parking Garage:
2 above ground floor level
43,750 s.f. per level

Parking:
Existing: 146 spaces
Required: 265 spaces

Economic Impact

Sales Tax Revenue: \$150,000
TIF Revenue: \$600,000
Total Annual Impact: \$750,000



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Duane Street & Forest Avenue

DOWNTOWN SUBAREA CATALYST SITE

This catalyst site occupies portions of the blocks north of Duane Street to the east and west of Forest Avenue. Both blocks consist of one- and two-story commercial buildings served by dedicated surface parking that is fragmented by multiple access drives including a continuous curb cut along Forest Avenue for bank drive aisles. To the west of Forest Avenue, the concept shown illustrates potential to accommodate a two-story mixed-use structure with offices located above ground floor commercial space fronting Duane Street. To the east of Forest Avenue, the concept illustrated potential for a three- to four-story mixed-use structure with ground floor commercial and condominiums or apartments on the upper floors. The structure is served by a surface lot that abuts Prairie Path Park.

Design Considerations

- A proposed pedestrian railroad underpass will position Forest Avenue as a prime pedestrian access point for the Metra Station. New development should front Forest Avenue and enhance the pedestrian/visitor experience.
- New development would connect to the adjacent Illinois Prairie Path and Prairie Path Park.
- Office and commercial flex space should be encouraged to accommodate businesses growing out of Innovation DuPage's incubator program at the Glen Ellyn Civic Center.
- Primary access should be provided from Duane Street with secondary access to Forest Avenue.
- Outdoor seating/dining uses should be encouraged along Forest Avenue near the train station.

Site Details

Overall property area:
West Site: 27,184 s.f./ 0.62 acres
East Site: 53,220 s.f./ 1.22 acres

Current Land Use:
Office Commercial
Bank Mixed-use

Current Zoning:
(C5B) CBD Central Service

Building Details (west of Forest)

Mixed-Use:
Ground-floor Commercial – 9,000 s.f.
Upper-floor Office – 9,000 s.f.

Parking:
Existing Parking: 30 spaces (approximate)
Provided Parking: 30 spaces

Building Details (east of Forest)

Mixed-Use:
Ground-floor Commercial – 18,750 s.f.
Upper-floor(s) Residential – 36 units total
2nd-3rd floor / 18,750 s.f. per floor
4th floor / 9,250 s.f.
Upper-floors / 46,750 s.f. total

Parking:
Parking Required: 0 commercial, 54 residential
Parking Provided: 60 spaces

Economic Impact

Sales Tax Revenue: \$190,000
TIF Revenue: \$210,000
Total Annual Impact: \$400,000



Legend

- Upper-floor Residential
- Flex-Commercial
- Office
- Surface Parking

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