



Agenda
Village of Glen Ellyn
Plan Commission
Special Meeting
Thursday, May 30, 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. **Public Meeting - Comprehensive Plan Update - Draft Downtown Sub-Area Plan**
 - 1. 2019 Comprehensive Plan Updated - Draft Downtown Sub-Area Plan
- D. **Trustee's Report**
- E. **Chairman's Report**
- F. **Staff Report**
- G. **Other Business**
- H. **Adjournment**
- I. **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: 05/30/19 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Discussion Item
Prepared By: Kelly Purvis

SCHEDULED

AGENDA ITEM (ID # 3998)

DOC ID: 3998

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.]

DRAFT

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.

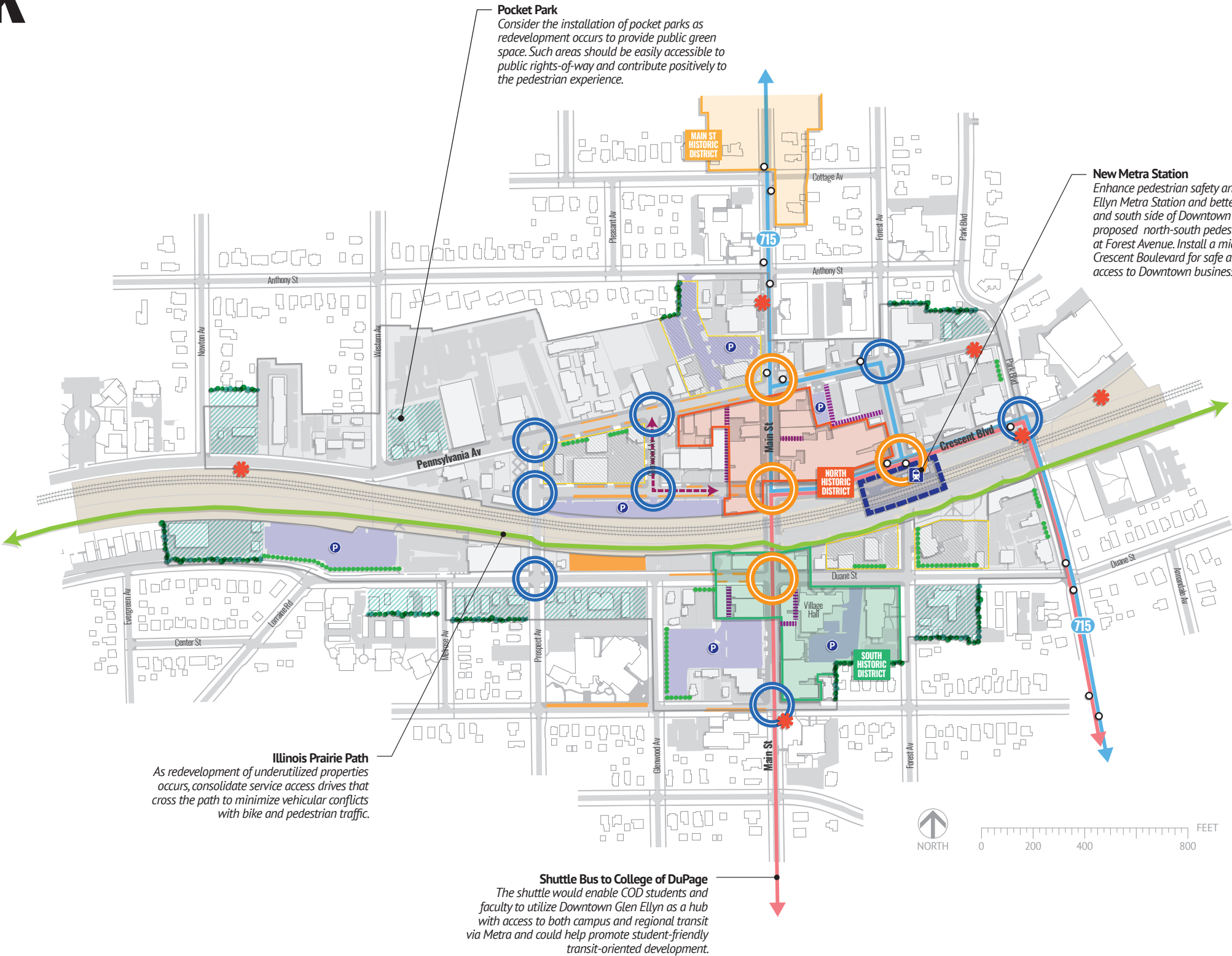
While Glen Ellyn has an attractive downtown that checks many of these best planning boxes, there is still room for growth and improvement. Downtown Glen Ellyn has not witnessed new development and re-investment on par with surrounding peer communities and efforts should be made to improve the downtown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

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.
-  **Mainstem 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.

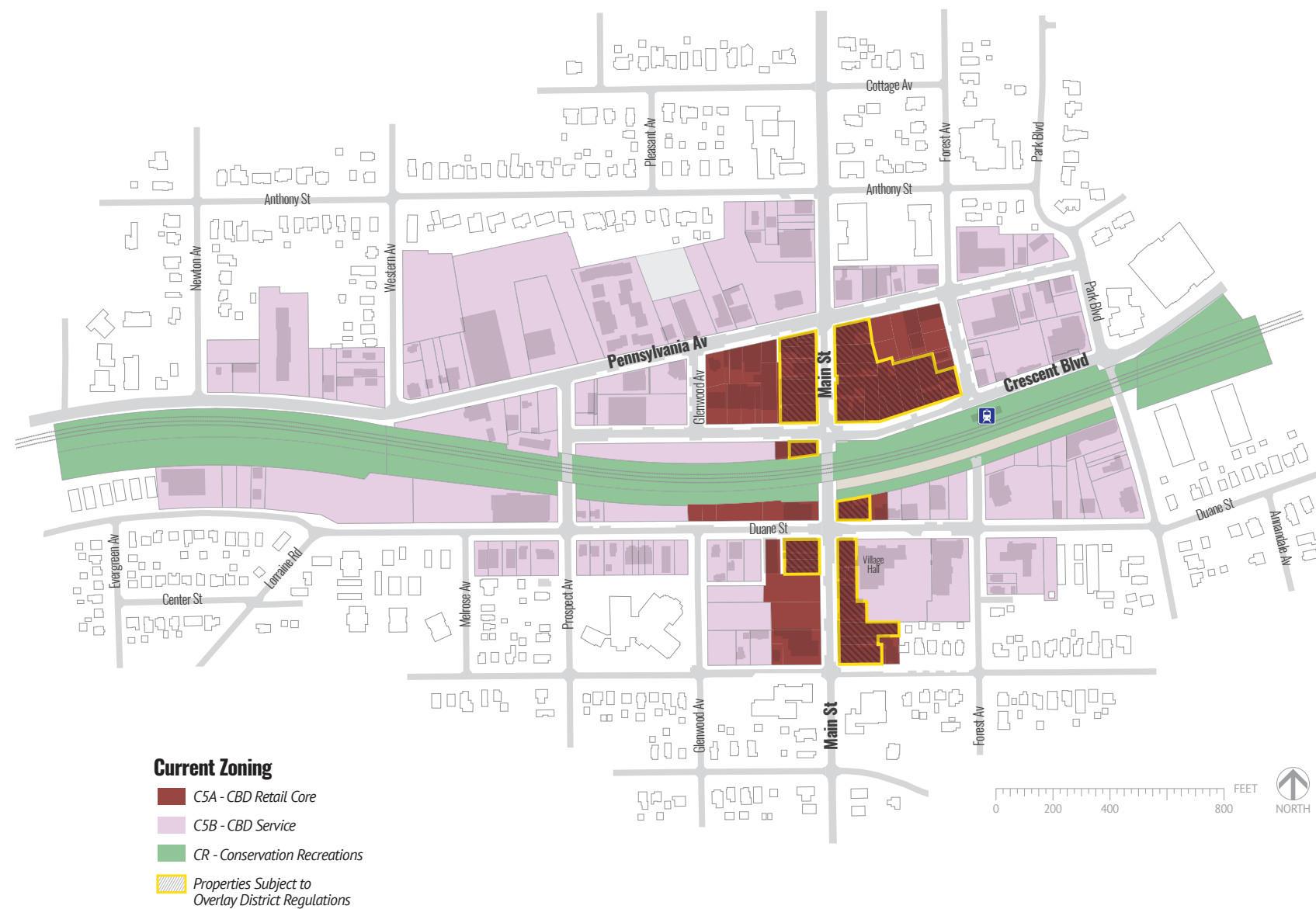
Since adoption of the two districts, the C5B has experienced limited construction of a few mixed use and standalone multi-family structures, while no new residential development has occurred in the C5A. In that regard, the C5A designation has accomplished the goal of maintaining the core's retail and 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

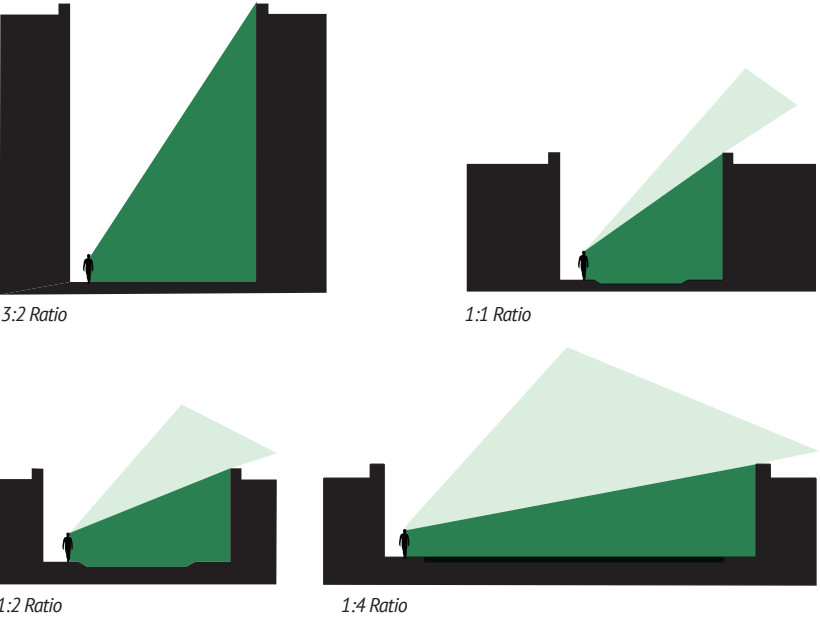
It is also important that height maximums within the Downtown respond to modern building practices. Typical floor heights for ground floor commercial, office, residential, and parking will impact the minimum height needed for a modern mixed use building without impacting function.

- **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.

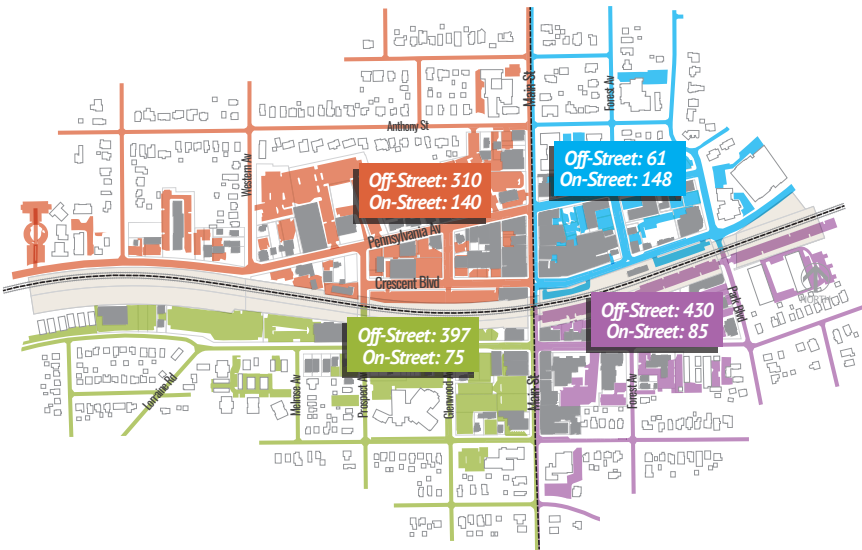
Total Building Height Required to Accommodate Modern Development		
	Minimum Floor Height	Maximum Floor Height
3-story Mixed Use	15'+10'+10'+3'=38'	18'+12'+12'+5'=47'
4-story Mixed Use	15'+10'+10'+10'+3'=48'	18'+12'+12'+12'+5'=59'
5-story Mixed Use	15'+10'+10'+10'+10'+3'=58'	18'+12'+12'+12'+12'+5'=71'

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.

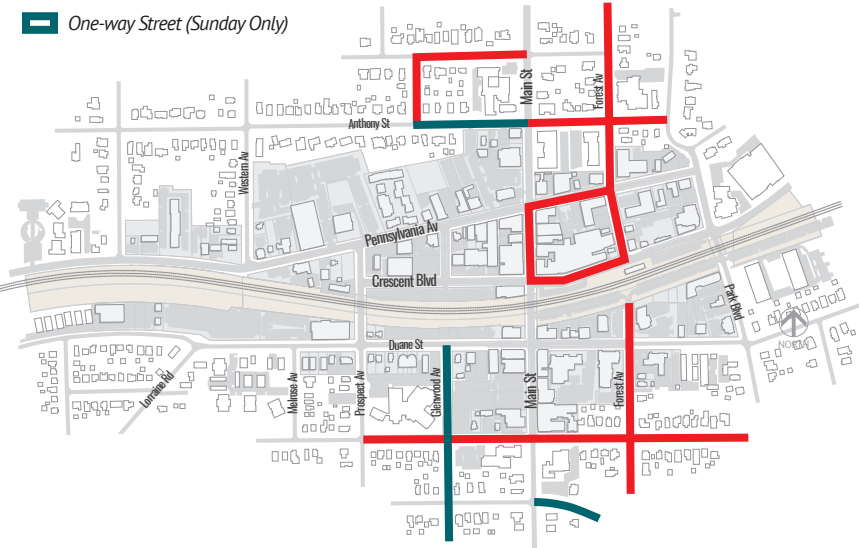
Residential Parking

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:

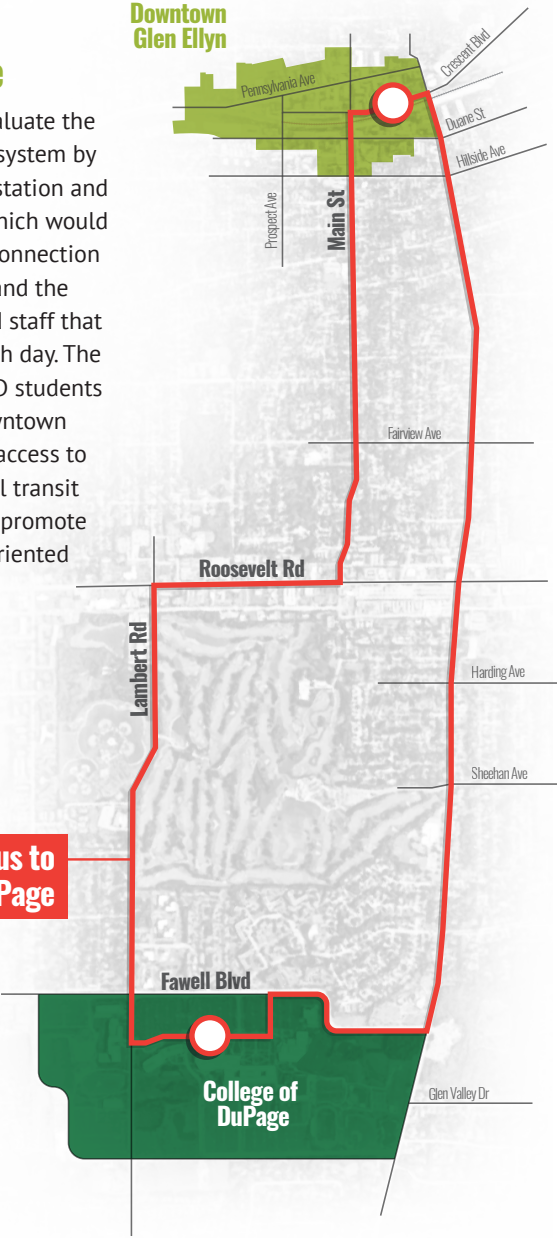
- Shared-parking agreements for off-peak use of private lots
- Temporary leasing of parking lots on unoccupied sites such as the McChesney site
- Regular monitoring of effectiveness and desirability of free on-street parking policy

- 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



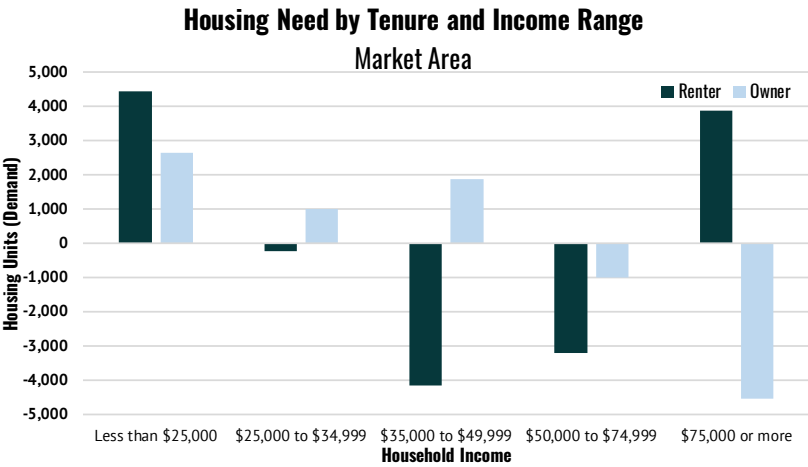
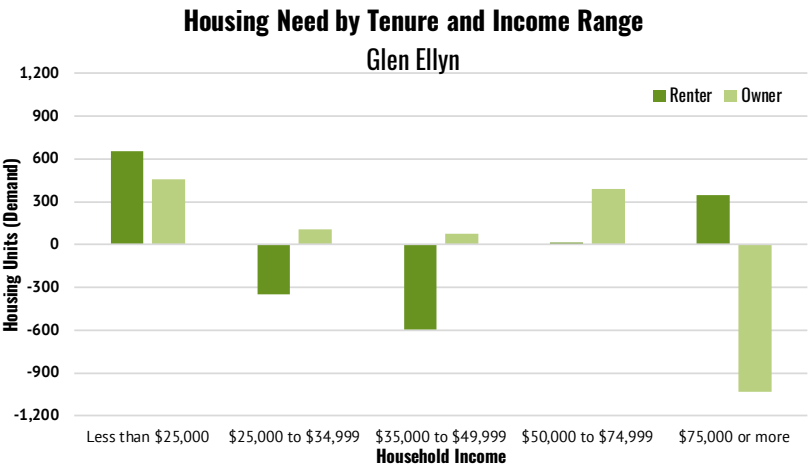
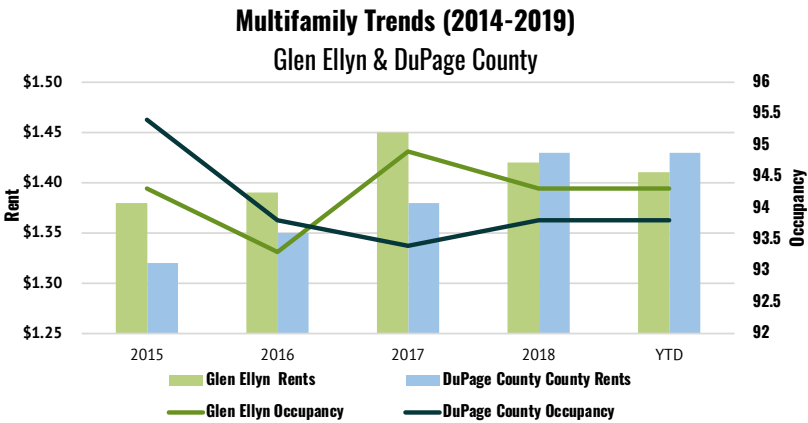
Downtown Market Demand

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

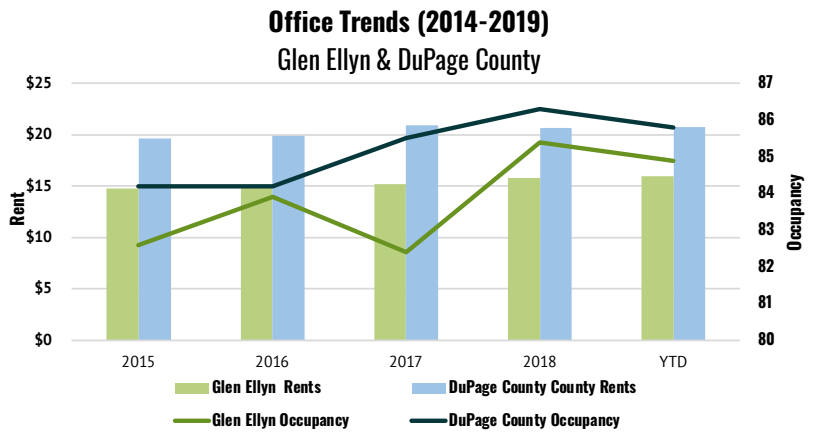
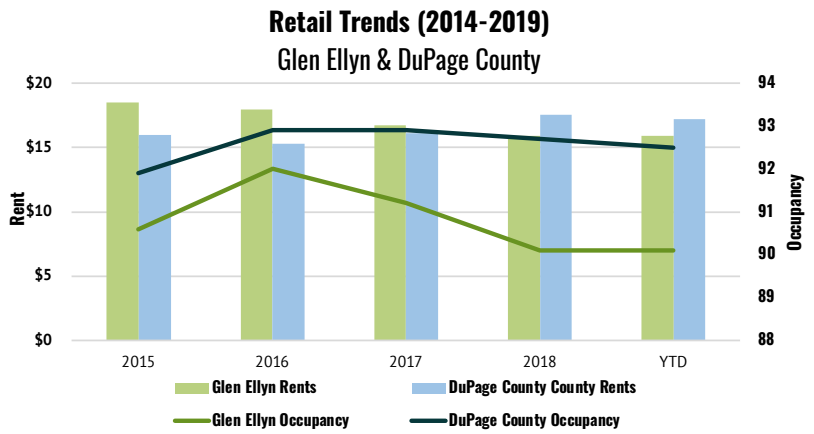
Industry Group ¹	Retail Gap (\$)	Potential Sq. Ft. ²
Furniture & Home Furnishings Stores	\$20,156,624	50,392
Electronics & Appliance Stores	\$23,031,415	57,579
Bldg Materials, Garden Equip. & Supply Stores	-\$9,155,827	(22,890)
Food & Beverage Stores	\$16,903,837	42,260
Grocery Store	\$10,262,732	25,657
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.



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

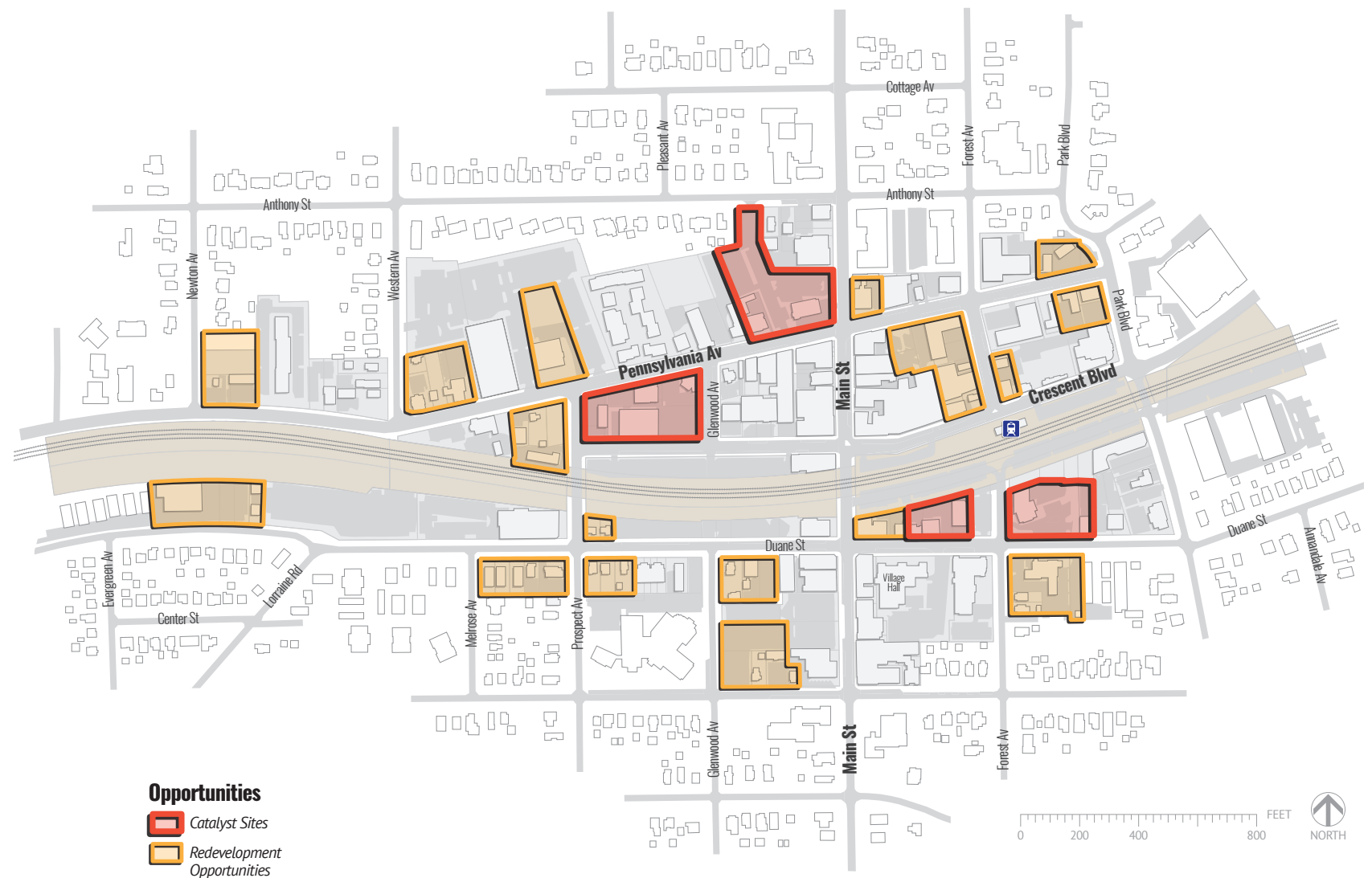
Catalyst sites are vacant and/or underutilized parcels where redevelopment could have a significant positive effect on Downtown Glen Ellyn. These proposed catalyst site concepts illustrate the redevelopment and repositioning of three sites:

- 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.

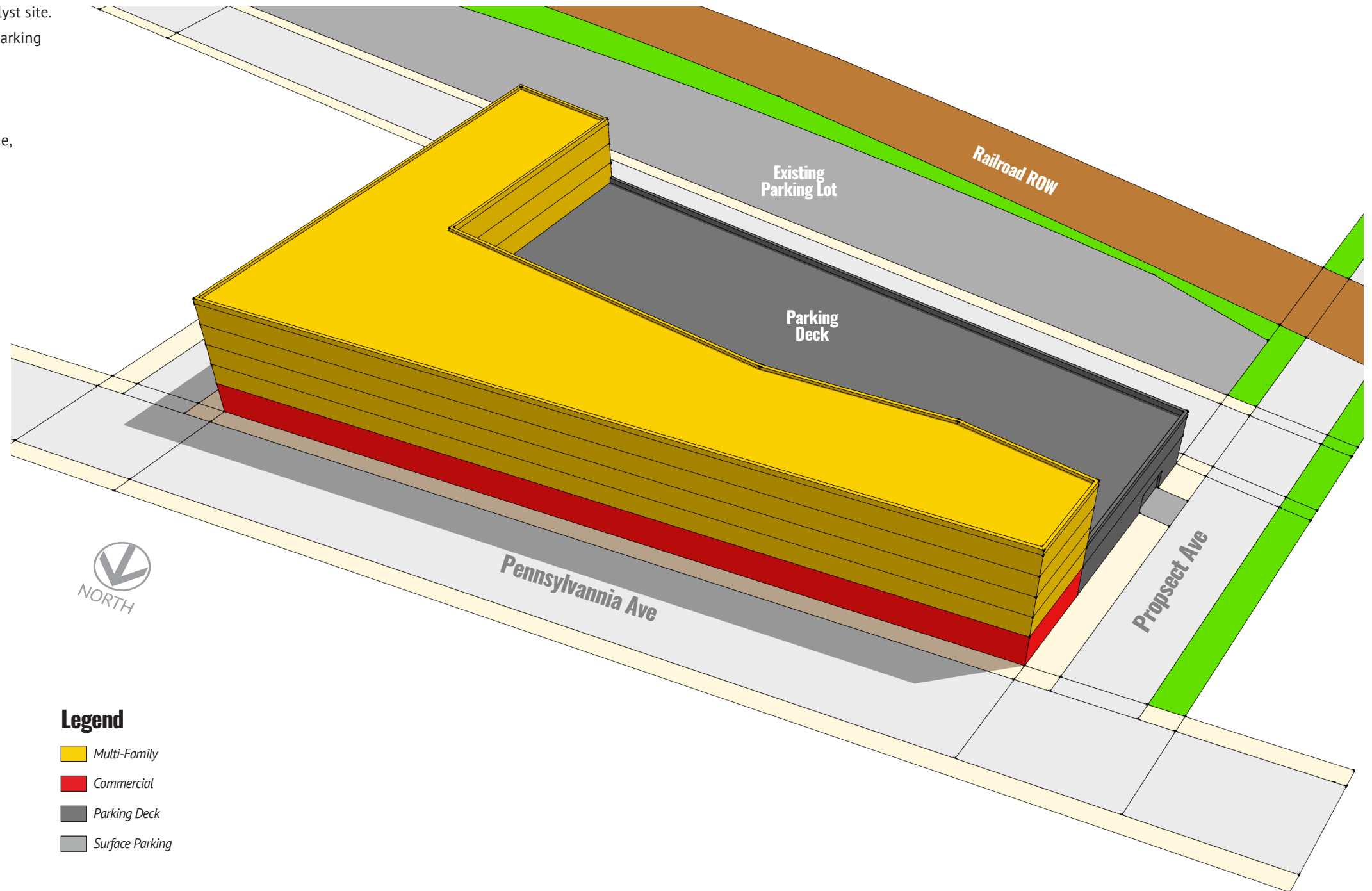
Upper-floor(s):
Multi-Family Residential
4 floors / 36,500 s.f. per floor, 146,000 s.f. total
36 units per floor, 144 units total

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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