



Agenda
Village of Glen Ellyn
Special Plan Commission Meeting
Thursday, January 7, 2021
7:00 PM
Virtual Meeting via Zoom

This meeting will be conducted by audio or video conference without a physically present quorum of the Glen Ellyn Plan Commission because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Chairperson of the Plan Commission has determined that an in-person meeting at the Civic Center is not practical or prudent because of the disaster. The Chairperson, Commissioners of the Plan Commission, Village Manager, and Village Attorney will not be physically present at the Civic Center because their attendance is unfeasible due to the disaster. Physical attendance at the Civic Center by the public is also not feasible because of the disaster. The Zoom information is below.

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/82533016448?pwd=aWR3NFJnL1RvdEhUTlI2Y3llK3p3Zz09>

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+1 669 900 9128 or +1 253 215 8782*

Webinar ID: 825 3301 6448

Passcode: 242709

International numbers available: <https://us02web.zoom.us/j/82533016448?pwd=aWR3NFJnL1RvdEhUTlI2Y3llK3p3Zz09>

- A. Call to Order**
- B. Chairperson's Statement of Remote Meeting Procedures**
- C. Public Comment (Non Agenda Items)**
- D. Allow Remote Participation of Plan Commission Members (roll call vote)**
- E. Approval of Draft Minutes from the December 10, 2020 Regular Plan Commission Meeting**
 - 1) December 10, 2020 Draft Plan Commission Meeting Minutes
- F. Approval of Draft Minutes from the December 17, 2020 Special Plan Commission Meeting**
 - 1) December 17, 2020 Draft Plan Commission Meeting Minutes
- G. Old Business**

- 1) Continued from December 17, 2020 - A Public Hearing to consider an Amendment to the Glen Ellyn Civic Center Campus Planned Unit Development with Deviations and Exterior Appearance Approval to allow changes associated with the construction of the Civic Center Pedway

To view the video of the December 17, 2020 Plan Commission meeting at which this hearing was initially opened and discussed, please click here: <https://glenellynil.civicclerk.com/Web/Player.aspx?id=802&key=-1&mod=-1&mk=-1&nov=0>

- 2) Continued from December 10, 2020 - A Public Hearing to review the second half of the draft Comprehensive Plan document (pages 44-79)

To view the video of the December 10, 2020 Plan Commission meeting at which this hearing was initially opened and discussed, please click here: <https://glenellynil.civicclerk.com/Web/Player.aspx?id=669&key=-1&mod=-1&mk=-1&nov=0>

- H. Trustee's Report**
- I. Chairperson's Report**
- J. Staff Report**
- K. Other Business**
- L. Adjournment**



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 1/7/2021 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Minutes
Prepared By: Kelly Purvis

**AGENDA ITEM (ID
2020-767)**

DOC ID: 2020-767

December 10, 2020 Draft Plan Commission Meeting Minutes

Statement of the Issue:

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. December 10, 2020 Draft Plan Commission Meeting Minutes

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
December 10, 2020

Call to Order and Roll Call

The meeting was called to order at 7:00 p.m. by Chairperson Mary Loch, who explained the approach to be taken to conduct the meeting via videoconferencing due to the COVID19 public health concerns, described proceedings for the evening's remote public hearing, and listed Plan Commission duties. The topic of tonight's meeting, she said, is the draft Comprehensive Plan, and that discussion of it would be continued at a January Public Hearing meeting.

Chairperson Loch listed meeting participants Village Development Director Staci Springer, Planning Manager Kelly Purvis, Associate Planner Cole Jackson, Houseal Lavigne Associates (HLA) representatives John Houseal and Brandon Nolin, Village Trustee Bill Enright and Recording Secretary Barbara Dutton.

Roll call was taken. Chairperson Loch, and Plan Commissioners Lloyd Berry, Laura Brown, Angela Fanella, Tracy Heming-Littwin, John Mulherin, David Rodemann, Mohammed Saeed and Jamie Vondruska were present.

Adoption of Emergency Allowance of Remote Participation by the Plan Commission

A motion to allow remote participation by the Plan Commission in the meeting was made by Commissioner Heming-Littwin and seconded by Commissioner Vondruska. The motion carried with nine (9) yes votes as follows: Commissioners Heming-Littwin, Vondruska, Berry, Brown, Fanella, Mulherin, Rodemann and Saeed, and Chairperson Loch voted "yes."

Public Comment Non-Agenda Items

There was no public comment pertaining to non-agenda items.

Approval of November 12, 2020 Plan Commission Meeting Minutes

Commissioner Saeed moved to approve the draft minutes of the November 12, 2020 Regular Plan Commission meeting; seconded by Commissioner Heming-Littwin. The motion carried with nine (9) yes votes as follows: Commissioners Saeed, Heming-Littwin, Berry, Brown, Fanella, Mulherin, Rodemann and Vondruska and Chairperson Loch voted "yes."

Public Hearing to Review the Draft Comprehensive Plan

A motion to open the Public Hearing to Review the Draft Comprehensive Plan was made and seconded by Commissioners Heming-Littwin and Saeed, respectively. The motion carried with nine (9) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Saeed, Berry, Brown, Fanella, Mulherin, Rodemann and Vondruska and Chairperson Loch voted "yes."

Staff Introduction

After being sworn in, Kelly Purvis, Planning Manager, Village of Glen Ellyn, 535 Duane Street, reviewed the history of the Village's Comprehensive Plans to the current one adopted in 2001. She described

consultant HLA's role in helping to update it, as well as the involvement of a work group whose composition she outlined. Additionally, she stated, various activities – including development of a project web page, stakeholder meetings, digital surveys and open houses – had taken place in support of the effort to advance the new Draft Comprehensive Plan, the first half of which would be reviewed tonight. Planning Manager Purvis introduced the aforementioned representatives of HLA, and presented a list of items for which feedback was being sought this evening from the Plan Commission.

After being sworn in along with Mr. Houseal, principal, and Mr. Nolin, senior project manager, with HLA, 188 W. Randolph, Chicago, provided an overview of the planning area, which includes unincorporated land, for which policy direction is also given. He offered an inventory of future land-use plan categories: traditional residential, single-family attached, multi-family housing, neighborhood and corridor commercial, mixed-use, office, public/semi-public, parks and open space, light industrial, utility and transportation, and parking. Mr. Nolin reviewed a residential area framework, including opportunities for infill development, as well as commercial area frameworks, pointing to key spots for redevelopment. Turning to a subarea framework for downtown, he highlighted “catalyst” sites identified and stated that analysis of present Village zoning showed lower height and density regulations as compared to peer communities, and recommended revisiting these regulations, which, he suggested, currently limit modern commercial development. Another recommendation he offered was shuttle bus service connecting the downtown business district with the College of DuPage. He said analysis of parking had been performed, and identified a goal for the Village to encourage additional parking north of the railroad tracks, and recommended a ratio of 1.27 spaces per multi-family unit in downtown residential developments.

Mr. Nolin went on to review three downtown catalyst sites that had been identified:

1. Duane St. & Lorraine St.: A concept that depicts a parking deck and multi-unit housing complex in this area, which, Mr. Nolin said, currently contains outside storage, an industrial property and a vacant or underutilized single-family home.
2. Pennsylvania Ave. & Main St.: The “Fire Station Site,” Mr. Nolin said could be transformed into a new anchor with a mixed use development, provided parties including the Glen Ellyn Volunteer Fire Company were “able and willing” to cooperate.
3. Duane St. & Forest Ave.: This site, suggested Mr. Nolin, could be a prime location for mixed use, and noted its proximity to such amenities as the small business incubator.

Mr. Nolin turned to discussing the Roosevelt Road corridor subarea framework, mentioning opportunities for landscape and pedestrian improvements to make a better “front door” for the Village. He expressed a desire for auto dealership expansion of the Haggerty Chevrolet site, but said that the site north of Haggerty alternatively could be developed into multi-family housing. He added that rethinking of uses for Nicole Way & Pershing property featuring outmoded office facilities would be in order.

Catalyst sites identified were:

1. Park Blvd. & Roosevelt Rd.: The northwest consolidation and repositioning of sites at the northwest corner along with improved frontage was suggested, along with adding a right-turn lane (westbound) on Park Boulevard.
2. Exmoor Ave. & Roosevelt Rd.: This area, he said, presents commercial redevelopment opportunity, including potentially a modern hotel.

3. Nicole Way 53/ & Roosevelt: This site, suggested Mr. Nolin, has potential for office, commercial and multi-family housing development.

Commissioner Questions

Commissioner Fanella asked what community opinion the consultant found most surprising, to which Mr. Nolin responded the high rate of survey participation. He added that the emphasis on more “attainable” housing was remarkable, as well. Commissioner Vondruska asked if affordable housing referred to empty nester opportunities or starter housing, to which Mr. Nolin indicated that his consultancy preferred the term attainable housing, and that such reflected both senior and starter residents. Commissioner Fanella observed that entry-level single-family housing is difficult to find in the community. Acknowledging a lack of single-family homes, Mr. Nolin stated that other options for consideration include townhomes with shared open space. Mr. Houseal stated that while there are strategies for retaining small homes, economic realities present challenges to doing so. Planning Manager Purvis interjected that zoning can be a tool to maintain smaller homes.

Pointing to the area in which the US Bank parcel sits, Commissioner Brown wondered if the idea of making this entire catalyst site into a downtown park had been explored. Mr. Nolin explained that the Consultant’s charge had been to explore ways for reinvestment in privately held properties, to which Mr. Houseal added that the Village would have to compensate owners in a purchase for such a development. Planning Manager Purvis noted a desire on the part of the Village to see mention of park expansion or connecting amenities to the Prairie Path into a concept. Pointing to the lack of a playground in the downtown, Commissioner Fanella said there might be opportunity to partner with the Park District to provide a tot lot. Commissioner Brown agreed, thinking a playground could be downtown destination. Mr. Nolin thought a park amenity could be added, but noted that the space is currently awkwardly configured.

Commissioner Mulherin asked if there is a Federal grant for an underground pass at Forest, to which Planning Manager Purvis responded there is indeed funding for a project to be underway in 2024. Mr. Houseal noted that a railroad company can sometimes be a funding source for such projects.

Chairperson Lock asked if the building envisioned for the west part of this site could be four stories instead of two, to which Planning Manager Purvis responded that inadequate parking is already a limiting factor in development size. Delineating parking in the current concept, Mr. Nolin, alluded to balancing parking and park space. Chair Loch and Commissioner Heming-Littwin both thought this area would be a good place for increased density.

Sworn in, Village Community Development Director Staci Springer, 535 Duane St., expects a \$21 million train station project to move forward, and said that more information about it will be forthcoming.

Commissioner Rodemann said that, while some things in the draft downtown plan were good, the Village needs open space to give it more vitality. While the Prairie Path Park might not be the spot for this, he added, the Commission needs to step back and consider that there are perhaps significant ways to improve the downtown and address the lack of an identifiable open space. Director Springer said that Staff has been looking for opportunities to do this, but the challenge is in the way the downtown is built out. She said that a greater understanding of the Streetscape project in the works might help in

visualizing the “pocket parks” concept, which could include seating and artwork. She mentioned, too, that event space near the McChesney site is also under discussion.

Commissioner Heming-Littwin asked where possible sites had been identified for the Fire Station to relocate to should development of the northwest corner of Main and Pennsylvania be pursued. Mr. Nolin said none had been identified, to which Commissioner Heming-Littwin expressed surprise, and said that if this area is to be a catalyst site, she wants to know where the Fire Company could go. Director Springer recognizes the challenge of the site, which has been “noodled” at Staff level, adding that timing is a critical factor in a redevelopment endeavor for the site, and that engaging the Fire Company would be key to advancing such an effort. She continued by saying she would also expect developer participation and suggested language spelling this out be added to the Comprehensive Plan.

Observing that a comprehensive plan can become more like a marketing plan, Commissioner Berry thought the image displaying a concept for this catalyst site would be objected to because it doesn’t convey the community’s character. He went on to ask if Five Corners is really a “gateway” to the community, noting that the northeast quadrant is the only one left for redevelopment. He thinks Roosevelt Road-53 area blight is riper for gateway enhancement, saying a “wallscape” there might be more impactful. Commissioner Heming-Littwin countered that Five Corners is a major entry way.

Commissioner Fanella agreed that the “Fire Station” site concept is lacking in design, and that retail should be emphasized. Commissioner Vondruska offered a reminder that Pennsylvania and Main has been designated a target area so redevelopment is logical but a rendering does not represent an idea set in stone. Mr. Houseal concurred, stating that concepts are candidates for consideration.

Commissioner Heming-Littwin asked if there is a reason why the concept for the Pennsylvania and Main catalyst site doesn’t reach further north on Main Street. Asking, “How far do you go?” Director Springer noted that a recent sale of property in the vicinity would make redevelopment less likely any time soon, though doesn’t preclude it. Commissioner Heming-Littwin thought maybe this area could be reconfigured to accommodate a park, to which Director Springer said that such a plan would entail a cost to the Village. Mr. Nolin stated that properties fronting Pennsylvania have real estate potential that offers “more bang for the buck.” Commissioner Rodemann asked if the catalyst site concepts, aside from parking ratios, fit into the current zoning pattern. Director Springer responded the assignment specified this, and Planning Manager Purvis affirmed the catalyst site under discussion does. Mr. Houseal stated that the concepts provide market-viable parking ratios.

Public Input

Sworn in, Michael O’Connor, 1902 Crimson Drive, Valparaiso, Ind., observed that the plan assumes uses are combined in mixed use and that multiple parcels are combined, a situation that he stated is difficult to achieve in reality. He added that parking decks adjacent to residential buildings are undesirable.

Ginger Wheeler, 765 Hillside Avenue, was sworn in, and advocated for bicycle travel consideration.

Jerry Anderson, 616 Davis Terrace, was sworn in, and asked if there had been feedback received about maintaining the quaintness of the downtown and building heights. He liked the idea of a significant park downtown, especially if higher buildings are constructed. Mr. Nolin responded that, in general, the survey didn’t ask about character or building height, there not being a piece focused specifically on the

downtown. Mr. Houseal stated that the interest among the community in the Village's character is apparent, and that a goal is to balance maintaining character with desirable, needed development.

Julie Evans, 554 N. Park Blvd., was sworn in, and expressed appreciation for the consideration of attainable and affordable housing, and hopes that attention will be given to housing options for adults with physical and intellectual disabilities, and offered assistance in exploring the idea.

Commissioner Discussion

Chairperson Loch directed the Commission to review the list of items about which Staff specifically asked for input:

1. *Allowing Accessory Dwelling Units in single-family districts as a Special Use.*

Commissioner Fanella wondered what an accessory dwelling unit (ADU) would look like and what it would mean to neighbors. Development Director Springer explained that such units are extensions of single-family homes, and could be in the form of a basement unit, addition or coach house.

Commissioner Heming-Littwin asked whether parking would be required and if such units would fall under the lot-coverage ratio (LCR). Planning Manager Purvis said zoning would need to be altered to permit ADUs and that LCR wouldn't necessarily change. Commissioner Loch opined that, given the number of tall garages seen in the community, she feels "We're half-way there already," and doesn't see a problem with these. Commissioner Fanella asked about regulation to prevent undesirable activity stemming from homeowners creating rental units for income, to which Development Director Springer suggested this could be done through zoning code enforcement.

Commissioner Mulherin expressed concerns about life safety and the potential for Airbnb and similar lodging use as an opportunity for abuse. Mr. Houseal reported that communities use various approaches – including imposing size restrictions and specifying that ADUs be part of the primary structure, and requiring the property owner to live onsite – to address this. Finding the idea of ADUs "intriguing," Commissioner Vondruska related that he lives near a coach house that has been rented to responsible tenants. Commissioner Brown noted a trend toward multi-generational living and urged receptivity to the ADUs. Commissioner Fanella thought the concept sound so long as it isn't commercialized. Commissioner Heming-Littwin said good rules would be needed in permitting such special use.

2. *Allowing missing-middle housing types (duplexes, triplexes, multiplexes, courtyard apartments and townhouses) within single family neighborhoods.*

Planning Manager Purvis showed photos of examples of this type of housing, and Commissioner Heming-Littwin pointed to townhomes on the edges of a single-family neighborhood in town as a successful example. Mr. Houseal stated that such housing used to be "routine" in communities.

Commissioner Vondruska asked if potential builders would have to request a special use permit, to which Development Director Springer responded that this would be a suggested approach, but asked how the Commission thought single-family homeowners in Glen Ellyn would view this type of housing in their midst. Chairperson Loch thought that building duplexes would be an easier proposition than a four-flat, and Commissioner Rodemann said that this type of housing would be more appropriate in transitional zones but that he would be hesitant to set new special uses for the majority of the

community's residential areas. He said that maybe two-family structures would be acceptable, but that locating higher-density housing would need to be focused in transitional areas. Commissioner Heming-Littwin wondered if such housing could help with non-conforming lot issues. Planning Manager Purvis explained that to allow this would require an overhaul of the zoning code, as only detached single family homes are allowed in single-family districts at this time. Development Director Springer stated that the idea of placement on non-conforming lots could be considered, perhaps limited to fringes/transition zones. Commissioner Fanella suggested permitting this type of housing on a lot that is already next to a parcel allowing multi-family or commercial development; Development Director Springer remarked that this was a creative idea. Commissioner Vondruska thought it likely most people would "freak out" in hearing that a house next door was being converted to a two-flat, but likes Commissioners Fanella and Rodemann's ideas concerning limiting units. Commissioner Saeed asked if duplexes would be possible in the downtown area, and was told by Planning Manager Purvis that it was already allowed in the C5B district as a special use. Director Springer said allowing two-family as a permitted use could be explored, though Planning Manager Purvis cautioned care in considering converting commercial buildings into residential. Commissioner Saeed asked if duplexes could be placed at Main and Pennsylvania, but Director Springer advised that costs to do so would be prohibitive.

3. *The proposed location of the pocket park northeast of the intersection of Western and Pennsylvania.*

Chairman Loch asked why this location was chosen for discussion, to which Director Springer responded, just to make sure people were on board with the idea. Observing that the spot is close to a busy clinic entrance/exit, Commissioner Heming-Littwin asked why the location was identified for a pocket park and who would use it. Mr. Nolin indicated that it represented potential wooded open space and could be a component in redeveloping the corner. Commissioner Heming-Littwin and Chairperson Loch didn't think a park here would get much use; Mr. Houseal agreed, though stressed the value of maintaining mature trees.

4. *The building height recommendations for the downtown.*

Commissioner Vondruska stated that repeatedly offering variances on height restrictions gets "silly" in this day and age of higher ceilings, so believes that thought should be given to making changes, yet acknowledged the need to avoid canyon effects and maintain village charm. He wondered if height requests are due to new height requirements or more the desire for an additional floor. Mr. Houseal stated both were factors, as well as striving for greater population density to patronize "bricks & mortar" businesses and necessary ROI. Commissioner Rodemann recognized a need for some vertical adjustment, but declared the need to "hold the line" by maintaining step-back standards and controlling design. Offering a reminder that topographically the downtown is in a "gulley," Commissioner Heming-Littwin said the Village needs to find ways to change with the times, though within reason. Chairman Loch asked if anyone is uncomfortable with raising the building height. Staff clarified that the proposed height of 60 feet would apply to Zones C5A and C5B, the latter of which now has bonuses available, and the former of which currently has some parcels subject to a 45-foot restriction. Mr. Nolin said that despite the height recommendation also being envisioned for the overlay district, or historic core, a PUD process would still apply. While Chairperson Loch said she's observed recent reinvestment in Main Street properties, Commissioner Heming-Littwin wondered what might happen if some of these older

buildings should develop structural issues or are damaged by fire and need to be replaced. Commissioner Mulherin acknowledged that some downtown buildings are obsolete, to which Mr. Houseal added that some old buildings become too difficult to preserve. Commissioner Fanella thought that community outreach might be helpful in explaining building height adjustment considerations. Commissioner Rodemann said he is in favor of keeping the overlay and preserving the character of the Village and that he is hesitant to endorse any wholesale change to height restrictions.

5. *The recommended parking ratios for residential downtown developments.*

Planning Manager Purvis clarified that the recommended 1.27 parking ratio applied to residential properties in the downtown. Mr. Nolin stated that research presented was from parking consultant KLOA and based on similar-sized communities. Chairperson Loch thought the Commission was “probably pretty comfortable” with the recommended ratio, having previously considered similar ratios for projects. The Plan Commissioners concurred.

6. *The inclusion of some or all of the Village owned parking lot in the Duane/Lorraine catalyst site; and if included, to what extent parking should be replaced.*

Development Director Springer stated that the current daily-pay lot is now virtually empty and asked if the lot is valuable or whether the Village would be better served by offering parking area as a development incentive or by selling it. Chairperson Loch asked what the utilization was pre-Covid, to which Director Springer responded, 40 percent to 80 percent, given the day. Commissioner Heming-Littwin stated that occupancy depended on the day of the week, and that she’d encountered a packed lot on occasion. Commissioner Loch felt she lacked enough information to decide.

Commissioner Vondruska asked if the matter was about size of a parking or even the necessity of one. Director Springer responded that the question of redevelopment goes to bulk, and that divergent views on the subject have been expressed. Commissioner Fanella said a decision perhaps couldn’t be accurately made until more is seen about repercussions of Covid19. Commissioner Heming-Littwin entertained the idea of a bigger garage. Vondruska suggested that a concept for potential use could evolve, and that it is not bound to have to become a parking garage or the particular building depicted.

8. *Single-family attached or multi-family development (without commercial first floor) as an alternative development option for the east section of the Duane and Forest catalyst site.)*

Planning Manager Purvis clarified that the reference to “single-family” was to “single-family attached.” Chairperson Loch stated that she is comfortable with having no commercial space on the site; and Commissioner Fanella was okay with this, as well. Commissioner Rodemann thought the site should be left open to the possibility of commercial development. Commissioner Brown reiterated her desire to see the area transformed into a park, an idea that Commissioner Fanella agreed would be preferable to pocket parks, if the location was right. Commissioner Vondruska said that developing a park so close to the tracks would be tricky, but that some playground attractions downtown would be beneficial.

9. *Multi-family residential development on the northerly portion of the Haggerty property as an alternative option if commercial redevelopment does not occur.*

Staff explained that the thought was vacant land in the north part of this area, which is partially owned by the Village and partially by Haggerty, could be used for residential use. Commissioner Heming-Littwin said she could see this area as a transition space from residential to commercial and for multi-family housing.

10. The mid-block crossing at Surrey Drive on Roosevelt Road.

Mr. Nolin explained that creating an intersection shift at Surrey could be an opportunity for a mid-block pedestrian crossing and a road continuing south (and thereby avoiding a zig-zag through alignment) if area redevelopment were to occur. Director Springer, who outlined jurisdiction areas in the vicinity, stated that she doesn't know if IDOT would allow the addition of a stop light, and without it, pedestrians are in danger trying to cross. Asked about sidewalk on the south side Roosevelt, she related that sidewalks by Lombard Toyota end at the dealership's west end, and that Bucky's installed sidewalk. She asked whether the crossing concept should be included in the plan. Stating that the project would be large, Commissioner Vondruska asked what the Village's return would be. Commissioner Heming-Littwin thought it unlikely IDOT would put a light here for pedestrians. Chairperson Loch thought there was a low probability in such a crossing happening under this version of the Comprehensive Plan. Mr. Houseal said if IDOT could be convinced it's a benefit to them they would at least "play ball," and suggested KLOA be tapped for an alternate concept. Commissioner Saeed inquired whether the Consultant had talked to IDOT about putting a light there, and was told by Mr. Nolin it hadn't and that his consultancy had relied on KLOA for examples. Commissioner Saeed said, "If IDOT does not install any light there, I think that realigning Surrey Drive is a bad idea." Commissioner Rodemann stated that he didn't see any need to have these roads aligned, but proposing a light for pedestrian crossing wouldn't be a bad thing. Chairperson Loch thought a traffic light could serve to calm traffic.

A motion to continue the Public Hearing to January 7, 2021 was made by Commissioner Fanella and seconded by Commissioner Rodemann. The motion passed with nine (9) yes votes and zero (0) no votes as follows: Commissioners Fanella, Rodemann, Berry, Brown, Heming-Littwin, Mulherin, Saeed and Vondruska and Chairperson Loch voted "yes."

Trustee's Report

Trustee Enright said the meeting was great and that he appreciated comments made, especially the public input on affordable housing. The budget, cannabis and the Streetscape project, he reported, are all upcoming business for the Village Board.

Staff Report

Development Director Springer related that the McChesney Miller/Glenwood Station development is on the agenda for next Monday's Village Board meeting. She also gave background on the evolution of cannabis regulations. Planning Manager Purvis said that the Main Street Pedway would be the subject of the December 17, 2020 Plan Commission meeting.

Chairman's Report

Chairperson Loch thanked Staff and Commissioners for their work.

Other Business

None.

Adjournment

Chairperson Loch adjourned the meeting at 10:29 p.m.

Respectfully submitted,

Barbara Dutton

Recording Secretary

Reviewed by Planning Manager, Kelly Purvis



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 1/7/2021 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Minutes
Prepared By: Katie Ashbaugh

**AGENDA ITEM (ID
2020-768)**

DOC ID: 2020-768

December 17, 2020 Draft Plan Commission Meeting Minutes

Statement of the Issue:

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. December 17, 2020 Draft Plan Commission Meeting Minutes

DRAFT MINUTES
SPECIAL PLAN COMMISSION MEETING
December 17, 2020

Call to Order and Roll Call

The meeting was called to order at 7:13 p.m. by Chairperson Mary Loch, who introduced herself and outlined the Plan Commission's charge and operation. She described protocols for the evening's meeting, which – in light of Covid19 restrictions – is being conducted remotely via the Zoom platform, and alluded to technical difficulties in administering the call. Chairperson Loch introduced meeting participants Village Community Development Director Staci Springer, Village Planning Manager Kelly Purvis, Village Planner Katie Ashbaugh, Recording Secretary Barbara Dutton and an unknown listener with the Village. She was unsure whether the Village Board Liaison Bill Enright was joining the meeting.

Roll call was taken. Present: Chairperson Loch and Plan Commissioners Laura Brown, Angela Fanella, Tracy Heming-Littwin, David Rodemann, and Jamie Vondruska. Absent: Plan Commissioners Lloyd Berry and John Mulherin, Mohammed Saeed.

Adoption of Emergency Allowance of Remote Participation by the Plan Commission

A motion to allow remote participation in the meeting was made by Commissioner Heming-Littwin, and seconded by Commissioner Brown. The motion carried by roll call vote with six (6) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Brown, Fanella, Rodemann and Vondruska and Chairperson Loch voted "yes."

Public Comment Non-Agenda Items

There was no public comment relative to non-agenda items.

Public Hearing to consider an Amendment to the Glen Ellyn Civic Center Campus Planned Unit Development with Deviations and Exterior Appearance Approval to allow changes associated with the construction of the Civic Center Pedway

A motion to open the Public Hearing to consider an Amendment to the Glen Ellyn Civic Center Campus Planned Unit Development (PUD) with Deviations and Exterior Appearance Approval to allow changes associated with the construction of the Civic Center Pedway was made and seconded by Commissioners Heming-Littwin and Brown, respectively. The motion carried by roll call vote with six (6) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Brown, Fanella, Rodemann and Vondruska, and Chairperson Loch voted "yes."

Staff Introduction

Village of Glen Ellyn Planner Katie Ashbaugh, Planning Manager Kelly Purvis, and Community Development Director Staci Springer, 535 Duane Street, were sworn in.

Planner Ashbaugh began her presentation and explained that the Civic Center Pedway is the connection point from Main Street to the Civic Center parking garage (and part of the Village Civic Center Campus

PUD, bearing the 535 Duane St. and 423 N. Main St. addresses). She said that the public notice was published in the Daily Herald on December 2, 2020, mailing to property owners within 250 feet of the properties, and that a placard was placed on both Duane and Main Street frontages. She continued and reviewed milestones in the project's history. She said that for consideration by the Commission this evening is an amendment to a PUD as approved by Ordinance 6753, with deviations; the Final PUD for Phase 2 of the project; and exterior appearance. She stated that the PUD components are for 423 N. Main and 535 Duane, and the exterior appearance pertains to the north building wall of 421 N. Main.

Planner Ashbaugh explained that Phase I is the new Village parking garage that was approved last year, and that Phase Two encompasses the north lawn of the Civic Center and the redevelopment of the former Shonkwiler building, now owned by the Village. She said that new light fixtures are the only items being proposed in the area to the north of the Civic Center, specifically new light fixtures on the existing brick wall along the west lot line. She related that the 535 Duane lot is in the C5B zoning district, and 423 N. Main Street is zoned C5A, and displayed graphics of the area, delineating Village-owned property and privately owned parcels, highlighting the proposed Pedway highlighted, and depicting the path leading from a door of the new public garage to the Main Street.

Planner Ashbaugh explained that to hide mechanical equipment a screen of material differing from the code requirement to match existing materials is being proposed, which is the first deviation being requested. She said that the screening is required to be brick to match the Civic Center and composite wood fencing is proposed instead. She said that for the pavement of the pedway itself, the Village consulted with the Illinois State Historic Preservation Office and they supported the installation of a brick path down the middle of the pedway. She said it is shown as a Herringbone brick pattern was selected for foot-traffic areas to tie to be compatible with Streetscape material. She continued and showed the proposed light fixture (sconce) to be attached to the north wall of the 421 N. Main building facing the pedway. She also showed the proposed bollards with light fixtures in them and the locations of the in-ground up-lighting. She said these fixtures are not shielded and require a deviation from that code requirement, which does require lighting to be shielded. She concluded by showing where the foot-candle levels will exceed the maximum requirements of 3 foot-candles when adjacent to nonresidential properties and 0.5 foot-candles when adjacent to residential properties. She said these were the 3 remaining deviations being requested.

Planner Ashbaugh continued to describe the exterior appearance application, which is specifically related to the north wall of the Sushi Ukai restaurant building. She described the existing conditions of the wall, being unfinished CMU, and then described the proposed changes. She said it is proposed to be built out in running-bond brick, encroaching on Village property (though retaining the 421 N. Main address). She said it will encroach up to approximately 1 foot 4 inches onto the Village's property.

Planner Ashbaugh continued and described the south wall of a building housing the former Katy's boutique (427 N. Main St.), which is envisioned as potentially displaying public art and showed renderings of conceptual public space. She said that this wall was not part of the exterior appearance application as it only required maintenance and any murals proposed would be reviewed by the Village Board at a later date. She continued and noted that some proposed screening is contingent upon property owner agreements. She presented a list of staff recommendations for Conditions of Approval,

including the following, for which Commissioner Fanella asked for elaboration: “That should any necessary easements not be granted, said work on private property shall not be completed.” Development Director Springer stated that for the work envisioned to proceed, the Village needs to enter into agreements with a couple of property owners, as well as with two business owners. She suggested altering the language of the Condition by changing the word “private” to the word “the.”

Commissioner Rodemann asked if garbage routes are being affected by the project. Director Springer stated that while open public space is still being contemplated, an area that businesses used for trash and such is being cut off and an alternative proposed by the Village will facilitate a combined garbage corral for these businesses. She also said the Village is working with restaurants on a grease pick-up plan. Commissioner Rodemann asked if there were any wall-mounted sconces planned for the Katy’s wall, to which Staff responded none are planned. To a further question from the Commissioner, Director Springer replied that the Village is proposing to tuck-point and seal the Katy’s wall, pending building owner cooperation.

Commissioner Brown asked to see a rendering showing what the alley behind the Fire & Wine restaurant would look like. Director Springer responded that if things move forward as planned, a newly configured space here would contain a jogged-path north leading to the plaza area, and a gate to screen the restaurant garbage area.

Commissioner Fanella expressed concerns about lack of public participation due to the technical difficulty in remote meeting administration. Director Springer suggested posting the meeting video online and directing interested parties to the link, as well as to the link to the Village Board meeting at which the material will be presented. She also floated the idea of relaunching the Zoom application for the Plan Commission meeting in progress, but Chairperson Loch didn’t think that approach would “solve any problems,” and favored posting the video. Development Director Springer said that no written comments or calls on the subject had been received, and indicated that the project could move through to Board approval, which would stand despite any complaint that might emerge. But, she said, if a vociferous objection should arise, this Public Hearing could be redone in late January, after which the Village Board would approve the amendment and appearance. Commissioner Loch determined that this evening’s meeting should progress, but asked Commissioner Fanella to invite input from a member of the public with whom the latter was communicating. Director Springer perceived that a platform option concerning meeting registration might be prohibiting people from engaging in the process this evening.

Petitioner’s Presentation

Sworn in for the Petitioner were Candace Small and Ray Beckman with Mortenson, 300 Park Blvd., Itasca. Ms. Small gave a rundown of anticipated work on private property:

- Behind Fire & Wine, the addition of a gate, tying in downspout work, and the application of pavers to create a unified path;
- Outside Katy’s, a fence constructed (on village-owned property) for the owner, tuck-pointing – and potential painting in the future – of the south wall;
- At Sushi Ukai, building of a brick wall (that would extend onto Village property), and screening in the grease area behind the building;
- Behind Busy Bee barber shop, an air-conditioner enclosure; and

- At 413 N. Main, downspout tie-in.

She added that the construction company is looking to redo the hard surface area behind private property to create a brick-paver surface consistent with the Pedway's.

Commissioner Questions

Commissioner Rodemann asked whether the possibility of the Sushi Ukai building owner wishing to add a window or door would that be handled in agreement language. Development Director Springer related that Staff has had discussions about this, and while acknowledging the need for owner permission to attach the wall – most of which will be on Village property – to the Sushi Ukai building, said the matter would be addressed in the easement agreement. Petitioner Small pointed out that such an alteration is not even feasible with the current architectural layout of the restaurant building.

Public Comment

None.

Commissioner Fanella asked why the Village is bringing the project forward before all of the easement agreements have been secured. Development Director Springer stated that action is based on the construction timeline, hence the design needs to be finalized so materials can be ordered to meet schedule. She added that the Village is close to reaching agreements.

Chairperson Loch asked if there were “sticking points” with private owners, to which Director Springer replied, nothing critical for the main Pedway or the Sushi Ukai wall, and so there is no issue relative to the main elements.

A motion to close the Public Hearing made by Commissioner Heming-Littwin, and seconded by Commissioner Rodemann, passed by roll call vote with six (6) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Rodemann, Brown, Fanella and Vondruska and Chairperson Loch voted “yes.”

Commissioner Discussion

While recognizing the need for durable materials, Commissioner Vondruska thought a brick footer wall with lattice around it would be more visually appealing than a “basic-looking metal gate” shown. But, he concluded, since brick might be too expensive, another creative solution might be found to blend better with the Civic Center building. He stated he is okay with the other deviations. Director Springer said that Staff also favored brick, but budgetary constraints preclude using it.

Commissioner Heming-Littwin concurred with Commissioner Vondruska's comments.

Commissioner Rodemann said he has no problem with the deviations proposed, that the Village could upgrade materials at a later date, and that the concept presented is a “nice plan.” He guessed that nothing substantial is being planned for the Duane Street side of the Village Hall, but asked whether all the improvements would be consistent with the Streetscape program being put into place.

Development Director Springer replied that this is correct, and noted that the gates at both ends of the Fire & Wine alley weren't included as that property is not part of the PUD. The work along the Duane

Street right-of-way, she added, will be accomplished at the same time as the improvements for the Streetscape on the south side of downtown.

Commissioner Rodemann asked whether the front yard of the Village Hall was rolled into the Streetscape program, to which Director Springer replied affirmatively, but explained that there isn't much to be done here. A pocket park had been considered, she said, but there are no available funds for it now; a handicap-accessible ramp and signage on the east side of the Civic Center, she pointed out, were approved previously.

Commissioner Rodemann asked if a crosswalk would align with the Pedway across Main Street. Referencing the Apex development, Director Springer stated there would be a crosswalk in the middle of the block on Main Street. Director Springer noted that the refurbished horse trough is now in front of the Civic Center, marked with a plaque.

Commissioner Fanella expressed concern about approving the deviations sought and the appearance without public participation or easement approval in place, and so intends to vote, "no" this evening. Commissioner Springer asked when the program is to go before the Village Board, to which Planner Ashbaugh responded, January 11th. Commissioner Fanella asked if there would be movement on the easements by the Plan Commission's January 7th meeting. Director Springer, who expects that agreements made will be completed by the Board meeting, thought that the Pedway subject could be continued to the January 7th Plan Commission meeting with an abbreviated presentation and an update on the agreements delivered at that time.

Given the mix-up in administering the evening's remote meeting proceedings relative to sign-in/access, Commissioner Vondruska said the Commission has no way of knowing how many people might have been prevented from making a public comment.

Following a brief discussion, Commissioner Heming-Littwin moved to reopen the Public Hearing and to continue it to January 7, 2020. Seconded by Commissioner Fanella, the motion passed by roll call vote with six (6) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Fanella, Brown, Rodemann and Vondruska and Chairperson Loch voted "yes." Chairperson Loch expressed satisfaction with the solution to reopen the hearing, which will allow for public comment as well as updates on easement status.

Commissioner Brown wondered how changes that might be made to the Katy's building in the future would impact the Pedway. Development Director Springer stated that the current owners have not indicated a desire to sell the building, and while acknowledging it is a possibility, she explained that physical constraints limit redevelopment size, and plans to alter the site would need Village approval. She added that easements would still be in effect after a transfer of property ownership.

Chairperson Loch invited tonight's Petitioners to participate in the January 7th Public Hearing. Commissioner Fanella asked that a link to the recording of this evening's meeting be in the next meeting packet. Planning Manager Purvis said an explanatory blurb will also be posted on the Village website.

Trustee's Report

None.

Staff Report

Development Director Springer reported that Village President McGinley's resignation is effective year end, and that Trustee Craig Pride has been appointed Village President Pro-tem for January through April. She further related that a cannabis workshop determination was made to move forward with Plan Commission recommendations, but with tweaks: It was decided to not use the liquor license process, the Phillip Rock Center was added to the schools requiring a 1,500-ft. buffer, and only one sales establishment would be permitted. The moratorium on sales was extended until July 1, 2021, leaving determination of vending disposition to the new Board. Director Springer said she didn't expect the topic to again appear before the Plan Commission, and that remaining questions pertain to revenue and difficulties other communities have experienced – staff research issues. Commission Heming-Littwin thought Plan Commission input might be sought on sales distance from parks. Director Springer wants to look for Board direction on next steps.

Planner Ashbaugh announced that the Glenwood Station project was unanimously approved by the Village Board on December 14, 2020.

Chairperson's Report

Chairperson Loch thanked participants in the evening's meeting and offered holiday wishes.

Adjournment

With no other business at hand, Chairperson Loch adjourned the meeting at 8:32 p.m.

Respectfully submitted,

Barbara Dutton
Recording Secretary

Reviewed by,
Katie Ashbaugh, AICP
Planner



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 1/7/2021 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Public Hearing
Prepared By: Katie Ashbaugh

**AGENDA ITEM (ID
2020-766)**

DOC ID: 2020-766

**Continued from December 17, 2020 - A Public Hearing to consider
an Amendment to the Glen Ellyn Civic Center Campus Planned
Unit Development with Deviations and Exterior Appearance
Approval to allow changes associated with the construction of the
Civic Center Pedway**

**To view the video of the December 17, 2020 Plan Commission
meeting at which this hearing was initially opened and discussed,
please click**

here: <https://glenellynil.civicclerk.com/Web/Player.aspx?id=802&key=-1&mod=-1&mk=-1&nov=0>

Statement of the Issue:

Please see the attached staff report.

Analysis:

Please see the attached staff report.

Budget Impact:

Please see the attached staff report.

Action Requested:

Please see the attached staff report.

Attachments:

1. Staff Report
2. Aerial Photo

3. Zoning - Location Map
4. Public Hearing Notice
5. Address List for the Public Hearing Notice
6. Location Map for Notification
7. Certificate of Publication
8. Petitioner's Application for Preliminary PUD Approval - 12-9-2020
9. Petitioner's Application for Final PUD Approval, Phase 2 - 12-9-2020
10. Petitioner's Application for Exterior Appearance Approval - 12-9-2020
11. Proof of Ownership
12. Affidavit of Authorization
13. IDNR Report
14. Quantitative Summary & List of Deviations
15. Construction Schedule - 11-23-20
16. Alta Survey - 7-2-19
17. C-001 - Topographic Survey - 12-9-2020
18. C-100 - Demo Plan - 12-9-2020
19. C-200 - Final PUD Plan Phase 2 - 12-9-2020
20. C-201 - GECC Amd PUD Plan - 12-9-202
21. C-300 - Site Utility Plan - 12-9-2020
22. C-400 - Grading-Paving Plan - 12-9-2020
23. L-100 - Landscape Plan - 12-9-2020
24. A-202 - Main St Rendering - 10-22-2020
25. A-203 - Elevation - 421 N. Main - 11-9-2020
26. Illustrative Renderings for Village Board, 10-29-2020
27. EP01A - Photometrics - Courtyard W - 12-9-2020
28. EP01B - Photometrics - Courtyard N - 12-9-2020
29. Light Fixture Cutsheets

STAFF REPORT

TO: The Glen Ellyn Plan Commission

FROM: Katie Ashbaugh, AICP, Planner

DATE: December 30, 2020

SUBJECT: *January 7, 2021, Plan Commission Meeting*
Public Hearing to consider an Amendment to the Glen Ellyn Civic Center Campus Planned Unit Development with Deviations and Exterior Appearance Approval to allow changes associated with the construction of the Civic Center Pedway.

The public hearing for this request was opened on December 17, 2020 and continued to January 7, 2021 due to virtual meeting technological issues and the Plan Commission's desire for certain permanent easements being secured on private property, in relation to the proposed project. The link for the video of the December 17, 2020 Plan Commission meeting is here:

<https://glenellynil.civicclerk.com/Web/Player.aspx?id=802&key=-1&mod=-1&mk=-1&nov=0>. Regarding the easements, additional information will be provided by Village staff during the hearing. The contents of this report and the attachments are unchanged from the previous meeting materials.

PETITIONER: The petitioner is M.A. Mortenson Company (Mortenson), on behalf of the Village of Glen Ellyn, owner of the properties located at 535 Duane Street and 423 N. Main Street, and on behalf of Ariel Darmoni, owner of the property located at 421 N. Main Street.

REQUEST: The petitioner is requesting a recommendation of approval of the following:

For 535 Duane Street and 423 N. Main Street

1. An Amendment to the Special Use Permit for a Preliminary Planned Unit Development for Phase Two, as approved by Ordinance 6753, and a Final Planned Unit Development Plan for Phase Two on the properties located at 535 Duane Street and 423 N. Main Street per Section 10-10-15 of the Glen Ellyn Zoning Code.
2. The following zoning deviations from the Glen Ellyn Zoning Code:
 - a. Section 10-5-5(B)(4) #39 to allow mechanical equipment to be screened by a material that does not match the walls of the principal structure on the zoning lot;
 - b. Section 10-5-13(M)(1)(c) to allow certain light fixtures to not be

- shielded on the tops and sides;
- c. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located on North Main Street to the south of the subject properties to exceed 0.5 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;
 - d. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to exceed 3.0 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;
 - e. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the north of the subject properties to exceed 3.0 foot-candles and be no greater than 39.5 foot-candles for security and safety purposes; and
 - f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review; and

For 421 N. Main Street

- 3. Exterior Appearance Approval for the north wall of the building located at 421 N. Main Street (adjacent to the pedway).

**PUBLIC
NOTICE:**

Notice of the public hearing was published in the December 2, 2020 edition of the Daily Herald and mailed to property owners within 350 feet of the subject properties. A placard was placed on each property's frontages, one on Duane Street and one on Main Street.

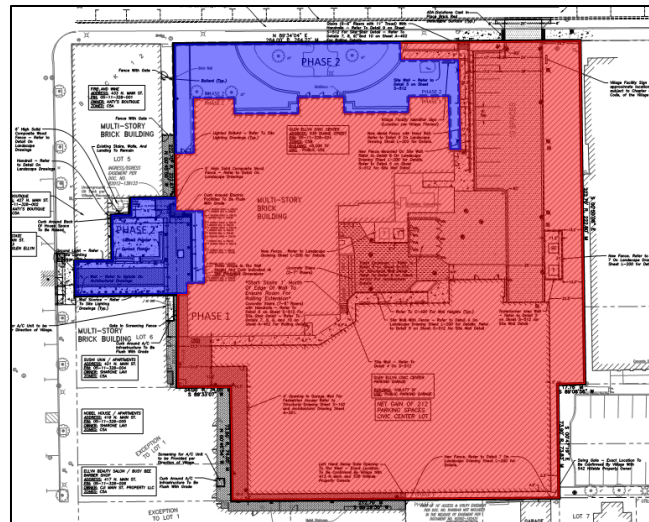
**PHASING PLAN/
SITE
CONDITIONS**

The Glen Ellyn Civic Center Planned Unit Development (PUD), is comprised of both 535 Duane Street and 423 N. Main Street. The subject properties are located on the south side of Duane Street, midblock between Main Street and Forest Avenue, and on the east side of Main Street between Duane Street and Hillside Avenue, respectively. The total site is 1.78 acres, with approximately 264 feet of frontage on Duane Street and approximately 23 feet of frontage along Main Street. The PUD project was separated into two phases which are described below.

On January 27, 2020, the Village Board adopted Ordinance 6753 to grant preliminary and final PUD approval for Phase 1 to allow for the construction of the Civic Center Parking Garage. Phase 1 of the PUD consists of approximately one and a half acres and covers about 89 percent of the 535 Duane Street property. It is shaded in red below. The Civic Center Parking Garage is currently under construction with an expected completion date of May 1, 2020.

Phase 2, for which preliminary PUD approval has been granted, and for which an amendment to the preliminary PUD approval and a final PUD approval is now proposed, consists of just over a quarter of an acre (0.27 acres) and

includes the remaining eleven percent of the 535 Duane Street property (0.20 acres) located north of the Civic Center building, and the entire 423 N. Main Street property (0.07 acres) located west of the Civic Center building. It is shaded in blue below. In spring 2020, the vacant former Shonkwiler building located at 423 N. Main Street was demolished and the property is now vacant. The proposed amendments to the original preliminary PUD approval apply only to the area within Phase 2. These amendments are described in the Project Summary section below. No changes to Phase 1 of the PUD are proposed as part of this request.



Phase 1: red, Phase 2: blue

Surrounding Land Uses

North: Commercial
South: Commercial, Apartments
Single Family Residential
East: Church (First United Methodist Church)
West: Commercial, Apartments

Zoning

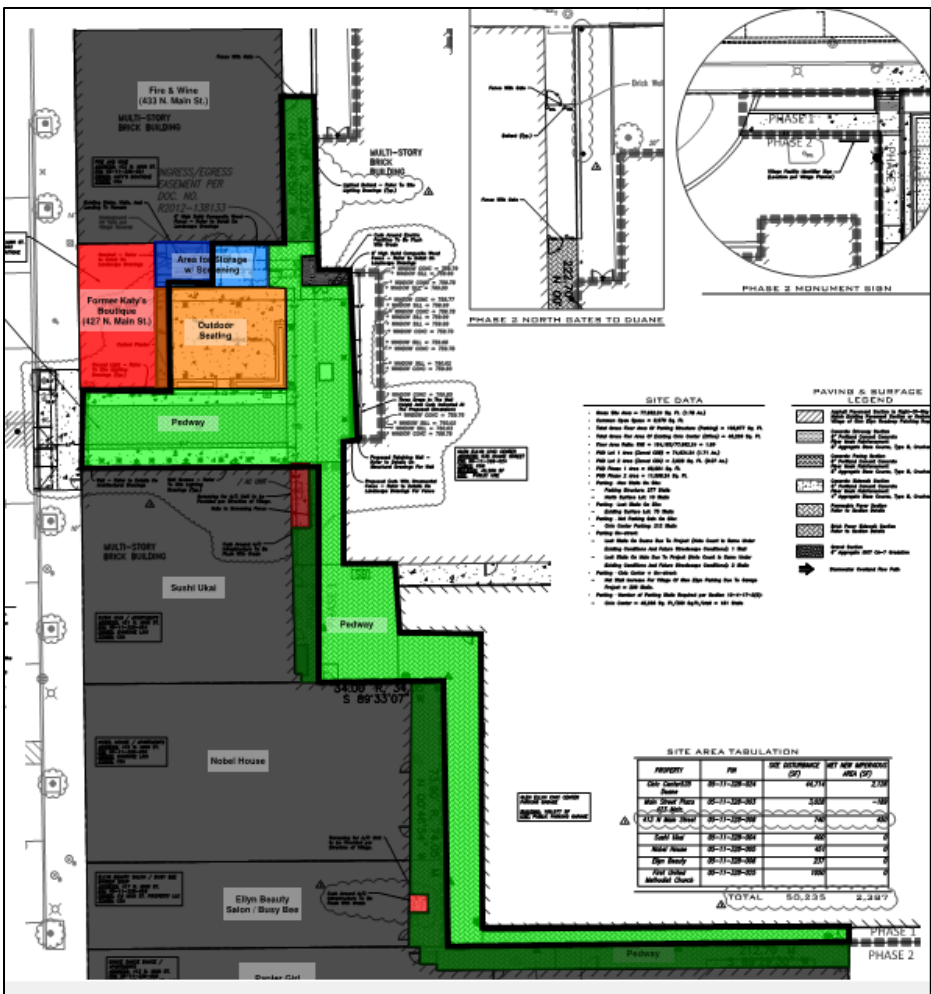
C5A and C5B
C5A and C5B
R2
C5B
C5A

Please see Attachment 2, Zoning & Location Map.

PROJECT SUMMARY:

Mortenson, on behalf of the Village, is proposing a pedestrian connection to the parking garage ('pedway'), an outdoor seating area (that could allow for outdoor dining), some planter boxes, and landscaping improvements as well as mechanical equipment screening. The majority of the proposed work is within the limits of Phase 2 of the Glen Ellyn Civic Center Campus PUD, however, due to the nature of the project, there is some work proposed on adjacent private properties. All work proposed on private property will be subject to the approval of the appropriate agreements and easements before building permit issuance. If the Village is not able to obtain the necessary easements to make the improvements shown on the adjacent private property (outside of the scope of the PUD) staff may adjust the construction plans to accommodate changes to off-site improvements as necessary to implement the

improvements on Village property. Below is a graphic illustrating the various uses within Phase 2 and adjacent property ownership.



- Outlined in black, Village-owned
- Outside of black outline and darker shades, privately-owned

Pedestrian Access to the Parking Garage

The proposed pedway will serve as the pedestrian path to the west tower of the parking garage, which leads to a staircase. It is also a path to the open-air access on the west elevation of the parking garage, located directly behind 421 N. Main Street (Nobel House). This open-air access point connects directly to the ADA parking stalls on the at-grade parking level. This pedway is intended to serve downtown employees, customers, and visitors, as well as downtown residents of the adjacent apartments.

Exterior Appearance (Attachments 23, 25)

The requested Exterior Appearance approval is related exclusively to the improvements proposed on the north wall of the 421 N. Main Street building (Sushi Uka). The Village Board has extensively reviewed the proposed design and materials of the wall. The proposed brick is to match as closely as possible

the existing brick of the 421 N. Main Street building. The proposed light fixtures are compatible with those installed elsewhere on the Civic Center Campus and the downtown (Attachment 27).

Lighting (Attachments 26-28)

The petitioner is requesting deviations from the exterior illumination standards to allow higher foot-candle levels along the north lot line adjacent to the former Katy's Boutique and Fire & Wine, and the south lot line adjacent to Sushi Ukai. Section 10-5-13(M)(2)(a)(1) requires no more than 0.5 foot-candles at the property line at ground-level when adjacent to residential uses. Section 10-5-13(M)(2)(a)(2) requires no more than 3.0 foot-candles at the property line at ground-level when adjacent to nonresidential uses.

The highest foot-candle level on the north lot line adjacent to a nonresidential use is 39.5 foot-candles. This area is directly behind the Fire & Wine building located at 433 N. Main Street. The highest foot-candle level on the south lot line adjacent to nonresidential uses on the first floor (Sushi Ukai) and residential uses on the upper floors (apartments) located at 421 N. Main Street is 11.7 foot-candles. Three deviations in total are required for the proposed foot-candle levels. Staff notes that the proposed illumination levels at the property lines are due to lighting being placed throughout the pedway to provide safe illumination levels after dark.

The petitioner is also requesting a deviation from the light fixture shielding requirement, to allow the in-ground light fixtures and the wall sconces encroaching onto the 423 N. Main Street property (affixed to the 421 N. Main Street north wall) to not be shielded. The in-ground light fixtures specifically are to aesthetically enhance the 427 N. Main Street wall (former Katy's building) and the 421 N. Main Street building wall, as well as to provide safe illumination levels after dark. Please refer to Attachment 28 to view the proposed light fixtures. One deviation is required for the proposed light fixtures.

Landscaping & Screening (Attachment 22)

The petitioner is proposing concrete and brick pavers as the primary materials throughout the pedway. The area fronting on Main Street will include concrete with a brick paver pathway accent leading from Main Street down the middle of the pedway. The open space seating area behind the former Katy's building will be concrete, while brick pavers are proposed along with the majority of the rest of the pedway. The brick pavers selected for this project will be the brick pattern and colors approved as part of the downtown streetscape project.

The mechanical units on Village-owned property will be screened with a 6-foot tall, composite wood fence with a gate in lieu of a screening wall of materials matching the Civic Center, brick, and limestone. One deviation is required for the proposed screening of the mechanical units.

In the window well along the west side of the Civic Center, a combination of geraniums, coral belles, and hostas are proposed. Surrounding the outdoor

seating area, custom landscape planters are also proposed.

Refuse

Any garbage containers installed in the project area will match the street furniture approved as part of the downtown streetscape improvements.

Signs

Any signs installed in the project area will match those installed elsewhere in the downtown as part of the Village-wide wayfinding project.

Illustrative Renderings (Attachment

Staff has attached several illustrative renderings of different parts of the pedway. These renderings are only meant to provide the Plan Commission with some idea of how the area is laid out and could potentially be used. These renderings are not part of the formal PUD approval.

PROJECT BENEFITS:

The proposed project aligns with many of the recommendations in the Village's long term plans and could have many potential benefits, including:

Site Function & Design Benefits

1. The project provides attractive onsite amenities for use by the public, as well as the Village, Innovation DuPage, and Business Development Center employees.
2. Existing stormwater drainage issues will be corrected with the installation of new stormwater management infrastructure per the DuPage County Stormwater Ordinance and Village stormwater requirements.
3. The proposed outdoor seating area and pedway will provide direct pedestrian access from Main Street businesses to the parking garage.
4. The proposed outdoor seating area and pedway may also be used for outdoor seating or other small events.
5. The proposed outdoor seating area and pedway will also provide an area that can be used for public art installations on both a permanent or temporary basis, creating a destination south of the railroad tracks.

Staff Recommendations

Staff would suggest the following conditions be considered by the Plan Commission if the project is recommended for approval:

1. That the project be constructed, maintained, and operated in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees;
2. That before the issuance of a building permit, a construction management plan must be prepared, reviewed at a pre-construction meeting, and approved by the Police, Fire, Public Works, and Community Development Departments;
3. That any changes to pavement materials approved concerning the Village

Board approved streetscape design be permitted, provided that stormwater calculations are consistent with those approved on the attached plans or are otherwise approved by the Village's Senior Civil Engineer;

4. That the plant materials to be installed in the custom planters surrounding the outdoor seating area be installed seasonally at the discretion of the Streets/Utilities Division of the Public Works Department; and
5. That all required temporary construction and perpetual easements on private property be secured before the issuance of any building permits.

**PLAN
COMMISSION
ACTION:**

The Plan Commission should consider the petitioner's requests for approval of the following:

1. An Amendment to the Special Use Permit for a Preliminary Planned Unit Development for Phase Two, as approved by Ordinance 6753, on the properties located at 535 Duane Street and 423 N. Main Street per Section 10-10-15 of the Glen Ellyn Zoning Code;
2. A Final Planned Unit Development Plan for Phase 2 as demarcated on the Attachments 18, 19, and other related plans submitted for this request; and
3. Exterior Appearance Approval for the 421 N. Main Street wall enhancements.

Upon considering each of these requests, the Commission should make a recommendation to the Village Board for approval, approval with conditions, or denial. Staff suggests that the Plan Commission consider the conditions of approval as listed herein.

ATTACHMENTS:

1. Aerial Photo
2. Zoning & Location Map
3. Public Hearing Notice
4. Address List for the Public Hearing Notice
5. Location Map for Notification
6. Certificate of Publication
7. Petitioner's Application for Preliminary PUD Approval
8. Petitioner's Application for Final PUD Approval, Phase 2
9. Petitioner's Application for Exterior Appearance Approval
10. Proof of Ownership
11. Affidavit of Authorization
12. IDNR Report
13. Quantitative Summary & List of Deviations (titled "Zoning Information" by Petitioner)
14. Construction Schedule, 11/23/2020
15. Alta Survey, dated 7/2/2019
16. C-001, Topographic Survey, 12/9/2020
17. C-100, Demolition Plan, 12/9/2020

18. C-200, Preliminary Planned Unit Development Plan, 12/9/2020
19. C-201, Final Planned Unit Development Plan, Phase 2, 12/9/2020
20. C-300, Utility Plan, 12/9/2020
21. C-400, Grading & Paving Plan, 12/9/2020
22. L-100, Landscape Plan, 12/9/2020
23. A-202 - Main Street Rendering, 10/22/2020
24. A-203 – Elevation, 421 N. Main Street, 11/9/2020
25. Illustrative Renderings for Village Board, 10/29/2020
26. Photometrics - Courtyard W, EP01A, 12-9-2020
27. Photometrics - Courtyard W, EP01A, 12-9-2020
28. Light Fixture Cut Sheets

CC: Staci Springer, AICP, Community Development Director
Steve Witt, AIA, Building & Zoning Official
Amy McKenna, PE, CFM, Development Civil Engineer
Rich Daubert, PE, Professional Engineer
Kelly Purvis, AICP, Planning Manager
Candace Small, AIA, Design Phase Manager, Mortenson

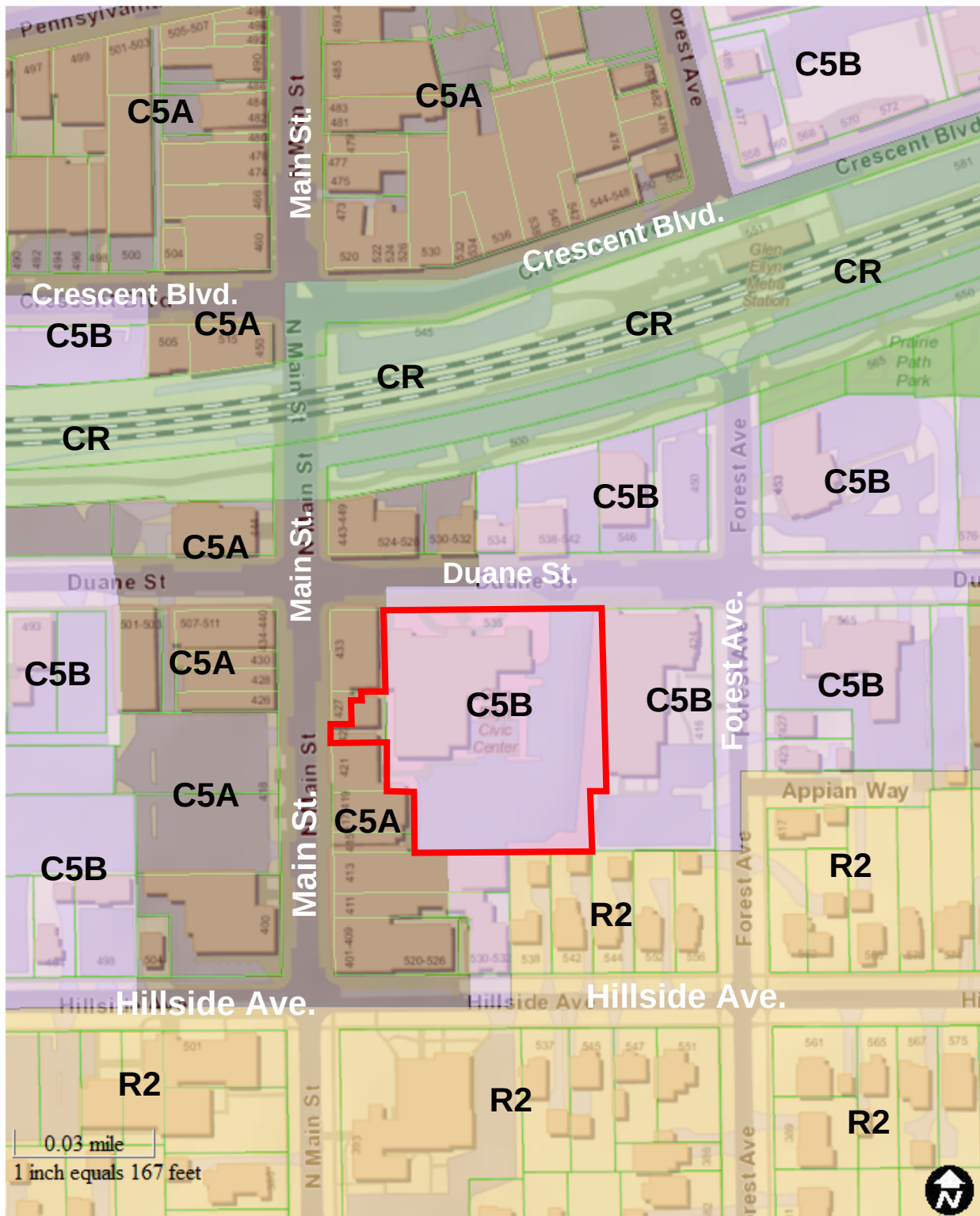


Map created on December 3, 2019.

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Map created on December 6, 2019.

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NOTICE OF PUBLIC HEARING

M.A. Mortenson Company, the petitioner, is requesting approval of an Amendment to a previously approved Special Use for a Planned Unit Development with zoning deviations on the properties located at 535 Duane Street and 423 N. Main Street on behalf of the property owner, the Village of Glen Ellyn. The requests are associated with the proposed construction of a public pedway immediately to the west of the Glen Ellyn Civic Center. The proposed public space will be paved with a combination of concrete and brick pavers to serve as a pedestrian connection from Main Street to the public parking garage currently under construction. The properties are approximately 1.78 acres in total.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Plan Commission will consider the requests on **Thursday, December 17, 2020 at 7:00 p.m. via the virtual meeting platform, Zoom.**

The Plan Commission will consider the petitioner's requests for approval of the following:

1. An Amendment to the Special Use Permit for a Planned Unit Development, as approved by Ordinance 6753, on the properties located at 535 Duane Street and 423 N. Main Street in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.
2. The following zoning deviations from the Glen Ellyn Zoning Code:
 - a. Section 10-5-5(B)(4) #39 to allow mechanical equipment to be screened by a material that does not match the walls of the principal structure on the zoning lot;
 - b. Section 10-5-13(M)(1)(c) to allow certain light fixtures to not be shielded on the tops and sides;
 - c. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located on North Main Street to the south of the subject properties to exceed 0.5 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;
 - d. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the south of the subject properties to exceed 3.0 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;
 - e. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the north of the subject properties to exceed 3.0 foot-candles and be no greater than 39.5 foot-candles for security and safety purposes; and
 - f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

The subject properties are legally described as follows:

535 DUANE STREET

LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS; AND

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND

EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-024; and

423 N. MAIN STREET

THE EAST 29.2 OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-003

To view some plans related to the proposed project, please visit the Village website here: <http://www.glenellyn.org/246/Public-Notice-Portal>. Plans are also on file in the Community Development Department, Civic Center, 535 Duane Street, Glen Ellyn, Illinois and can be requested by contacting Katie Ashbaugh, Planner at kashbaugh@glenellyn.org. All plans and a staff report will be posted on the Village's website no later than Friday, December 11, 2020, on the Agendas and Minutes page, linked here, <http://www.glenellyn.org/734/Village-Agendas-Minutes>.

On June 12, 2020, Governor Pritzker signed PA 101-0640 (SB2135) into law. This new law amends the Open Meetings Act ILCS 120 to expressly authorize public bodies to meet remotely without the otherwise required quorum present at the meeting place while a disaster declaration is in place. The COVID-19 disaster declaration satisfies this condition, allowing Plan Commission members to participate electronically in meetings at this time. The public is welcome to observe and participate in all meetings of the Plan Commission.

All persons who are interested are invited to attend the public hearing via Zoom. Any public questions or comments regarding this request should be submitted in advance of the meeting either via the Plan Commission public comment form, linked here, <https://glenellyn.il.seamlessdocs.com/f/publiccommentplan> or via email to Katie Ashbaugh, Planner, at kashbaugh@glenellyn.org. All public comments received by 4:30 pm on Thursday, December 17, 2020 will be read into the record at the public hearing. The public may also observe and participate in the meeting in progress on Zoom. The Zoom information is provided below.

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81948691855?pwd=MWNKUE9jUTZNaGpxSXJEWUdTMGZuUT09>

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US: +13126266799,,81948691855#,,,,,0#,,242709# or
+16465588656,,81948691855#,,,,,0#,,242709#

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Webinar ID: 819 4869 1855

Passcode: 242709

International numbers available: <https://us02web.zoom.us/j/kd7S1URJDI>

400 MAIN LLC
OR CURRENT PROPERTY OWNER
1111 E TOUHY AVE 230
DES PLAINES, IL 60018

493 DUANE ST LLC
OR CURRENT PROPERTY OWNER
1900 S HIGHLAND 107
LOMBARD, IL 60148

AIM DUANE LLC
OR CURRENT PROPERTY OWNER
600 ENTERPRISE DR 120
OAK BROOK, IL 60523

BODE, LINCOLN & GAIL
OR CURRENT PROPERTY OWNER
566 HILLSIDE AVE
GLEN ELLYN, IL 60137

BROSNAN, PATRICK & RITA
OR CURRENT PROPERTY OWNER
545 HILLSIDE AVE
GLEN ELLYN, IL 60137

CORHIRT GE LLC
OR CURRENT PROPERTY OWNER
26W271 DURFEE
WHEATON, IL 60187

DVORAK, FRANCES
OR CURRENT PROPERTY OWNER
7433 SHELLRIDGE TERR
LAKE WORTH, FL 33467

GLEN ELLYN BIBLE CHURCH
OR CURRENT PROPERTY OWNER
501 HILLSIDE
GLEN ELLYN, IL 60137

HANSEN, BARBARA A
OR CURRENT PROPERTY OWNER
551 HILLSIDE AVE
GLEN ELLYN, IL 60137

KATYS BOUTIQUE
OR CURRENT PROPERTY OWNER
427 MAIN ST
GLEN ELLYN, IL 60137

413 MAIN ST LLC
OR CURRENT PROPERTY OWNER
1 W DUNDEE RD 200
BUFFALO GROVE, IL 60089

561 HILLSIDE LLC
OR CURRENT PROPERTY OWNER
189 LOWELL AVE
GLEN ELLYN, IL 60137

ALLISON, ALEXANDER C
OR CURRENT PROPERTY OWNER
537 HILLSIDE AVE
GLEN ELLYN, IL 60137

BRAZIER, JONATHAN B
OR CURRENT PROPERTY OWNER
547 HILLSIDE AVE
GLEN ELLYN, IL 60137

CITIGROUP INC
OR CURRENT PROPERTY OWNER
PO BOX 30508
TAMPA, FL 33630

DIOCESE OF JOLIET
OR CURRENT PROPERTY OWNER
16555 WEBER RD
CREST HILL, IL 60403

FIRST UNITED METHODIST
OR CURRENT PROPERTY OWNER
424 FOREST AVE
GLEN ELLYN, IL 60137

GLEN ELLYN BIBLE CHURCH
OR CURRENT PROPERTY OWNER
390 MAIN ST
GLEN ELLYN, IL 60137

HENSHAW, MARGOT DAY
OR CURRENT PROPERTY OWNER
530 DUANE
GLEN ELLYN, IL 60137

KREISSLER, TODD & ANNA
OR CURRENT PROPERTY OWNER
542 HILLSIDE AVE
GLEN ELLYN, IL 60137

428 NORTH MAIN STREET LLC
OR CURRENT PROPERTY OWNER
428 N MAIN ST
GLEN ELLYN, IL 60137

565 DUANE LLC
OR CURRENT PROPERTY OWNER
5645 W 35TH ST
CICERO, IL 60804

BEN ENTELA LLC
OR CURRENT PROPERTY OWNER
220 W CENTRAL AVE
LOMBARD, IL 60148

BRICKS ON MAIN LLC
OR CURRENT PROPERTY OWNER
411 N MAIN ST
GLEN ELLYN, IL 60137

CJI MAIN ST PROPERTY LLC
OR CURRENT PROPERTY OWNER
1800 PADDOCK CT
NAPERVILLE, IL 60565

DUPAGE COUNTY HWY DEPT
OR CURRENT PROPERTY OWNER
130 N COUNTY FARM RD
WHEATON, IL 60187

FLAHERTY, MICHAEL & JILL
OR CURRENT PROPERTY OWNER
280 HAWTHORNE ST
GLEN ELLYN, IL 60137

GLEN ELLYN PARK DIST
OR CURRENT PROPERTY OWNER
185 SPRING AVE
GLEN ELLYN, IL 60137

HILL, DYER & CASEY
OR CURRENT PROPERTY OWNER
556 HILLSIDE AVE
GLEN ELLYN, IL 60137

LAGERLOEFF, KIMBERLY S
OR CURRENT PROPERTY OWNER
544 HILLSIDE AVE
GLEN ELLYN, IL 60137

LAVI, SHARONE
OR CURRENT PROPERTY OWNER
5070 N KIMBERLY AVE C
CHICAGO, IL 60630

RHODES, GREGORY & DONNA
OR CURRENT PROPERTY OWNER
538 HILLSIDE AVE
GLEN ELLYN, IL 60137

SHOUB, SCOTT
OR CURRENT PROPERTY OWNER
711 DUANE ST
GLEN ELLYN, IL 60137

ST MARKS EPISCOPAL CHURCH
OR CURRENT PROPERTY OWNER
393 N MAIN ST
GLEN ELLYN, IL 60137

THIEME, REBECCA
OR CURRENT PROPERTY OWNER
417 FOREST AVE
GLEN ELLYN, IL 60137

WHARTON, E DALE & HELEN M
OR CURRENT PROPERTY OWNER
23W469 SPYGLASS CT
NAPERVILLE, IL 60540

MILLONZI, ROYP
OR CURRENT PROPERTY OWNER
552 HILLSIDE AVE
GLEN ELLYN, IL 60137

ROSCH, JOHN
OR CURRENT PROPERTY OWNER
497 MAIN ST
GLEN ELLYN, IL 60137

SIMONEIT, DANIEL J
OR CURRENT PROPERTY OWNER
504 HILLSIDE
GLEN ELLYN, IL 60137

SWADE, PAUL
OR CURRENT PROPERTY OWNER
478 TEQUESTA DR 218
TEQUESTA, FL 33469

US BANK CORP
OR CURRENT PROPERTY OWNER
2800 E LAKE ST
MINNEAPOLIS, MN 55406

RAY WHALEN BUILDERS INC
OR CURRENT PROPERTY OWNER
PO BOX 3380
GLEN ELLYN, IL 60137

SGE LLC
OR CURRENT PROPERTY OWNER
5248 N GLENWOOD
CHICAGO, IL 60640

SOLEM, PAMELA H
OR CURRENT PROPERTY OWNER
1305 HEATHERTON DR
NAPERVILLE, IL 60563

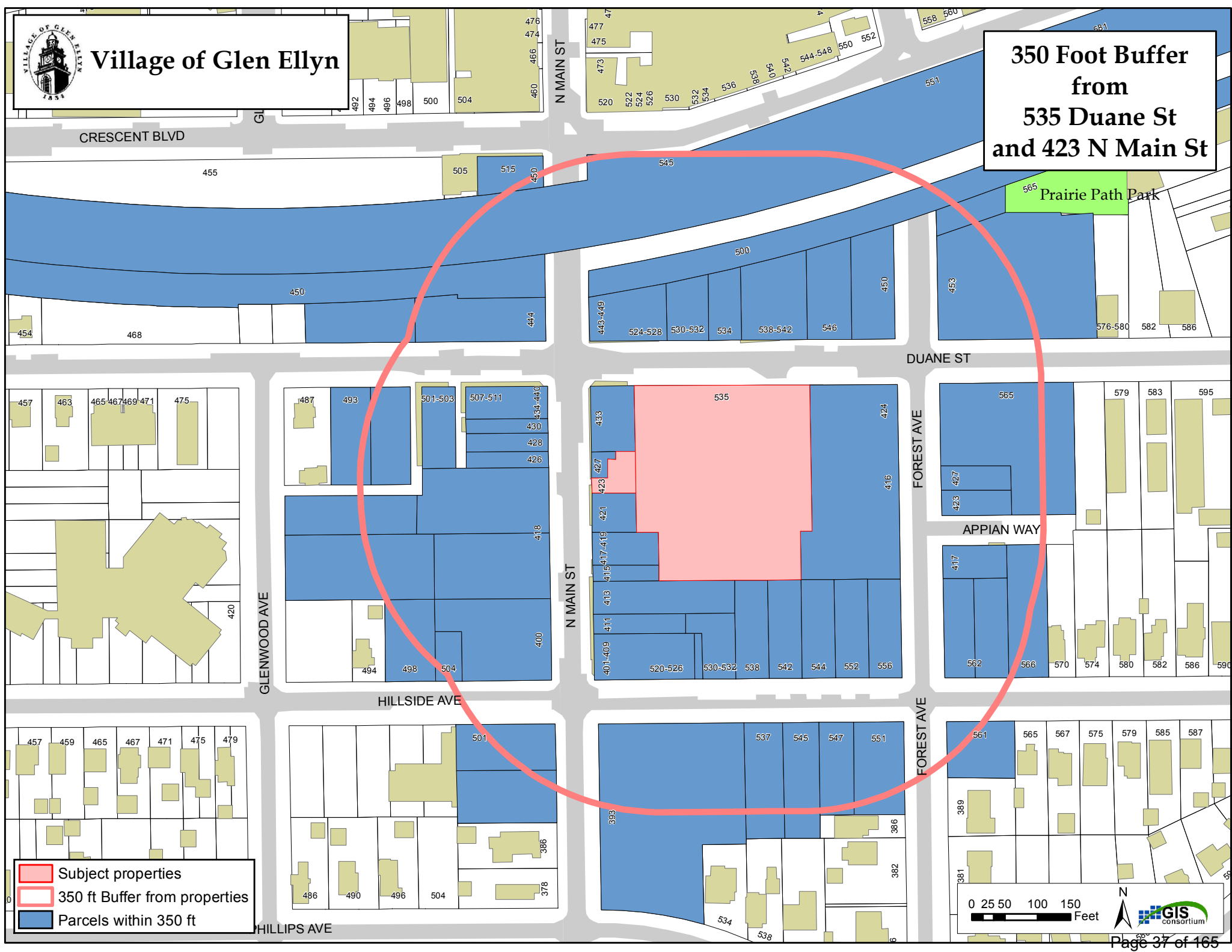
TERMOSJ LLC
OR CURRENT PROPERTY OWNER
1315 CINDY LN
SANDWICH, IL 60548

VLAHOS, JOHN S
OR CURRENT PROPERTY OWNER
4N602 MOUNTAIN ASH DR
WAYNE, IL 60184



Village of Glen Ellyn

**350 Foot Buffer
from
535 Duane St
and 423 N Main St**



Prairie Path Park

- Subject properties
- 350 ft Buffer from properties
- Parcels within 350 ft

NOTICE OF PUBLIC HEARING

M.A. Mortenson Company, the petitioner, is requesting approval of an Amendment to a previously approved Special Use for a Planned Unit Development with zoning deviations on the properties located at 535 Duane Street and 423 N. Main Street on behalf of the property owner, the Village of Glen Ellyn. The requests are associated with the proposed construction of a public pedway immediately to the west of the Glen Ellyn Civic Center. The proposed public space will be paved with a combination of concrete and brick pavers to serve as a pedestrian connection from Main Street to the public parking garage currently under construction. The properties are approximately 1.78 acres in total.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Plan Commission will consider the requests on Thursday, December 17, 2020 at 7:00 p.m. via the virtual meeting platform, Zoom.

The Plan Commission will consider the petitioner's requests for approval of the following:

1. An Amendment to the Special Use Permit for a Planned Unit Development, as approved by Ordinance 6753, on the properties located at 535 Duane Street and 423 N. Main Street in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.

2. The following zoning deviations from the Glen Ellyn Zoning Code:

a. Section 10-5-5(B)(4) #39 to allow mechanical equipment to be screened by a material that does not match the walls of the principal structure on the zoning lot;

b. Section 10-5-13(M)(1)(c) to allow certain light fixtures to not be shielded on the tops and sides;

c. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located on North Main Street to the south of the subject properties to exceed 0.5 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;

d. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the south of the subject properties to exceed 3.0 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;

e. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the north of the subject properties to exceed 3.0 foot-candles and be no greater than 39.5 foot-candles for security and safety purposes; and

f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

The subject properties are legally described as follows:

535 DUANE STREET

LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS; AND

LOT 1 EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-024; and

423 N. MAIN STREET

THE EAST 27.2 OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-003

To view some plans related to the proposed project, please visit the Village website here: <http://www.glenellyn.org/246Public-Notice-Portal>. Plans are also on file in the

Community Development Department, Civic Center, 535 Duane Street, Glen Ellyn, Illinois and can be requested by contacting Katie Ashbaugh, Planner at kashbaugh@glenellyn.org. All plans and a staff report will be posted on the Village's website no later than Friday, December 11, 2020, on the Agendas and Minutes page, linked here, <http://www.glenellyn.org/734Village-Agendas-Minutes>.

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Published in Daily Herald December 2, 2020 (4555194)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the DuPage County DAILY HERALD. That said DuPage County DAILY HERALD is a secular newspaper, published in Naperville and has been circulated daily in the Village(s) of:

Addison, Aurora, Bartlett, Bensenville, Bloomingdale, Carol Stream, Darien, Downers Grove, Elmhurst, Glen Ellyn, Glendale Heights, Hanover Park, Hinsdale, Itasca, Keeneyville, Lisle, Lombard, Medinah, Naperville, Oakbrook, Oakbrook Terrace, Plainfield, Roselle, Villa Park, Warrenville, West Chicago, Westmont, Wheaton, Willowbrook, Winfield, Wood Dale, Woodridge

County(ies) of DuPage

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DuPage County DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 12/02/2020 in said DuPage County DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Danula Baity
Designee of the Publisher and Officer of the Daily Herald

Control # 4555194

**APPLICATION FOR APPROVAL OF
PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN**

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider this Application for approval of a Preliminary Planned United Development Plan (PUD), as described below.

Date Filed: 10/11/19 Application No. PUD ordinance 6753

Type of PUD: Commercial
(Residential, Commercial, Other)

Name of Applicant: M.A. Mortenson Company

Address of Applicant: 300 Park Blvd., Suite 100, Itasca, IL 60143

Business Phone: 847.981.8600 (Mobile): _____

Email: _____ (Fax): 847.981.8667

Property Interest of Applicant: Design-Builder
(Owner, Owner Representative, Contract Purchaser, etc.)

Name of Owner(s): Village of Glen Ellyn

Address: 423 N. Main Street, 535 Duane Street, Glen Ellyn, IL 60137

Legal Description of Property:

Please see next page for legal description.

Zoning Classification: C5B, C5A

Property Size/Area: 423 N. Main Street - 0.070 acres
535 Duane Street - 1.713 acres

Present Use: 423 N Main Street - Vacant commercial storefront & multifamily housing (now demolished);
535 Duane Street - State municipal government / institutional use with public parking garage
under construction

Requested Use/Construction:

Pedestrian pedway

Estimated Date to Start Construction: 02/2021

Legal Description of Property:

423 N. MAIN STREET, GLEN ELLYN, IL 60137

THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-003

535 DUANE STREET, GLEN ELLYN, IL 60137

LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

(You may attach separate sheets as needed to answer any of the following questions)

Narrative Statement evaluating the economic effects of adjoining property, the effect of such elements as noise, glare, odor, fumes, and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

This submission is to amend the original approved PUD Ordinance 6753 to include the following changes to Phase 2:

1. Utility pedestal screening
2. Fencing around exit from 427 N. Main Street located on Village property
3. Pavers in the pedway towards Main Street
4. Exterior facade enhancements on 421 N. Main on Village property, footprint encroachment on to 425 N. Main shown on plans.
5. Downspout tie into storm sewer
6. Landscaping and railing west of the Civic Center Building

The proposed amendments to the PUD Ordinance 6753 will allow for a safe and attractive pedestrian connection to the public parking garage approved in Phase 1. The proposed development is an essential component of the Village Downtown Strategic Plan, which was adopted in 2009, and outlines the goal of the Village to "Create an economically-viable Downtown that is attractive to citizens and businesses". Neighboring properties in the Central Business District will benefit from the increased parking available through the public parking garage approved in Phase 1 and proposed pedway connections to the garage to meet their business growth needs.

The pedway connection primary function will be for pedestrian connections to Main Street. Additional amenities in the pedway may include outdoor seating and artwork in the future.

Any work shown in adjacent properties not owned by the Village is being permitted via easement agreements.

Describe How the PUD:

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

The proposed use will not only be in harmony with the general and specific purposes for which the code was enacted, they will be taking the intent of the code much further. By pursuing this Planned Unit Development (PUD), the Village of Glen Ellyn will be supporting the current downtown commercial area with the parking they desperately need to maintain and expand their businesses and will be providing the Village with critical civic activity and commuter parking needs. The pedway connection will provide safe and visually appealing access to this parking that is convenient for the Main Street businesses and residents.

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

The proposed pedestrian pedway will be harmonious and appropriate with the existing character of the downtown by:

1. Compatibility with the downtown in its' design, and by taking inspiration from the surrounding architecture, most significantly, the Civic Center.
2. Providing design quality, by the incorporation of a historic vocabulary and use of quality materials such as clay brick masonry and precast concrete created to emulate limestone of the adjacent architecture.
3. The pedway brick ties to the streetscape and existing buildings.

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

The proposed pedway will serve as connection to the parking garage. Like the downtown Village sidewalks, the pedway will be lit to levels acceptable for safety and security to not create a hazardous area for existing and future neighbors.

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

The Glen Ellyn Fire Department has been involved in the design process for the proposed development and has indicated the pedway and parking garage can be adequately serviced. The Village Engineering Staff has also been involved in the design process of the proposed development and is in agreement with drainage, water, and sewer design intent. The previously submitted traffic impact study for the garage notes that any additional traffic to the surrounding roadways will perform at acceptable levels.

5. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village:

Since the Village is developing and will own the proposed development, the Village will incur the costs of development and maintenance. The proposed development will assist in expanding the economic welfare of the Village by assisting in the economic development of the Downtown.

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

The proposed development will be designed to conform to applicable building codes, which regulate the life safety and welfare of the general public. The pedway will not have any impact on vehicular traffic as it is for pedestrians only.

7. Will have vehicular approaches to the property which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

The proposed pedway is for pedestrians only to create connections from the parking garage to existing sidewalks.

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

The proposed project reduces overland flow to the adjacent properties. The proposed development is located on existing developed and impervious surface and will connect to the existing on-site storm sewer. Per village engineering staff, the existing downstream storm sewer is of sufficient capacity to accommodate the changes to the site due to the proposed development.

9. Will not result in destruction, loss or damage of natural, scenic or historical features of major importance to the community:

The proposed pedway will not result in destruction, loss or damage of natural, scenic or historical features of major importance, and will, as proposed enhance the historic features of the downtown by providing a development which takes its inspiration from the historic vocabulary of its surroundings.

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

12/09/2020	Candace Small	
_____ Date	_____ Print Name	_____ Signature of Applicant
_____ Date	_____ Print Name	_____ Signature of Applicant
_____ Date	_____ Print Name	_____ Signature of Applicant

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED
BY COMPLETING THIS APPLICATION IN DETAIL**

**APPLICATION FOR APPROVAL OF
FINAL PLANNED UNIT DEVELOPMENT PLAN**

CLEAR PAGE

Date filed: 10/11/19 Application No. _____

Common Name of PUD: Glen Ellyn Civic Center Public Parking Garage

Type of PUD: Commercial
(Residential, Commercial, Other)

Name of Applicant: M.A. Mortenson Company

Address of Applicant: 300 Park Blvd, Suite 100, Itasca, IL 60143

Business Phone: 847.981.8600 (Mobile): _____

Email: _____ (Fax): 847.981.8667

Property Interest of Applicant: Design-Builder
(Owner, Owner Representative, Contract Purchaser, etc.)

Name of Owner(s): Village of Glen Ellyn

Address: 423 N. Main Street, 535 Duane Street, Glen Ellyn, IL 60137

Legal Description of Property:

Please see next page for legal description.

Zoning Classification: C5B, C5A Property Size/Area: 535 Duane Street- 1.713 acres
423 N. Main Street - 0.070 acres

Requested Use/Construction:

Pedestrian pedway

Date of Preliminary PUD Plan Approval: 12/12/19

Estimated Date to Start Construction: 02/01/21

12/09/2020
Date

Condace Small
Signature of Applicant

Legal Description of Property:

423 N. MAIN STREET, GLEN ELLYN, IL 60137

THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-003

535 DUANE STREET, GLEN ELLYN, IL 60137

LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

EXTERIOR APPEARANCE REVIEW
APPLICATION

Please complete and return this form to the Planning and Development Department, 535 Duane St.,
Glen Ellyn, IL 60137. If you have questions, please phone: 630.547.5250

I. APPLICATION INFORMATION:

CLEAR PAGE

A. Date Filed: 12/09/20 B: Application No. _____

C. Project Name: Glen Ellyn Civic Center Public Parking Garage

D. Project Description:

Pedestrian pedway

E. Address of Property: 421 N. Main Street, 423 N. Main Street, 535 Duane Street, Glen Ellyn, IL 60137

F. Permanent Index No.: See below G. Zoning: C5B, C5A

H. Name of Applicant: M.A. Mortenson Company

I. Address of Applicant: 300 Park Blvd, Suite 100, Itasca, IL 60143

J. Phone No. (Business): 847.981.8600 (Home) _____

K. (Mobile) _____ (Other) _____

L. Fax No.: 847.981.8667

M. E-mail Address of Applicant: candace.small@mortenson.com

N. Name of Property Owner: Village of Glen Ellyn

O. Address of Property Owner: 535 Duane Street, Glen Ellyn, IL 6013

P. Phone No. (Business): _____ (Home) _____

Q. E-Mail Address of Property Owner: _____

II. CONFORMANCE WITH APPEARANCE REVIEW GUIDELINES:

(You may attach separate sheets as needed to answer any of the following questions)

R. Please explain why the proposed architectural style was chosen.

The proposed style of the north wall on 421 N. Main Street building, footprint located on Village owned property, is intended to reflect the Glen Ellyn Main Street architectural vocabulary.

Building PINs
421 N Main - 05-11-328-004 423 N Main - 05-11-328-003
535 Duane - 05-11-328-024

S. Provide information about the architectural style and exterior materials of the buildings in the surrounding area:

Buildings in the surrounding area are a mix of turn of the century storefronts, mid-century storefronts, the Glen Ellyn Civic Center, and the Downtown Parking Ramp presently under construction. The predominant existing exterior materials include clay masonry and smooth stone.

T. Please explain how the project complies with the Appearance Review Guidelines:

The cladding of the proposed Pedway façade complies with the Guidelines by the use of architectural vocabulary and detailing similar to what is seen on existing historic Main Street along with the use of masonry, stone, brick pavers, and historical lighting in similar fashion as seen on historic Main Street facades. Public art is intended to be included in the future.

U. Please explain why any deviations from the Appearance Review Guidelines are proposed:

A deviation from the Appearance Review Guidelines to not have the lights shielded is proposed. The proposed light fixtures were selected to highlight the proposed art opportunities on the North wall of 421 N. Main Street, reflect the historical character of downtown, and provide safe lighting levels for the pedestrians utilizing the pedway space.

Signature: Camdace Small Date: 11/23/20

QUIT CLAIM DEED

ILLINOIS STATUTORY

R96 133067

96 AUG 12 PM 2:00

RECORDER
DU PAGE COUNTY*Blaney*

MAIL TO:

Paul R. Miller

Village of Glen Ellyn

535 Duane Street

Glen Ellyn, IL 60137-4699

NAME & ADDRESS OF TAXPAYER:

Village of Glen Ellyn

535 Duane Street

Glen Ellyn, IL 60137-4698

RECORDER'S STAMP

THE GRANTOR(S) Board of Education of School District No. 41
 of the Village of Glen Ellyn County of DuPage State of Illinois
 for and in consideration of Ten (\$10.00) DOLLARS
 and other good and valuable considerations in hand paid,
 CONVEY(S) AND QUIT CLAIM(S) to the Village of Glen Ellyn, a municipal corporation

(GRANTEE'S ADDRESS) 535 Duane Street
 of the Village of Glen Ellyn County of DuPage State of Illinois
 all interest in the following described real estate situated in the County of DuPage, in the State of Illinois,
 to wit:

15/2
K
 Lot 4 in Block 12 in County Clerk's Fifth Assessment Division, in
 Section 11, Township 39 North, Range 10, East of the Third Principal
 Meridian in DuPage County

NOTE: If additional space is required for legal - attach on separate
 8-1/2" x 11" sheet with a minimum of 1/2" clear margin on all sides.

hereby releasing and waiving all rights under and by virtue of the Homestead Exemption Laws of the State of Illinois.

Permanent Index Number(s): 05-11-328-024

Property Address: 535 Duane Street, Glen Ellyn, Illinois 60137-4699

Dated this 15th day of July
 (Seal)

DESQ 1996

(Seal)

Dean E. Clark - President, Board of Education

(Seal)

Scott R. Baldwin

(Seal)

Scott R. Baldwin - Secretary, Board of Education

NOTE: PLEASE TYPE OR PRINT NAME BELOW ALL SIGNATURES

COMPLIMENTS OF  Chicago Title Insurance Company

CTIC Form No. 1160

STATE OF ILLINOIS } ss.
County of DuPage }

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, CERTIFY THAT
Dean E. Clark and Scott R. Baldwin
personally known to me to be the same person s whose names are subscribed to the foregoing instrument,
appeared before me this day in person, and acknowledged that he/ they signed, sealed and delivered the
instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the
right of homestead.*

Given under my hand and notarial seal, this 15th day of July, 19 96.

My commission expires on September 28, 19 98.

Virginia E Sturm
Notary Public

OFFICIAL SEAL
VIRGINIA E STURM
NOTARY PUBLIC STATE OF ILLINOIS
MY COMMISSION EXP. SEPT 28, 1998

IMPRESS SEAL HERE

Du Page COUNTY - ILLINOIS TRANSFER STAMP

* If Grantor is also Grantee you may want to strike Release & Waiver of Homestead Rights.

NAME AND ADDRESS OF PREPARER:

Mark A. Balkin
140 South Dearborn
Chicago, IL 60603

EXEMPT UNDER PROVISIONS OF PARAGRAPH
B SECTION 4,

REAL ESTATE TRANSFER ACT

DATE: 8-7-96

G. White
Signature of Buyer, Seller or Representative

** This conveyance must contain the name and address of the Grantee for tax billing purposes: (55 ILCS 5/3-5020)
and name and address of the person preparing the instrument: (55 ILCS 5/3-5022).

R96-133067

Village of Glen Ellyn, a
municipal corporation

TO

Board of Education of School
District No. 41

FROM

QUIT CLAIM DEED
ILLINOIS STATUTORY

AFFIDAVIT OF AUTHORIZATION

I, Mark Franz, Village Manager of the Village of Glen Ellyn, a municipal corporation, owner of the properties commonly known as 423 N. Main Street and 535 Duane Street, Glen Ellyn, Illinois, legally described as follows:

423 N. MAIN STREET, GLEN ELLYN, IL 60137

THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

535 DUANE STREET, GLEN ELLYN, IL 60137

LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

verify that Candace Small, Design Phase Manager of MA Mortenson Co.

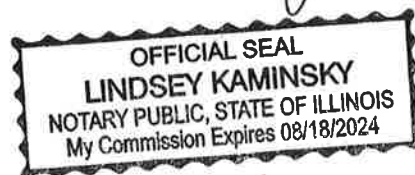
is duly authorized to apply and represent my interests before the Glen Ellyn Plan Commission, Zoning Board of Appeals and/or Village Board of Trustees. Owner acknowledges that any notice given applicant is actual notice to owner.


OWNER SIGNATURE

Subscribed and sworn to before me this

11 day of December, 20 20


Notary Public





Applicant: Mortenson
Contact: Candace Small
Address: 300 Park Blvd.
Suite 100
Itasca, IL 60143

IDNR Project Number: 1907276
Date: 01/30/2019

Project: Glen Ellyn Parking Garage
Address: 535 Duane Street, Glen Ellyn

Description: 4 story above grade, 1 story below grade precast parking garage structure located behind the Village of Glen Ellyn Civic Center.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

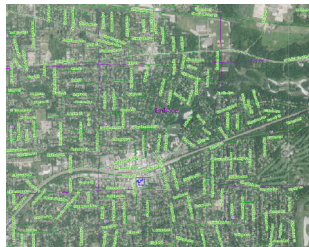
Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DuPage

Township, Range, Section:
39N, 10E, 11



IL Department of Natural Resources Contact

Bradley Hayes
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction

Village of Glen Ellyn
Staci Springer
535 Duane Street
Glen Ellyn, Illinois 60137

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

Zoning Information

The current site is positioned in the following zoning district:

- 535 Duane St. – C5B: Central Business District, Central Service Sub-district
- 423 N. Main St. – C5A: Central Retail Core Sub-district
 - *(10-3-1) The C5 district constitutes the historic business area of the Village. The C5 district is comprised of two separate and distinct subdistricts: the C5A Central Retail Core and the C5B Central Service. A principal purpose of this district is to maintain and protect the primary retail core of the "downtown", generally bounded by Pennsylvania, Forest, Hillside and Glenwood (C5A subdistrict). This compact area should be intensely developed and oriented to pedestrian shopping. Outside this retail core area, the remainder of the C5 district (C5B subdistrict) is intended to accommodate necessary service uses and consolidated parking, while allowing for the gradual and planned expansion of the retail core. Within the C5 district, all unimproved land or additions to existing structures which increase the square footage of a structure that is 4,000 square feet or greater, or increase a structure any size by more than 25 percent must be developed as a planned development, composed of permitted and/or special uses in the C5 district, and meeting all applicable requirements of the "planned unit development regulations" and "administrative procedures" herein;*

Surrounding Zoning Districts – 535 Duane St.

North: C5A and C5B

East: C5B

South: C5A and C5B (abutting 413 Main) and R2 (abutting 538 and 542 Hillside)

West: C5A

Surrounding Zoning Districts – 423 N. Main St.

North: C5A

East: C5B

South: C5A

West: C5A

Zoning Deviations

All zoning deviations granted under Ordinance 6753 remain unchanged. Additional deviations requested to amend the Preliminary Planned Unit Development are as follows:

- a. Section 10-5-5(B)(4) #39 to allow mechanical equipment to be screened by a material that does not match the walls of the principal structure on the zoning lot;
- b. Section 10-5-13(M)(1)(c) to allow certain light fixtures to not be shielded on the tops and sides;
- c. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located on North Main Street to the south of the subject properties to exceed 0.5 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;
- d. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the south of the subject properties to exceed 3.0 foot-candles and be no greater than 11.7 foot-candles for security and safety purposes;

- e. Section 10-5-13(M)(2)(a)(2) to allow foot-candle levels adjacent to nonresidential uses located on North Main Street to the north of the subject properties to exceed 3.0 foot-candles and be no greater than 39.5 foot-candles for security and safety purposes; and
- f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

Quantitative Summary (10-10-15-B-1-g)

- Gross site area = 77,662.24 sq. ft. (1.78 ac.)
- Total gross floor area of parking structure (Parking) = 108,977 sq. ft.
- Total gross floor area of existing Civic Center (Office) = 45,206 sq. ft.
- Floor Area Ratio: FAR = $154,183 / 77,662.24 = 1.99$
- PUD Lot 1 Area (Zoned C5B) = 74,634.24 sq. ft. (1.71 ac.)
- PUD Lot 2 Area (Zoned C5A) = 3,028 sq. ft. (0.07 ac.)
- PUD Phase 1 Area = 66,064 sq. ft.
- PUD Phase 2 Area = 11,598.24 sq. ft.
- Parking – New stalls provided on 535 Duane St. site:
 - Parking Structure: 277 stalls
 - North surface Lot: 10 Stalls
- Parking – Lost stalls on 535 Duane St. site:
 - Existing surface lot: 75 stalls
- Parking – Net parking gain on 535 Duane St. site:
 - Total Parking Provided: 212 stalls
- Parking on-street:
 - Lost stalls on Duane due to project (note count is same under existing conditions and future streetscape conditions): 1 stall
 - Lost stalls on Main due to project (note count is same under existing conditions and future streetscape conditions): 2 stalls
- Parking – 535 Duane St. + on-street:
 - Net stall increase for Village of Glen Ellyn Parking due to garage project = 209 stalls.
- Parking – Number of parking stalls required in accordance with Section 10-4-17-2(G)
 - Civic Center = 45,206 sq. ft. / 250 s.f. = 181 stalls
- Area of open space = 6,970 sq. ft.

Glen Ellyn Parking Garage					
Pedway Schedule					
11/23/2020					
M.A. Mortenson Company					
Job No. 18090015					
Activity		Duration	Start	Finish	
Pedway Improvements					
Preconstruction					
Present Concepts to Village Board / Approve Concepts		1	10/26/2020		
Develop Drawings for PUD		10	11/2/2020	11/13/2020	
Mortenson Submittal #1 to Village		1	11/9/2020		
Mortenson/Village Submittal #1 Comment Review		1	11/17/2020		
Mortenson Submittal #2 to Village		1	11/23/2020		
Public Hearing Notice to Daily Herald for PUD amendment public hearing		1	11/30/2020		
Public Hearing Notice Published		1	12/2/2020		
Plan Commission staff report and meeting materials distributed & posted		1	12/10/2020		
PUD Approval - Plan Commission Special Meeting		1	12/17/2020		
Final Village Board Approval - Village Board Meeting		1	1/11/2021		
Submit Drawings for Permit		1	1/12/2021		
Permit Review / Responses		25	1/12/2021	2/16/2021	
Permit Issued			2/16/2021		
Out to Bid		10	12/23/2020	1/6/2021	
Scope / Award Contracts		5	1/7/2021	1/14/2021	
Procure Material		40	1/15/2021	3/12/2021	
Construction					
Excavation		5	2/1/2021	2/5/2021	
Foundations		10	2/8/2021	2/19/2021	
Underground Electrical		10	2/22/2021	3/5/2021	
Katy Wall Improvements		5	3/8/2021	3/12/2021	
Sushi Wall Improvements		15	3/15/2021	4/2/2021	
Rough Grading and Paving		5	4/5/2021	4/9/2021	
Electrical Trim		5	4/12/2021	4/16/2021	
Landscaping / Pavers		15	4/12/2021	4/30/2021	
Screenings / Aesthetic Improvements		15	4/12/2021	4/30/2021	

ALTA/NSPS LAND TITLE SURVEY

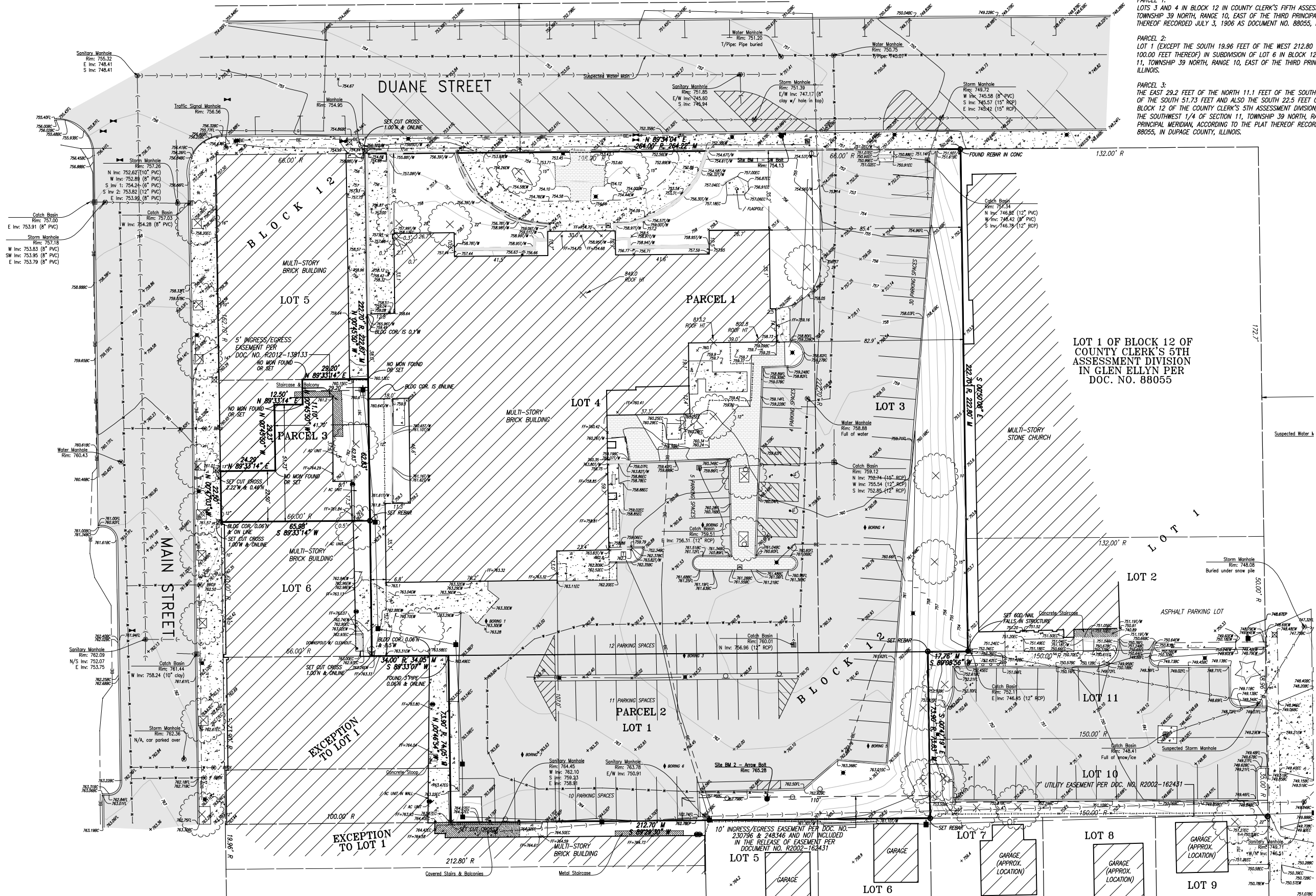
Legal Description

Scale: 1" = 20'

PARCEL 1:
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

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DLZ
INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

BENCHMARKS:

BENCHMARK - DK3188 SURVEY DISK LOCATED AT THE SOUTHWEST CORNER OF MAIN STREET AND CRESCENT BLVD.
ELEVATION = 745.28 NAVD 88

SITE BM1 - SOUTHWEST BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 754.13 NAVD 88

SITE BM2 - ARROW BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 765.28 NAVD 88

GLEN ELLYN

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST
ALTA/NSPS LAND TITLE SURVEY

ILLINOIS

DRAWN: CSH

CHK'D: ECC

DESIGNED: -

APPR'D: ECC

DATE: 07/02/19

SCALE: 1" = 20'

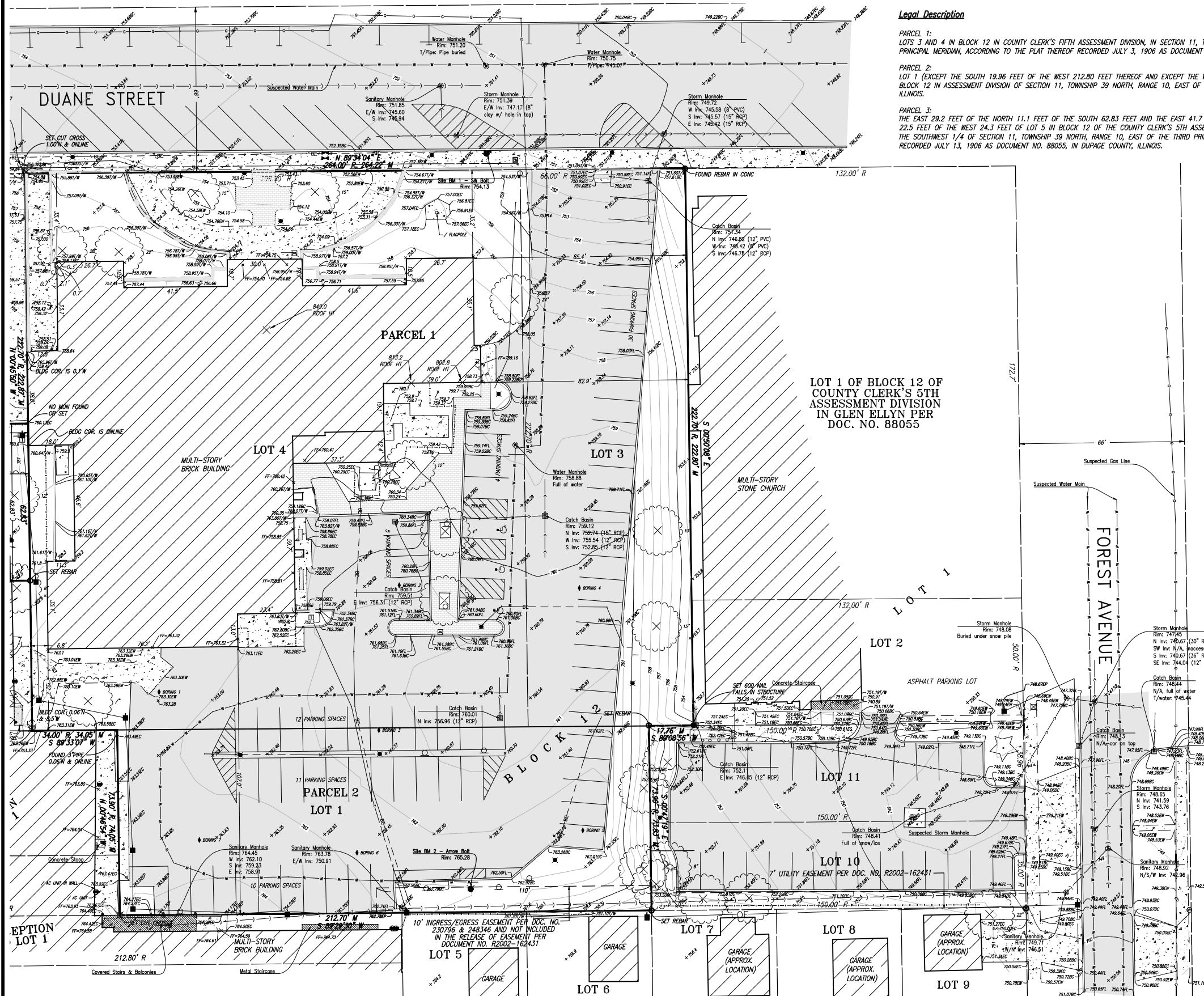
PROJECT NUMBER

1950-7005

NO.	REVISION	BY	DATE

SHEET **1**
OF **2**
DRAWING NUMBER
7005ALTA

ALTA/NSPS LAND TITLE SURVEY



Legal Description

PARCEL 1:
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Scale: 1" = 20'

LEGEND

✕	CUT CROSS	XXXX	GROUND SPOT ELEVATION
⊗	STORM MANHOLE	XXXXXX	HARD SURFACE ELEVATION
⊙	SANITARY MANHOLE	XXXXXXEC	EDGE OF CONCRETE ELEVATION
⊖	WATER MANHOLE	XXXXXEP	EDGE OF PAVEMENT ELEVATION
⊕	CATCH BASIN	XXXXXEL	EDGE OF WALK ELEVATION
○	MANHOLE	XXXXXFL	ELEVATION AT FLOWLINE
⊖	WATER SHUTOFF VALVE	XXXXXBC	BACK OF CURB ELEVATION
⊕	FIRE HYDRANT	XXXXXX/W	TOP OF WALL ELEVATION
⊗	LIGHT POLE	----	EXISTING CONTOUR
⊙	POWER POLE	----	STORM LINE
⊕	TELEPHONE PEDESTAL	----	SANITARY LINE
⊖	GAS SHUTOFF VALVE	----	WATER LINE
⊕	MANHOLE	----	FENCE
⊖	ELECTRIC METER	----	BURIED ELECTRIC LINE
⊕	GLY ANCHOR	----	OVERHEAD ELECTRIC LINE
⊖	BOLLARD	----	TELEPHONE LINE
⊕	DECIDUOUS TREE W/ DIAMETER	----	GAS LINE
⊖	CONIFEROUS TREE W/ DIAMETER	----	FIBER OPTIC LINE
⊕	SOIL BORING	----	PROPERTY LINE
⊖	DOWNSPOUT	----	EASEMENT
⊕	CONCRETE	▨	GRATING
⊖	PAVEMENT	▨	WALL
⊕	BUILDING	▨	STAIR/BALCONY AREAS
⊖	BRICK	▨	

Notes:

- Parcels 1 and 2 were prepared with the benefit of Property Insight's Easement Search, Order No. 66670411-JMM Dated March 27, 2019. Parcel 3 did not have a title search done, therefore all easements affecting Parcel may not be shown hereon.
- This Survey was fielded on January 25, 2019. Topography Survey of an area requested by the Client.
- The horizontal datum is the Illinois State Plane Coordinate System East NAD 83 and the vertical datum is NAVD 88.
- For building restrictions as established by local ordinances not shown hereon, consult your local municipal authorities.
- Do not scale dimensions from this map.
- Call J.U.L.I.E. at 1-800-892-0123 for field location of all underground utilities prior to any digging or construction.
- Utilities and improvements shown hereon based on visible field verified structures and utility markings by others.
- Compare all points in field prior to any construction and report any discrepancies to surveyor at once.
- The Surveyed Parcels lie within Zone X (areas determined to be outside the 0.2% annual chance floodplain) as graphically depicted on FEMA Flood Insurance Rate Map Number 17043C0503H, Effective Date December 16, 2004.
- The Surveyed Parcels are also known as P.L.N. 05-11-328-024 and 05-11-328-003.
- Parcel 1 is subject to the Terms and Conditions contained in the Communications Site Lease Agreement made between Village of Glen Ellyn and Nextel Communications. The Lease Space lies in the attic of the clock tower, per Document No. R2000-199153 dated December 20, 2000, and Memorandum of Agreement dated February 1, 2001 as Document No. R2001-017654.
- Parcels 1 & 2 are subject to the Terms and Conditions contained in the Memorandum of License Agreement made between Village of Glen Ellyn and Chicago SMSA Limited Partnership dated May 11, 2012 as Document No. R2012-128459.
- Parcel 3 is subject to the Terms and Conditions contained in the Easement Agreement between Shonkwiler and Trust #3376, Recorded October 3, 2012 as Document No. R2012-138133.
- Parcels 1 & 2 Local Address is 535 Duane Street and Parcel 3 is 423 N. Main Street, Glen Ellyn, IL 60137.
- Utilities shown on Main Street were marked under J.U.L.I.E. Dig Ticket A1752874.
- The Local Address for Parcels 1 and 2 is 535 Duane Street, Glen Ellyn, IL 60137 and Parcel 3 is 423 Main Street, Glen Ellyn, IL 60137.
- Parcels 1 and 2 contain 1.713 acres more or less, Parcel 3 contains 0.070 acres more or less.
- The surveyed parcels contain 72 regular parking spaces and 3 handicap spaces.

State of Illinois)ss

County of Will

Certified to:

Village of Glen Ellyn, an Illinois Municipal Corporation

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 4, 7(a), and 19 of Table 'A' thereof.

The Field work completed on June 25th, 2019.

Dated this 2nd day of July, 2019.

Eric C. Cox, Illinois Professional Land Surveyor No. 035-3604
Renewal Date: November 30, 2020
DLZ Professional Design Firm 184.002815



DLZ
INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

BENCHMARKS:

BENCHMARK - DK3188 SURVEY DISK LOCATED AT THE SOUTHWEST CORNER OF MAIN STREET AND CRESCENT BLVD.
ELEVATION = 745.28 NAVD 88

SITE BM1 - SOUTHWEST BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 754.13 NAVD 88

SITE BM2 - ARROW BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 765.28 NAVD 88

GLEN ELLYN

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST
ALTA/NSPS LAND TITLE SURVEY

ILLINOIS

DRAWN: CSH CHK'D: ECC NO.
DESIGNED: - APPRV'D: ECC
DATE: 07/02/19
SCALE: 1" = 20'
PROJECT NUMBER
1950-7005

REVISION

BY DATE

SHEET 2

OF 2

DRAWING NUMBER

7005ALTA

MA PROJ 1950-7005 TOPG 7005ALTA.DWG

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Beesley, BZ 6Y143
Tel: 847.281.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenpoint Parkway, Suite 600
Northbrook Estates E 60109
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LICENSE NO. 18A-000947-0006

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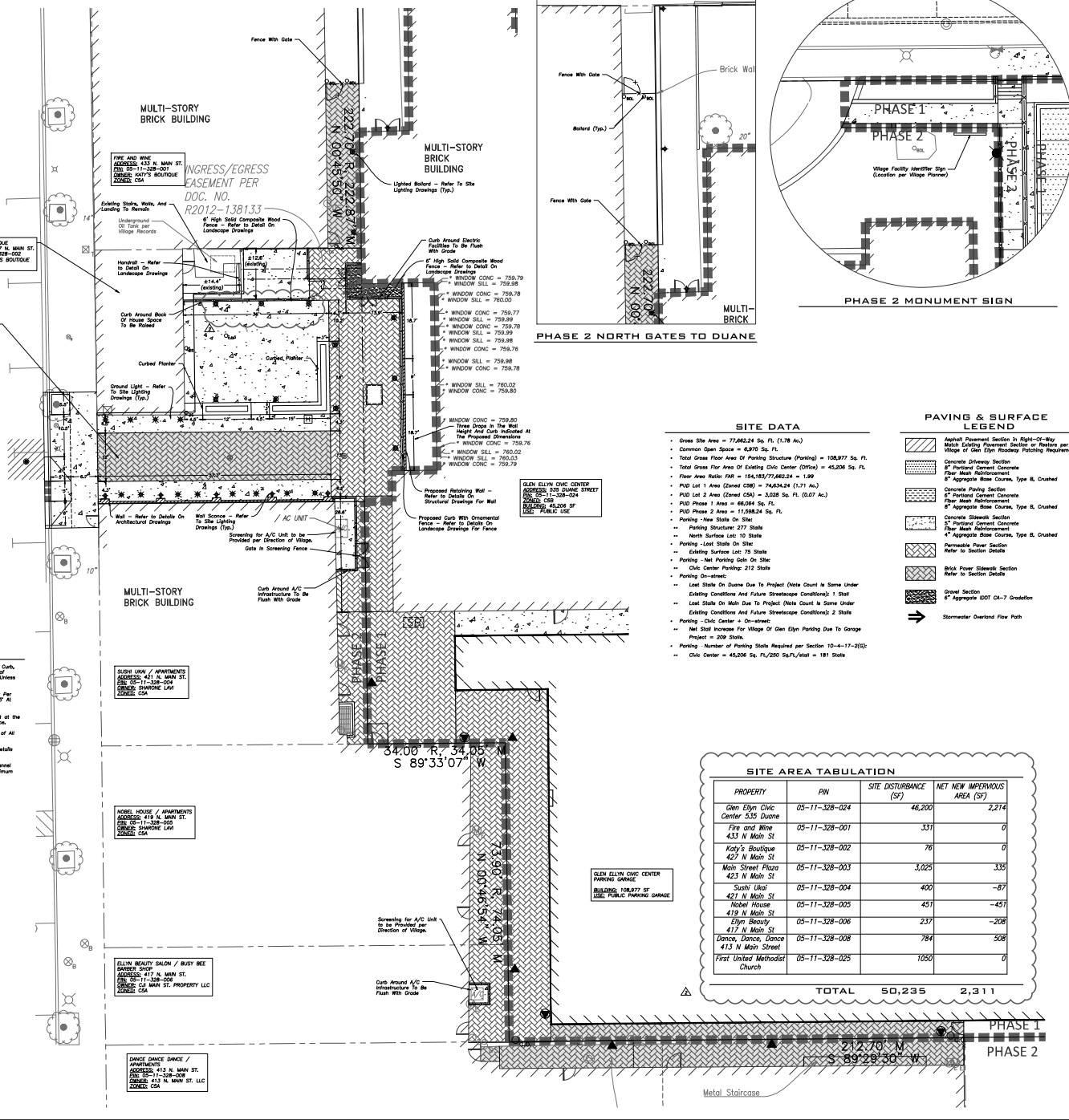
VILLAGE OF GLEN ELLYN PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
ISSUE	ZONING PH 2 SUBMITTAL NO. 1	
REVIEW DATE	10/09/2019	
PROJECT NO.	15-AM-010	
DRAWN BY	SOC	
CHECKED BY	IDC	
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SHEET TITLE		
TOPOGRAPHIC SURVEY		

C-001

MAIN STREET



GEOMETRY NOTES

1. All Dimensions Contained Herein Represent Back Of Curbs, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hike Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (707-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/8", 11 Gauge Steel, Embedded 42" Minimum Into Ground.

GENERAL NOTES

- [illegible]

Design Builder:	
-----------------	--



Design Consultants:



Parking Consultant / Structural Engineer
2896 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.wakereconsultants.com
LICENSE NO. 184.000947-0006

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Architect / MEP - EP Engineer

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Chicago, IL 60654
Tel: 312.324.5500
www.shive-hostelry.com
LICENSE NO. 184.000214-0015



Civil Engineering / Landscape Architecture

145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4804
www.ees-llc.com
LICENSE NO. 184.003220-0002



EXPIRATION DATE: 11.30.2



VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

[illegible]

ISSUE:	TOMINO BUS SUBSTITUTION NO.
--------	-----------------------------

ISSUE:	2004/03
ISSUE DATE:	12/09/2004

PROJECT NO:	31-8445
-------------	---------

DRAWN BY:	TDB
DATE: 10/1/01	10/1

CHECKED BY: SOC

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CONSULTANTS.

FINAL PLANNER

DEVELOPMENT

--	--

C.

C

C-200

244

e 61 of

— — — — —

	Asphalt Formwork Section in Right-of-Way Main Existing Formwork Section or Restore per Village of Glen Ellyn Roadway Patching Requirements
	Concrete Driveway Section 8" Portland Cement Concrete Fiber Mesh Reinforcement B* Appropriate Base Course, Type B, Crushed
	Concrete Paving Section 8" Portland Cement Concrete Fiber Mesh Reinforcement B* Appropriate Base Course, Type B, Crushed
	Concrete Sidewalk Section 8" Portland Cement Concrete Fiber Mesh Reinforcement B* Appropriate Base Course, Type B, Crushed
	Normalizer Paver Section Refer to Section Details
	Brick Paver Sidewalk Section Refer to Section Details
	Gravel Section B* Appropriate DOT CA-7 Gradation
	Stormwater Overland Flow Path

PROPERTY	PIN	SITE DISTURBANCE (SF)	NET NEW IMPERVIOUS AREA (SF)
Glen Ellyn Civic Center 535 Duane	05-11-328-024	46,200	2,214
Fire and Wine 433 N Main St	05-11-328-001	331	0
Katy's Boutique 427 N Main St	05-11-328-002	76	0
Main Street Plaza 423 N Main St	05-11-328-003	3,025	335
Sushi Ural 417 N Main St	05-11-328-004	400	-87
Robert House 419 N Main St	05-11-328-005	451	-451
Elyn Beatty 417 N Main St	05-11-328-006	237	-208
Dance, Dance, Dance 413 N Main Street	05-11-328-008	784	508
First United Methodist Church	05-11-328-025	1050	0
TOTAL		50,235	2,311

- Gross Site Area = 77,662.62 Sq. Ft. (1.78 Ac.)
- Common Open Space = 6,370.50 Sq. Ft.
- Total Gross Floor Area = Planning Submission (Parking) = 108,077 Sq. Ft.
- Total Gross Floor Area = Planning Submission (Office) = 45,250 Sq. Ft.
- Office Area Ratio: FIA = 154.183/77,662.62 = 1.99
- PUD Lot 1 Area (Zone C50) = 74,824.24 Sq. Ft. (1.71 Ac.)
- PUD Lot 2 Area (Zone C50) = 3,028.38 Sq. Ft. (0.07 Ac.)
- PUD Lot 3 Area (Zone C50) = 4,609.50 Sq. Ft. (0.10 Ac.)
- PUD Phase 2 Area = 11,508.24 Sq. Ft.
- Parking - New State On Site:
 - Parking - Structure: 77 State
 - North Surface Lot: 10 State
 - Parking - Lot State On Site
 - Existing Surface Lot: 77 State
 - Parking - Not Parking On Site:
 - Old Car Parking: 212 State
 - Parking - Over:
- Existing State On Duane Due To Project (Note Count is Same Under)
- Leasing Conditions and Future Site/Structure Considerations: 1 State
 - Existing State On Duane Due To Project (Note Count is Same Under)
 - Existing Conditions and Future Site/Structure Considerations: 2 State
- Parking - C&C Center - On-street:
 - Net Soil Increase For Parking Of One Etern Parking Due To Garage
- Parking - Number - Number of State Lots Required per Section 10-17-20.03

1. All Dimensions Contained Herein Represent Book of Curbs, Lane Dimensions, Walk Widths, and Other Dimensions of the Structure and Outside Foot of Building Foundation. All Other Dimensions are to be Determined by the Engineer.

2. All Horizontal Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatched Striping Shall Be 45° at 2'-0" Center.

3. All Accessible Parking Spaces (P27-80) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.

4. Refer to Architectural Drawings for Exact Locations of All Buildings.

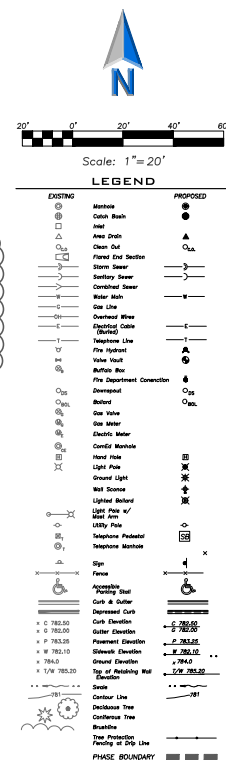
5. Refer to Architectural Drawings for Locations and Details of All Other Structures.

6. Traffic Sign Posts Shall Be the Breakaway Green U-Channel Posts, 2-1/8" H, 1/4 Gauge Steel, Embedded 48" Minimum into Ground.

PHASING LEGEND

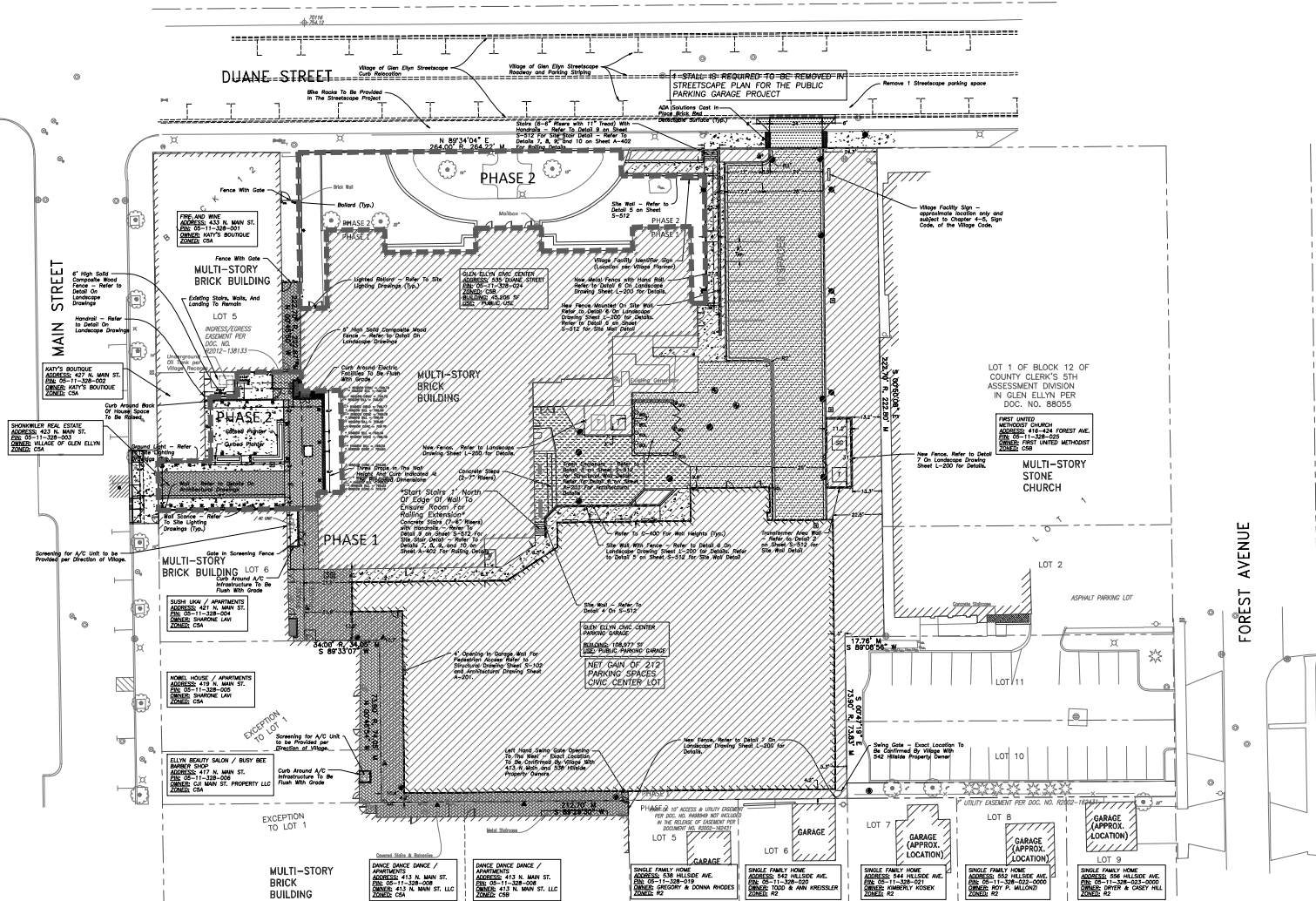
PHASE 1
No Changes From
C-201 and C-
11/14/2019 As
Ordinance 6753

PHASE 2
Amended As Sh



 PHASE 1
No Changes From Sheets
C-201 and C-200 Dated
11/14/2019 As Approved By
Ordinance 6753

 PHASE 2
Amended As Shown

[illegible]

Mortenson
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EXPIRATION DATE: 11/30/21

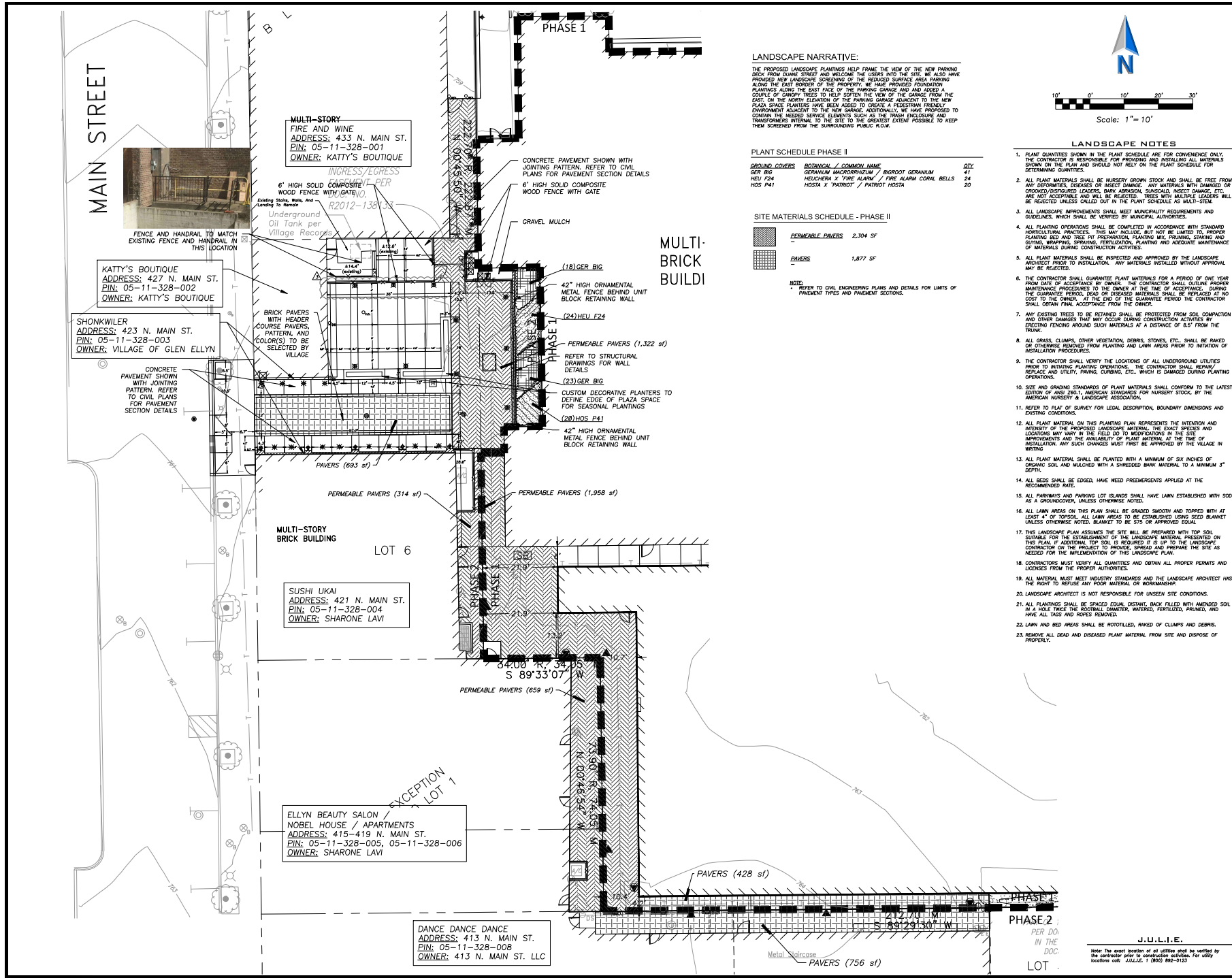
VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

[illegible]

SHEET TITLE:
GLEN ELLYN CMC CENTER
CAMPUS AMENDED
PRELIMINARY PLANNED UNIT
DEVELOPMENT PLAN

C-201



Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard Suite 100
Naperville, IL 60563
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Design Consultants:

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STEVEN B. GREGORY
187-000001
EXPIRES: 06/30/2021

VILLAGE OF GLEN ELLYN
1834

VILLAGE OF GLEN ELLYN PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	REVISION
A	11/09/2020	ISSUE
	11/09/2020	ISSUE DATE: 12/09/2020
	11/09/2020	PROJECT NO.: 31-846-80
	11/09/2020	DRAWN BY: 893
	11/09/2020	CHECKED BY: 893
	11/09/2020	COPYRIGHT & RES. ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED IN ANY FORM OR BY ANY MEANS WITHOUT PERMISSION FROM THE CONSULTANTS.
	11/09/2020	SHEET TITLE: LANDSCAPE PLAN

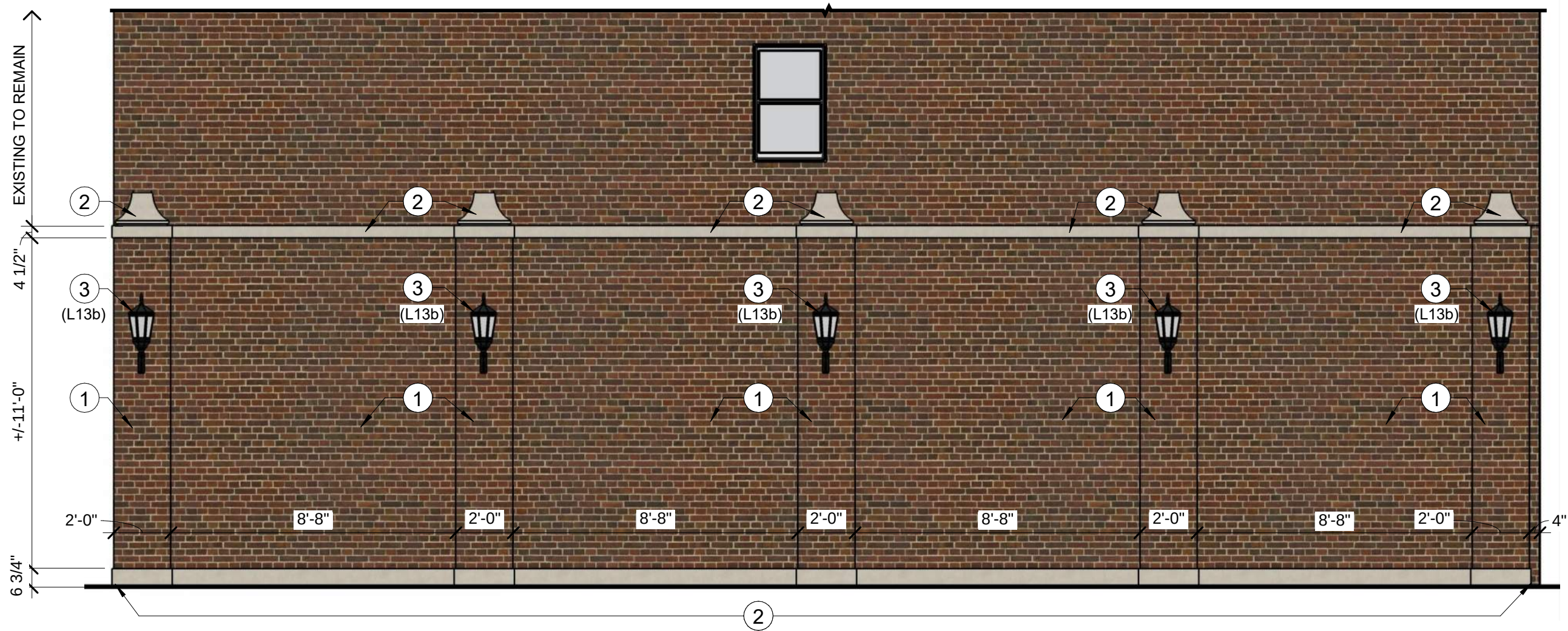
J.U.L.I.E.
Note: The exact location of all utilities shall be verified by the contractor prior to construction activities for safety locations call J.U.L.I.E. 1 (800) 892-0123

L-100

OPTION 1



GLEN ELLYN PLAZA DESIGN
425 N. MAIN ST, GLEN ELLYN, IL | OCTOBER 22, 2020



COURTYARD ELEVATION - VIEWING SOUTH

MATERIALS LEGEND

MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
BRICK - RUNNING BOND PATTERN	RED/ BLACK BLEND TO MATCH EXISTING ADJACENT WALL BLEND	①	TYPICAL BRICK FACADE MATERIAL
CAST STONE	MATCH INDIANA BUFF LIMESTONE ON ADJACENT WALL	②	TYPICAL "STONE" FACADE MATERIAL
METAL LIGHT FIXTURE	BLACK PAINTED	③ (L#)	TYPICAL WALL-MOUNTED LIGHT FIXTURE FINISH - SEE LIGHTING SCOPE
METAL LIGHT FIXTURE	STAINLESS STEEL	④ (L#)	TYPICAL AT-GRADE LIGHT FIXTURE FINISH - SEE LIGHTING SCOPE
TO BE DETERMINED	TO BE DETERMINED	⑤	WALL MURAL / ART INSTALLATION

GLEN ELLYN PARKING RAMP

VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, ILLINOIS 60137

DATE	SCALE	N.T.S.	FIELD BOOK
11/09/2020	JN / MG	VP	VP
DRAWN	APPROVED	REFERENCE DRAWING	A-203

PROJECT NO.
7182780

ISSUED FOR
ZONING PH 2
SUBMITTAL NO. 1

A-203

SHIVE-HATTERY
ARCHITECTURE + ENGINEERING
440 North Wells Street, Suite 320 | Chicago, Illinois 60654
312.324.5500 | www.shive-hattery.com
Iowa | Illinois | Indiana Illinois Firm Number: 184-000214

Outdoor Dining and Pedway Rendering



Concept idea, some elements shown are a private property expense

5



Mortenson



WALKER
CONSULTANTS

SHIVEHATTERY
ARCHITECTURE+ENGINEERING



Outdoor Dining and Pedway Rendering



Concept idea, some elements shown are a private property expense

Outdoor Dining and Pedway Rendering



Concept idea, some elements shown are a private property expense

7



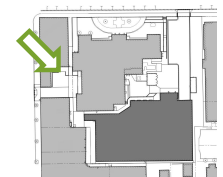
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CONSULTANTS ARCHITECTURE+ENGINEERING



Outdoor Dining and Pedway Rendering



Concept idea, some elements shown are a private property expense

SHONKWILER REAL ESTATE
ADDRESS:423 N. MAIN ST.
PIN:05-11-328-003
OWNER: VILLAGE OF GLEN ELLYN
ZONED: C5A

KATY'S BOUTIQUE
ADDRESS:427 N. MAIN ST
PIN:05-11-328-002
OWNER: KATY'S BOUTIQUE
ZONED: C5A

SUSHI UKAI / APARTMENTS
ADDRESS:421 N. MAIN ST.
PIN:05-11-328-004
OWNER: SHARONE LAVI
ZONED:C5A

Luminaire Schedule					
Scene: Courtyard					
Tag	Label	Qty	LLF	Lum. Watts	Lum. Lumen
L14	PDX4_9LED_WHT41K_MVOLT_FLC_MF	12	0.900	10.58	554
L15	DSXB_LED_12C_700_30K_ASY (1)	2	0.900	31	2173
L13b	S640LEDH-1L40T5-MDL04-CSA	8	0.900	24.8	3120
L15ct	L15ct-DSXB_LED_16C_700_30K_SY	10	0.900	39	2801

Calculation Summary							
Scene: Courtyard							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Alleyway 1	Illuminance	Fc	6.40	16.9	1.7	3.76	9.94
Alleyway 2	Illuminance	Fc	4.24	39.5	0.3	5.30	49.38
Courtyard	Illuminance	Fc	9.14	38.4	0.0	N.A.	N.A.
Front Sidewalk	Illuminance	Fc	1.57	6.0	0.2	7.85	30.00

LOT 6

SB

Design Builder:



Mortenson
M. A. MORTENSON COMPANY

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Easca, IL 60143
Tel 847.981.8600
www.mortenson.com

Design Consultants:

 **WALKER**
CONSULTANTS

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Hoffman Estates IL 60159
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www.walkerconsultants.com
LICENCE NO. 184.000940-0006

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Tel. 847.223.4804
www.eez-llc.com
LICENSE NO. 184.003221-0002



VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

A	12/09/2020	ZONING PH2 SUBMITTAL NO 3
	11/23/2020	ZONING PH2 SUBMITTAL NO 2
	11/09/2020	ZONING PH2 SUBMITTAL NO 1
MARK	DATE	DESCRIPTION
		REVISIONS

ISSUE:	ZONING PH 2 SUBMITTAL NO. 2
ISSUE DATE:	11/09/2020
PROJECT NO:	31-008445.00
DRAWN BY:	JCH
CHECKED BY:	JJH
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SHEET TITLE:
**ELECTRICAL COURTYARD
PHOTOMETRICS**

EP01A



D-Series LED Bollard



d^{series}

Specifications

Diameter: 8" Round
(20.3 cm)

Height: 42"
(106.7 cm)

Weight (max): 27 lbs
(12.25 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplight. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD

DSXB LED								
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish <i>(required)</i>
DSXB LED	Asymmetric	350 350 mA	30K 3000 K	ASY Asymmetric ¹	MVOLT ⁵	Shipped installed	Shipped installed	DWHXD White
	12C 12 LEDs ¹	450 450 mA ^{3,4}	40K 4000 K	SYM Symmetric ²	120 ³	PE Photoelectric cell, button type	SF Single fuse (120, 277, 347V) ^{4,7}	DNAXD Natural aluminum
	Symmetric	530 530 mA	50K 5000 K		208 ³	DMG 00-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)	DF Double fuse (208, 240V) ^{4,7}	DBBXD Dark bronze
	16C 16 LEDs ²	700 700 mA	AMBPC Amber phosphor converted		240 ³		H24 24" overall height	DBLXD Black
			AMBLW Amber limited wavelength ^{3,4}		277 ³		H30 30" overall height	DDBTXD Textured dark bronze
					347 ⁴		H36 36" overall height	DBLBXD Textured black
						ELCW Emergency battery backup ⁶	FG Ground-fault festoon outlet	DNATXD Textured natural aluminum
							L/AB Without anchor bolts	DWHGXD Textured white
							L/AB4 4-bolt retrofit base without anchor bolts ⁸	

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for DSXB⁸

NOTES

- Only available in the 12C, ASY version.
- Only available in the 16C, SYM version.
- Only available with 450 AMBLW version.
- Not available with ELCW.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- MRAB U not available with L/AB4 option.

Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engines	Drive Current	System Watts	3000 K					4000 K					5000 K					Limited Wavelength Amber				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
Asymmetric (12 LEDs)	350	16	1,194	75	1	0	1	1,283	80	1	0	1	1,291	81	1	0	1					
	530	22	1,719	78	1	0	1	1,847	84	1	0	1	1,859	85	1	0	1					
	700	31	2,173	70	1	0	1	2,335	75	1	0	1	2,349	76	1	0	1					
	Amber 450	16																348	22	1	0	1
Symmetric (16 LEDs)	350	20	1,558	78	1	0	0	1,674	84	1	0	0	1,685	84	1	0	0					
	530	28	2,232	80	2	0	1	2,397	86	2	0	1	2,412	86	2	0	1					
	700	39	2,802	72	2	0	1	3,009	77	2	0	1	3,028	78	2	0	1					
	Amber 450	20																419	21	1	0	1

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

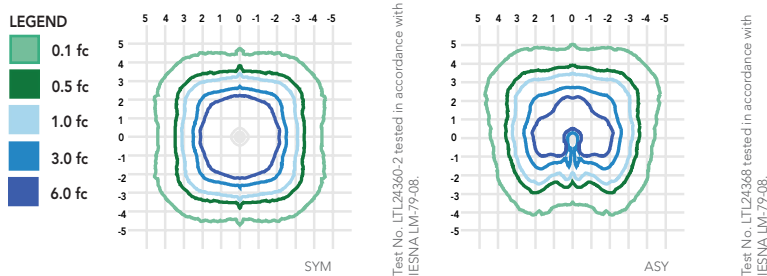
Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)				
			120	208	240	277	347
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.231	0.207	0.185	0.163
	Amber 450	20W	0.199	0.139	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Bollard homepage](#).

Isofootcandle plots for the DSXB LED 700 40K. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE

The rugged construction and maintenance-free performance of the D-Series LED Bollard is ideal for illuminating building entryways, walking paths and pedestrian plazas, as well as any other location requiring a low-mounting-height light source.

CONSTRUCTION

One-piece 8-inch-round extruded aluminum shaft with thick side walls for extreme durability, and die-cast aluminum reflector and top cap. Die-cast aluminum mounting ring allows for easy leveling even in uneven areas and full 360-degree rotation for precise alignment during installation. Three ½" x 11" anchor bolts with double nuts and washers and 3-5/8" max. bolt circle template ensure stability. Overall height is 42" standard.

FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Two 0% uplight optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL

Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

WARRANTY

Five-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.





D-Series LED Bollard



d^{series}

Specifications

Diameter: 8" Round
(20.3 cm)

Height: 42"
(106.7 cm)

Weight (max): 27 lbs
(12.25 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplight. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD

DSXB LED													
Series	LEDs	Drive current		Color temperature		Distribution		Voltage	Control options		Other options	Finish <i>(required)</i>	
DSXB LED	Asymmetric 12C 12 LEDs ¹	350	350 mA	30K	3000 K	ASY	Asymmetric ¹	MVOLT ⁵	Shipped installed PE Photoelectric cell, button type DMG 00-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ELCW Emergency battery backup ⁶	Shipped installed SF Single fuse (120, 277, 347V) ^{4,7} DF Double fuse (208, 240V) ^{4,7} H24 24" overall height H30 30" overall height H36 36" overall height FG Ground-fault festoon outlet L/AB Without anchor bolts L/AB4 4-bolt retrofit base without anchor bolts ⁸	DWHXD	White	
		450	450 mA ^{3,4}	40K	4000 K	SYM	Symmetric ²	120 ³			DNAXD	Natural aluminum	
		530	530 mA	50K	5000 K			208 ³			DDBXD	Dark bronze	
	Symmetric 16C 16 LEDs ²	700	700 mA	AMBPC	Amber phosphor converted			240 ³			DBLXD	Black	
				AMBLW	Amber limited wavelength ^{3,4}			277 ³ 347 ⁴			DBBTXD	Textured dark bronze	
											DBLBXD	Textured black	
											DNATXD	Textured natural aluminum	
											DWHGXD	Textured white	

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for DSXB⁸

NOTES

- Only available in the 12C, ASY version.
- Only available in the 16C, SYM version.
- Only available with 450 AMBLW version.
- Not available with ELCW.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- MRAB U not available with L/AB4 option.

Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engines	Drive Current	System Watts	3000 K					4000 K					5000 K					Limited Wavelength Amber				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
Asymmetric (12 LEDs)	350	16	1,194	75	1	0	1	1,283	80	1	0	1	1,291	81	1	0	1					
	530	22	1,719	78	1	0	1	1,847	84	1	0	1	1,859	85	1	0	1					
	700	31	2,173	70	1	0	1	2,335	75	1	0	1	2,349	76	1	0	1					
	Amber 450	16																348	22	1	0	1
Symmetric (16 LEDs)	350	20	1,558	78	1	0	0	1,674	84	1	0	0	1,685	84	1	0	0					
	530	28	2,232	80	2	0	1	2,397	86	2	0	1	2,412	86	2	0	1					
	700	39	2,802	72	2	0	1	3,009	77	2	0	1	3,028	78	2	0	1					
	Amber 450	20																419	21	1	0	1

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

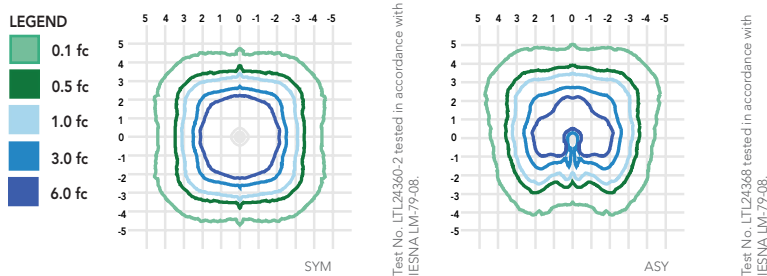
Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)				
			120	208	240	277	347
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
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Photometric Diagrams

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Isofootcandle plots for the DSXB LED 700 40K. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

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One-piece 8-inch-round extruded aluminum shaft with thick side walls for extreme durability, and die-cast aluminum reflector and top cap. Die-cast aluminum mounting ring allows for easy leveling even in uneven areas and full 360-degree rotation for precise alignment during installation. Three ½" x 11" anchor bolts with double nuts and washers and 3-5/8" max. bolt circle template ensure stability. Overall height is 42" standard.

FINISH

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Two 0% uplight optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

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Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

WARRANTY

Five-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.





S640LED SEVILLE SERIES

LED

EPA
2.5 (ft²)
WEIGHT
25 LBS

7 YEAR
WARRANTY

LUMEN
RANGE
2,240 to
7,080

LIFE SPAN
L70
MINIMUM
100,000
HOURS

UL
LISTED

CLICK
FOR FAQ's

JOB NAME _____

FIXTURE TYPE _____

MEMO _____

BUILD A PART NUMBER

ORDERING EXAMPLE: **2A-S640LED-SF-IL40T3-MDL10-SV1.5-R-PE/480PM/3610FP4/SCC/BKT**

Mounting Config.	Fixture	Fitter	LED	CCT	Type	Driver	Lens	Option Control Receptacle	Option Control	Option Fuse	Option Internal Lens	Option Hang-straight	Option House Side Shield	Option Finial	Arm See Arm Spec Sheets	Pole See Pole Spec Sheets	Finish

Mounting Configuration

(Click here to link to mounting configuration specification page)

• IW	• 2A90	• 4A	• 450PB ²
• PT	• 2APT	• 4APT	• SH44 ³
• 1A	• 3A	• 1AM	• CH44 ³
• 1APT	• 3A90	• 2AM	• CAT
• 2A	• 3APT	• 44PB ¹	

W = Wall Mount PT = Post Top A = Arm Mount AM = Arm Mid-Mount PB = Pier Base SH = Stem Hung CH = Chain Hung CAT = Catenary

¹ For use with "FB" fitter only

² For use with "SF" fitter only

³ Include overall drop length in inches after designation for stem/chain application (IE: CH44 - 48")

Fixture

• S640LED • **S640LEDH⁴**

⁴ Not for use with PT or PB mounting configuration.

Fitter⁵

• SF (Standard Fitter)
• FB (Frog Base Fitter)

⁵ Not for use with S640LEDH unit.

LED

• IL

CCT - Color Temperature (K)

• 27(00) • 30(00) • 35(00) • 40(00) • 50(00)

Type

• T2 • **T3** • T4 • T5

Driver

• MDL04 (120v-277v, 420mA)
• MDH04 (347v-480v, 420mA)
• **MDL07** (120v-277v, 700mA)
• MDH07 (347v-480v, 700mA)
• MDL10 (120v-277v, 1050mA)
• MDH10 (347v-480v, 1050mA)

Lens (Click here to link to lens option specification page)

• CSA (Clear Seeded Acrylic)
• **CTA** (Clear Textured Acrylic)
• SV1 (Flat Soft Vue Light Diffused Acrylic)
• SV1.5 (Flat Soft Vue Medium Diffuse Acrylic)
• SV2 (Flat Soft Vue Moderate Diffused Acrylic)
• SV4 (Flat Soft Vue Maximum Diffused Acrylic)
• GCSA (Gradient Frosted Clear Seeded Acrylic)

Options (Click here to view accessories sheet)

• R7⁶ 7-Pin control receptacle only
• PE7⁷ Twist-Lock Photocontrol (120v-277v)
• PE3⁷ Twist-Lock Photocontrol (347v)
• PE4⁷ Twist-Lock Photocontrol (480v)
• SC7⁸ Shorting Cap
• FHD⁸ Double Fuse and Holder
• SVID Soft Vue Light Diffuse, Internal Dome Lens
• SV2D Soft Vue Moderate Diffuse, Internal Dome Lens
• HSHS⁹ Standard Horizontal Hangstraight, Spike Finial
• HSHN⁹ Standard Horizontal Hangstraight, No Finial
• HSHB⁹ Standard Horizontal Hangstraight, Ball Finial
• EZ⁹ Vertical Hangstraight, Large, "EZ" Mount
• HSS 90° House Side Shield (Single Lens Panel)
• B¹⁰ Ball Finial
• S¹⁰ Spike Finial
• CUP¹⁰ Cast Cupola Finial

⁶ Not for use with EZ, HSV or CAT mount, or 'S', 'B' or 'CUP' finial.

⁷ Not for use with PT, PB, SH, CH or CAT mounting configuration.

⁸ Ships loose for installation in base.

⁹ Not for use with PT, AM, PB, SH or CH mounting configuration.

¹⁰ Not for use with S640LEDH.

Arm (Click here to link to arm specification page)

See Arms & Wall Brackets specification sheets.

• 480 • 6236 • TA • 779

Pole (Click here to link to pole specification page)

See Pole specification sheets.

Finish (Click here to view paint finish sheet)

Standard Finishes¹¹

• **BKT** Black Textured
• WHT White Textured
• PGT Park Green Textured
• ABZT Architectural Medium Bronze Textured
• BDT Dark Bronze Textured

¹¹ Smooth finishes are available upon request.

Custom Finishes¹²

• CM Custom Match
• OI Old Iron
• RT Rust
• WBR Weathered Brown

• CD Cedar
• WBK Weathered Black
• TT Two Tone

¹² Custom colors require upcharge.

Sternberg Select Finishes

• VG Verde Green
• SI Swedish Iron
• OWGT Old World Gray Textured

Specifications

Fixture

The Seville is a medium scale 4 sided traditional lantern. The luminaire shall be made of heavy wall cast aluminum alloy. The luminaire shall be provided with a cast aluminum roof with integral heat sync to provide maximum life and performance for the LED light source. The S640LEDH version includes a lensed bottom for more efficient light output. The Luminaire shall be UL listed in US and Canada.

Fitter

The fitter or base shall be heavy wall cast aluminum, alloy for high tensile strength. The Standard fitter fits a pole or tenon with a height ranging from 3" to 5". The Frog Base fitter fits a 3" tall pole or tenon.

LED's

The luminaire shall use high output, high brightness LED's, consisting of a two piece assembly complete with Chip on Board (COB) LED component and COB holder frame. The LED's and printed circuit boards shall be 100% recyclable; they shall also be protected from moisture and corrosion by a conformal coating of 1 to 3 mils. They shall not contain lead, mercury or any other hazardous substances and shall be RoHS compliant. The LED life rating data shall be determined in accordance with IESNA LM-80. The High Performance white LED's will have a life expectancy of approximately 100,000 hours with not less than 70% of original brightness (lumen maintenance), rated at 25°C. The High Brightness, High Output LED's shall be 4000K (5000K, 3000K,

See next page



SternbergLighting

ESTABLISHED 1923 / EMPLOYEE OWNED

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www.sternberglighting.com

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S640LED SEVILLE SERIES

LED

3500K or 2700K option) color temperature with a minimum of 70 CRI. Consult factory for custom color CCT. The luminaire shall have a minimum _____ (see table) delivered initial lumen rating when operated at steady state with an average ambient temperature of 25°C (77°F).

Optics

The luminaire shall be provided with individual, molded silicone refractor type optics applied to each COB (Chip On Board) LED assembly. The optic shall be at least 92% efficient while providing superior thermal, UV and impact resistance for the COB assembly. The optic ensures precise light control while providing cutoff control that limits or contains up-light. The luminaire shall provide Type ____ (2, 3, 4 or 5) light distribution per the IESNA classifications. Testing shall be done in accordance with IESNA LM-79.

Electronic Driver

The LED driver shall be U.L. Recognized. It shall be securely mounted inside the fixture, for optimized performance and longevity. It shall be supplied with a quick-disconnect electrical connector on the power supply, providing easy power connections and fixture installation. It shall have overload, overheat and short circuit protection, and have a DC voltage output, constant current design, 50/60HZ. It shall be supplied with line-ground, line-neutral and neutral-ground electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines. It shall be a high efficiency driver with a THD less than 20% and a high power factor greater than .9. It shall be dimming capable using a 0-10V signal, consult factory for more information.

Photocontrols

Twist-Lock Style: The photocontrol shall be mounted externally on the fixture and pre-wired to driver. The twist lock type photocontrol is instant on with a 3-6 second turn off, and shall turn on at 1.5 footcandles with a turn-off at 2-3 footcandles. Photocontrol is 120-277 volt and warranted for 6 years.

Warranty

Seven-year limited warranty. See product and finish warranty guide for details.

Finish

Refer to website for details.

Performance of S640LED (Based on CSA lens)

Model #	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE
1L40T_MDL10	5370	91.0	5455	92.5	5240	88.8	6300	106.8	59
1L30T_MDL10	5235	88.7	5315	90.1	5105	86.5	6140	104.1	59
1L27T_MDL10	4755	80.6	4830	81.9	4640	78.6	5580	94.6	59
1L40T_MDL07	3955	98.9	3995	99.9	3885	97.1	4510	112.8	40
1L30T_MDL07	3855	96.4	3895	97.4	3785	94.6	4395	109.9	40
1L27T_MDL07	3500	87.5	3535	88.4	3440	86.0	3995	99.9	40
1L40T_MDL04	2545	101.8	2575	103.0	2485	99.4	2845	113.8	25
1L30T_MDL04	2480	99.2	2510	100.4	2420	96.8	2775	111.0	25
1L27T_MDL04	2255	90.2	2280	91.2	2200	88.0	2520	100.8	25

Performance of S640LEDH (Based on CSA lens)

Model #	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE
1L40T_MDL10	6555	111.1	6685	113.3	6745	114.3	7080	120.0	59
1L30T_MDL10	6390	108.3	6515	110.4	6575	111.4	6900	116.9	59
1L27T_MDL10	5805	98.4	5920	100.3	5970	101.2	6270	106.3	59
1L40T_MDL07	4635	115.9	4755	118.9	4740	118.5	4985	124.6	40
1L30T_MDL07	4515	112.9	4635	115.9	4620	115.5	4860	121.5	40
1L27T_MDL07	4105	102.6	4210	105.3	4195	104.9	4415	110.4	40
1L40T_MDL04	2910	116.4	2975	119.0	2980	119.2	3120	124.8	25
1L30T_MDL04	2835	113.4	2900	116.0	2905	116.2	3040	121.6	25
1L27T_MDL04	2575	103.0	2635	105.4	2640	105.6	2760	110.4	25



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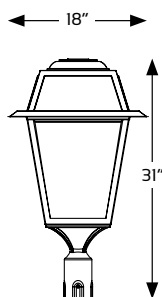
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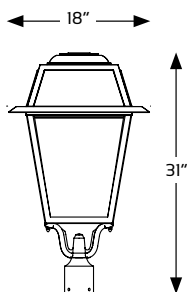
S640LED SEVILLE SERIES

LED

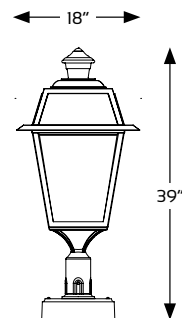
Fixtures



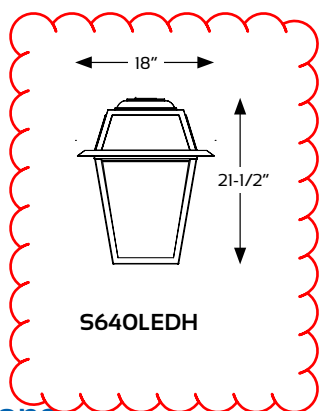
S640LED-SF



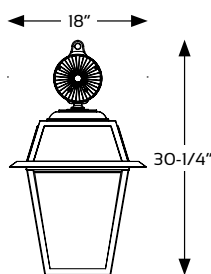
S640LED-FB



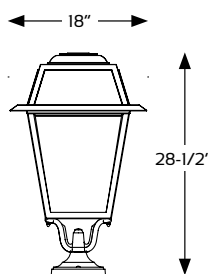
S640LED-SF-CUP



S640LEDH

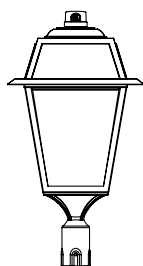


CAT-S640LEDH



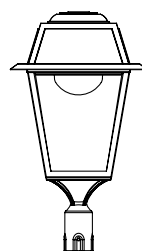
44PB-S640LED-FB

Options



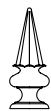
R-PE

Optional Twist-lock
Photocontrol



SVDI

Optional Soft Vue
Medium Diffuse,
Internal Dome Lens



S

Optional Spiked Finial
2-1/2"W x 6-3/8"H



B

Optional Ball Finial
3"W x 4-3/8"H



CUP

Optional Cupola Finial
4-3/4"W x 4-3/8"H



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STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Staci Springer, AICP - Community Development Director
Kelly Purvis, AICP - Planning Manager

DATE: December 29, 2020

RE: January 7, 2021 – Plan Commission Public Hearing - Continued
The second of three presentations of the draft Comprehensive Plan



Background. Over the years, the Village has adopted three Comprehensive Plans: the first in 1971, the second in 1986 and our current Comprehensive Plan which was adopted in 2001. It is typical for Comprehensive Plans to be updated every 10-15 years to ensure the plan is current and the guidance is relevant. In July of 2018, the Village hired Houseal Lavigne Associates (HLA) to assist the Village with drafting an update to the 2001 Comprehensive Plan. A workgroup consisting of 2 Village Trustees, 2 Plan Commissioners, and various Village Staff was assembled to assist in reviewing and providing feedback on sections of the plan as they have been completed. To date, the following elements have been completed:

- Workgroup kick-off meeting
- Background research and data collection
- Creation of project webpage
- Stakeholder meetings
- Comprehensive Plan posters placed in public venues
- Community service provider survey conducted
- 3 digital surveys completed by the consultant (youth, resident, business)
- Preparation of the Issues and Opportunities Memorandum
- Review of the Issues and Opportunities Memo by the Workgroup
- Review of the Issues and Opportunities Memo by the Plan Commission at a public meeting
- Preparation of the Downtown Sub-area Plan
- Review of the Downtown Sub-area Plan by the Workgroup
- Review of the Downtown Sub-area Plan by the Plan Commission at a public meeting
- Review of the Downtown Sub-area Plan by the Village Board at a public meeting
- Review of all six of the catalyst sites at a public open house meeting
- Preparation of the complete Draft Comprehensive Plan document
- Review of the Draft Comprehensive Plan by the Workgroup
- Review of Draft Comprehensive Plan at two virtual public open house meetings
- Review of the first half (pages 1-43) of the Draft Comprehensive Plan at a Plan Commission public hearing

Staff has also worked with HLA's team over the past year to incorporate feedback from Village departments, the School Districts, the Forest Preserve District, the Glen Ellyn Public Library and the College of DuPage on specific sections of the plan. HLA and Village Staff are now looking for feedback from the Plan Commission and the public on the entire draft Comprehensive Plan.

Summary. There will be 3 public hearings scheduled before the Plan Commission. During the first public hearing on December 10, 2020 HLA presented pages 1-43 of the draft Comprehensive Plan (roughly the first half of the document). The December 10, 2020 Plan Commission meeting recording can be accessed on the Village's website [here](#). The remainder of the plan will be presented at the second public hearing on January 7, 2021. At the third public hearing, HLA will present a full revised document which will have incorporated the feedback from the Plan Commission and the public from the prior two public hearings and the two open house meetings (held in November). The draft plan will then be presented to the Village Board for review and adoption. At this time, there is a Village Board workshop and 2 regular Village Board meetings scheduled following the 3 Plan Commission meetings. Staff estimates the new Comprehensive Plan could be adopted in March or April of 2021.

As noted, at the January 7, 2021 public hearing, HLA will cover the last part of chapter 4 and chapters 5-8 (pages 44-79) of the plan. Their presentation will include the vision for the Stacy's Corners Subarea (Chapter 4); recommendations for the Village's transportation networks (Chapter 5), community facilities (Chapter 6), parks, recreation and open space (Chapter 7); and an overview of the implementation section of the draft plan (Chapter 8).

Discussion Items. In addition to the Plan Commission's general comments and questions on the Plan, staff requests the Plan Commission review and offer comments on the following:

1. Should the property fronting on St. Charles Road east of Main Street be developed as commercial property or single family (attached or detached) residential (page 45)
2. If Fire Station 61 is to be relocated at a future date, what new locations might be appropriate (page 56)

Plan Commission Action.

It is being requested that the Plan Commission read through pages 44-79 of the draft Comprehensive Plan and come prepared with feedback and/or questions for the HLA team. Questions of a more complex nature that may require some research should be sent to Village staff in advance of the January 7, 2021 Plan Commission public hearing.

Attachments:

- Draft Comprehensive Plan

CC: Katie Ashbaugh, Planner
Cole Jackson, Associate Planner

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VILLAGE OF GLEN ELLYN

COMPREHENSIVE PLAN

DRAFT FOR PUBLIC OPEN HOUSE | NOVEMBER 2020 | PREPARED BY HOUSEAL LAVIGNE WITH ASSISTANCE FROM KLOA



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CHAPTER 1

INTRODUCTION

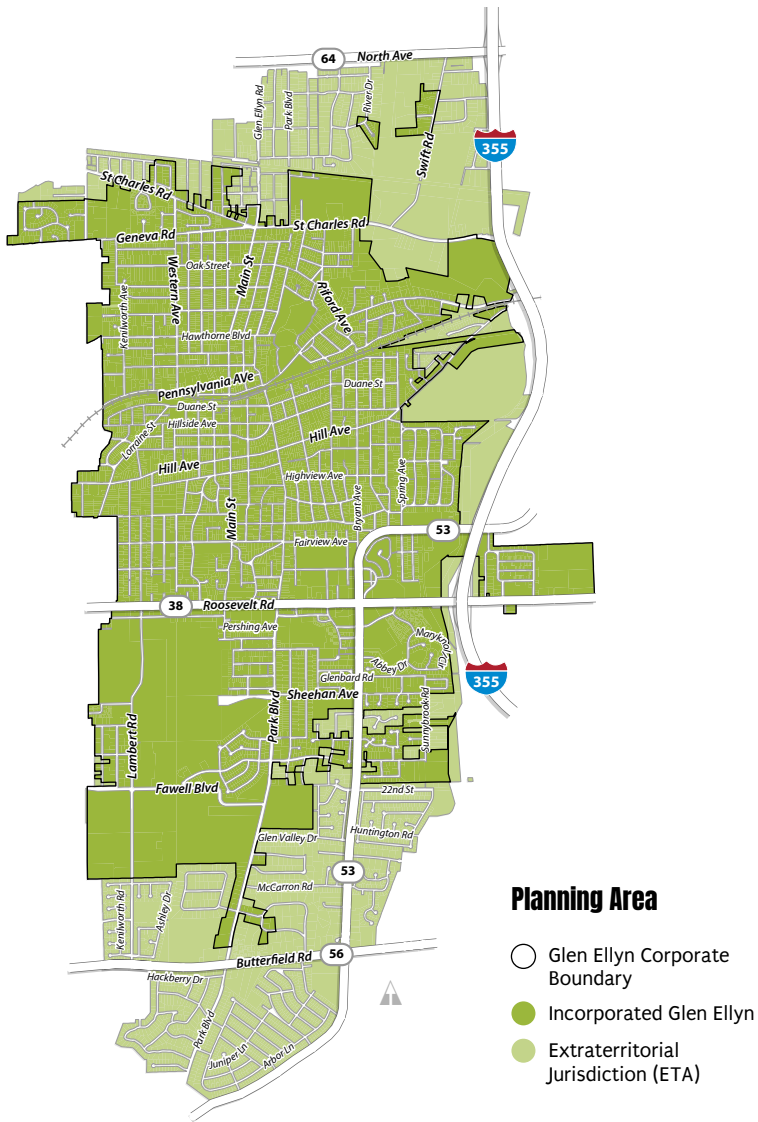
The Village of Glen Ellyn’s last Comprehensive Plan was adopted nearly two decades ago in 2001. Since that time, significant efforts have been made to maintain and enhance the Village as a thriving, desirable place to live. As the community is predominantly built out, the Village has focused on growth through redevelopment, reinvestment, and placemaking in its established districts. The updated Comprehensive Plan presents recommendations to strengthen Glen Ellyn’s existing residential neighborhoods, commercial corridors, and the Downtown while looking at opportunities for new development. The Plan serves as a guide for planning and land use decisions and policy formation over the next 10 to 20 years.

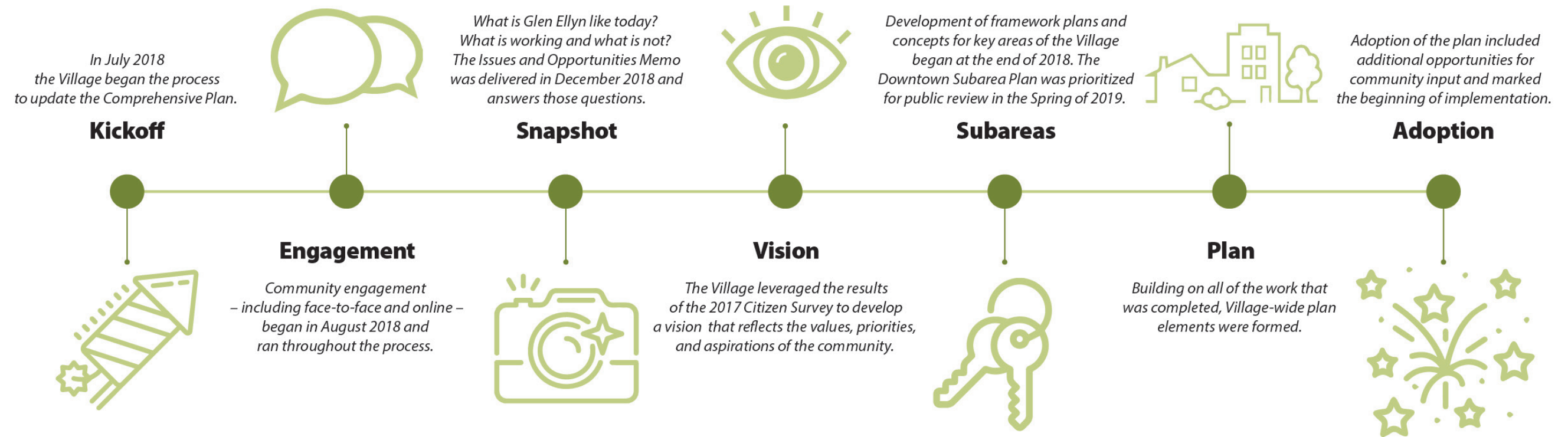
Purpose of the Comprehensive Plan

The purpose of the comprehensive planning process is to establish a shared vision for the future of Glen Ellyn and identify the strategies, policies, and recommendations necessary to achieve that vision. The Glen Ellyn Comprehensive Plan is the Village’s primary guiding document that assists with decision-making and directs official policy in the community for both short-term and long-term issues. Further, the Plan is a unified resource that can be used to coordinate the efforts of Village elected officials, boards, and commissions, staff, public officials, and other community stakeholders. Ultimately, the Comprehensive Plan is a path forward, assuring the Village can address critical issues while continuing to provide a high quality of life for all residents and a strong business climate.

Planning Area

The Illinois State Statue (65 ILCS 5/11-12-5) grants municipalities the authority to plan for the area 1.5 miles surrounding their current corporate boundary. This area is known as the extraterritorial jurisdiction (ETJ). This excludes land already incorporated by other municipalities, areas claimed through a formal boundary agreement, or the ETJ of another community. The Comprehensive Plan considers Glen Ellyn’s ETJ throughout the chapters and addresses ways to prepare the area for future incorporation into the Village’s official limits if so desired by the Village Board.





Planning Process

The Glen Ellyn Comprehensive Plan is the result of an inclusive planning process engaged with a wide range of stakeholders in crafting a vision for the Village’s future. The process identified and addressed key concerns within the Village while setting a precedent for planning in the community. The Comprehensive Plan was developed and adopted using the following six steps:

- Step 1: Project Initiation** – This phase consisted of meetings with Village staff as well as elected and appointed officials to begin the planning process and create a framework for development of the Comprehensive Plan.
- Step 2: Community Outreach & Engagement** – This phase consisted of in-person events and online tools to engage the Glen Ellyn community. This included outreach designed to facilitate feedback and discussion with residents, business owners and managers, developers and property owners, officials, and other key community stakeholders. Prior to the public adoption process more than 1,700 participated in on-line questionnaires and more than 100 individuals participated in face-to-face interviews, focus groups, and open house events.
- Step 3: Data Collection & Existing Conditions Analysis** – This phase consisted of research, reconnaissance, and analysis to establish a clear understanding of existing conditions within Glen Ellyn. This step concluded with the development of the Issues & Opportunities Memorandum (IOM) which summarizes the findings of the first three steps of the planning process.

[To view the IOM, click here.](#)
- Step 4: Subarea Plans** – This phase consisted of the development of plans for three specific areas within the Village: Downtown, Roosevelt Road, and Stacy’s Corners. These framework plans take into account unique concerns within each area and provide detailed recommendations and strategies to address those issues. Development concepts for key catalyst sites are also provided to highlight potential for redevelopment that could influence and encourage reinvestment in surrounding properties.
- Step 5: Community-Wide Plans & Policies** – This phase consisted of the development of community-wide plans that address all aspects of the Village. This includes plans, policies, and recommendations regarding land use; neighborhoods and commercial areas; parks and open space, and environmental features; transportation; and community facilities, as well as a detailed implementation strategy.
- Step 6: Comprehensive Plan Documents & Adoption** – This phase consisted of the presentation of a draft Comprehensive Plan document to Village staff, residents, and officials. Based on feedback, the Plan was amended and presented to the Plan Commission and Village Board for final adoption.

Community Outreach

Community outreach and efforts to facilitate discussion with a diverse range of community stakeholders was foundational to the Glen Ellyn Comprehensive Plan. This includes in-person events and online tools to engage and gather input from residents, the business community, property owners, developers, service providers, officials, and other groups with a vested interest in the Village’s future. Together, this feedback helped guide the direction of the Comprehensive Plan and ensured recommendations and policies are responsive to the needs of the community.

Outreach Completed

The Village utilized multiple outreach events and tools to gain insight on local perspectives regarding concerns, opportunities, strengths, and weaknesses of Glen Ellyn. The feedback received was used as a guiding force in identifying issues and was critical in addressing opportunities for improvements within the community. The following outreach opportunities have been completed during the planning process:

Business Community Workshop

On August 29, 2018, the Village hosted a workshop with prominent business stakeholders to discuss community issues from a business standpoint. Participants included the Alliance of Downtown Glen Ellyn, Chamber of Commerce, Glen Ellyn Historical Society, Metra, and Union Pacific Railroad.

Local Service Provider Workshop

On August 29, 2018, the Village hosted a workshop at the Glen Ellyn Civic Center to gain input from local service providers. Participants included representatives from the DuPage County Department of Transportation, Glen Ellyn Public Library, Glen Ellyn Park District, Forest Preserve District, Glen Ellyn Volunteer Fire Company, Glen Ellyn Police Department, and School Districts 41, 87, and 89.

Boards & Commissions Workshop

On August 29, 2018, the Village hosted a workshop with Glen Ellyn’s commissioners and board members, including representatives from the Plan Commission, Historic Preservation, Zoning Board of Appeals, Fire and Police Commission, Environmental Commission, Recreation Commission, Building Board of Appeals, and Capital Improvements Commission.

Project Website

A project website was developed to support the planning process, and included background information about the plan, project news and announcements, meeting dates, documents, and online engagement tools. The website remained active throughout the development of the Comprehensive Plan and acted as a ‘hub’ for information and engagement opportunities.

Online Surveys

Three online surveys were made available on the project website, designed to gather detailed feedback from residents, business owners, and youth in Glen Ellyn. Over 1,700 responses were received between July and November 2018.

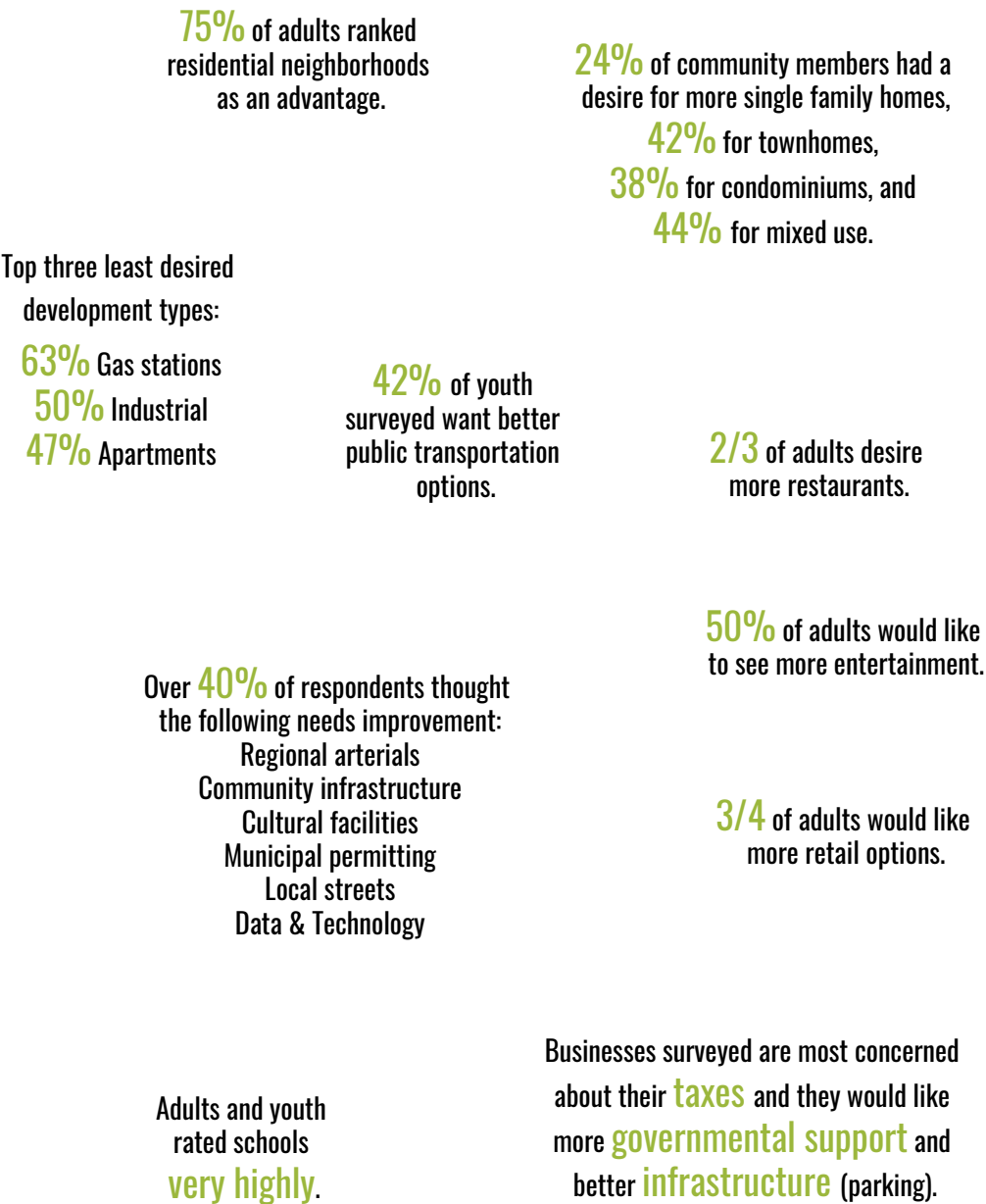
Social Media & Outreach Material

The following social media and outreach material were released to keep the public updated with the planning process:

- Press releases
- E-news
- Social media posts
- Alliance/chamber emails
- Poster with QR codes placed throughout the community
- Quarterly newsletter
- Flyers in monthly water bills
- Information displayed on Village-operated electronic message boards in Downtown and at the Village Links

Community Survey Snapshot

The following is an overview of results from the resident, youth, and business surveys conducted during the outreach process.



Plan Organization

The Comprehensive Plan is composed of the following seven sections:

- The Vision, Goals & Objectives section establishes a long term vision for each Comprehensive Plan element and identifies complementary goals and planning objectives. The next sections are charged with establishing recommendations and strategies that the Village can implement to attain these goals.
- The Land Use & Development section includes land use recommendations and policies for all areas in the Village’s planning jurisdiction.
- The Subarea Plans section presents the vision for Downtown, Roosevelt Road Corridor, and Stacy’s Corners. It identifies specific issues, improvements, and catalyst development opportunities for each subarea.
- The Transportation section includes a series of strategies that address transportation and infrastructure issues within the Village.
- The Community Facilities section identifies and inventories all community facilities in the Village and includes recommendations and policies for new facilities, as well as governmental coordination and cooperation.
- The Parks, Recreation & Open Space section provides recommendations to promote the preservation, enhancement, and accessibility of parks, open space, and valuable natural areas.
- The Implementation section defines actions required to carry out the policies contained in the Comprehensive Plan such as capital improvements, funding sources, coordination with partners, and community priorities.

Using the Plan

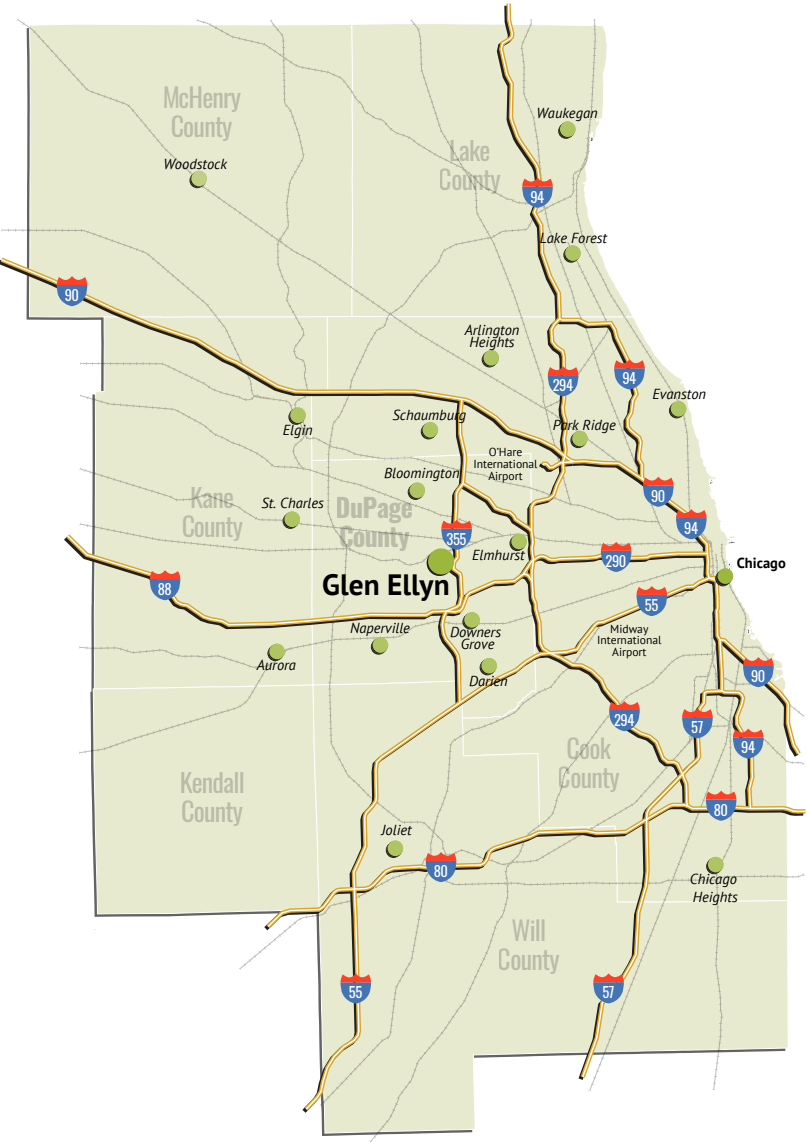
The Glen Ellyn Comprehensive Plan should be used for the following:

- A basis for regulatory actions. Village planning decisions including zoning regulations, subdivision regulations, land use development, and annexations should be performed according to the recommendations of the Plan.
- A basis for community programs and decision-making. The plan should be used to steer capital budget and program recommendations, community development programs, and other local initiatives such as affordable housing, recreation and open space development, and historic preservation.
- A source for planning studies and grant funding pursuits. Future studies may need to be conducted to further develop recommendations of the Plan into actionable projects. The Village may also choose to pursue grant funding or technical assistance to assist with future improvements or studies. The Plan should be used as a primary resource to initiate future studies or support such grant pursuits.
- A resource for planning at a local, County, and State Level. The Plan should be used to coordinate not just local, but also intermunicipal and state-wide programs including transit programs, economic development initiatives, and regional trail networks.
- A source of information and marketing. The Plan is a powerful marketing tool to promote the Village’s unique assets and draw investment for development opportunities. Local boards, commissions, organizations, citizens, and businesses can also utilize the plan as a valuable source of information to guide future development and planning projects related to land use, transportation, community facilities, and parks and recreation.
- A long-term guide. The plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social and economic environment of the community.
- The plan should be amended as necessary, so it is a living, breathing document that evolves.

Regional Setting

The Village of Glen Ellyn is a suburban community of approximately 27,000 residents located 25 miles west of Downtown Chicago at the center of a diverse region that includes over nine million residents. Glen Ellyn is within DuPage County, the second most populous county in the state of Illinois, and shares borders with Wheaton to the west, Lombard to the east, Carol Stream to the northwest, and unincorporated areas to the north and south. Glendale Heights and Lisle lie beyond these unincorporated areas to the north and south respectively.

Interstate access to the surrounding region is provided by Interstate 355, which runs along the Village’s eastern boundary, connecting Glen Ellyn to Chicago and larger national destinations via O’Hare Airport to the northeast and Midway Airport to the southeast. Glen Ellyn is also positioned along the Union Pacific West railroad line, offering Metra commuter rail access to Chicago and other adjacent suburban communities.



CHAPTER 2

VISION, GOALS & OBJECTIVES

The vision, goals, and objectives set the framework for the community-wide plans and recommendations of the Glen Ellyn Comprehensive Plan. Together, they provide a flexible guide for decision making and establish direction for new projects and policies. For the purpose of the Plan, vision, goals, and preliminary objectives are defined as follows:

- Vision** – Describes the desired outcome to be achieved through the implementation of the Plan. They are forward-looking and describe what the community could be like if the goals and recommendations are achieved.
- Goals** – The goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent an ambition to be sought and require the culmination of many smaller actions in order to be fully achieved.
- Objectives** – The objectives contained are intended to be specific and measurable. They quantify the goals and set expectations for their achievement.

Vision Statement

In the year 2030, Glen Ellyn is a safe, attractive and thriving community offering a living, working and leisure environment that distinguishes the Village from neighboring communities. Glen Ellyn is characterized by attractive and well-maintained residential neighborhoods, viable commercial and business districts, quality parks, schools and public facilities, and responsive public services. It is home to a diverse population, and is desirable to young families and senior citizens alike.

In the year 2030...

- Glen Ellyn continues to be primarily a residential community. It is composed of attractive and desirable residential neighborhoods that include a range of housing types, styles and prices, and offers a combination of quality and affordability, unique within the surrounding area.
- Glen Ellyn has a diverse and well-maintained housing stock consisting of single-family homes, compatible and appropriately located townhomes, duplexes, condominiums, apartments, and accessory dwelling units. Housing opportunities for senior citizens, assisted living and young families have increased during the past 10 years.
- While some older homes continue to be replaced, neighborhood character has been maintained, homes with historic interest have been preserved, and housing improvements and new construction are compatible with Glen Ellyn's traditional neighborhood scale and character.

- Commercial areas are active and economically sustainable, offering a wide range of goods and services to local residents and the surrounding region. Substantial public improvements and new private developments have occurred within each of the Village's commercial areas during the past 10 years, which have significantly enhanced the Village's non-residential tax base.
- Glen Ellyn's historic Downtown has been enhanced as an active, pedestrian-oriented area containing an exciting mix of shopping, entertainment, dining, public and residential uses. While Downtown continues to be small and compact, residential density has increased and the mix of stores and the variety of businesses have been expanded. An office sector including medical offices in the downtown bring daytime business to the Village's shops and restaurants.

- The Roosevelt Road corridor has been substantially improved. Several older, marginal properties have been redeveloped for new retail and business uses and new multi-family developments have replaced underutilized buildings behind the commercial uses fronting the corridor. The appearance of the corridor has also been enhanced, including improvements to private properties and the public right-of-way.
- Through an area-wide program of historic preservation and compatible new construction, the Five Corners area has emerged as an attractive northern gateway to the community. Marginal and vacant properties have been replaced with a mix of new neighborhood commercial, residential and public uses.

- Glen Ellyn continues to benefit from a superb regional location, and is easily accessible via the interstate highway system, arterial streets and public transportation. Through continued improvements to the Village's multi-modal transportation network, including enhancements to the Metra station, bus service lines and bicycle lanes, the Village is safe and convenient for pedestrians, bicyclists, and those using alternate forms of transportation.
- During the past 10 years, traffic operational conditions have been enhanced along several arterial streets. In addition to traffic enhancements, Route 53 and Roosevelt Road are now more safe and inviting for pedestrians and bicyclists.

A new commuter rail station has been constructed within Downtown and compatible new “transit oriented development” has been undertaken within walking distance of the new station. Roadway and traffic operational improvements have been implemented to address the lengthy delays caused by rail traffic within Downtown and a vehicle and two pedestrian underpasses have improved pedestrian safety.

Glen Ellyn is served by public and private schools which not only provide top-quality educational services, but also serve as focal points for community life and activity. The College of DuPage has continued to prosper and now offers even more special facilities, services and programs to local residents. The Village and College continue to work cooperatively to enhance economic development opportunities and foster entrepreneurship in the downtown.

Glen Ellyn is widely recognized as the “Village in the Park”. It maintains a rich variety of parks, open spaces and recreational facilities, and is characterized by tree-lined streets and neighborhoods. During the past 10 years, existing parks have been upgraded, facilities and services for teens have been expanded, and new pocket parks and gathering spaces have been created in the downtown.

Glen Ellyn is known for its outstanding municipal facilities and services. Fire and police protection are highly rated. Village facilities have been modernized and upgraded. The Library incorporates the latest technological advancements and continues to respond to the “informational needs” of local residents.

During the past 10 years, substantial improvements have been made to the public infrastructure, particularly with regard to stormwater management, drainage facilities and street surface conditions. Additional utility lines within the Village's commercial and residential areas continue to be located underground.

The Village has worked with unincorporated residents and businesses to devise a long-range plan and program for annexation.

While it continues to be comprised of several diverse and recognizable neighborhood areas, a number of programs, services and facilities have been implemented to unite all geographic areas and demographic sectors of Glen Ellyn into a single, unified community. As always, community spirit and “volunteerism” are hallmarks of the community.

The improvements and developments that have occurred within Glen Ellyn during the past 10 years have been the result of significant citizen participation, excellent leadership from Village officials, and a strong partnership between the public and private sectors. Local residents continue to play an active role in formulating planning policies. The Village has undertaken a number of public improvement projects, and has utilized a range of creative techniques to assist the private sector in the implementation of innovative development and redevelopment efforts.

Goals & Objectives

Community Appearance & Character

Goal: An attractive and distinctive community image and identity that builds upon and enhances Glen Ellyn’s unique qualities and characteristics, and distinguish it from surrounding communities.

- **Objective 1:** Maintain and enhance the Village’s “small town” atmosphere and character.
- **Objective 2:** Maintain the attractive tree-lined streets, pedestrian scale and other distinguishing qualities of Glen Ellyn’s existing residential neighborhoods.
- **Objective 3:** Upgrade the image and appearance of existing commercial areas, including buildings, parking lots, signage and the public rights-of-way.
- **Objective 4:** Minimize the visual impact of surface parking areas through perimeter and interior landscaping and placement of parking lots in the rear of buildings.
- **Objective 5:** Screen parking lots from streets using either shrubs, low walls, berms or a combination of materials.

- **Objective 6:** Reinforce and strengthen the traditional role of Downtown as the Village’s centralized, multi-purpose focal point with a unique charm, appeal and historic character.
- **Objective 7:** Undertake design and appearance improvements along the major thoroughfares that pass through the community.
- **Objective 8:** Continue to coordinate with utility companies to move overhead utilities underground to reduce interference with natural elements, enhance service predictability, improve aesthetics, and protect the Village’s mature tree canopy.
- **Objective 9:** Continue to improve and enhance the community gateways through the use of special signage, landscaping and other entry design features.
- **Objective 10:** Design and locate public sites and buildings so that they become focal points and landmarks within the community.
- **Objective 11:** Emphasize Glen Ellyn’s numerous parks and open spaces as distinguishing features of the community.
- **Objective 12:** Preserve sites and buildings with local historic and cultural interest and value.

- **Objective 13:** Continue the “greening” of Glen Ellyn by maintaining existing trees, reforestation and new landscape plantings.
- **Objective 14:** Promote high standards of design and construction for all development within the Village.
- **Objective 15:** Promote continuous collaboration and cooperation between the various districts and agencies serving the Village in order to better unite all parts of Glen Ellyn.
- **Objective 16:** Establish and update boundary agreements with neighboring communities where appropriate.
- **Objective 17:** Sponsor and promote programs, activities, events and celebrations that can stimulate public involvement and participation, foster a strong and unified community spirit and identity, and bring together residents from the various neighborhoods on a regular basis.
- **Objective 18:** Leverage financial incentives to encourage redevelopment and site improvements including TIFs, SSAs, and Village awards.

Housing & Residential Areas

Goal: A housing inventory and living environment that supports the local population, attracts new families, and enhances the overall quality and character of the Village.

- Objective 1:** Update Village codes to encourage development of a range of housing types including townhomes, duplexes, condominiums, apartments and accessory dwelling units.
- **Objective 2:** Increase the number of dwelling units within walking distance to the Metra station.
 - **Objective 3:** Maintain the scale, quality and character of existing single-family neighborhoods.
 - **Objective 4:** Undertake public infrastructure improvements within residential areas as needed.
 - **Objective 5:** Minimize adverse impacts of adjacent activities on residential areas through adequate buffering and screening.
 - **Objective 6:** Preserve the existing housing stock through effective code enforcement and encouraging preventive maintenance.
 - **Objective 7:** Promote the improvement and rehabilitation of deteriorating residential properties.

- **Objective 8:** Incentivize the restoration and maintenance of older homes and multi-family buildings.
- **Objective 9:** Encourage repurposing of salvageable building materials in place of complete demolition when restoration of older buildings is not possible.
- **Objective 10:** Encourage new residential development that provides for a range of housing types and costs.
- **Objective 11:** Encourage Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) strategies in neighborhood redevelopment efforts, specifically in Planned Unit Development proposals.
- **Objective 12:** Ensure that adequate stormwater management provisions are included in all new residential developments.
- **Objective 13:** Ensure that development regulations and requirements are proportional and appropriate and do not place unnecessary burdens on developers.
- **Objective 14:** Update the Village’s Zoning Ordinance to be reflective of the policies and objectives of the future land use framework.
- **Objective 15:** Increase the number of dwelling units within walking distance to the Metra commuter station.

Commercial, Retail & Office Development

Goal: A system of commercial, retail, and office development that provides local residents with employment opportunities and needed goods and services, increases the Village sales and property taxes, and enhances the image and appearance of the community.

- **Objective 1:** Maintain and expand the range of retail, commercial and office establishments within the Village.
- **Objective 2:** Improve access, parking, traffic circulation, signage and other operational conditions within all existing office, retail and commercial areas.
- **Objective 3:** Improve and strengthen Downtown as the historic, pedestrian-oriented retail, commercial, service and entertainment focal point within the Village.
- **Objective 4:** Improve and upgrade Roosevelt Road as a retail and business area serving the Village and surrounding region.
- **Objective 5:** Improve Stacy’s Corners as a new mixed-use focal point with a historic flavor and an attractive northern gateway to the community.

- **Objective 6:** Encourage the corrective maintenance and rehabilitation of older commercial properties in poor condition.
- **Objective 7:** Promote the redevelopment of marginal, obsolete and vacant commercial properties.
- **Objective 8:** Encourage compatible new office, retail and commercial development in selected locations.
- **Objective 9:** Encourage developers to provide enhanced views, such as computer-generated graphics, which depict proposed buildings or changes in the context of surrounding properties.
- **Objective 10:** Promote high quality design and construction for all new office, retail and commercial developments.
- **Objective 11:** Promote creative site and building design and development solutions that can help off-set the small site sizes and other constraints present within Glen Ellyn’s commercial areas.
- **Objective 12:** Encourage new office, retail and commercial uses that will utilize the local labor force.
- **Objective 13:** Minimize and mitigate any negative impact of office, retail and commercial activities on neighboring land-use areas.

- **Objective 14:** Consider the introduction of compatible new light industry and “high-tech” uses within selected commercial areas.
- **Objective 15:** Consider the desirability of annexing nearby commercial and business areas, as well as vacant and underutilized properties with commercial development potential.
- **Objective 16:** Discourage additional “strip” commercial development within the Village.
- **Objective 17:** Encourage the combination and consolidation of small commercial lots to enhance opportunities for coordinated improvements and new developments.
- **Objective 18:** Enhance the high-speed communications capacity available to businesses within the community, including fiber optic connections.
- **Objective 19:** Promote Glen Ellyn as a desirable, highly accessible and viable location for new commercial property investment and development.
- **Objective 20:** Ensure that adequate stormwater management provisions are included in all new commercial developments.

Transportation

Goal: A balanced transportation system that provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding development patterns, and enhances regional transportation facilities.

- **Objective 1:** Maintain and improve the condition of street surfaces throughout the Village.
- **Objective 2:** Consolidate access in large parking areas, including cross-easements in shopping centers and reduced curb cuts to major arterial roadways.
- **Objective 3:** Create a comprehensive system of bicycle facilities and pedestrian walkways which enables safe and convenient movement within the Village and connects with nearby regional systems and facilities.
- **Objective 4:** Pursue opportunities with neighboring communities and agencies to create pedestrian and bicycle connections to nearby trails and recreation areas.

- **Objective 5:** Encourage the development of a complete sidewalk network, bike lanes, bicycle parking facilities and pedestrian amenities (lighting, signage, etc.) where possible.
- **Objective 6:** Promote convenient public transportation services within the Village, and between the Village and other nearby communities and destinations.
- **Objective 7:** Work cooperatively with Pace, Metra, and other agencies to assess and respond to evolving transit user needs in the Village.
- **Objective 8:** Encourage increased Metra ridership through parking accommodation and transit oriented development surrounding the train station.
- **Objective 9:** Replace the Metra commuter station with a new station that incorporates historically sensitive design, and includes a pedestrian underpass to create appropriate pedestrian connections between the north and south sides of the downtown. A plaza off of Forest Avenue should also be included in the design.

- **Objective 10:** Encourage the inclusion of car share, electric vehicle and bicycle facilities in new development proposals.
- **Objective 11:** Actively monitor, manage and address on-street and off-street parking needs within the Village to ensure adequate and conveniently located parking to serve all current and future land uses.
- **Objective 12:** Reduce parking minimums for both commercial and residential developments within a half mile of the Metra station, with good access to transit, walking and biking.

Community Facilities

Goal: A system of community facilities that provides for the efficient and effective delivery of public services and enhances the Village as a desirable place in which to live and do business.

- **Objective 1:** Maintain effective fire and police protection throughout the Village.
- **Objective 2:** Cooperate with the various public and private schools and districts to maintain adequate school sites and facilities within the Village.
- **Objective 3:** Maintain the Library as an important focal point and resource for the community.
- **Objective 4:** Provide adequate water supply, water distribution and sanitary sewer systems throughout the Village.
- **Objective 5:** Where practically feasible, improve stormwater management infrastructure as part of comprehensive capital improvement projects.

- **Objective 6:** Encourage the development of consolidated stormwater management facilities that provide maximum volume control and water quality benefits and mitigate impacts of development on surrounding properties.
- **Objective 7:** Maintain adequate sites and facilities for all Village services; undertake expansion, improvement and replacement programs as necessary.
- **Objective 8:** Promote the re-use of surplus or outdated public buildings for new uses that benefit the community as a whole.
- **Objective 9:** Ensure that all community facility sites and buildings are sound, attractively maintained, compliant with Village Codes, and compatible with surrounding neighborhoods and development areas.
- **Objective 10:** Develop a program for burying overhead cables and utility lines within the Village.

- **Objective 11:** Provide special facilities and services for teens, senior citizens, the handicapped and other special needs groups.
- **Objective 12:** Cooperate with and support the College of DuPage as a major community amenity and attraction.
- **Objective 13:** Consider the need for and desirability of new community facilities that will serve the needs and desires of local residents and businesses.
- **Objective 14:** Emphasize facilities, services and programs at locations that serve the entire community and can bring together and unite residents from all of the Village’s neighborhood areas.

Parks & Open Space

Goal: A park and open space system that meets the recreational and leisure needs of Village residents, and enhances the overall image and character of the community.

- **Objective 1:** Promote continued cooperation between the Village and the various park and school districts in the provision of recreational programs and facilities.
- **Objective 2:** Encourage a local park system that complements the regional recreational and open space opportunities located within and near the Village.
- **Objective 3:** Provide and encourage recreational facilities and programs that respond to the needs to Village residents.
- **Objective 4:** Improve and expand programs, facilities and services for teens.

- **Objective 5:** Continue to upgrade existing parks and recreational facilities; undertake improvement and replacement programs as required.
- **Objective 6:** Encourage the provision of new open spaces throughout the community, particularly in neighborhoods with current open space deficiencies.
- **Objective 7:** Promote new plazas and other public open spaces within Downtown and other commercial and business areas.
- **Objective 8:** Explore the open space potential of vacant lots and other underused parcels.
- **Objective 9:** Preserve the environmental corridor adjoining the East Branch of the DuPage River for aesthetic and recreational purposes, wildlife habitat and flood plain protection.
- **Objective 10:** Encourage that sites for future parks or green spaces be included as a part of large-scale new residential developments.

- **Objective 11:** Continue to preserve significant natural environmental and open space resources throughout the Village.
- **Objective 12:** Undertake more extensive landscaping and “greening” programs along major street corridors, and consider these corridors integral parts of the local open space system.
- **Objective 13:** Use native plant varieties in landscaped areas throughout the Village to improve pollinator habitats.
- **Objective 14:** Expand, upgrade and promote the use of pedestrian and bicycle paths to provide access to and connections between schools, parks, forest preserves, the Downtown and other key activity areas.
- **Objective 15:** Ensure that all parks and open spaces are adequately and attractively maintained and that reforestation is undertaken as required.

CHAPTER 3

LAND USE & DEVELOPMENT

The Land Use and Development chapter defines desired future land use and development character for all areas in the Village limits and extraterrestrial planning jurisdiction (ETJ). The Plan supports the community’s desire to preserve its existing character while identifying strategic opportunities to maximize development potential. By building on the favorable qualities of the existing neighborhoods, the Village can use the Plan to further cultivate the local sense of community and steer growth in an effective and beneficial manner.

The Plan strives to build on Glen Ellyn’s strong single-family residential base and historic nature while opening opportunities for higher-density development that conforms to the surrounding character of buildings. This includes reevaluating height restrictions for Downtown developments, repositioning aging development along commercial corridors, and fostering additional multi-family and mixed use development to increase diversity in housing options.



Land Use Plan

The Land Use Plan designates desired land uses throughout the Village and its jurisdiction. All parcels have been classified under one of the following categories:

Single-Family Detached

This category comprises stand-alone, single family housing units on dedicated parcels. Making up 62 percent of Glen Ellyn’s housing, it is the predominant housing type within the Village and should continue to be so.



Single-Family Attached

This category consists of buildings with three or more dwelling units separated by common vertical walls where each unit is located on, or intended to be located on its own lot and may have a direct access to the outside. Single-Family Attached dwellings are currently located along Swift Road, St. Charles Road, north of the College of DuPage, surrounding Downtown, and on or near Roosevelt Road. This dwelling type should be further integrated to increase the Village’s housing diversity and support higher density.



Multi-Family

This category includes buildings consisting three or more dwelling units, including apartments and condominiums that have common building elements such as entrances, corridors, driveways, and garages. This dwelling type can be used to address the growing needs of downsizers and increase the variety of housing options. Multi-family developments are currently located along Swift Road, north of the College of DuPage (COD), surrounding Downtown, and on or near Roosevelt Road. Multi-family development should continue to be supported adjacent to COD, on the edge of single-family neighborhoods, and near major activity areas, serving as a transition between commercial and residential uses.



Neighborhood Commercial

This category provides Glen Ellyn residents with everyday retail goods and services, such as restaurants, shops, banks, and grocery stores. The Village’s main neighborhood commercial districts are Downtown and Stacy’s Corners. Downtown should continue to be developed as the Village’s core neighborhood commercial district, emphasizing attractive streetscapes and a pedestrian-oriented environment. Stacy’s Corners should be further developed to provide desired commercial uses to adjacent residential neighborhoods.



Corridor Commercial

This category consists of a mix of large-scale commercial developments and smaller stand-alone retail and service uses located along Roosevelt Road and Butterfield Road. Examples of key corridor commercial developments include Market Plaza, Pickwick Plaza, and Baker Hill. Such uses are often characterized by parking lots fronting the right-of-way to provide easy vehicular access. This category should continue to concentrate along Roosevelt Road and further intensify development along Butterfield Road, serving residents, visitors, and passing motorists.



Mixed Use

This category includes buildings with two or more distinct uses vertically stacked. Developments usually contain commercial on the ground floor and residential or office uses above. All mixed use developments are currently located within the Downtown. Higher-density mixed use development that complements the architecture of existing buildings should continue to be encouraged within Downtown to support street-level commercial activity while providing residential or office space above.



Office

This category consists of buildings dedicated to professional office spaces, including corporate headquarters, legal firms, and professional service providers. Medical establishments are also included in this land use category, including family physicians, eye care professionals, and medical campuses. Office uses should continue to be concentrated within Downtown and the Roosevelt Road Corridor, particularly along Taft Avenue, while encouraging the consolidation and comprehensive redevelopment of out-of-date office properties.



Public/Semi-Public

This category consists of institutions and community facilities that serve the residents of Glen Ellyn and contribute to quality of life and local culture. This includes the Village's highly-esteemed schools, Glen Ellyn Public Library, government buildings, police and fire facilities, historic centers, religious institutions, and non-profit organizations. Public/semi-public land use and policies are discussed in more detail in *Chapter 6: Community Facilities*.



Parks & Open Space

This category includes designated park spaces, nature reserves, golf courses, cemeteries, trails, playgrounds, and land used for sports recreation. The Village should continue to coordinate with local park districts and other partner organizations to preserve the community's large inventory of dedicated parks and open space and pursue opportunities to expand recreational amenities including trails and smaller neighborhood parks to ensure access for all residents. Components of the parks and open space category and relevant environmental features are discussed in *Chapter 7: Parks & Open Space*.



Light Industrial

This category includes light industrial businesses that have minimal impacts on adjacent uses. There are few light industrial uses in Glen Ellyn, the most prominent being Nicor Gas located off of Finley Road, and on Hill Avenue near Interstate 355. This category should continue to be maintained to support the Village's industrial base, while enhancing sites by providing proper screening from adjacent residential uses.



Utility & Transportation

This category focuses on land dedicated to transportation infrastructure or the production, storage, and maintenance of utilities, including the Union Pacific railroad right-of-way that passes through the center of Glen Ellyn. The Village should continue to ensure utility services meet the needs of the community. Unattractive facilities should be screened from neighboring uses to enhance the Village's appearance. Utilities and transportation are discussed in more detail in *Chapter 5: Transportation* and *Chapter 6: Community Facilities*.



Parking

This category includes land used for the parking of automobiles, including surface parking, parking structures, and garages. Properties identified within this category provide stand-alone parking and are not tied to a specific business or residence. Additional discussion of policies impacting parking areas, including areas of focus for the expansion of public parking and improvements to screening and landscaping, is located in *Chapter 4: Subarea Plans*.



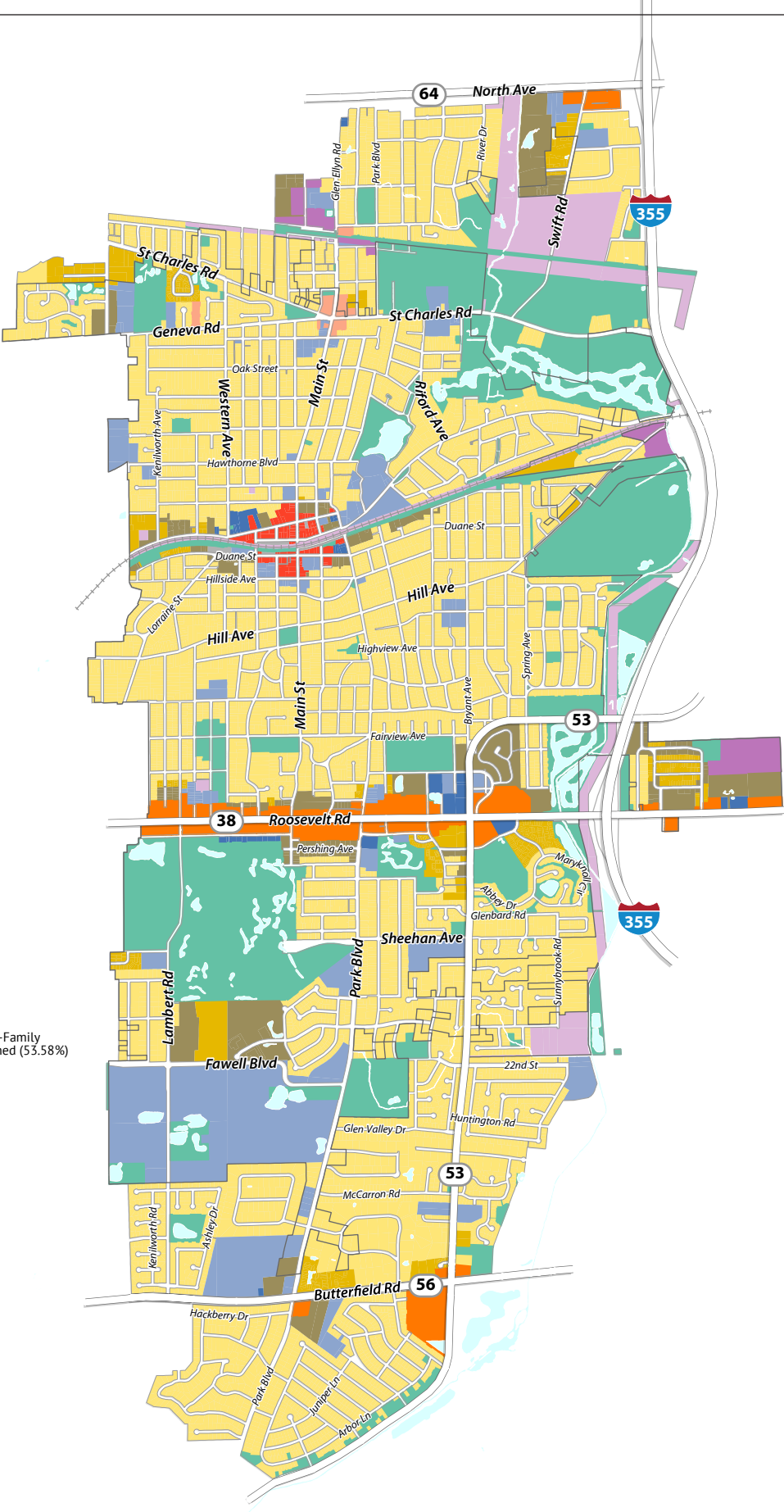
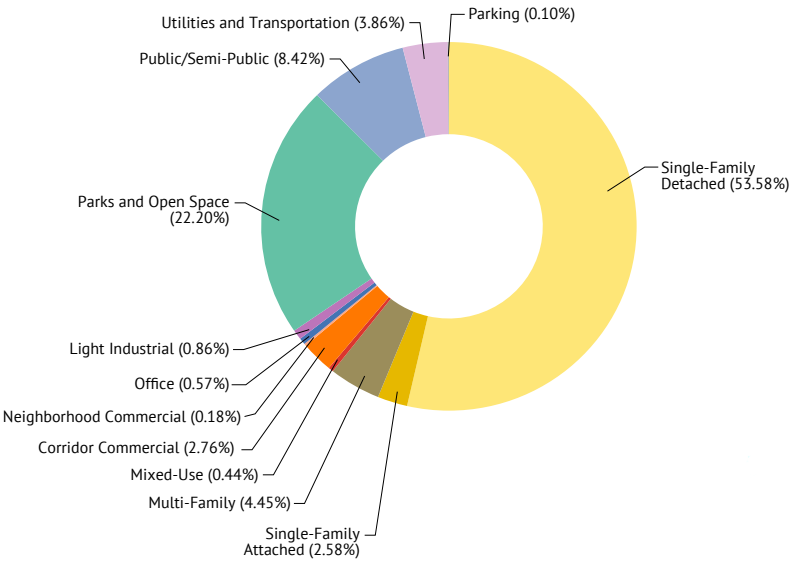
Future Land Use Plan Distribution

The recommendations outlined in the Land Use Plan focuses on the diversification of housing options by increasing single-family attached and multi-family uses. The accompanying Future Land Use Distribution graph displays the projected composition of future land use based on the Plan. Like the existing land use distribution, single-family detached housing will continue to be the predominant use within Glen Ellyn, comprising over 50 percent of the Village’s land area (51 percent existing compared to 54 percent proposed). Commercial uses are projected to make up approximately three percent of the Village’s area, and mixed-use development is expected to increase through the intensification of Downtown as a mixed-use district. Other land use categories are projected to remain relatively the same.

Future Land Use Plan

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mixed-Use
- Neighborhood Commercial
- Corridor Commercial
- Office
- Light Industrial
- Parks and Open Space
- Public/Semi-Public
- Utilities and Transportation
- Parking

Future Land Use Plan Distribution



Residential Areas Framework

Glen Ellyn is known for high quality housing, with a strong reputation as a great place to live and raise a family. The Residential Areas Framework addresses key issues affecting the Village's neighborhoods and identifies strategies to diversify the housing stock. The primary goal of the Residential Areas Framework is to provide policies to maintain and enhance existing neighborhoods while expanding housing opportunities and diversity.

Context Sensitive Infill

Largely impacted by the 2008 recession, reduced investment left a handful of vacant or underutilized properties within Glen Ellyn that exist in prime development locations. The following vignette identifies infill opportunities for both underutilized lots and vacant lots outside of the 100-year floodplain. Opportunities for single-family detached development are scattered as mostly individual lots throughout the Village and within its ETJ. Vacant lots appropriate for single-family attached units are located along higher trafficked roads including St. Charles Road, Butterfield Road, and IL Route 53.

In addition to vacant infill sites, there are several areas where redevelopment of existing properties could accommodate more intense residential development. These include the following:

- The ten sparse single-family detached properties located directly outside of the Village limits along St. Charles Road should be developed into higher density single-family detached units.
- Existing single-family detached properties along Swift Road in the northern ETJ should be redeveloped into single-family attached units to establish a higher density residential neighborhood off North Avenue.

These properties should be prioritized for high quality infill development that complements the character and use of surrounding buildings. Infill can be used as an effective tool for maximizing the use of available land in the Village as well as existing resources and infrastructure in established neighborhoods. Any development adjacent to Churchill Park should be sensitive to potential runoff impacts to the park's wetland areas.



Transition Areas

Single-family attached and multi-family housing should be used as a transition between more intense commercial areas and single-family residential areas. This also allows a greater number of residents to be located close to desirable retail, services, and offices while still maintaining the residential nature of the adjacent neighborhoods. Such transition areas are particularly important surrounding Glen Ellyn's main commercial areas, Downtown, Roosevelt Road, and Stacy's Corners, which are discussed in further detail in *Chapter 4: Subareas*.

Quality Architecture

As reinvestment in existing neighborhoods occurs, the Village must ensure new developments complement surrounding single-family homes with high-quality architecture. Attention should be given to design elements such as building material, fenestration, detailing, and façade articulation to support the development of attractive housing that enhances the Village's character.

Housing Diversity

Glen Ellyn has a larger proportion of young adults compared to DuPage County and a senior population that is projected to follow regional and national trends. Community input received during the planning process underscored a desire for a broader variety of housing options to better serve residents at all stages of life. Providing for additional single-family attached and multi-family development opportunities in addition to single-family will be key to addressing the community's long-term housing needs.

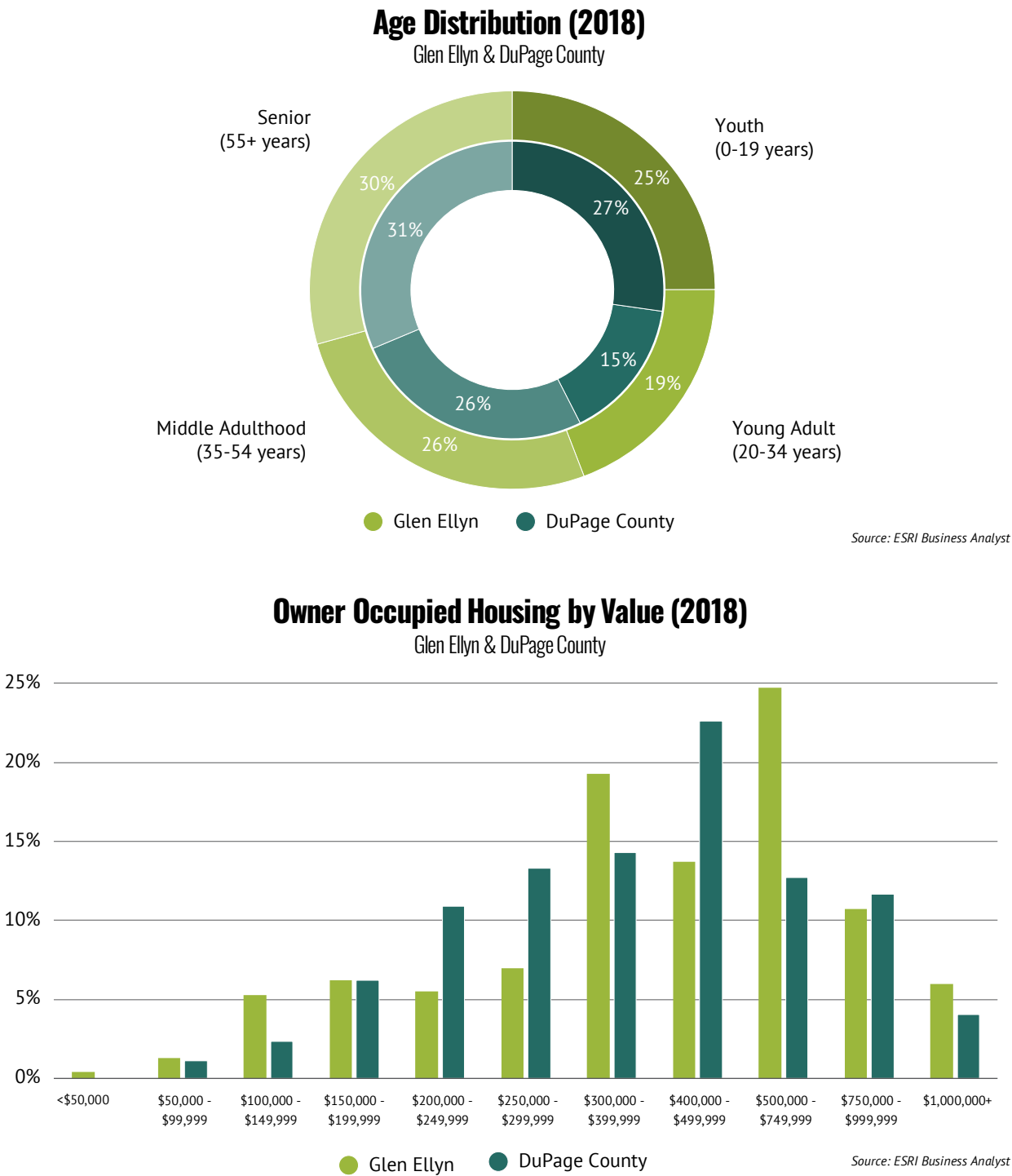
Senior Housing

Throughout public outreach, community members expressed support for the development of housing that would enable Glen Ellyn's increasing number of senior householders to downsize and "age in place." Multi-family housing is often an appealing alternative for those looking for smaller, more affordable residential options that require less maintenance compared to single-family homes. Housing targeted at older age cohorts, including senior housing, should be located in the Downtown and in proximity to commercial centers with convenient access to transit routes. The provision of single-level floor plans and ADA-compliant amenities should also be encouraged to make housing more attractive and accessible to seniors.

Young Professionals & Families

Glen Ellyn is well regarded for the quality of its single-family neighborhoods and schools, however housing prices appear to be limiting the number of young households and first-time home buyers able to live in the community. The proportion of homes valued at less than \$300,000 in Glen Ellyn (25.7 percent) is approximately half that of DuPage County as a whole (48.2 percent). The number of younger households in Glen Ellyn has also decreased in recent years and this trend is projected to continue.

In response to these trends, community input received during the planning process indicates a desire for additional single-family attached and multi-family housing in Glen Ellyn, with many comments highlighting a need to support middle income households and first-time buyers. Single-family attached and multi-family development should be encouraged to provide for smaller, more affordable housing units. Such development should be located close to Downtown and in transition areas along commercial corridors.



Attainable Housing

To address demand for senior housing and expand opportunities for first-time home buyers, the community should foster greater housing diversity that provides housing choice at various income levels. In general, housing is considered affordable if 30 percent or less of a household's gross annual income is spent on housing costs. According to the US Census Bureau American Community Survey, approximately 25 percent of owner-occupied households in Glen Ellyn have housing costs that exceed 30 percent of their household income. This is similar to the proportion of DuPage County households (26.7 percent) paying more than 30 percent of their income to housing costs.

There is particular need for additional housing opportunities among Glen Ellyn's lower- and middle-income households. It is estimated that households earning between \$55,000 and \$75,000 could generally afford a home valued between \$200,000 and \$250,000. Over 39 percent of households in Glen Ellyn earn less than \$75,000 per year; however, houses valued at less than \$250,000 in Glen Ellyn account for only 18.7 percent of the total housing stock. This means that demand among households earning less than \$75,000 is more than double the available housing stock those households can afford.

The following strategies should be considered by the Village as it strives to increase diversity in its housing stock:

- **Encourage increased density in select areas of the village.** More than 62 percent of the housing in Glen Ellyn's housing stock consists of single-family detached homes. Although single-family neighborhoods are an essential element of the community's identity, a greater diversity in housing options is increasingly important to accommodate residents during every stage of life. Higher density housing, like single-family attached and multi-family developments, supports greater housing diversity and can be used strategically to buffer existing and future single-family detached neighborhoods from commercial areas. Multi-family and single-family attached housing also make more efficient use of infrastructure and generate increased tax revenue. The Village should encourage increased housing density in select areas including the Downtown and along key corridors in accordance with the Land Use Plan and Residential Areas Framework map.

- **Permit accessory dwelling units.** Accessory dwelling units (ADUs), sometimes referred to as “granny flats,” can provide for greater density in existing single-family neighborhoods without negatively impacting community character. ADUs also provide opportunities for multi-generational housing where parents downsize and continue to live with their children and grandchildren. The Village should consider allowing accessory dwelling units as a special use in the R2 and R2B Single Family Residential districts. The Village should ensure that certain conditions are met in the approval of the special use including the availability of sufficient parking and quality design that would have little to no impact on the appearance of the primary residence and character of development as seen from the adjacent street.
- **Improve coordination with DuPage Housing Authority.** Coordination with the DuPage Housing Authority should be strengthened to further implement the Housing Choice Voucher (HCV) Program. The program is a federally funded rental assistance program that allows eligible lower income households to rent housing on the private market by funding 60 to 70 percent of their adjusted household income in the form of a subsidy payment. The Village should consider establishing an affordable housing committee that is dedicated to monitoring affordable housing availability and needs and distribution of the HCV Program in partnership with the DuPage Housing Authority.
- **Promote missing middle housing choices.** To address affordability the Village can encourage developers and property owners to promote the missing middle housing options (duplexes, triplexes, multiplexes, courtyard apartments, and townhouses) on infill parcels within single-family neighborhoods as well as throughout Glen Ellyn to increase density and maintain neighborhood character.
- **Promote mixed income development.** To provide for affordable attainable housing as future development occurs, the Village should also consider promoting higher density residential development that provides housing for a variety of income levels. Such mixed-income development allows lower income families to be included within and among higher income residents, rather than concentrating into one area. This is supportive of an inclusive, stable, and diverse community and creates desirable attainable housing options that blend into the Village's urban fabric. Incentives to encourage developers to incorporate a percentage of below market rate, affordable units should be reviewed, such as fee waivers, tax abatements, and expedited approval.

Downtown Housing

Mixed use development should be prioritized within Downtown to allow residents to live within the central commercial district close to regional public transportation. Multi-family units should be developed above ground floor retail to provide housing in Downtown while maintaining commercial activity at street level. Additionally, higher density single-family attached and multi-family housing are recommended to serve as a transition between Downtown commercial uses and the surrounding single-family detached neighborhood. For more information on Downtown housing, visit the Downtown section of *Chapter 4: Subarea Plan*.

Historic Neighborhoods

The Village of Glen Ellyn has three historic districts registered with the National Register of Historic Places (NRHP)—the Glen Ellyn Main Street Historic District, Downtown North Historic District, and Downtown South Historic District. In addition, Stacy's Tavern Museum at Stacy's Corners is NRHP-registered and the Village is sensitive to the historic nature of the site. With over 40 historically landmarked properties dispersed throughout the community, close collaboration with the Historic Preservation Commission (HPC) should continue to ensure proper preservation and maintenance of historic structures.

In addition to existing annual awards for historic preservation, the Village should work with the HPC to further encourage rehabilitation and re-use within the community through available state and federal incentives. An example is the federal Historical Tax Credit (HTC), which provides a 20 percent tax credit for the rehabilitation of eligible historic, income-producing buildings or a 10 percent tax credit for eligible non-historic buildings placed in service before 1936.

The Illinois Historic Preservation Tax Credit Program (IL-HTC) is also available to provide a state income-tax credit equal to 25 percent of rehabilitation expenses below \$3 million to owners of eligible historic structures that are income-producing.

Furthermore, administered by the Illinois Department of Natural Resources, the Property Tax Assessment Freeze program freezes the assessed value of historic owner-occupied residences for eight years that have been sensitively rehabilitated. The freeze is followed by a four-year period during which the property's assessed value is incrementally increased until it reaches its current value on the 12th year. Together with numerous municipalities in the region, such as River Forest, Rockford, and Plainfield, Glen Ellyn has an approved certified local government ordinance for the program, which encourages rehabilitation and strengthens the local housing stock.

The HPC currently makes efforts to encourage historic preservation in the community by sending out annual letters to property owners of potentially historically significant homes with an invitation to an informational meeting. The Village should continue to support the HPC with such efforts.

In conjunction with such incentives, homeowner consideration for local landmarking, placement on the National Registry, and application for property tax freeze available for restoration projects could be promoted through the Village's website, newsletter, and the distribution of pamphlets at the Civic Center and Stacy's Corners History Center. The historic character of certain parts of the Village should be considered by the Village Board when reviewing development projects.

Code Enforcement & Maintenance

It is important that the Village continues to enforce its building codes and property maintenance regulations to ensure quality development and upkeep of the community's appearance. In 2004, the Community Development Department began issuing citations, totaling 316 citations as of 2018. Overseen by the Administrative Adjudication Hearing Officer, the Administrative Adjudication process includes court hearings with property owners in violation of the code, which expedites resolutions and reduces litigation expenses. The adjudication process has increased code compliance and assessed fined for violating Village regulations and increased code compliance.

Presently, residents can file a complaint regarding code enforcement violations through the Village website by filling out an online form. The Village should raise awareness of the form to residents through promotion on water bills, property tax forms, and the social media platforms. In addition, the Village currently uses YourGOV, an application that allows residents to report non-emergency issues, such as potholes, graffiti, and sidewalk condition. The Village should consider expanding topics covered by the platform to address property maintenance issues.

Appearance Review Guidelines

The Appearance Review Guidelines, adopted in 2006, provide recommendations for desirable architecture and landscape design within the Village. The guide should be evaluated to ensure recommendations are still reflective of community appearance priorities. Including some local architects in the review group would be beneficial. Updates should also be considered such as providing guidelines to remove invasive species.

Residential Areas Framework

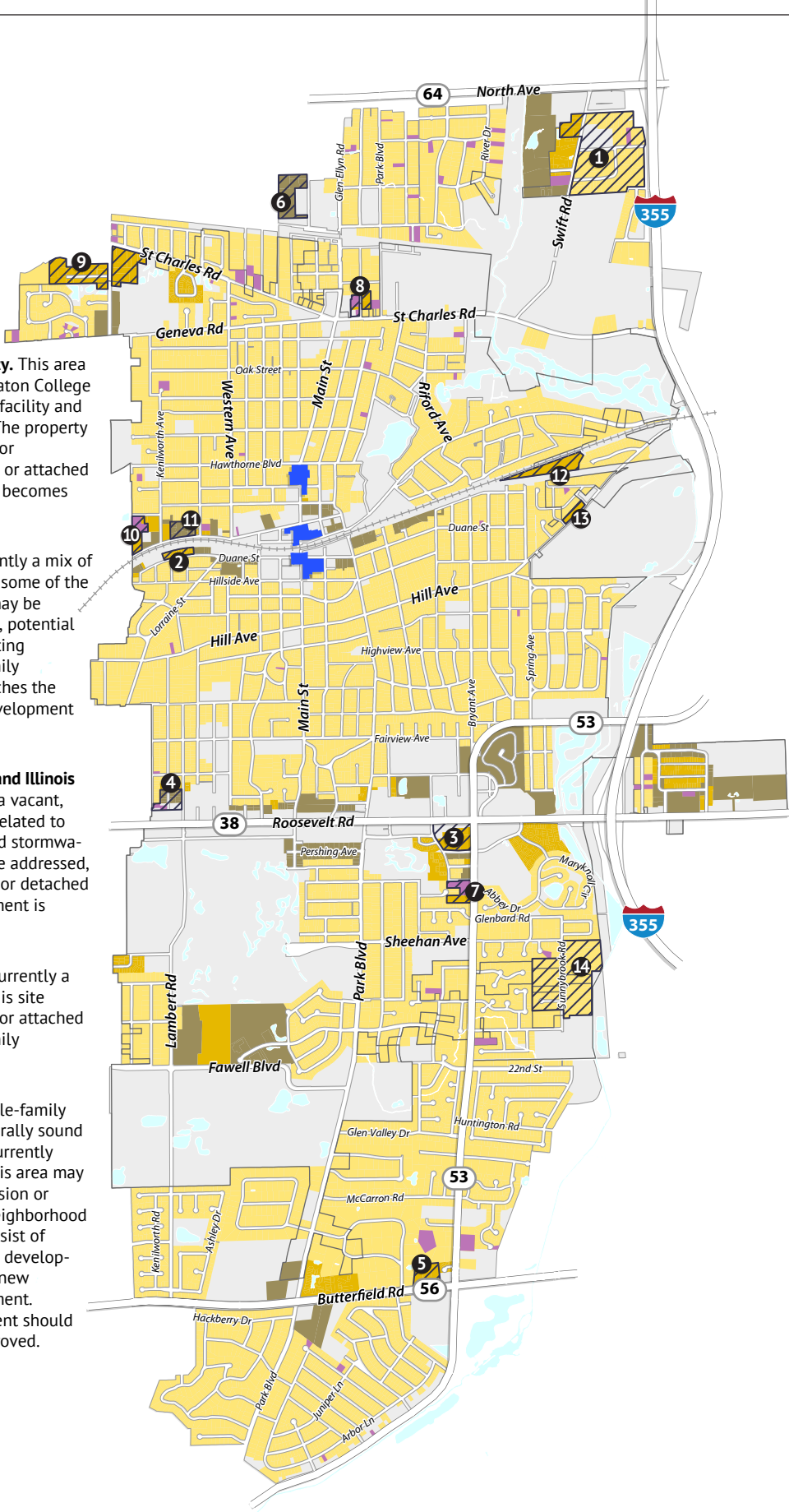
- Historic District
- Residential Infill
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Residential Infill Area

The following items identify key residential infill areas of focus where future higher-density residential development should be encouraged.

- 1 Swift Road.** Currently semi-rural detached single family housing occupies areas on the east side of Swift Road. Provided that infrastructure can be enhanced to accommodate additional density, the area is appropriate for additional single-family attached and smaller lot single-family detached housing, with higher density along Swift Road frontage.
- 2 Western Duane Street.** Aging homes and multi-family development currently exist that are susceptible to replacement. Encourage single-family attached and multi-family housing that would compliment the Downtown. New housing should be of a similar scale and character to nearby development.
- 3 Nicoll Way and Roosevelt Road.** Currently inhabited by an aging office building complex, this site's generous lot depth should be leveraged to develop a mix of single-family attached and multi-family units while preserving Roosevelt Road frontage for commercial development. For further discussion of this catalyst site, see the Nicoll Way and Roosevelt Road section in Chapter 4: Subarea Plans.
- 4 Western Roosevelt Road.** In line with the Roosevelt Road Subarea Framework, if expansion of the nearby auto dealership does not occur, properties along Lambert Road that are currently used for commercial parking and outdoor storage could either remain commercial or be considered for multi-family housing. This would be desired to further diversify the housing stock and act as a buffer between Roosevelt Road and the adjacent residential neighborhood.

- 5 Butterfield Road.** Currently made up of a vacant lot, a single-family lot, and an older townhome development. Annexation agreements are in place with the single-family lots fronting on Butterfield Road that guarantee large lot single-family zoning. Single-family attached redevelopment to provide as a buffer between the Butterfield Road commercial corridor and the single-family detached properties to the north.
- 6 Ice Arena.** Located within the Village's planning area, the properties surrounding the Center Ice of DuPage ice arena are currently composed of single-family detached homes or open space. There is opportunity to develop this area into higher density residential uses, such as single-family attached units.
- 7 Nicoll Way and Abbey Drive.** This site is currently made up of vacant and single-family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north. Single-family homes may also be acceptable.
- 8 Stacy's Corners.** The vacant lots and large lot single-family detached property along Forest Avenue should be considered for single-family attached units that fit the character of the surrounding residential neighborhood. This would benefit the diversification of housing types and provide a buffer from the adjacent neighborhood commercial uses fronting Main Street. Properties along the north side of St. Charles Road between Main Street and Forest Avenue could be commercial.
- 9 Bloomingdale Road.** The large lot single-family detached properties and vacant, wooded areas at the southeast corner of Bloomingdale and St. Charles Road have the potential to be redeveloped into single-family attached units. Such development should be mindful of the wetlands in the adjacent Churchill Park. The aging single-family detached properties along Trails End Road also present an opportunity to be comprehensively redeveloped into single-family attached units.

- 10 Scripture Press Property.** This area includes part of a Wheaton College former Scripture Press facility and adjacent vacant land. The property should be designated for single-family detached or attached housing in the event it becomes available in the future.
- 11 West Downtown.** Currently a mix of multi-family. Although some of the housing is dated and may be subject to replacement, potential exists to renovate existing multi-family. Multi-family development that matches the character of nearby development would be appropriate.
- 12 Union Pacific Railroad and Illinois Prairie Path.** Currently a vacant, wooded site. If issues related to access, topography, and stormwater management can be addressed, attached single-family or detached single-family development is recommended.
- 13 Hill and Golf Avenue.** Currently a vacant, wooded site, this site would be appropriate for attached or detached single-family development.
- 14 Sunnybrook Road.** Single-family residential that is generally sound and well maintained currently exists. Larger lots in this area may be subject to resubdivision or redevelopment. The neighborhood should continue to consist of detached single-family development with compatible new single-family development. Stormwater management should be monitored and improved.



Commercial Areas Framework

The Commercial Areas Framework provides guidance and policy recommendations for commercial areas within Glen Ellyn and its extraterritorial jurisdiction (ETJ). The goal of the framework is to explore opportunities for economic development and expansion of Glen Ellyn’s tax base. Glen Ellyn is a built-out community with limited opportunities to expand and diversify its tax base. Residential development comprises 76 percent of Equalized Assessed Value (EAV) in DuPage County and commercial and industrial development make up 17 percent and 8 percent of EAV respectively.

In Glen Ellyn, 89 percent of EAV is residential and just 11 percent is commercial with no industrial EAV. Correspondingly, residential uses make up about 58 percent of total land area, while commercial uses make up about 3 percent (it should be noted that non-taxable uses such as educational and public/semi-public uses make up a considerable portion of the Village area, but do not contribute to EAV). It is within this constrained context that the Comprehensive Plan identifies key design principles as well as opportunities to grow the Village’s tax base through more intense use of the existing commercial property inventory.

Note: Four recently annexed industrial parcels are not reflected in this summary.

Neighborhood Centers

Neighborhood centers are intended to serve surrounding residential neighborhoods by providing day-to-day goods and services within a short walk or drive. When planned well, they also become centers of activity, gathering, and socializing. Glen Ellyn’s main neighborhood center commercial area is Stacy’s Corners.

New neighborhood center development should be scaled appropriately to respect and contribute to the character of surrounding residential areas. Given their location within a more residential setting, buffering and attractive screening should be encouraged to minimize impacts on nearby residences. As new development and reinvestment occurs in these established areas, opportunities to install and enhance landscaping and pedestrian infrastructure should be identified. A more detailed discussion of the Stacy’s Corners area is provided in *Chapter 4: Subarea Plans*.

Commercial Corridors

Commercial corridors are major commercial districts located along high traffic, arterial roadways that offer a mix of local and regional retailers and service providers to meet the needs of both local residents and visitors traveling through the community. Roosevelt Road is the Village’s primary commercial corridor, stretching nearly three miles between Glen Ellyn’s eastern and western boundaries. The small portion of North Avenue within the Village’s planning area also functions as a commercial corridor along with adjacent commercial areas in Lombard and Glendale Heights. In addition, several commercial corridor properties are located along Butterfield Road at the IL Route 53 and Park Boulevard intersections.

Commercial corridors have limited opportunities for expansion due to proximity to Glen Ellyn’s residential areas. As such, more intense use of existing commercial corridor properties should be encouraged to strengthen the Village’s commercial base. This should include assembling and repositioning aging commercial properties with larger scale development to make more efficient use of available land, reducing the number of access drives and the size of parking lots to maximize development potential, and encouraging multi-story development.

The Village should also coordinate with property owners to improve commercial corridor connectivity and appearance as redevelopment and reinvestment occurs. While corridors should continue to function as auto-oriented areas, improvements should be made to enhance traffic flow and safety, provide additional opportunities for bicyclists and pedestrians, including better access to transit and transit-oriented accommodations, and improve the aesthetic appeal of the corridors.

Access drives should be consolidated and shared parking opportunities between businesses should be encouraged to reduce curb cuts and impervious parking lots. Private property owners should also provide on-site improvements, such as landscaping, the addition of pedestrian street furniture, and screening of mechanical equipment and garbage enclosures.

Chapter 4: Subarea Plans provides detailed discussion of Roosevelt Road and illustrates how such improvements can be implemented to improve the function and appeal of the corridor as a local and regional destination.

Downtown Glen Ellyn

Commercial uses within Downtown currently exist primarily as single-story buildings, some with adjacent surface parking areas, exhibiting great potential for higher density development. To expand the Village’s commercial base and increase Downtown activity, underutilized commercial properties should be redeveloped or expanded into mixed use developments to maximize commercial space at street level while allowing space for residential and office uses above. Innovation DuPage should also be leveraged to support small business and startup business development while also fostering the development of co-working spaces elsewhere in the Downtown to provide expansion opportunities. Commercial development within the Downtown is discussed in further detail in the Downtown section of *Chapter 4: Subarea Plans*.

Office

Office uses in Glen Ellyn are generally concentrated within Downtown and along Roosevelt Road. The maintenance and expansion of office development should continue to be supported. Identification and gateway signs can be used to demarcate clusters of office development, whether they exist as a planned business park such as the Glen Hill North development at Roosevelt Road and IL Route 53, or as a concentration of individual office properties such as along Taft Avenue west of Main Street. Signage will also help to brand office districts that can then be referenced in economic development marketing materials and coordinated with real estate listings. The Village could also coordinate with office users in identified clusters to gauge support for shared services such as landscape maintenance, shared garage facilities, or a unified building sign program. Such improvements could be funded by a special service area if there is adequate support among property owners.

Hill Avenue Light Industrial

Light industrial uses currently exist on Hill Avenue adjacent to the floodplain of the East Branch of the DuPage River. Properties on the north side of Hill Avenue have been annexed while the area to the south remains in unincorporated DuPage County. While Hill Avenue area provides valued services and is a source of employment, the presence of outdoor storage and service areas on unimproved surfaces presents potential for contamination of the adjacent river. The Village should consider coordinating with DuPage County and Hill Avenue business owners to evaluate solutions to mitigate potential contamination and enable businesses to continue to operate. For example, areas adjacent to the creek could be improved with landscaped buffers to filter and slow stormwater runoff into the DuPage River. Existing development could also be improved with green infrastructure treatments such as bioswales and pervious pavement systems.

Annexation Areas

As a built-out community with limited opportunities to expand and diversify the tax base, the Village should continue to evaluate opportunities for strategic annexation. While much of the surrounding unincorporated areas have already been developed, opportunities exist to promote more intense residential and commercial development of underutilized parcels. Commercial areas with the greatest potential for annexation include the North Avenue corridor near Swift Road, the Roosevelt Road corridor near Lloyd Avenue (in coordination with the Village of Lombard), and portions of the Butterfield Road corridor. The Village should consider undertaking an annexation study to evaluate the most beneficial areas to incorporate.

Service provision and infrastructure costs must also be considered when evaluating areas for annexation. Additional discussion of annexation and service needs are discussed in *Chapter 6: Community Facilities*.

Commercial Areas Framework

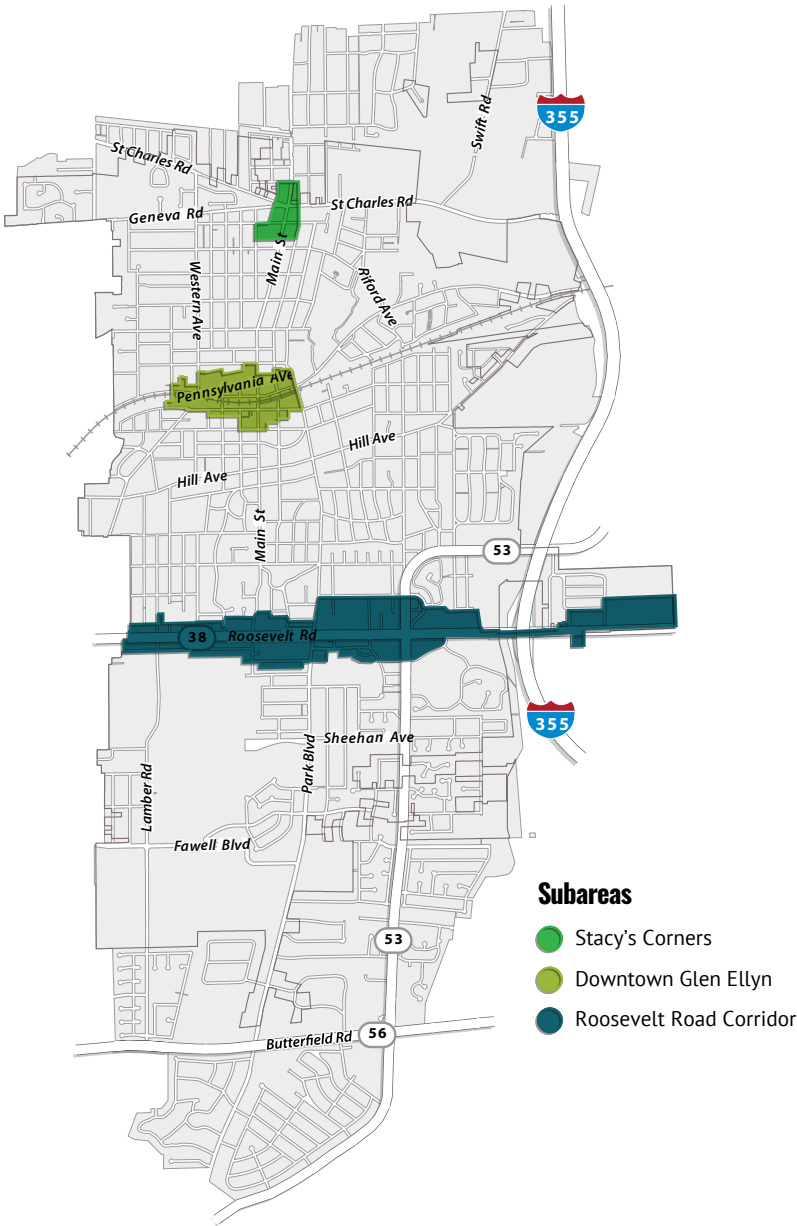
- **Office Clusters.** Unify clusters of office development through coordinated identification and gateway signs. Work with office users to evaluate potential for shared services such as a landscape maintenance, shared garbage facilities, or a building sign program. Maintain office uses concentrated in within Downtown and along Roosevelt Road and Taft Avenue.
- **Neighborhood Commercial.** As neighborhood commercial properties continue to develop, ensure that building designs are reflective of the character of surrounding residential neighborhoods. Identify opportunities to install and enhance landscaping and pedestrian infrastructure, including the integration of public gathering spaces.
- **Corridor Commercial.** Reinvestment in commercial corridors should be prioritized to increase the intensity of existing commercial properties. Coordinate with property owners for on-site improvements, such as landscaping and internal pathways for pedestrians. Improve circulation and access by consolidating curb cuts and increasing cross-access between properties. Flexibility in use should be maintained along the corridors.
- **Maintaining Industrial.** Preserve existing light industrial uses to support the Village's small industrial base. Ensure all outdoor storage, services areas, and unimproved surfaces are fully screened from the public right-of-way or adjacent residential properties. Improve existing development with green infrastructure treatments and mitigate potential contamination caused by industrial activity. Ensure all unpaved vehicle areas are paved.
- **Intensifying Annexation Areas.** Consider strategic annexation of underutilized areas that have potential for more dense commercial and residential development. Assess utility service provision and infrastructure costs when evaluating areas for annexation. This includes working collaboratively with Lombard to redevelop properties within its jurisdiction along Roosevelt Road and provide utility improvements.



CHAPTER 4

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

This subarea plan highlights opportunities to further the development of the intersection as an attractive neighborhood commercial center and northern gateway into the Village.



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 several sites to demonstrate how subarea plan recommendations could be accommodated within new development.



Roosevelt Road Corridor

This subarea plan highlights opportunities to promote reinvestment along Glen Ellyn's main commercial corridor by maximizing development potential, providing multi-modal access and mobility, and promoting public realm and private on-site improvements to beautify the corridor. The plan strives to boost the corridor's economic vitality and improve the Village's image. The plan also provides illustrative concepts for several sites to demonstrate how subarea plan recommendations could be accommodated within new development.

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.

Downtown is the heart of Glen Ellyn and an emphasis should be placed on maintaining existing character while facilitating more intensive development that increases the number of people living, working, shopping, and dining 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. In addition, the existing Tax Increment Financing (TIF) District should be leveraged to its fullest extent until its current expiration in 2035.



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. The Downtown and surrounding area fall within a “pedestrian shed,” a quarter-mile radius in which people can walk five minutes to numerous shops and activities for daily living rather than drive a car. 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 throughout 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 collection 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.
- **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 reinvestment on par with surrounding peer communities and efforts should be made to improve the downtown environment as it relates to successful downtown planning attributes.

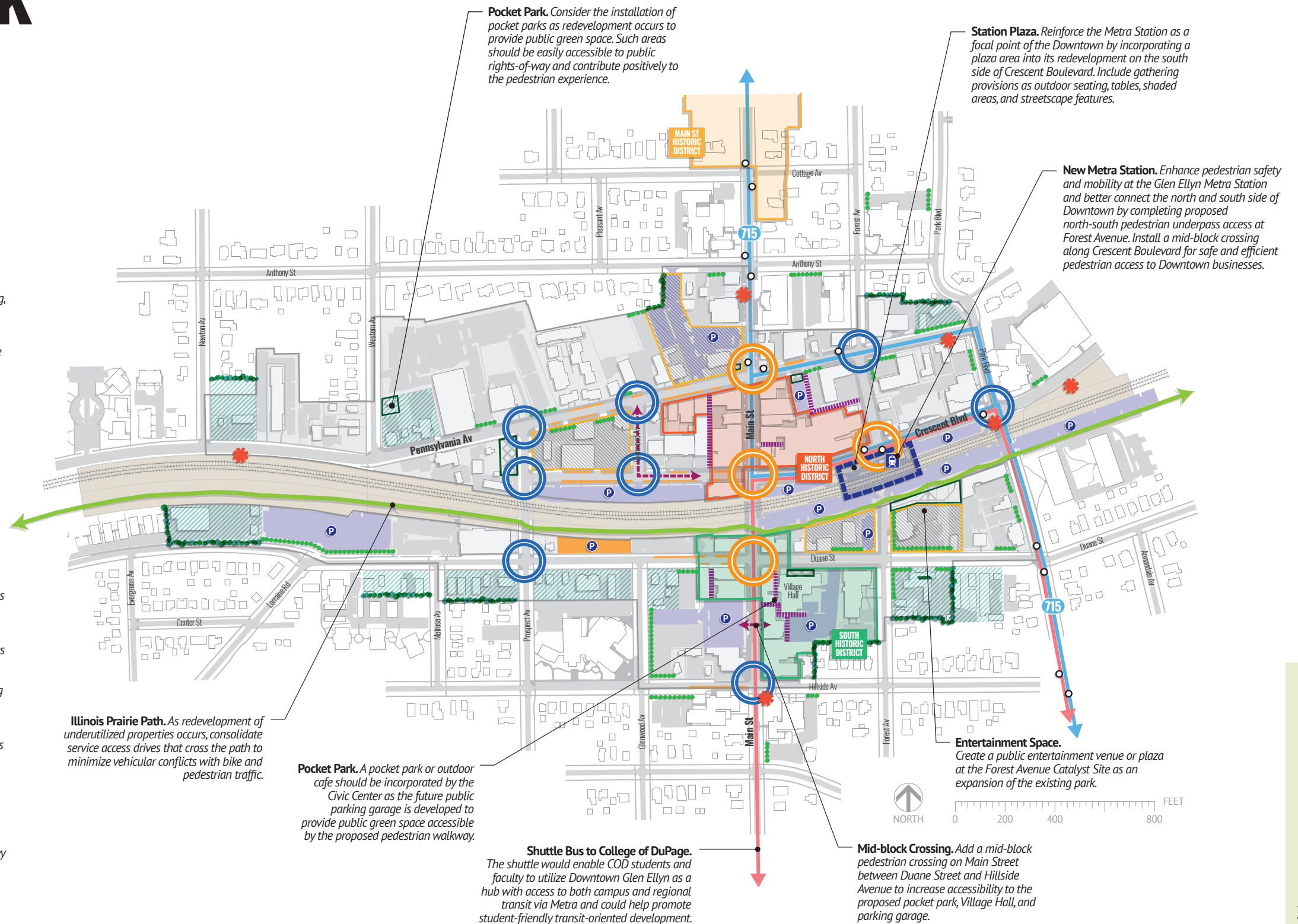
Subarea Framework

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 surfacing or crosswalk 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.
-  **Catalyst Sites.** Redevelop these vacant or underutilized sites to act as catalysts for further development and investment within the Downtown.
-  **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.
-  **Perimeter Landscaping.** Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention 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 where appropriate.
-  **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.**



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.

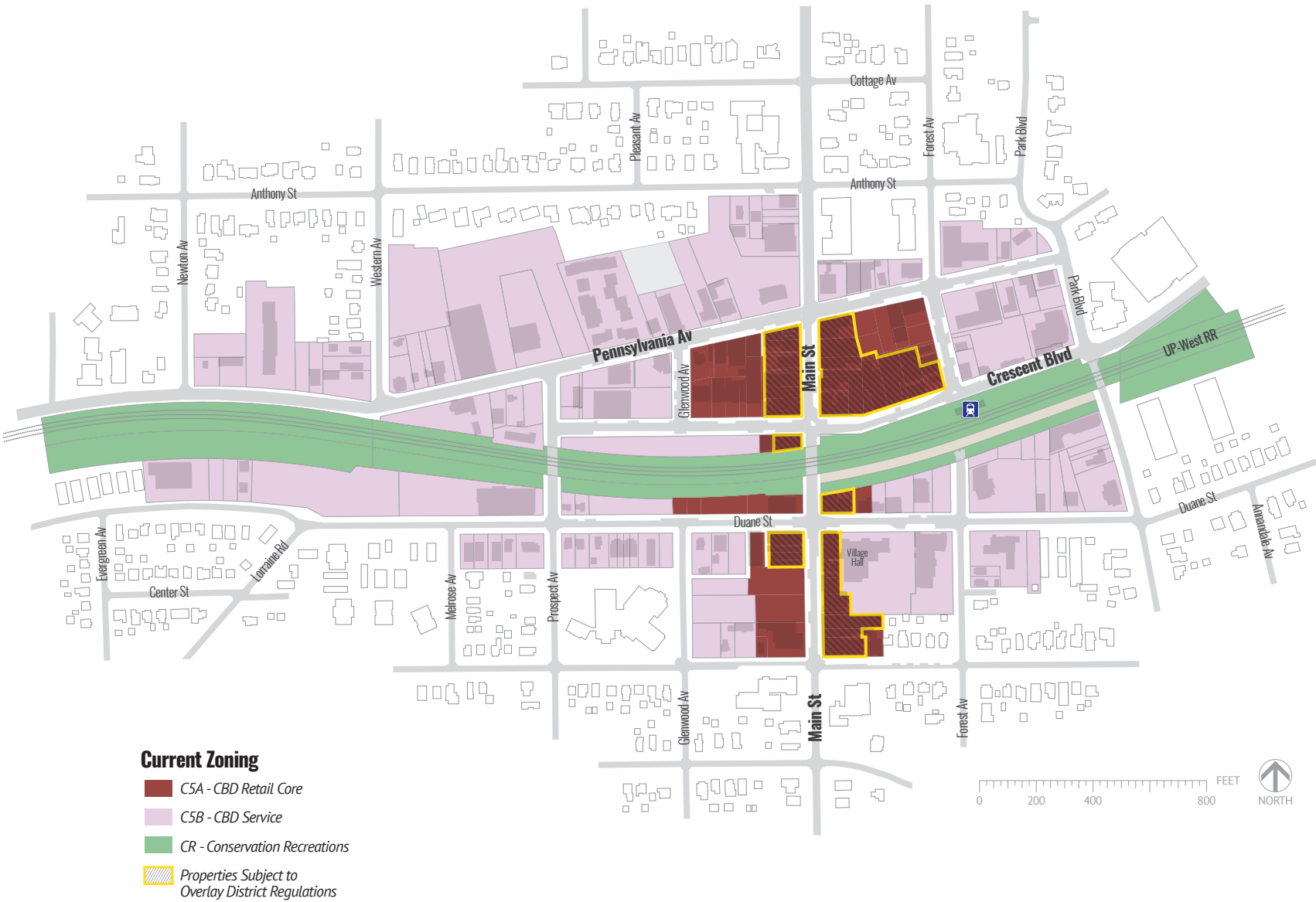
Since adoption of the two districts, the C5B has experienced limited construction of a few mixed use and standalone attached single-family and multi-family structures, while no new residential development has occurred in the C5A. In that regard, the C5A designation has accomplished the goal of maintaining 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 most C5A parcels fronting Main Street with the exception of several parcels on the west side of Main Street and south of the tracks, 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.

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 CSA 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. Within the C5B district, a 5-story building would also not be possible within the 55 foot maximum.

Taking into account the considerable grade change in the Downtown, urban design elements such as sense of enclosure and building height should be measured using the building frontage along the primary roadway. More height may be achievable in the back of the structure; however, maintaining the character along the front of the building should be prioritized. Where there is a significant grade change, flexibility for the maximum height of buildings should be allowed.

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 (between building facades) 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.

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'

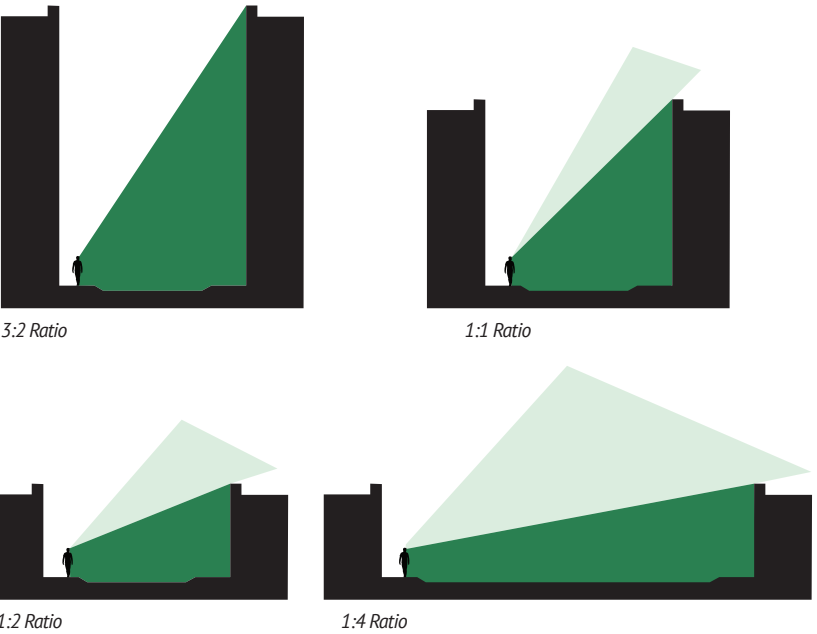
Source: Houseal Lavigne Associates

Recommended Height

It is recommended that the Village consider revising the maximum allowable height to 5 stories or 60 feet (whichever is greater) 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.

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 and façade articulation, should be addressed within the PUD process.

Sense of Enclosure



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 1,827 public parking spaces located within 13 parking lots and along eight 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 proposed pedestrian underpass at Forest Avenue would help reduce this imbalance between the north and south parking availability by improving connectivity between parking and Downtown destinations.

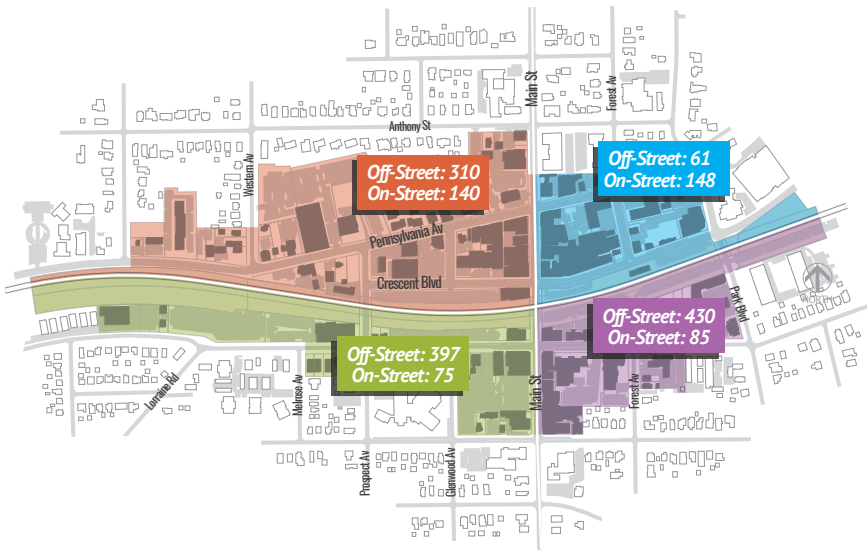
The Village employs many strategies to manage the parking supply, including permits, meters and pay kiosks, time regulations, dedicated employee parking, dedicated “customer only” parking, and free patron parking. On weekdays, the parking spaces are typically utilized in excess of 80 to 90 percent of 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 Street. The Duane and Lorraine Street lot and Montclair Avenue lot are not as heavily utilized (with the exception of weekend evenings) due to their distance from the center of Downtown.

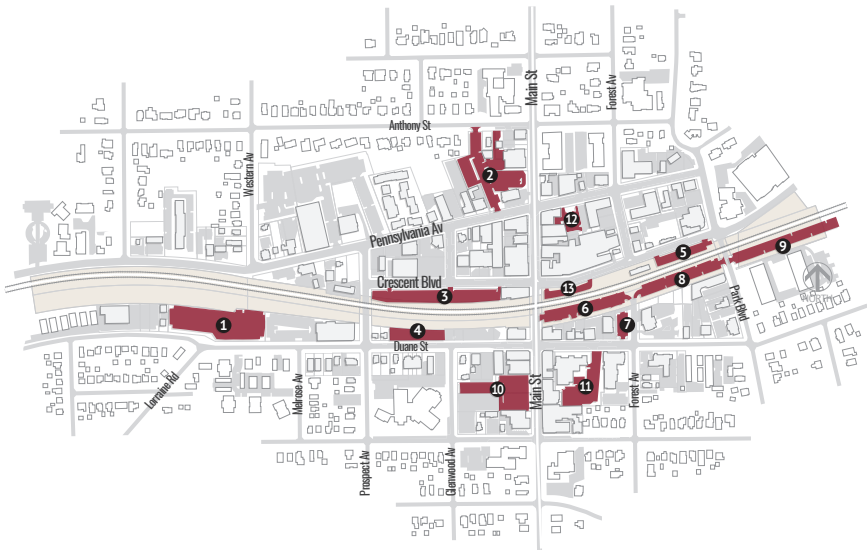
Off-Street Parking Supply

There are 1,379 public parking stalls in Downtown Glen Ellyn in off-street parking lots that serve Metra commuters, customers of Downtown businesses, and Village employees. Some of these lots require permits for parking or include meters for collecting revenue. This includes 31 three-hour parking stalls; 219 daily fee parking stalls; 546 commuter permit parking stalls available for customer parking 11:00 am and on weekends; 160 permit parking stalls available for customer parking after 2:00 pm and on weekends; and 423 parking stalls with mixed availability.

Existing Public Parking Capacity



Downtown Public Parking Lots



Downtown Public Parking Summary

OFF-STREET VS. ON-STREET		
	Existing Capacity	Percent of Total
Total Off-Street Spaces	1,379	75%
Total On-Street Spaces	448	25%
Total Spaces	1,827	100%
NORTH VS. SOUTH		
	Existing Capacity	
	Spaces	Percent of Total
Total Spaces North of R.R.	659	36%
Total Spaces South of R.R.	1,168	64%
Total Spaces	1,827	100%

Source: KLOA, Inc.

Downtown Public Parking Lots

Lot Number	Lot Name	Total Number of Spots	Type of Parking Available
1	Duane & Lorraine	219	Daily Fee Parking, Permit Parking
2	Pennsylvania West	154	Employee Permit Parking, 3 Hour Customer Parking
3	Crescent & Glenwood	119	Commuter Permit Parking, Customer Parking (after 11 AM & on Weekends), 3 Hour & 6 Hour Metered Parking
4	Duane & Glenwood	47	Commuter Permit Parking, Customer Parking (after 11 AM & on Weekends)
5	Crescent & Park	30	Commuter Permit Parking, Customer Parking (after 11 AM & on Weekends)
6	Main & Prairie Path	83	Commuter Permit Parking, Customer Parking (after 11 AM & on Weekends)
7	Duane & Forest	25	3 Hour Customer Parking
8	Park & Prairie Path	88	Commuter Permit Parking, Customer Parking (after 11 AM & on Weekends)
9	Park & Montclair	160	Permit Parking, Customer Parking (after 2 PM & on Weekends)
10	Main Street	136	3 Hour Customer Parking
11	Civic Center	287	Employee Permit Parking, Commuter Permit Parking, 3 Hour Customer Parking
12	Pennsylvania East	9	3 Hour Customer Parking
13	Main & Crescent	22	3 Hour Metered Parking
Total Parking Supply		1,379	

Source: Village of Glen Ellyn

Parking Supply Improvements

The Village should consider the following to maximize and enhance Downtown’s parking supply:

- The Village should continue to allow for flexible use of parking lots whereby parking is shared by different kinds of users (commuters, customers, etc.)
- The Village has recently installed wayfinding signage throughout the downtown to highlight and maximize the exposure of the off-street parking lots.
- The Village should do an annual assessment of fees for the lots so that all collection, enforcement and administrative costs are covered.

- The Village should consider charging for on-street parking in premium locations Downtown.
- A structured parking should be constructed on the north side of the tracks in partnership with a private development.
- Improve existing surface lots with lighting, landscaping, and pavement markings so that they are more fully utilized.

North-South Parking Comparison

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 64 percent of public parking spaces are located south of the tracks. The Village should pursue opportunities for additional parking supply particularly on the north side of the Downtown.

The Village intends to relocate some employee and commuter parking spaces from behind the downtown fire station (the Penn West Lot) to the upper levels of the Civic Center parking garage. This should further address the parking supply distribution. When considering the parking supply available for business patrons, the Duane/ Lorraine and Montclair lots should be excluded due to their distance from the downtown core of retail businesses and restaurants. That makes the north/ south balance of spaces closer to 45% and 55%.

The Village is finalizing a Streetscape Plan for the Downtown, which recommends maintaining angled parking on Main Street (Crescent Boulevard to Pennsylvania Avenue) and Crescent Boulevard (Main Street to Forest Avenue). Angled parking on Pennsylvania Avenue (Forest Avenue to Main Street) and Duane Street (Main Street to the Civic Center) is proposed for parallel parking conversion. It should be noted that as each of the three projects develop, the total supply of Downtown parking spaces is expected to shift.

The stress in the public parking supply on the north side of the railroad tracks can be further 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 supportive of all Downtown businesses and reinvestment opportunities.

Employee Parking

In managing the Downtown public parking supply, the Village must balance the parking needs of customers, commuters, and employees. While street parking in proximity to the retail businesses has been prioritized for customers, and the parking lots adjacent to the rail line are primarily dedicated to commuters, the Village has taken consistent steps to strategically accommodate parking for Downtown employees within a short walk of most areas of the Downtown.

Within the Downtown core, employees may obtain a special parking permit to park in dedicated employee spaces with the Pennsylvania West lot at Pennsylvania Avenue/Main Street, along the south side of Crescent Boulevard between Prospect Avenue and Glenwood Avenue, and along the south side of Hillside Avenue just west of Main Street. Employees may also park in the daily fee lot at Duane Street/Lorraine Avenue or in the three-hour or six-hour metered spaces in the Main Street Lot and Crescent/ Glenwood Lot.

On the fringe of the Downtown core, the Village has instituted the Blue Dot permit program which allows Downtown employees to purchase a parking permit at a reduced rate and park on designated streets exempt from the posted time regulations. Current street assignments include sections of Anthony Street, Forest Avenue, and Hillside Avenue.

With development of the two catalyst sites on the north side of the rail line, and new projects like the Apex 400 development on the south side of the rail line, the demand for employee parking will continue to grow. The Village should maintain an ongoing dialogue with Downtown business owners and their employees to ensure that adequate parking for the employees continues to be accommodated while minimizing impacts to customer and commuter parking.

The Village should also regularly monitor the utilization of the dedicated employee parking zones and continue to modify the zones as needed. Options could include reserving a portion of the new Civic Center garage for employees, expanded Blue Dot parking zones, or identifying additional private parking lots that may offer shared parking opportunities.

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.

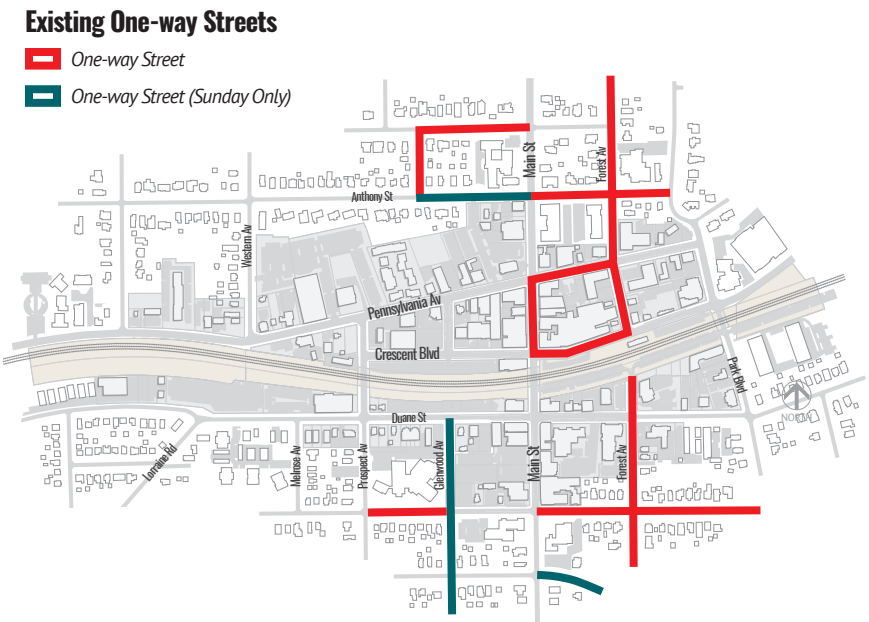
Recent apartment developments within and surrounding Downtown Glen Ellyn, and in the downtowns of other nearby communities, have been approved with lower parking ratios. The Village should reevaluate residential parking requirements within the C5 CBD zoning districts and it is recommended that the following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

One-way Streets

In 2012, the Village commissioned a study to examine the one-way vs. two-way traffic pattern within the Downtown as recommended by the 2009 Downtown Strategic Plan. 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 would 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.

Streetscape improvements, such as the installation of bump outs and sidewalk widenings, may limit the ability to convert some streets to two-way travel in the future. One-way street conversion should be reexamined in the future.



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 informal relationship with St. Petronille Church.

The Village should pursue shared parking agreements with DuPage Medical, US Bank, Citibank, 490 Pennsylvania, and local religious institutions.

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.
- Incorporation of accessible parking in all public parking facilities compliant with Illinois Accessibility Code design standards.
- Regular monitoring of accessible parking utilization.
- Adjustments to accessible parking supply based on local need rather than minimum Federal guidance.
- Centralized valet service (piloted in 2018).
- Continued policy of evaluating and adjusting parking time durations/restrictions.
- Phase out coin-fed meters in the Main Street/Crescent Boulevard and Crescent Boulevard/Glenwood Avenue lots, in place of modern Pay-n-Display, Pay-by-Space, Pay-by-License Plate, and/or Pay-by-Phone technologies or consider free three-hour parking where feasible.
- 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.).
- Support ride-sharing (i.e., Uber and Lyft) by creating drop-off/pick-up zones, particularly in Main Street/Crescent Boulevard and Crescent Boulevard/Park Boulevard lots.

Proposed Multi-family Parking Ratios by Dwelling Unit Type

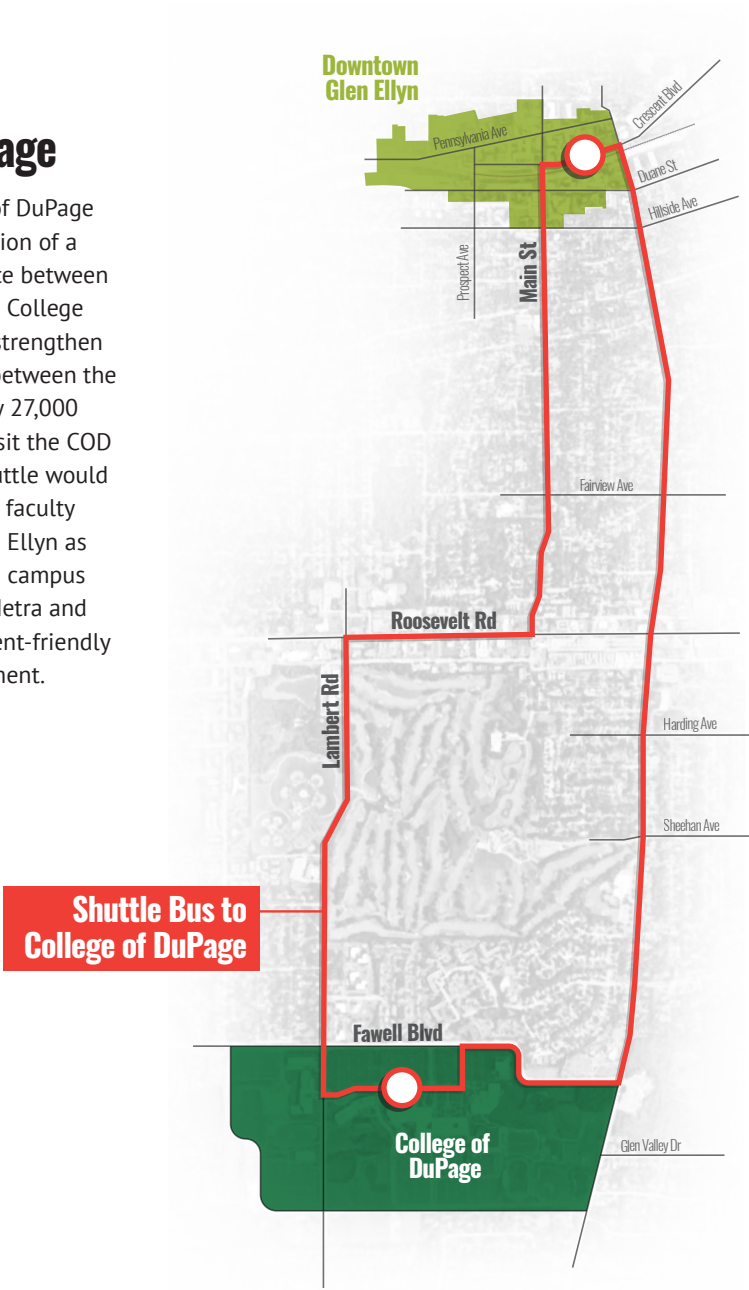
	Existing Requirement	Proposed ¹
Efficiency	1 space/unit	The larger of 1.27 spaces/unit or 0.86 spaces/bed-room ²
1 Bedroom	1.5 spaces/unit	
2 Bedrooms	2 spaces/unit	
3+ Bedrooms	2 spaces/unit	

1. Based on data published in Parking Generation, 5th Edition, Institute of Transportation Engineers for Mid-Rise Multi-family 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.

Shuttle Bus to College of DuPage

The Village and College of DuPage should 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 27,000 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.

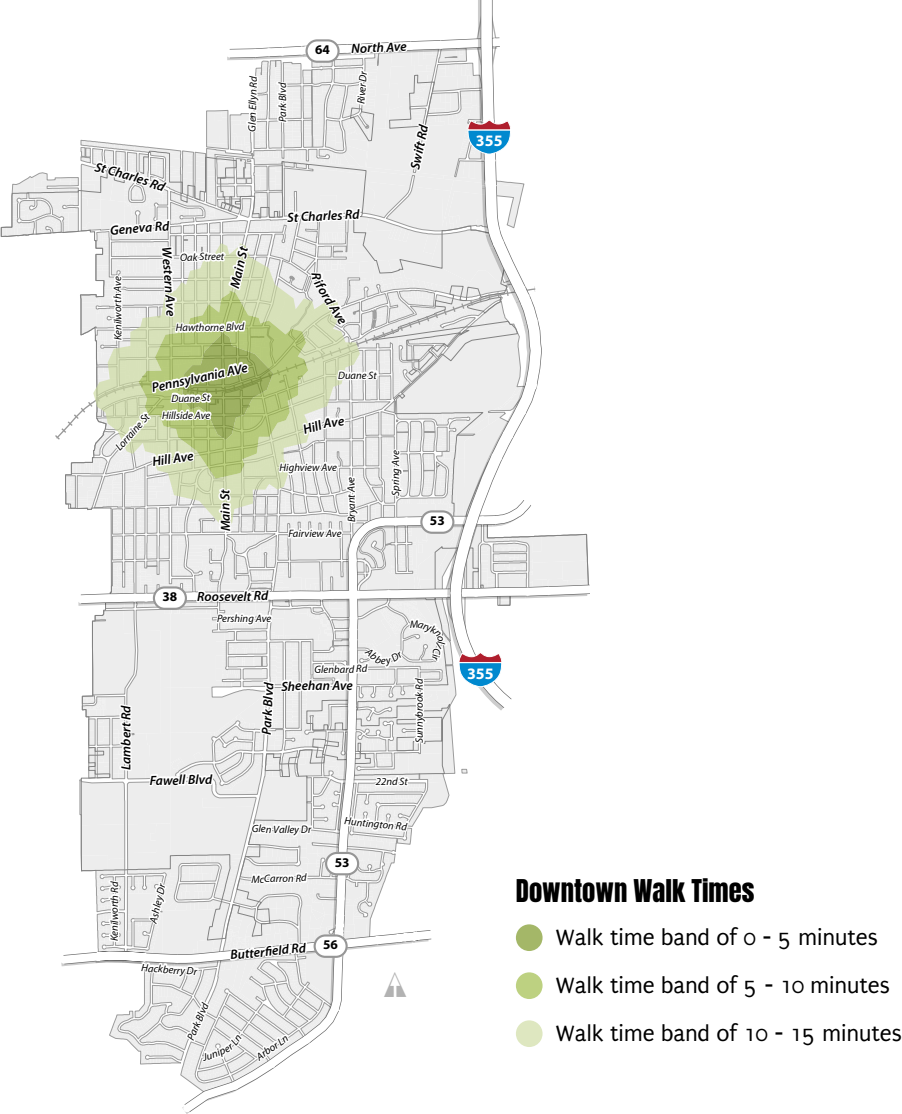


Walkability

Downtown Glen Ellyn’s compact blocks and regular street grid provide for a highly walkable environment. Every commercial property within the downtown is located within a 5-minute walk of the intersection of Main Street and Crescent Boulevard. The neighborhoods surrounding Downtown Glen Ellyn are also very walkable and position more than 6,600 people (in more than 2,500 households) within a 15-minute walk of the downtown.

Downtown Streetscape

The Village should continue to move forward with planned streetscape improvements including the enhancement and creation of mini-pedestrian plazas (or parklets) at Schock’s Square, the downtown fire station, the Civic Center, and behind Main Street retail to the west of the Civic Center. The Village should also move forward with the demolition of the Shonkwiler Building and enhancements to pedestrian connections and alleys throughout downtown as illustrated in the Downtown Subarea Framework.



Downtown Walk Times

- Walk time band of 0 - 5 minutes
- Walk time band of 5 - 10 minutes
- Walk time band of 10 - 15 minutes

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 multi-family 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.

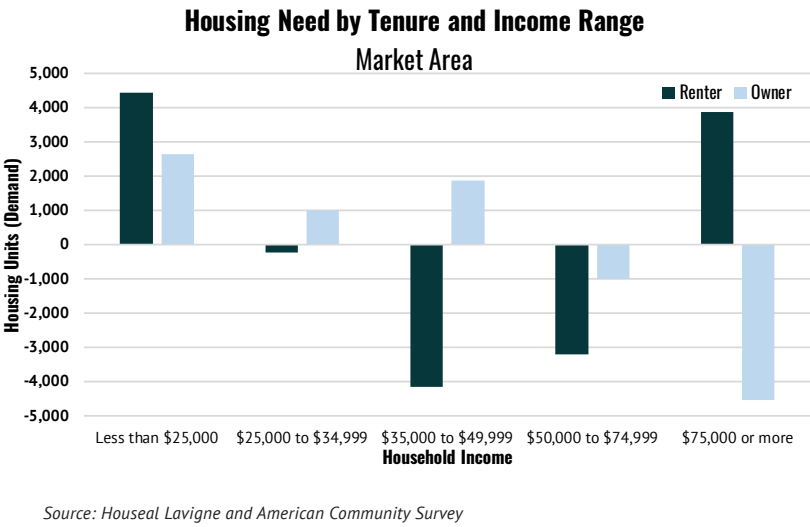
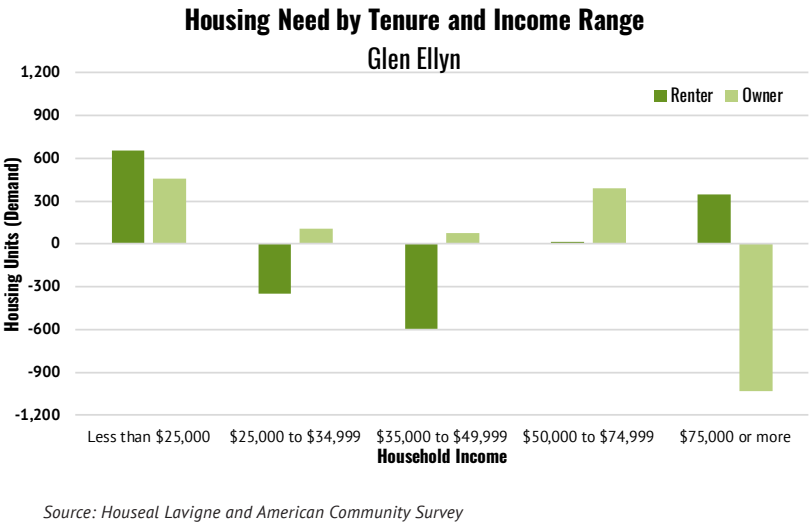
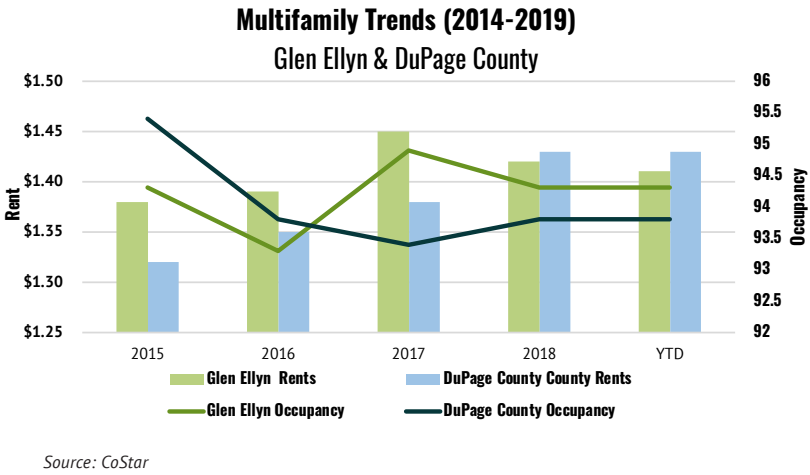
Consistently high multi-family occupancy rates (above 93 percent) in both Glen Ellyn and DuPage County suggest a strong multi-family market. Rents per square foot have also grown consistently over the same time period. Both factors indicate the ability to sustainably accommodate additional multi-family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

Housing Demand

An affordability analysis of the residential market was conducted separately for owners and renters to determine more direct needs for each householder type. This analysis compares the number of existing occupied housing units within different home value/rental ranges, with the number of households within corresponding income ranges. It applies a benchmark of 30 percent allocation of income toward housing and then analyzes the number of housing units in the area that meet 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. Per the Residential Areas Framework (Chapter 3: Land Use & Development), additional housing opportunities should be encouraged elsewhere in the Village to help meet market demand for lower income groups.

The Village is well positioned to capture a proportionate share of regional demand for higher end apartment units. The current under supply of this product type may be limiting potential for new households to move to Glen Ellyn; however, there is also a general under supply 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, sustaining downtown businesses. Furthermore, the Village’s growing reputation as a dining and entertainment destination enhances the desirability of living Downtown.



Retail & Restaurant

The retail market was analyzed in two parts: a gap analysis of drivetimes from Downtown Glen Ellyn and an overall trend 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 the recommended additional Downtown residential uses.

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 the recommended additional multi-family 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 for many uses, 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 such a boutiques and restaurants that can leverage downtown pedestrian traffic. 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.

Office

Based on the same factors, the office market shows potential, but not as strong as the retail sector. 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.

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

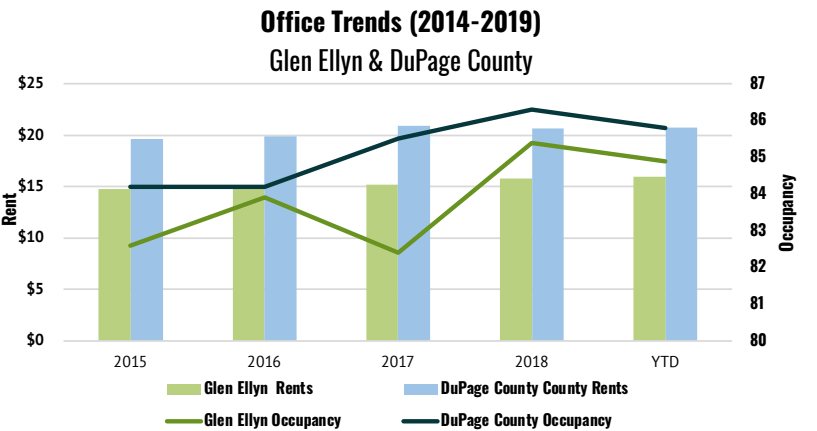
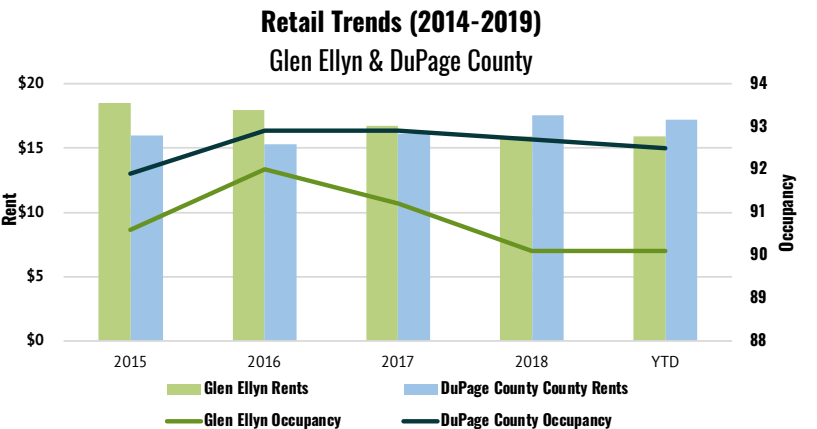
Source: ESRI Business Analyst; Houseal Lavigne Associates

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	
Furniture & Home Furnishings Stores	\$20,156,624
Electronics & Appliance Stores	\$23,031,415
Bldg Materials, Garden Equip. & Supply Stores	-\$9,155,827
Food & Beverage Stores	\$16,903,837
Grocery Store	\$10,262,732
Health & Personal Care Stores	\$77,810,270
Clothing & Clothing Accessories Stores	\$70,556,294
Sporting Goods, Hobby, Book & Music Stores	\$7,928,745
General Merchandise Stores	\$263,363,539
Miscellaneous Store Retailers	\$14,880,763
Food Services & Drinking Places	\$79,397,400

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



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, 18-hour 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:

- Northwest corner of Pennsylvania Avenue and Main Street;
- North side of Duane Street and Forest Avenue; and
- North side of Duane Street west of Lorraine Street including a portion of a Village-owned parking lot.

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.

Concept as a Guideline

Each catalyst site could be redeveloped in a variety of ways, and the proposed catalyst site concepts are intended to serve only as a guideline. They illustrate development potential with a mix of uses that is supported by the community's vision. Future development proposals should be considered on their own merit.

Potential Redevelopment Sites

The following list identifies redevelopment opportunities within the Downtown subarea. These sites present the opportunity to increase desirable uses within the Downtown in line with the Village's vision:

- 1 Commercial and office uses, vacant land. This property in whole or in part would be appropriate for single-family attached development. As an alternative, the northerly two lots could be developed with single family attached units and the frontage along Pennsylvania Avenue could be redeveloped with commercial uses.
- 2 Office uses and detached single-family homes. This area should be redeveloped in whole or in part to include commercial and office development. Some of the office buildings are in good condition and could remain. Medical and dental offices could be encouraged due to proximity to DuPage Medical Group's office building.
- 3 AT&T office/facility. If this site becomes available it should be redeveloped into an office or commercial building.

- 4 A small commercial building, a historic single-family residence that has been converted into a business, a dental office, and a small park. As many parcels as possible should be combined to create a new development on this site. Commercial and service uses would be appropriate in this location to support downtown residents.
- 5 Small commercial buildings. This site, while small would be appropriate for a mixed use building with commercial on the first floor and residential units above. The site could also be redeveloped for a commercial or office use.
- 6 Detached single-family structures. These properties should be assembled and redeveloped as a small single-family attached development similar to the property directly east.
- 7 A single-family home and an office building. This site would be appropriate for a mixed use development including first floor commercial use with office or residential use on the upper levels.
- 8 St. Petronille parking lot, and two office buildings. This site could be appropriate for a mixed use or multi-family residential development with structured parking.

- 9 Commercial buildings in the National Register District. These buildings should either be improved and maintained or redeveloped with a commercial or mixed-use building.
- 10 Funeral home with large surface parking lot, detached single-family home and an office use. The site could be combined with the multi-family residential housing to the east to create a multi-family residential development or a mixed use building.
- 11 Glen Ellyn Post Office and small commercial building. The Post office and the small commercial site to the north should be redeveloped into a commercial building.
- 12 Village Parking Lot, and various office and commercial uses. This site could accommodate a mixed use development or could be an appropriate location for a structured parking garage on the north side of the tracks
- 13 Small commercial buildings. Commercial redevelopment is appropriate for this site.
- 14 Multi-tenant buildings containing office and service uses. This site would be appropriate for a commercial or mixed use redevelopment.
- 15 Automotive and office uses. This site would be appropriate for a commercial or mixed use redevelopment.



Duane St & Lorraine St

DOWNTOWN GLEN ELLYN CATALYST SITE

This catalyst site is currently occupied a roofing company, a single-family residence, and the western portion of the Village-owned Duane/Lorraine parking lot. Adjacent to the site on the west are several multifamily residences with a mix of single-family and multifamily residences to the south. The Illinois Prairie Path runs along the north edge of the site. The concept illustrates a potential four-story multifamily residential building along with a three-story parking garage that would accommodate resident parking on the upper levels and replace public parking spaces on the ground level.

Design Considerations

- Primary entrance to the multi-family structure should be provided on Duane Avenue with secondary access from the parking garage.
- Access to the Illinois Prairie Path should be encouraged with open space amenities located along the trail corridor.
- Proximity to the Glen Ellyn Public Library and the downtown make this site an attractive location for senior housing.
- Parking spaces taken from the Glen Ellyn Duane/Lorraine parking lot should be accommodated in the parking garage structure.

Site Details

Overall property area:
71,000 s.f., 1.63 acres

Current Land Use:
Commercial, Single-family, and Surface Parking

Current Zoning:
(CSB) CBD Central Service

Existing Parking:
52 Metra spaces

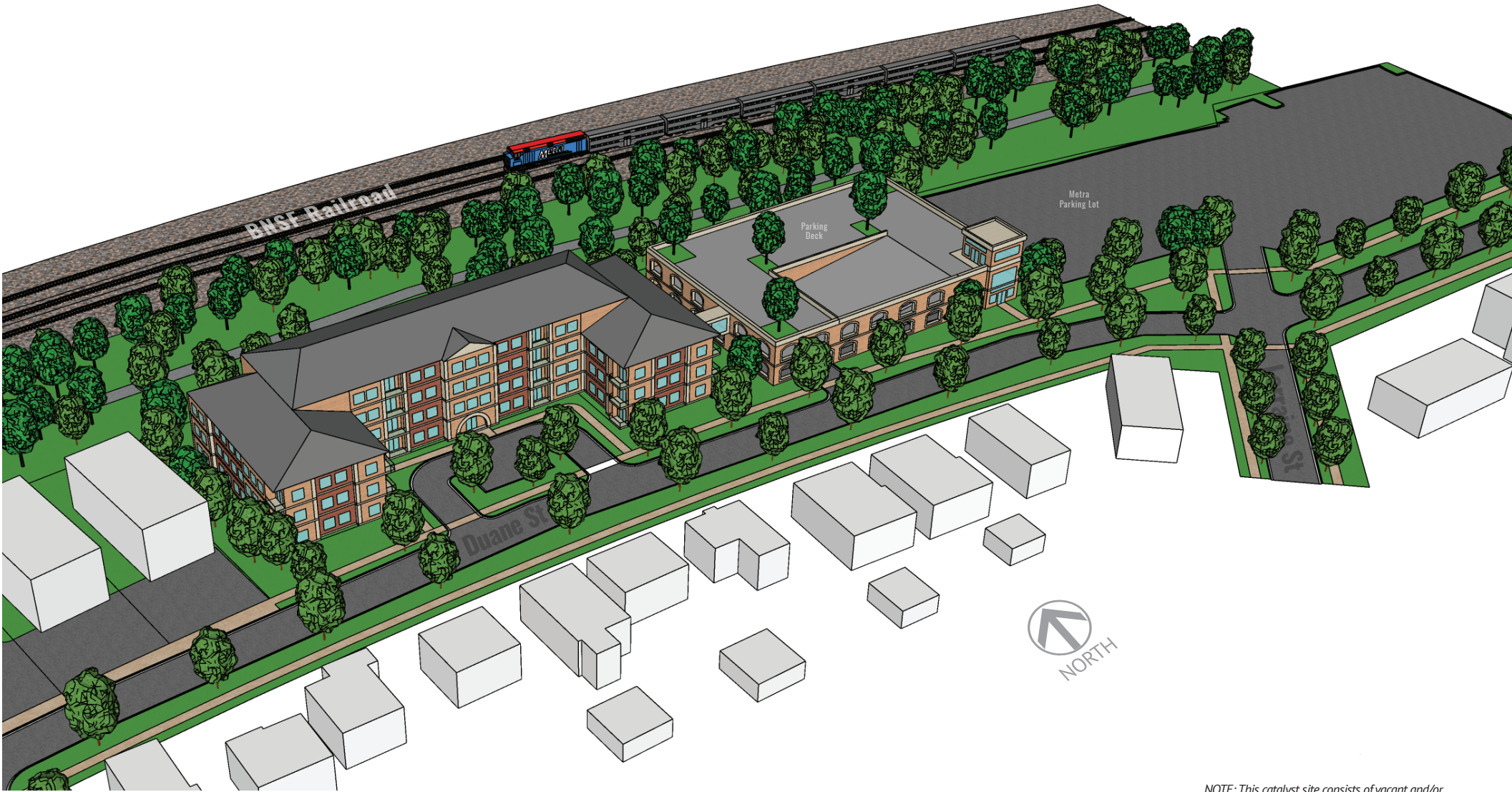
Building Details

Multi-family:
4 floors, 36 units total
1st-3rd floor / 19,330 s.f. per floor
4th floor / 7,780 s.f.

Parking Garage:
2 above ground floor level
18,700 s.f. per level

Parking:
Parking Required: 52 Metra spaces, 98 residential spaces*
Parking Provided in deck: 150 spaces

**Parking requirements for each catalyst site may be changed during the PUD process on a case-by-case basis.*



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NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

Pennsylvania Ave & Main St

DOWNTOWN GLEN ELLYN 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 below 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 Company. The station holds the corner of the site and its relocation could be critical to the long term success of future redevelopment. The Village needs to coordinate with the Fire Company on a relocation.
- 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

Existing Parking:
146 parking spaces

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 levels above ground floor level
43,750 s.f. per level

Parking:
Parking Required: 86 commercial spaces,
153 residential spaces
Parking Provided in deck: 162 spaces
Public Parking Provided: 76 spaces



NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

Duane St & Forest Ave

DOWNTOWN GLEN ELLYN 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 below 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 illustrates 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. The park could be expanded as part of the development and enhanced with additional event space.
- 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

Existing Parking:
30 parking spaces (approximate)

Building Details (west of Forest)

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

Parking:
Parking Required: 72 spaces
*Parking Provided: 30 spaces**

Building Details (east of Forest)

Mixed-Use:
Ground-floor Commercial – 15,210 s.f.
Upper-floor(s) Residential – 36 units total
2nd-3rd floor / 18,670 s.f. per floor
4th floor / 9,720 s.f.
Upper-floors / 47,060 s.f. total

Parking:
Parking Required: 72 commercial spaces,
*46 residential spaces**
Parking Provided: 65 spaces

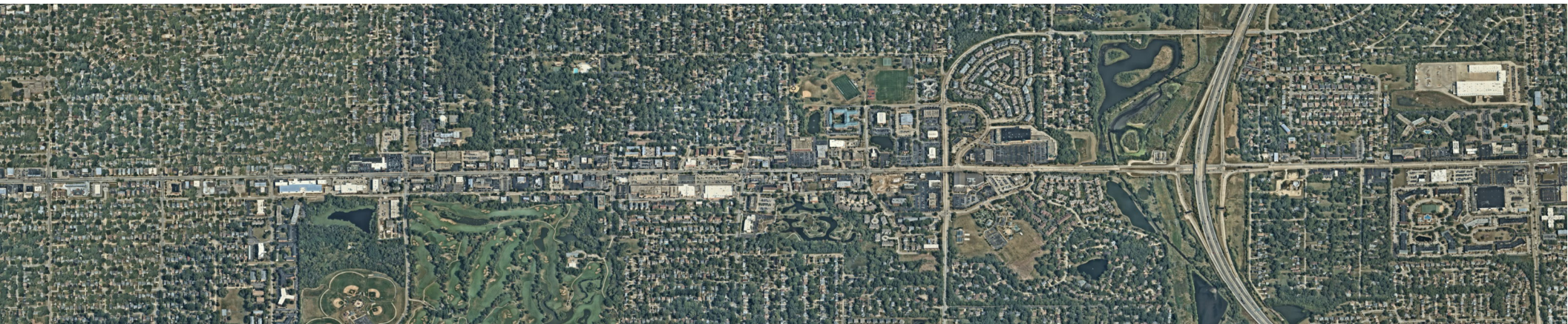
** The additional required parking could be waived due to available parking at the Civic Center across the street.*



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NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

Roosevelt Road Corridor



Vision for Roosevelt Road

The Roosevelt Road corridor is a significant economic engine for the Village and serves as a major east-west corridor for both Glen Ellyn and the surrounding region. The corridor includes a mix of retail, service, office, medical, lodging, and residential uses. As a heavily traveled arterial and prominent access point, Roosevelt Road has a significant influence on the image of the community and a variety of improvements should be made to better reflect the character of Glen Ellyn. While vacancies exist in some areas, the corridor has also witnessed redevelopment of aging properties and renovation and reuse of existing development. The subarea plan identifies strategies to maintain this reinvestment momentum and strengthen the corridor's position as an economic asset and source of community pride.

Roosevelt Road is Glen Ellyn's main commercial corridor and the Village should seek opportunities to maximize development potential, improve multi-modal access, and promote public realm and private on-site improvements to beautify the corridor.

Maximizing Development Potential

Most properties along Roosevelt Road are impacted by limited lot depth and abutting residential areas with limited or no screening and buffering. Roosevelt Road is also under the jurisdiction of the Illinois Department of Transportation (IDOT) which means the Village does not control decisions regarding property access or use of adjacent right-of-way. Within this constrained context, it is important that the Village and property owners work together to make strategic improvements to reposition outmoded commercial properties. This should include strategies that increase buildable area and enable the Village to increase the tax base on existing commercial properties.

Promote Lot Consolidation & Cohesive Redevelopment

Development along the Roosevelt Road corridor primarily consists of one- and two-story structures with surface parking. Shopping centers such as Baker Hill, Market Plaza, and Pickwick Plaza are interwoven with older, freestanding businesses that often make inefficient use of the underlying parcels. These properties are typically sited to accommodate single-sided, front-loaded parking with multiple access drives and poorly located service/loading areas that impact productive use of the site. While it is desired that commercial uses remain the predominant land use along the corridor, the Village should promote the consolidation and comprehensive redevelopment of older commercial properties to accommodate larger scale development and more efficient site layouts. The Village could also consider reducing setback requirements to accommodate redevelopment provided that adequate landscaping and pedestrian amenities can also be provided.

Site Constraints

In some instances, inefficient development is related to site constraints that should be addressed as redevelopment occurs. The presence of a utility line that bisects commercial properties south of Roosevelt Road and west of Main Street pushes development to occupy either the northern or southern portions of a parcel, with the utility lines marking transition to parking lots. In addition, adjacent but divided parking lots increase the land area needed to accommodate access lanes and parking that could be utilized by multiple businesses. The Village should coordinate with property owners and developers to bury utility lines and develop shared parking arrangements.

Low Impact Development

The DuPage County Stormwater and Floodplain Ordinance and Village amendments currently mandate the type of low impact development (LID) techniques required when there is an increase in impervious area with redevelopment.

While Lambert Lake and Panfish Park serve as regional stormwater facilities for the Roosevelt Road corridor, the LID approach could be used to minimize stormwater flow to these facilities. This includes incorporating permeable pavers in parking areas to feed underground detention areas or stormwater chambers. As a result, the need for detention ponds is minimized or eliminated, which would otherwise consume areas adjacent to the building and parking areas.

Similarly, landscaped areas, including perimeter landscaping, parking lot islands, and medians can be designed to include rain gardens and bioswales. Such techniques enable development to capture and retain stormwater on-site and either allow for that stormwater to naturally filter into the ground or control its release to the Village's storm sewer.

The Roosevelt Road corridor, however, currently consists of mostly impervious surfaces, and as a result LID techniques are not often required by the ordinance for redevelopment. The Village should consider an additional stormwater ordinance or zoning code amendments to require LID measures and/or green space requirements along the Roosevelt Road corridor during redevelopment (and other areas, such as Downtown) to reduce runoff, as well as improve aesthetics.

Multi-family Reinvestment

Roosevelt Road is a desirable location for multi-family development that places residents in proximity to retail areas, transit, and several parks and natural areas. Several of the multi-family residential properties adjacent to Roosevelt Road's commercial areas are characterized by deferred maintenance, excessive land coverage, a lack of open space, and physical separation from other residential areas. These properties should either be substantially improved or redeveloped.

Corridor Image

The Village has made many improvements along Roosevelt Road to improve pedestrian infrastructure, streetscaping, and wayfinding along public rights-of-way. Complementary improvements are needed on privately owned commercial properties to ensure that Glen Ellyn's heavily traveled corridors reflect positively on the image of the community. Existing development can be enhanced through the consolidation of access drives, use of cross-access easements and shared parking, and installation of landscaping and pedestrian amenities. In addition, 360-degree architecture that complements surrounding building designs should be promoted to reflect existing quality neighborhoods and provide for a positive community image.



IL Route 53 Underpass

The heavily traveled IL Route 53 underpass area that cuts through the corridor is stark and unattractive, particularly northbound as it passes under Roosevelt Road. Weeds in concrete medians also diminish the area’s appearance.

As adjacent properties are redeveloped, the Village should coordinate with property owners and IDOT to evaluate the potential to replace portions of the retaining wall with a sloped, landscaped embankment. Such an improvement could be accommodated on the properties located on the southwest side of the underpass without impacting the current development envelope. The site currently has a paved setback of over 20 feet that is not used for parking or access.

In the near term, the Village should also work with IDOT to implement its 2017 Illinois Transportation Enhancement Program (ITEP) project for the JR McBride Bridge, which outlines gateway improvements for under and on the JR McBride Bridge. Improvements include a monument sign, fencing, and landscaped medians.

In addition, the IDOT medians are currently poorly maintained and the Village should consider working with IDOT to replace the concrete medians with landscaping to be maintained by the Village.

Village Gateway Features

Per recommendations of the Community Signage and Wayfinding Plan, the Village should install vertical gateway signs along Roosevelt Road at entry points to the Village. This should include signage at the south side of Roosevelt Road near Lambert Road, the north side of Roosevelt Road near Finley Road, and near the median to the west of the I-355 overpass. The plan also recommends the addition of directional signage along Roosevelt Road. Such signs should be accompanied by landscaping and lighting features. Installing the gateway features would likely require landscape easements from property owners adjacent to Roosevelt Road.



Parking Lot Landscaping

As reinvestment is made in existing commercial properties, the Village should partner with property owners to identify opportunities to improve on-site landscaping in existing parking lots. As an example, various opportunities exist at centers such as Market Plaza and Pickwick Plaza to enhance both the appearance and function of surface parking areas.

Currently, numerous parking lots are striped to prohibit parking at the ends of parking aisles or at corners, but these vacant areas are not improved and could easily accommodate landscaping enhancements.

It is recommended that the Village consider updating parking lot landscaping requirements (Code of Ordinances Chapter 10-5-8) to minimize the visual impact of parking areas. Presently, proposed parking areas with 10 or more spaces are required to provide landscaped islands at the end of every row of parking, and one interior landscaped island for every 20 spaces.

Further, any parking lot or garage that is expanded by 10 percent or more of its parking spaces is required to conform to curb, surfacing, stormwater management, and landscaping requirements outlined in the code. Additional parking is also required for any building or use that is enlarged by 20 percent or more of its gross floor area.

The regulations, however, do not include sufficient detail to ensure that every parking area is adequately landscaped and perimeter landscaping is not required unless fronting a residential district or institutional use. The Village should consider revising the zoning code to require parking lot perimeter landscaping as well as foundation landscaping to enhance the appearance of its commercial areas.

On-site Improvement Grant

In addition to changes in development regulations, incentives should also be considered in encouraging commercial property owners to make on-site improvements that improve the overall image of the corridor and enhance the pedestrian experience.

The Village currently offers a Retail Façade Improvement Award under which approved projects are eligible to receive a maximum award amount of \$15,000. The program encourages businesses to make their own investment into façade improvements. While landscaping does not qualify for the award under the façade improvement program, the Village should consider making this an eligible improvement within targeted areas. Such an incentive, even at a reduced amount of \$5,000 to \$10,000, could be used to encourage property owners that are not legally obligated to meet recently adopted standards to make improvements that would bring their property into compliance with current regulations.

Streetscaping

The Village’s streetscaping investments including brick pavers, landscaping, decorative fencing, ornamental light poles and fixtures, and wayfinding signage, have enhanced the appearance of the corridor. IDOT, however, will not permit the replacement or new installation of brick pavers in the Roosevelt Road right-of-way due to the quick deterioration of previous installations. Therefore, the Village must develop an alternative approach to streetscape.

As development occurs, the Village should work with property owners to accommodate streetscape elements adjacent to Roosevelt Road right-of-way. This could include sidewalks that utilize decorative surfacing, as well as perimeter landscaping, low berms, masonry knee walls, and decorative wrought iron fencing to effectively screen surface parking lots from rights-of-way.

Accommodating desirable parkway treatments may require the Village to develop private/public partnerships with property owners to ensure that an easement can be acquired. The commercial property located on the northwest corner of Nicoll Way at Roosevelt Road is a quality example of perimeter landscaping with adjacent streetscape elements.

The Village should also consider providing moveable planters that could be used for rotated seasonal plantings or to host public artwork. These temporary installations would enable the Village to relocate street-scaping elements as construction or roadway improvements occurs.

Multi-modal Access & Mobility

Roosevelt Road is an auto-oriented corridor, however there is a community desire to improve bike and pedestrian access. Opportunities exist to minimize the need for local traffic to utilize Roosevelt Road, while promoting a more attractive and safer pedestrian experience and coordinating with Pace to enhance corridor bus service.

Bike Routes

Access to businesses by all forms of transportation is crucial to the development and prosperity of the corridor. While Roosevelt Road is not appropriate for bicycle facilities based on the available right-of-way and heavy traffic counts, access can still be provided to key destinations on parallel routes. This includes utilizing a combination of Taft Avenue and Pershing Avenue as an alternative east-west bicycle route as recommended in the Move Glen Ellyn Active Transportation Plan. This route can be connected to the bike routes along Lambert Road, Park Boulevard, and Nicoll Way, and to the proposed East Branch DuPage River Greenway Trail. Sidewalk improvements along Roosevelt Road and IL Route 53 could also assist with connections these bike routes.



Pedestrian Circulation

The sidewalk network along Roosevelt Road is inconsistent, with sidewalk segments either ending abruptly, traveling through access drives, or situated as a carriage walk immediately adjacent to travel lanes, creating an environment that can be difficult to navigate and uncomfortable for pedestrians. Where the right-of-way allows, parkway sidewalks should be the preferred sidewalk treatment to provide a landscaped buffer between pedestrians and vehicles. Should carriage walks be implemented, they should be a minimum of six feet in width with a preferred width of eight feet to provide a wider buffer to the travel lanes.

Pedestrian ways should also be delineated within parking lots. At a minimum, striping or decorative paving should be used to identify pedestrian crossings within parking lots. In addition, as landscape improvements are made, pedestrian pathways could be accommodated within parking lot islands and landscaped medians between parking aisles. The addition of these requirements should be considered for the zoning code.

Transit Improvements

Pace Bus Route 301 travels along Roosevelt Road with an average weekday ridership of over 1,500 passengers. Pace plans to implement its PULSE Arterial Bus Rapid Transit along Roosevelt Road which is identified as a near-term priority project along six corridors, two of which have already been implemented (Milwaukee Avenue and Dempster Street). Station locations have not yet been determined, but in general the PULSE stations will be spaced at least one-half mile apart, and will be enhanced with bus shelters that include heat lamps, lighting, and real-time passenger information displays.

The Village should remain informed of the status of this project and proactively coordinate with Pace to identify desirable station locations that complement high activity areas identified in the Land Use Plan. This should include encouraging the location of a PULSE station near Park Boulevard to facilitate transfers from Roosevelt Road to the intersecting Pace Bus Route 715 that connects to Downtown and the College of DuPage via Park Boulevard.

Reducing Local Traffic

Some portions of Roosevelt Road are characterized by several small, isolated commercial uses that are separated from one another by landscaping, curbs, or parking lot striping. This configuration requires that businesses have separate parking lots and often multiple access drives, which increases the need for curb cuts. This has negative impacts on pedestrian mobility and safety and on-site circulation, forcing business patrons to use the heavily traveled Roosevelt Road even for short trips between adjacent properties.

Where possible, access drives should be consolidated to reduce curb cuts. This will likely require cross-access easements between neighboring property owners. The Village should work with property owners to facilitate cross-access agreements and consider incentives (such as reduced parking requirements) or requirements to provide cross-access easements as part of new developments. Where possible, redevelopment should include the creation of rear access drives that are accessible via side streets. Rear access drives facilitate shared access and curb cut reduction by providing an off-street connection between adjacent parking areas, loading zones, and storefronts.

Shared Parking

To reduce the number of access points along a corridor, the Village should consider permitting shared parking agreements between adjacent and complementary uses along Roosevelt Road. Neighboring businesses with differing peak demand times for parking or businesses with a low volume of customers are best suited to enter into a shared parking agreement.

The Village currently permits shared parking, but the current code (Code of Ordinances Chapter 10-5-8 (B)) does not define how required parking should be calculated or provide guidance on the required instrument of record if multiple parcels are involved. A common challenge in promoting shared parking is negotiating an agreement between adjacent property owners. The Village should consider developing a model agreement for property owners to utilize. An amendment to the zoning ordinance should also be considered to provide guidance regarding required parking calculations which are typically less than what would otherwise be required if uses provided independent parking facilities.

Potential
Redevelopment Sites

The following list identifies redevelopment opportunities within the Roosevelt Road subarea as labeled in the following subarea framework maps. These underutilized or disinvested sites have the potential to act as catalysts for additional quality development and improvements along the corridor if redeveloped.

1 **Haggerty Chevrolet.** This is an important and viable use and the Village should continue to work with Haggarty to improve, enhance and expand their facilities. The area to the north is used for outside storage and parking. This area could be used for the expansion of the business or sold for redevelopment. Multi-family or commercial development would be appropriate. Landscape buffering between the commercial and residential development should be improved either way.

2 **Dreisilker Electric Motors.** This site includes a dated office/warehouse building and a parking field/outside storage for Dreisilker Electric. Should redevelopment occur on this site, it could make way for a larger commercial development. In that case, the Village should consider vacating the Hillcrest right-of-way between the rear parcels.

3 **Sunset Cove Apartment Buildings.** These are older single story apartment buildings, which could be redeveloped into an updated multi-story apartment complex. Buffering between the residential and commercial uses should be improved.

4 **ATI Physical Therapy.** This is a viable business and the building is in good shape. This block has a number of commercial and office uses including a physical therapy office, an automotive use, a restaurant and a bank. The area has some buildings and sites that could use improvement. If redeveloped in combination or in part, buffering to the north, parking areas and landscaping should all be improved. Similar office and service commercial type uses would be appropriate for these sites.

5 **Wintrust Bank.** This site includes a business on an improved site. Unless needed for redevelopment with the adjacent properties to the west, this is a viable business with appropriate landscaping and buffering that should remain.

6 **Advance Foreign Car Repair** This site includes a vacant building, a large parking field, and Motor World, both of which could benefit from reinvestment. The two properties could be redeveloped together for a new office or service commercial use.

7 **Malloy's Liquor, Burger King, Bank of America (vacant), and a restaurant.** This section consists of mostly viable businesses that could use site improvements and façade updates. Either individually or in some combination these sites could be redeveloped for office and service commercial uses.

8 **Dated office buildings, vacant land, and a large parking field.** These sites could be redeveloped in whole or in part to accommodate a larger office or service use. Special attention should be paid to stormwater management on these sites as they are in or near floodplain.

9 **Mix of small commercial buildings and strip commercial.** These sites could be redeveloped in whole or in part to include similar commercial uses. The utility lines bisecting the sites should be removed to accommodate new development.

10 **Outmoded retail structures and strip development.** The majority of this site is under common ownership. While individual development might take place on a few of the lots, this area has excellent visibility and should be looked at holistically for redevelopment. The building at the northeast corner of the development area toward the interior of the site should be maintained and enhanced.

11 **Auto parts store and an optometrist's office.** These lots should be consolidated and the site should be redeveloped with a commercial use.

12 **US Bank Site and Danby Station Café.** US Bank is a viable business, the site and building are in good condition and should be maintained or enhanced. Danby Café is in fair to poor condition and the site could use façade and site improvements. If redevelopment is to occur, both sites should be included in the project if feasible.

13 **The Care of Trees.** An older building in need of an update exists on this site. The site itself needs improvement with almost no landscaping. This site could be incorporated into a development on a surrounding site or otherwise redeveloped with a service commercial or office use.

14 **Retail in poor condition of vacant.** Redevelopment of all sites is recommended. Retail, service, and office uses should be maintained on the Roosevelt Road frontage.

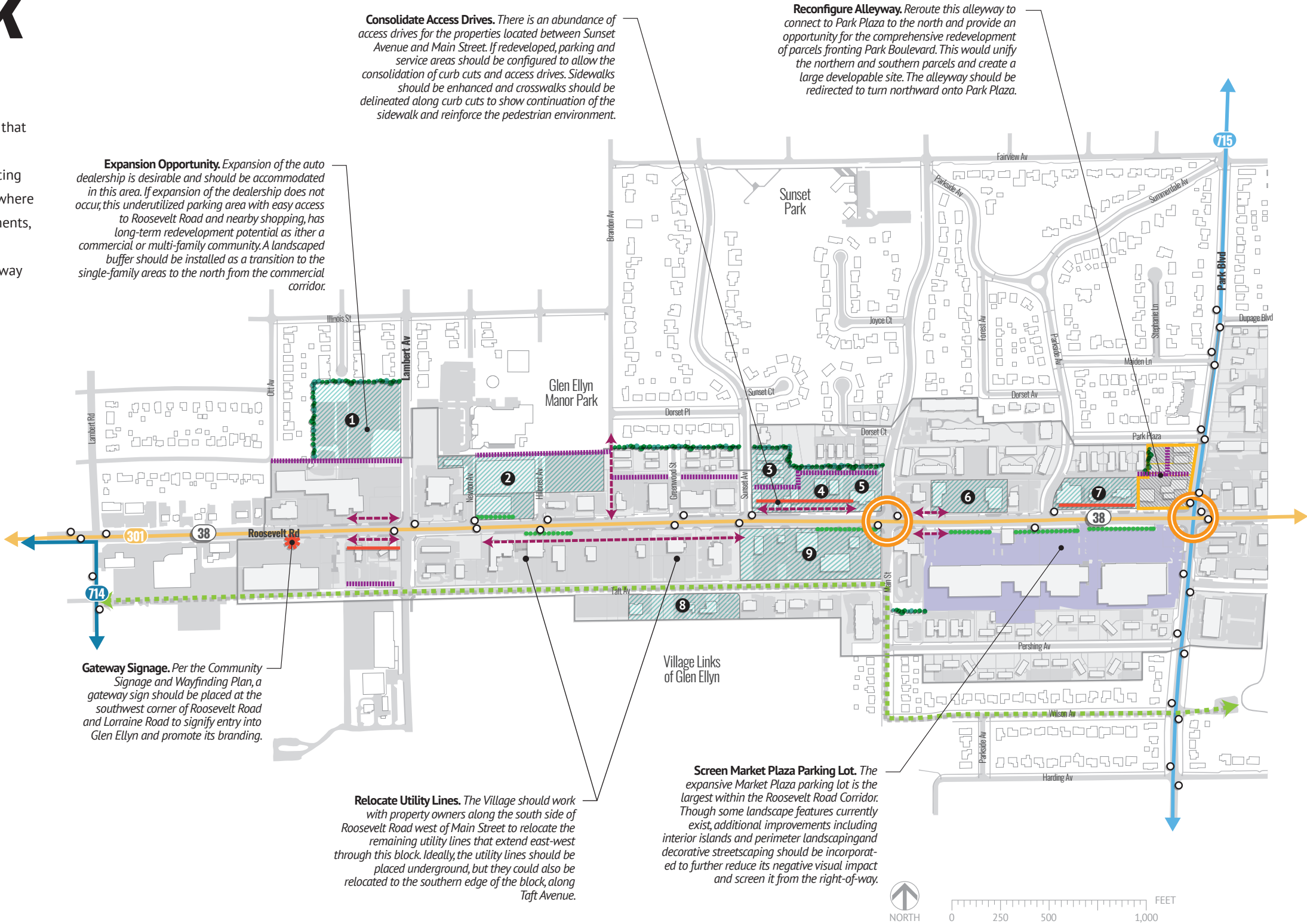
Subarea Framework

ROOSEVELT ROAD - WEST

The following three framework sections of Roosevelt Road identify recommendations that encourage reinvestment in Glen Ellyn's main commercial corridor by promoting more efficient site design and circulation and increasing the development potential of existing commercial parcels. This is especially relevant in the West section of Roosevelt Road where lot depths are shallow and cross-access connections are limited. Pedestrian improvements, curb cuts consolidation, and shared access are key themes in this section to enhance mobility for both pedestrians and vehicles. As the Village's most heavily traveled gateway from the west, it is important that the aesthetic of this section is enhanced including landscaping, parking lot screening and greening, and improving key intersections.

Legend

- **Key Intersections.** Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.
- **Gateway Features.** Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.
- **Perimeter Landscaping.** Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas. Screening should also be used to enclose or conceal necessary, but unsightly service areas and utilities/mechanical systems.
- **Consolidate Access Drives.** Consolidate access drives along Roosevelt Road and other primary streets to improve traffic flow, reduce conflicts, and eliminate curb cuts, enhancing the pedestrian environment.
- **Access Drive/Alley Reconfiguration.** Create access drives and reorient alleyways behind properties to increase cross access away and divert local trips from the main roadway.
- **Onsite Landscaping.** The installation of interior landscaped parking islands and foundation landscaping should be encouraged on properties with large parking lots to enhance the area's aesthetic, foster a welcoming pedestrian environment, and provide opportunities for improved stormwater management. Lots should be landscaped with local or native species of shade trees, evergreens, shrubs, grasses, and flowers to beautify sites and connect them to adjacent parkways.
- **Pedestrian Infrastructure.** Upgrade deteriorating sidewalks and where narrow, work with current property owners to increase sidewalk width to at least five feet. Provide landscape buffers between sidewalks and traffic as well as high visibility crosswalks at curb cuts and intersections to increase sense of comfort and safety for pedestrians. Other improvements include implementing sidewalk treatments, decorative fencing, and small-scale street furniture, as well as releveling brick paving.
- **Residential Screening/Buffering.** Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply 'Dark Sky' Village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.
- **Bike Path/Trail Improvements.** Construct a bike trail and pedestrian crossing to improve non-vehicular connectivity across Roosevelt Road and expand the Village's trail network. Bike path and trail improvements are discussed in further detail in Chapter 6: Transportation.
- **Catalyst Sites.** Redevelop these underutilized sites to act as catalysts for further development and investment along Roosevelt Road.
- **Redevelopment Opportunities.** These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.
- **Pase Bus Route 715**
- **Pase Bus Route 301**
- **Pase Bus Route 714**



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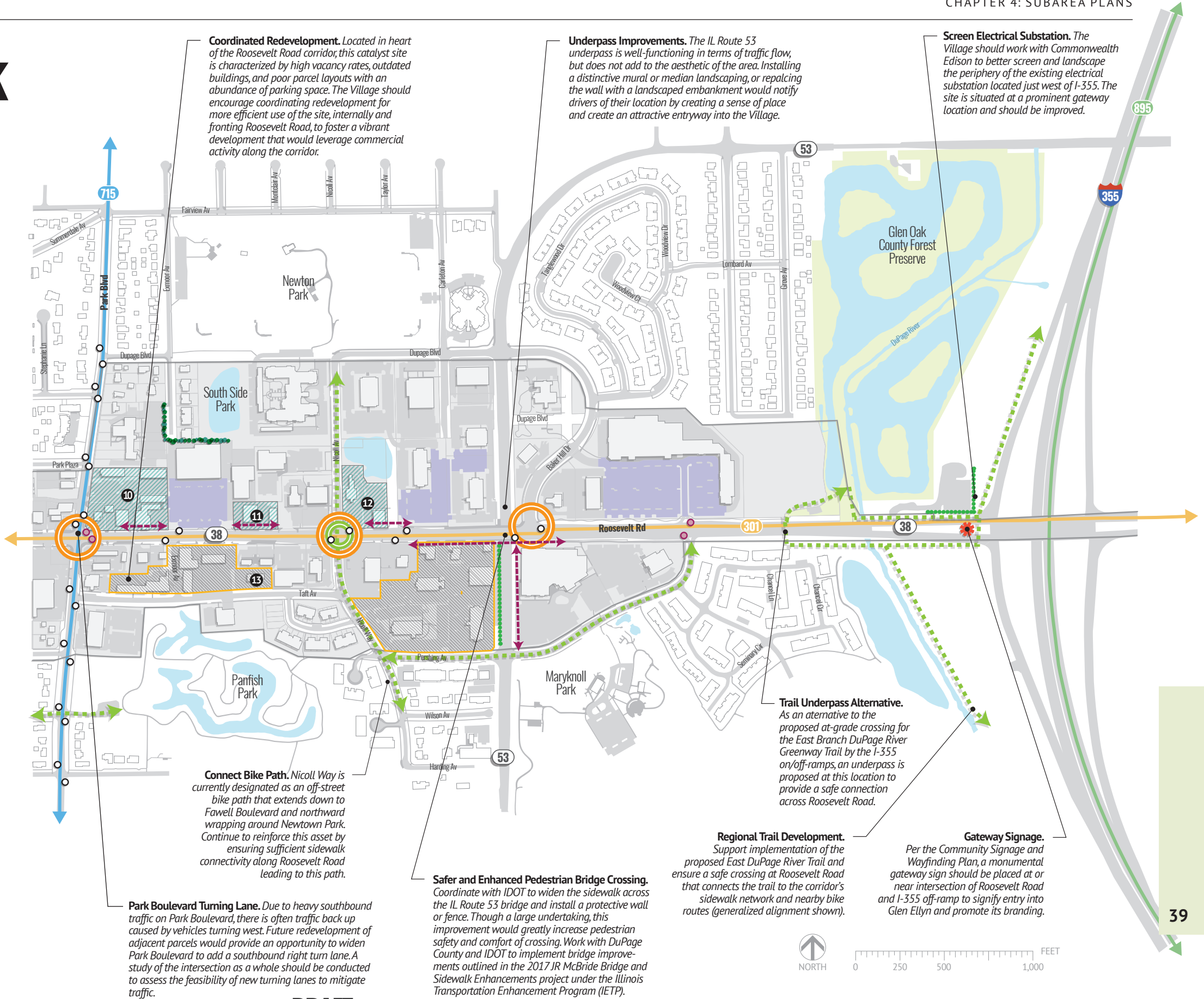
Subarea Framework

ROOSEVELT ROAD - CENTRAL

The Central section of Roosevelt Road generally has deeper lots which has allowed for more intense development behind the buildings fronting the corridor. Two catalyst sites are located within this section (the Exmoor Avenue and Nicoll Way sites), which are discussed directly after the framework plan. The East Branch DuPage River Greenway Trail is proposed to intersect the eastern end, which underscores the need for enhancing pedestrian and bicycle infrastructure leading up to the trail system.

Legend

- **Key Intersections.** Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.
- **Gateway Features.** Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.
- **Bike Path/Trail Improvements.** Construct bike and pedestrian infrastructure to improve non-vehicular connectivity along Roosevelt Road and expand the Village's trail network. Provide access to natural assets such as the DuPage River by establishing connections to the proposed East Branch DuPage River Greenway Trail. Bike path and trail improvements are discussed in further detail in Chapter 5: Transportation.
- **Bus Shelter Improvement/Installations.** Coordinate with Pace to provide additional bus stops at key locations to limit distance between bus stops to near a quarter mile (or five-minute walk). Identify high-frequency stops for the installation of new bus shelters with real-time timetables and provide benches at all stops.
- **Onsite Landscaping.** The installation of interior landscaped parking islands and foundation landscaping should be encouraged on properties with large parking lots to enhance the area's aesthetic, foster a welcoming pedestrian environment, and provide opportunities for improved stormwater management. Lots should be landscaped with local or native species of shade trees, evergreens, shrubs, grasses, and flowers to beautify sites and connect them to adjacent parkways.
- **Pedestrian Infrastructure.** Upgrade deteriorating sidewalks and where narrow, work with current property owners to increase sidewalk width to at least five feet. Provide landscape buffers between sidewalks and traffic as well as high visibility crosswalks at curb cuts and intersections to increase sense of comfort and safety for pedestrians.
- **Residential Screening/Buffering.** Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply 'Dark Sky' Village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.
- **Redevelopment Opportunities.** These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.
- **Perimeter Landscaping.** Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas. Screening should also be used to enclose or conceal necessary, but unsightly service areas and utilities/mechanical systems.
- **Catalyst Sites.** Redevelop these underutilized sites to act as catalysts for further development and investment along Roosevelt Road.
- **Pace Bus Route 715**
- **Pace Bus Route 301**
- **Pace Bus Route 895**



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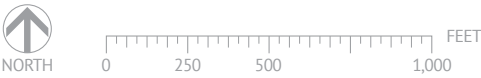
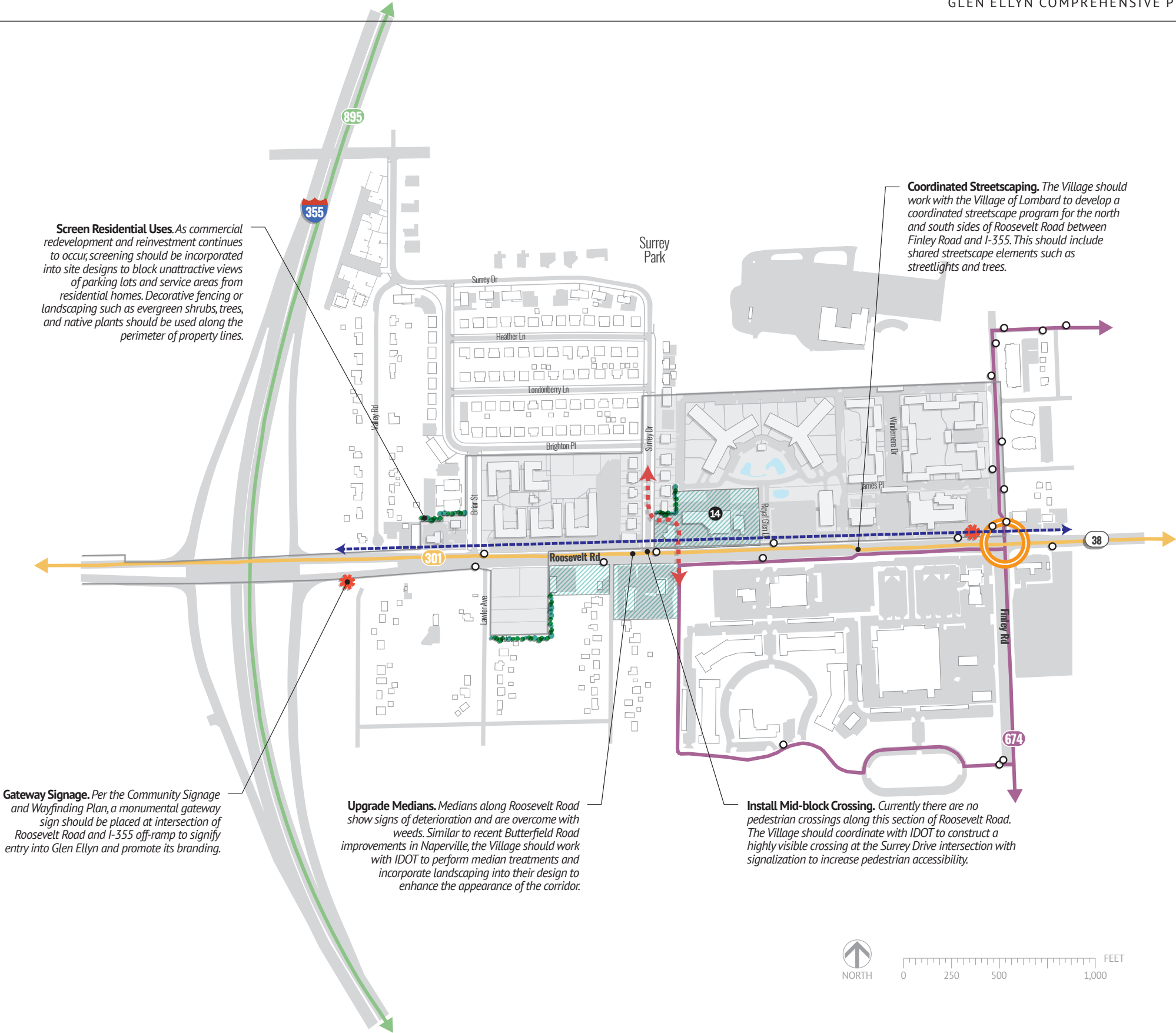
Subarea Framework

ROOSEVELT ROAD - EAST

The East section of Roosevelt Road currently has a mix of single-family attached, multifamily, commercial, and office uses. Accordingly, it is important to ensure the commercial and office uses are properly screened from residential properties. With access to I-355 and Lombard abutting the eastern limit, this section acts as a gateway into the Village and gateway features should be accommodated. Streetscape improvements are also needed to visually connect this portion of the Village to areas west of I-355.

Legend

- **Key Intersections.** Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.
- **Gateway Features.** Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.
- **Residential Screening/Buffering.** Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply 'Dark Sky' Village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.
- **Sidewalk Network Gaps.** Coordinate with existing property owners to fill in missing segments to ensure a complete sidewalk network throughout the subarea. New sidewalks should include a landscape buffer to separate pedestrians from drive lanes and be at least five feet in width per the Zoning Ordinance.
- **Realign Surrey Drive.** Through coordination with Lombard and IDOT, Surrey Drive should be reconstructed to align with the southern access street to create a continuous connection across Roosevelt Road. This realignment would create the opportunity to assemble the two existing commercial properties that front Roosevelt Road on both sides of Surrey Drive and transform the dated structures into a larger commercial development.
- **Redevelopment Opportunities.** These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.
- **Pace Bus Route 301**
- **Pace Bus Route 674**
- **Pace Bus Route 895**



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Park Blvd & Roosevelt Rd

ROOSEVELT ROAD CORRIDOR CATALYST SITE

This catalyst site comprises a mix of small-scale, single story commercial properties and two vacant properties flanking a central east-west alley. Each existing structure is served by independent access drives and parking areas which limits the development potential and contributes to congestion along both Roosevelt Road and Park Boulevard. The concept below illustrates potential for redevelopment that provides for larger, more versatile commercial buildings with coordinated and shared parking and access that maximizes buildable area and reduces points of conflict along adjacent roadways.

Design Considerations

- A dedicated right turn lane (westbound) should be added on southbound Park Boulevard as redevelopment occurs to reduce congestion.
- The existing alley should be incorporated into future development as a parking/access aisle to provide for efficient circulation and use of land while maintaining access for adjacent commercial and residential uses.
- Access to Park Plaza to the north can be constructed as a single drive aisle, minimizing impacts from potential traffic volume increases to residential properties across the street.
- Development should have limited setback and front on a landscaped parkway with pedestrian infrastructure and streetscape amenities that frame the roadway corridor.
- Buildings should be constructed with quality 360-degree architecture that provides an attractive appearance from the roadway as well as the parking area and viewshed of adjacent residential development.

Site Details

Overall property area:
75,947 s.f./1.74 ac.

Current Land Use:
Commercial
Dining

Current Zoning:
(C3) Service Commercial District

Existing Parking:
67 spaces (approximate)

Building Details

Commercial:
Commercial – 16,500 s.f.

Parking:
Parking Provided: 125 spaces



NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

Exmoor Ave & Roosevelt Rd

ROOSEVELT ROAD CORRIDOR CATALYST SITE

Existing development in this area includes an extended-stay hotel with a mix of two- and three-story structures, and small-scale, single-story commercial properties fronting Roosevelt Road, and a landscaping business and two vacant parcels along Taft Avenue. The concept below illustrates the potential to reposition these properties under a unified redevelopment program that maximizes the commercial footprint along Roosevelt Road and integrates new office development along Taft Avenue. This concept shows the vacation of Exmoor Avenue to facilitate coordinated redevelopment of the block.

Design Considerations

- Setbacks for development fronting Roosevelt Road should be similar to recent commercial development to the east, providing for cross access and a consistent aesthetic along the corridor.
- Parking lots should be used to buffer development from potential noise impacts from the fire station on the south side of Taft Avenue.
- Internal circulation should require drivers to make right-angle turns as they travel north/south to limit cuts through traffic between Roosevelt Road and Taft Avenue.
- Grade change and lack of development to the south means that a building height of three to four stories could be accommodated along Taft Avenue with minimal visual impact along Roosevelt Road. Larger buildings could accommodate office or hotel uses.
- Potential exists to utilize one of the commercial footprints for a high-quality hotel which is a desirable use along the corridor.
- A single, larger development, setback farther from the road would also be appropriate in this location.
- Access drives should be consolidated to eliminate curb cuts along Roosevelt Road.

Site Details

Overall property area:
173,110 sf/3.97 ac.

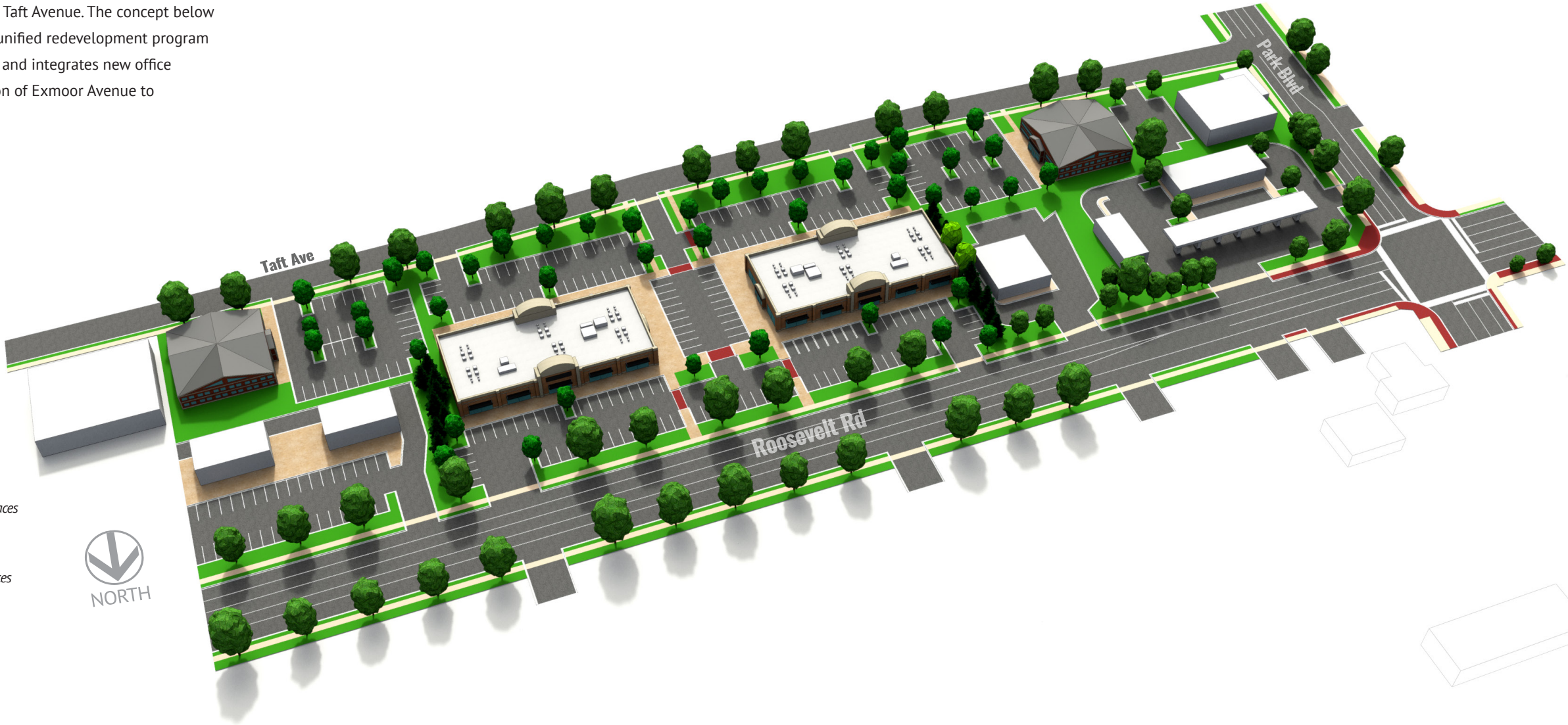
Current Land Use:
Commercial
Auto Repair
Extended Stay Hotel

Current Zoning:
(C3) Service Commercial District

Building Details

Commercial:
Commercial – 27,000 sf.
Provided Parking: 203 spaces

Office:
Office – 12,800 sf.
Parking Provided: 66 spaces



NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

Nicoll Way 53 & Roosevelt Rd

ROOSEVELT ROAD CORRIDOR CATALYST SITE

This catalyst site consists of six office buildings and an auto body shop. Vacancy within the office buildings that comprise the majority of the site is approximately 50 percent and it may be an appropriate time to consider alternative uses for the area. The northwest corner of the block has seen reinvestment recently with the demolition and redevelopment of two office buildings into a pharmacy and a fast-casual restaurant, underscoring the area’s attractiveness as a retail corridor. The concept below illustrates potential for commercial development with a modern, multi-story office building occupying the easternmost portion of the site’s Roosevelt Road frontage. A mix of rowhomes and multi-family development (served by underground parking) is shown on the southern edge of the site, providing a transition to the single-family attached residential development to the south and west.

Design Considerations

- Development should maximize commercial development along Roosevelt Road frontage.
- Setbacks for development fronting Roosevelt Road should be similar to recent commercial development to the west, providing for cross access and a consistent aesthetic along the corridor.
- The west side of IL Route 53 underpass could be improved in coordination with IDOT, by replacing the retaining wall with a landscaped embankment that can be incorporated into future redevelopment.
- Through access from Pershing Avenue should be restricted for commercial businesses on Roosevelt Road, but permitted for new residences on site.
- Landscaped berms should be used to limit sight lines and screen commercial areas from the proposed rowhomes.
- Internal pedestrian circulation should be uninterrupted between Roosevelt Road and Pershing Avenue, enabling residents to access nearby commercial development.

Site Details

Overall property area:
369,034 s.f./8.47 ac.

Current Land Use:
Commercial
Dining
Auto Repair
Office

Current Zoning:
(C3) Service Commercial District
(C4) Office District

Building Details

Multi-Family:
Multi-Family – 48 units total
Provided Parking: 1.5 spaces per unit (72)
with 40 surface parking lot spaces

Commercial:
Commercial – 16,500 s.f.
Provided Parking: 175 spaces

Office:
Office – 37,500 s.f.
Parking Provided: 69 spaces



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NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

Stacy’s Corners

Vision for Stacy’s Corners

Stacy’s Corners (previously referred to as Five Corners) is located at the intersection of Main Street, Geneva Road, and St. Charles Road, and is considered to be the northern gateway into Glen Ellyn. The subarea is recognized as a community asset and is home to Stacy’s Tavern Museum and the Glen Ellyn Historical Society. Forest Glen Elementary School and Glen Ellyn School District 41 administrative offices are also located within the area at the intersection of Main Street and Elm Street. The area, the northeast portion of which is unincorporated DuPage County, includes a small park, several auto repair shops, and strip commercial uses.

Stacy’s Corners should be enhanced as an attractive neighborhood commercial center and gateway into the Village.

Stacy’s Corners functions as a neighborhood commercial service area for surrounding residential areas and passing motorists. Development within Stacy’s Corners, with the exception of civic and institutional uses, is auto-oriented commercial with surface parking oriented toward Main Street. The subarea plan identifies strategies to further develop the intersection into an attractive entryway and activity center, while maintaining both historic quality and local character.

Design Guidelines

Land Use & Development

- Development within Stacy’s Corners should continue to be limited to the frontage properties along Main Street from Emerson Avenue south to Elm Street, and along St. Charles Road/Geneva Road from Forest Avenue to Stacy Court. Commercial development should not encroach into adjacent neighborhoods.
- Residential infill, including both single-family detached and attached homes, should be encouraged on vacant and underutilized sites along Forest Avenue to the north of St. Charles Road.

- New neighborhood commercial development and redevelopment should be designed in a manner which is compatible with the compact scale, appearance, and overall character of adjacent development and surrounding residential neighborhoods. Buildings should be one- to two-stories in height and should complement the character of adjacent neighborhoods.
- The Village should consider annexing the unincorporated properties on the northeast corner of Main Street and St. Charles Road to ensure direct control over the type, quality, and character of future development.

Image & Character

- New and redeveloped commercial properties should provide structures that are architecturally detailed on all sides. Trash receptacles, dumpsters, service areas, and outdoor storage facilities should be well maintained and attractively screened. Chain-link fencing should be prohibited.
- Building materials and architectural style should complement the historic character of Stacy’s Corners. Traditional exterior building materials such as brick, shingles, limestone and wood clapboard siding and pitched roofs should be encouraged.
- A mix of architectural styles speaks to the age of the commercial district, but also provides for an inconsistent image. Updated storefronts with designs consistent with the area’s historic character would improve the image and appearance of the Stacy’s Corners district as a whole. Façade improvements should be encouraged and maintained including updates to exterior surface materials, signs, colors, awnings and canopies, and related design features.

- Where possible, new development should incorporate landscaping and pedestrian amenities that complement the extensive streetscaping that has been completed to improve the area’s curb appeal.
- Distinctive decorative surfacing or crosswalk art should be considered for the remaining two untreated crosswalks along Main Street.
- Per the Community Signage and Wayfinding Plan, a gateway sign should be placed at the south corner of Main Street and Geneva Road to signify entry into Glen Ellyn with complementary directional signage at all four corners, providing direction to nearby assets including Ackerman Park, Downtown, and Lake Ellyn.
- Utility boxes sitting adjacent to the public right-of-way should be screened from view using a combination of decorative fencing and low-lying landscaping, such as evergreen shrubs.

Transportation & Parking

- Curb cut and parking lot consolidation should be encouraged along the east side Main Street north of St. Charles Road.
- “Drive-thru” facilities, such as fast food restaurants or banks, should be sited so that service lanes and pickup windows are located at the rear or sides of the buildings wherever possible.
- Wherever feasible, parking lots should be separated from roadways through a landscaped parkway, sidewalks, and parking lot setbacks.
- Parking areas should be improved with landscaped islands and pedestrian scale lighting that minimize light pollution, glare, and nuisance to neighboring properties.
- Bicycle and pedestrian safety should be enhanced at the Great Western Trail crossing on Main Street using measures such as overhead lighting and bicycle/pedestrian crossing signage with flashing yellow beacons.
- Coordination with the County will be critical as the trails and primary streets in this area are under their jurisdiction.

Subarea Framework

STACY’S CORNER

This subarea plan highlights opportunities to further the development of the intersection as an attractive neighborhood commercial center and gateway into the Village, while respecting the historic character of the surrounding neighborhood.

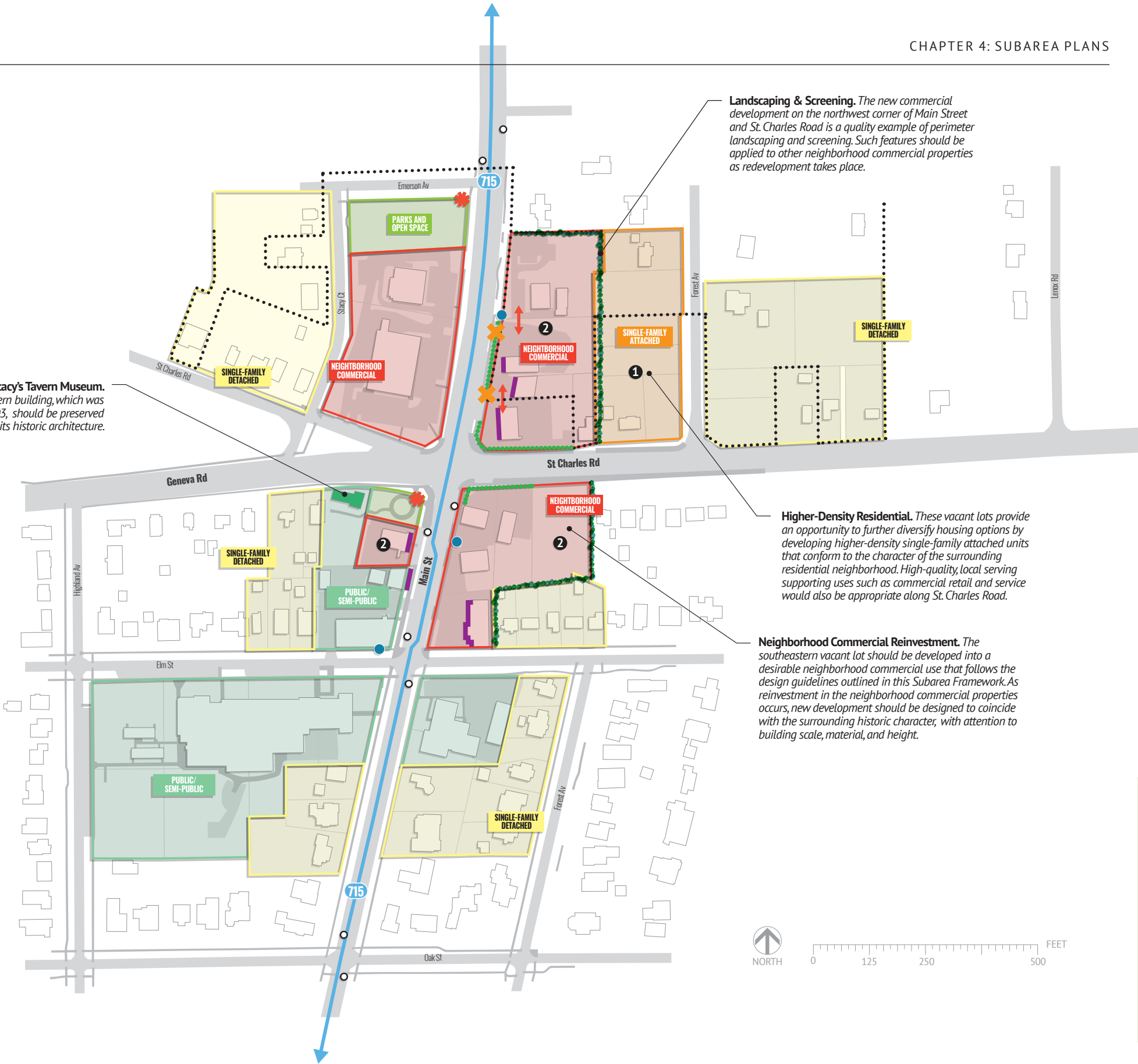
Legend

- 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.
- Utility Screening.** Screen utility boxes located in the public right-of-way from view with landscaping or decorative fencing.
- Provide Cross-Access.** Create vehicular and pedestrian access between neighborhood commercial properties to allow customers to patronize multiple businesses without having to enter/exit onto Main Street. This reduces traffic conflicts as well as the need to drive to neighboring properties with provided pedestrian pathways.
- Parking Lot Screening.** Hide unattractive views of parking lots from the public right-of-way by providing screening around the perimeter of parking areas along Main Street and St. Charles Road.
- Facade Improvements.** Work with property owners to improve the aesthetic of Stacy's Corners by performing facade "facelifts." Facade improvements should be in line with the historic character of the corner with attention given to material, detailing, and color.
- Eliminate Curb Cuts.** Reduce the excessive number of curb cuts along Main Street by eliminating the driveways in front of Larry's Auto Body and one of U.S. Paving's at its northern end of the property. Both properties should share the driveway located in front of U.S. Paving considering its ample size and existing cross-access, fostering a more pedestrian-friendly environment.
- Gateway Features.** Per recommendations of the Community Signage and Wayfinding Plan, install Village gateway signs along Main Street at Emerson Avenue (smaller hanging entry sign) and at Geneva Road (monument gateway sign) as well as vehicular directional signs at all intersection points to signify entry into Glen Ellyn and strengthen sense of place. Such signs should be complemented by streetscape components such as intersection treatments and hardscape and landscape features.
- Annex Unincorporated Properties.** In accordance with the Land Use Plan, the unincorporated properties on the northeast corner of Main Street and St. Charles Road should be annexed to ensure the type, quality, and character of future development is in line with the image of surrounding neighborhoods. Incorporation of the eastern residential properties will also allow the Village to direct higher-density single-family attached development along Forest Avenue to further diversify its housing stock.
- Stacy's Tavern Museum**
- Pace Bus Route 715**
- Maintain Established Neighborhoods**
- Encourage Single-family Attached Housing Development**
- Enhance Neighborhood Commercial**

Potential Development Sites

- Vacant and large lot single-family detached housing.** Single-family attached or detached redevelopment that fits the character of the surrounding residential neighborhood should be encouraged. The Village should consider rezoning the lots fronting on St. Charles Road to Community Commercial.
- Dated commercial buildings, auto body, dry cleaner, and strip development.** These areas should be enhanced or redeveloped with desirable neighborhood commercial uses that follow the design guidelines outlined in the Subarea Framework. As reinvestment in the neighborhood commercial properties occurs, new development should be designed to coincide with the surrounding historic character, with attention to building scale, material and height.

Preserve Stacy's Tavern Museum. The Stacy's Tavern building, which was landmarked in 2003, should be preserved to maintain its historic architecture.



Landscaping & Screening. The new commercial development on the northwest corner of Main Street and St. Charles Road is a quality example of perimeter landscaping and screening. Such features should be applied to other neighborhood commercial properties as redevelopment takes place.

Higher-Density Residential. These vacant lots provide an opportunity to further diversify housing options by developing higher-density single-family attached units that conform to the character of the surrounding residential neighborhood. High-quality, local serving supporting uses such as commercial retail and service would also be appropriate along St. Charles Road.

Neighborhood Commercial Reinvestment. The southeastern vacant lot should be developed into a desirable neighborhood commercial use that follows the design guidelines outlined in this Subarea Framework. As reinvestment in the neighborhood commercial properties occurs, new development should be designed to coincide with the surrounding historic character, with attention to building scale, material, and height.

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CHAPTER 5

TRANSPORTATION

A well-maintained transportation network is key to promoting efficient movement within and around Glen Ellyn. A community’s accessibility and mobility is closely related to business development, resident attraction, and day-to-day quality of life. While the Village has a well-established system of roadways, public transit services, and bicycle and pedestrian facilities, continued efforts to maintain and enhance these systems will improve connectivity and provide the community with greater diversity in alternative modes of transportation. The following chapter addresses transportation improvements within the Village as a whole (for more detailed recommendations for the Downtown, Roosevelt Road, and Stacy’s Corners subareas see *Chapter 4: Subarea Plans*).

Roadway Network

Glen Ellyn is traversed by an extensive network of roadways that accommodate traffic circulation throughout the Village, maintain efficient connections between local neighborhoods and commercial corridors, and provide direct access to the Village’s Downtown and the regional expressway system. Each roadway falls into the classification of an expressway, arterial road, collector road, or local road based on the function they serve and their capacity. Interstate 355 is Glen Ellyn’s only expressway, and Roosevelt Road and IL Route 53 are its two primary major arterial roads, each of which convey the highest volumes of traffic through the Village. These three roadways are also the Illinois Department of Transportation’s (IDOT’s) designated truck routes, which are used to service commercial businesses along the Roosevelt Road corridor.

Roadway Jurisdiction

The roadways in Glen Ellyn are controlled by several jurisdictional entities including IDOT, the Illinois State Toll Highway Authority (ISTHA), DuPage County, and the Village of Glen Ellyn. Glen Ellyn controls the arterials in the Downtown area and all of the Village’s collector and local roads. Several of the Village’s arterial roads outside of the Downtown are controlled by IDOT or DuPage County, which limits the Village’s ability to make improvements, control access, or unify roadway character. These roadways include Roosevelt Road (IL Route 38), IL Route 53, St. Charles Road, Geneva Road, Main Street, Park Boulevard, Swift Road, and Bloomingdale Road. It is important that the Village maintains close coordination with these agencies to support future development and enhance multimodal connectivity.

Major Roadways in Glen Ellyn			
Classification	Roadway	Jurisdiction	AADT ¹
Expressways	I-355 (Veterans Memorial Tollway)	ISTHA	129,500 – 131,000
Arterials	Roosevelt Road (IL 38)	IDOT	35,600 – 41,900
	Butterfield Road (IL 56)	IDOT	27,100 – 34,700
	IL Route 53	IDOT	17,400 – 23,500
	Bloomingtondale Road	DuPage Co	9,550 – 14,900
	Geneva Road	DuPage Co	16,100 – 20,500
	St. Charles Road	DuPage Co	8,100 – 21,200
	Swift Road	DuPage Co	5,500 – 12,300
	Main Street	DuPage Co, Village	6,450 – 19,600
	Park Boulevard	DuPage Co, Village	13,200
	Finley Road	Village	5,700 – 17,500
Collectors	Hill Avenue	Village	4,150 – 5,300
	Pennsylvania Avenue	Village	8,400
	22 nd Street	Village	4,250
	Baker Hill Drive	Village	n/a ²
	Bryant Avenue	Village	n/a
	Crescent Boulevard	Village	2,800 – 2,950
	Duane Street	Village	n/a
	Fawell Boulevard	Village	7,600
	Lambert Street	Village	10,000 – 11,400
	Lorraine Street	Village	3,100
	Nicoll Avenue/Nicoll Way	Village	n/a
	Pershing Avenue	Village	5,400
	Riford Road	Village	3,050
	Western Avenue	Village	3,700 – 5,150

¹ AADT – Average Annual Daily Traffic Volume (Source: IDOT)

² n/a – Not Available

Roadway Capacity Improvements

Overall, the roadway network adequately manages traffic flow through the Village and no major changes to the street system are expected in the future. Congestion largely occurs along the Village’s arterial roadways during rush hours and on weekends, particularly on Roosevelt Road due to the vibrancy of the commercial businesses and proximity to the I-355 interchange.

The Village should continue to regularly coordinate with IDOT in monitoring traffic flow along Roosevelt Road and adjusting the traffic signal system coordination, as necessary, to reduce congestion. Intersection capacity improvements (i.e., left- or right-turn lanes) can address spot locations of congestion, and may be needed in the future at the intersections of Roosevelt Road and Park Boulevard, Roosevelt Road and Main Street, Geneva Road and Western Avenue, and St. Charles Road and Riford Road.

Roosevelt Road

The Village should also endeavor to consolidate curb cuts along Roosevelt Road as opportunities arise, particularly between Nicoll Way and Lambert Road, to improve traffic flow and reduce congestion. To further improve the aesthetics in the Roosevelt Road corridor, the Village should also coordinate with IDOT to replace the decorative concrete median between Baker Hill Drive and the east branch of the DuPage River with a landscaped median.

IL Route 53

In addition, IDOT has targeted IL Route 53 for resurfacing and ADA improvements through the Village, including the installation of traffic signals and lane channelization at the IL Route 53/Parkview Boulevard/ Surrey Lane intersection. Moving forward, the Village should work with IDOT to increase the road capacity along IL Route 53 between Abbey Drive and Butterfield Road to provide a continuous three-lane cross-section as this segment is operating beyond the capacity of a two-lane roadway. This improvement project would also provide the opportunity to incorporate a side path into the design for pedestrian and bicycle mobility. Further near-term projects programmed by IDOT include the resurfacing of Main Street between Linden Street and Pennsylvania Avenue and the widening of Butterfield Road from IL Route 53 to I-355.

Parking

In a review of parking requirements conducted as part of the Downtown Subarea Plan development, it was found that the Village’s parking ratios within its commercial areas could be adjusted to bring them more in balance with current best practices. In general, current ratios require more parking than is needed for modern commercial development. The Village should reevaluate parking ratios in the zoning code.

Transportation System Improvements

-  Expressway

 Arterial Major

 Arterial Minor

 Collector Major

 Collector Minor

 Railroad Grade Crossing

 Existing Traffic Signal

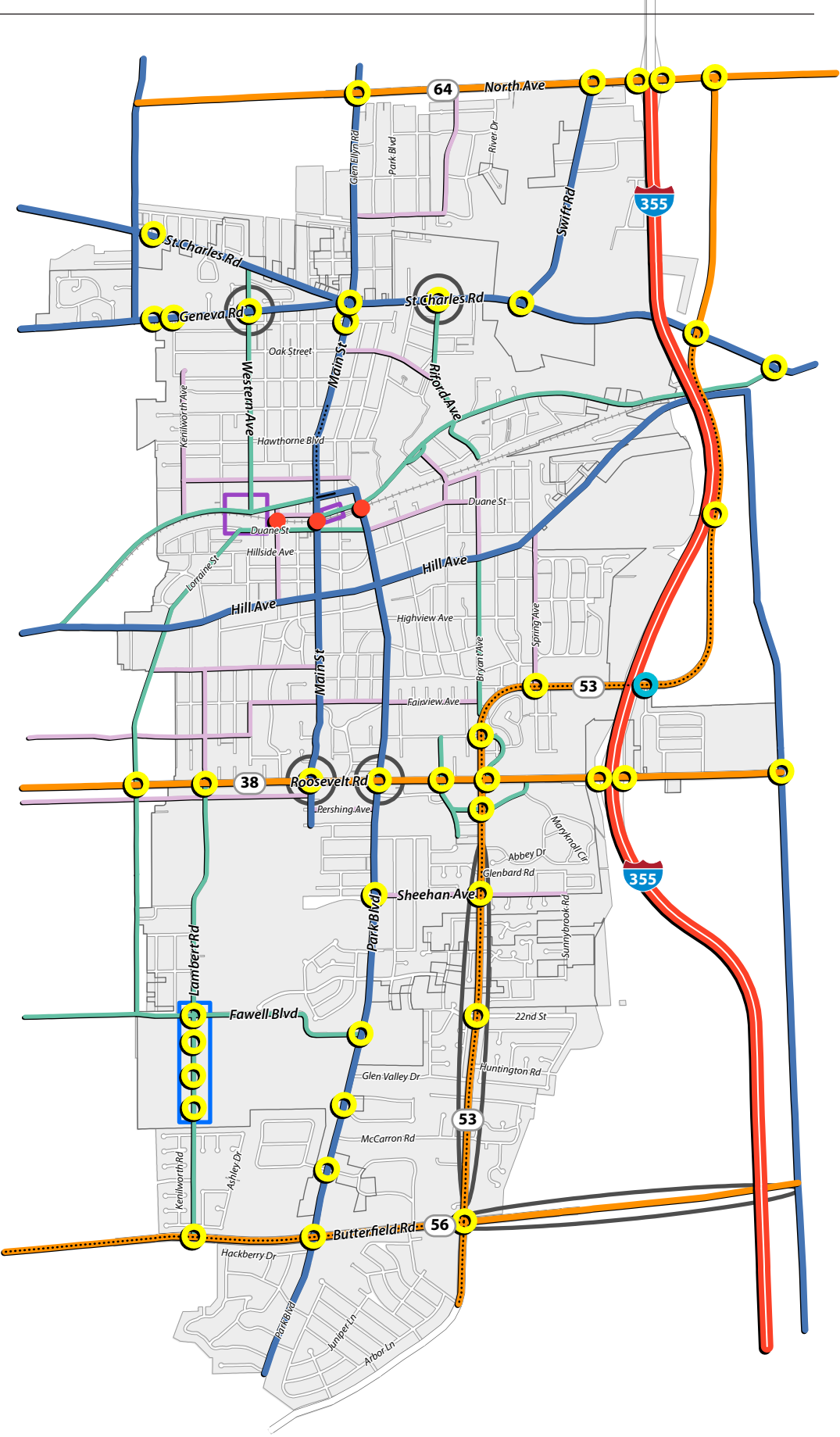
 Proposed Traffic Signal
-  Resurfacing and ADA Improvements

 Potential Two-Way Street Conversion

 Roadway Capacity Improvements

 Potential Railroad Grade Separation

 Monitor Signal Timings



Railroad Crossings

The Union Pacific Railway presents a significant physical boundary that restricts north-south traffic flow in the Village to three grade crossings in the Downtown (Main Street, Park Boulevard, and Prospect Avenue) and one grade-separated crossing to the east of the Downtown at Taylor Avenue. The high volume of Metra commuter rail traffic and freight train activity exceeds 100 trains daily and often results in extensive traffic delays at the Downtown grade crossings, increased response times for emergency service providers, and pedestrian safety issues for Downtown patrons, employees, and commuters parking on the opposite (south) side of the rail tracks from the train station.

Grade-separated Crossings

Grade separation of the existing Downtown grade crossings was determined to be unfeasible in a recent study performed by the Village due to the impacts to the adjoining properties. However, a pedestrian underpass in the vicinity of the train station was determined to be a practical alternative. To the east of the Downtown, the Taylor Avenue underpass has recently been improved to separate pedestrians and bicyclists from vehicular traffic. The underpass provides traffic relief to the east side of town; however, as a single lane roadway with an alternating traffic signal, it will continue to have limited traffic capacity. An additional grade-separated crossing of the railway to the west of the Downtown would provide relief to the other side of the community as well.

The study determined that a grade separation in the vicinity of Lorraine Street and Western Avenue could be feasible but costly, although it would be eligible for federal funding programs. The Village should continue to study these grade-separated options to reduce traffic delays and increase pedestrian safety in the Downtown.

Further, while safety measures are in place at the grade crossings on Main Street, Prospect Avenue, and Park Boulevard with gates across the roadways and pedestrian crossings, accidents still occasionally occur and the Village must continue to be vigilant in working with the UP Railway in monitoring safety at the crossings.

Downtown One-Ways

Within Downtown Glen Ellyn, there are nine roadway segments that are permanently restricted to one-way traffic movements, and three other roadway segments that are restricted to one-way travel on Sundays only. Four of these roadways (Main Street, Crescent Boulevard, Forest Avenue, and Pennsylvania Avenue) form a one-way counter-clockwise loop in the Downtown core area, which results in an inefficient around-the-block circulation and less visibility for businesses along the loop. The other one-way roadways are more residential in nature and are associated with the Village's six churches, many of which provide preschools and one of which has an elementary and junior high school.

The Village has studied the one-way patterns in the past and determined that, while the conversion to two-way operation was possible, the impacts of converting all blocks to two-way flow would increase vehicle queues on southbound Main Street and reduce street parking capacity. The Village should continue to work with Downtown business owners and explore the impacts of converting specific streets in the Downtown to two-way operation (rather than all one-way streets), such as Pennsylvania Avenue between Main Street and Forest Avenue.

Complete Streets and Traffic Calming

A “complete street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists, and pedestrians. IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. The Village has followed suit through the adoption of its own complete streets resolution in February 2019, which it uses as a guide for capital projects.

To further this effort, the Village should review the traffic control devices utilized at all intersections in the Village to ensure that the right-of-way is assigned at each location. Uncontrolled intersections should be controlled on at least one of the streets. Use of Yield signs should also be discouraged and replaced with stop signs.

The Village should also work with the school districts to establish policies and develop traffic circulation plans for each school. This would help maximize student safety while minimizing conflicts and traffic congestion.

Sustainable Alternatives

Three out of four commuters in Glen Ellyn drive alone to work daily and over 80 percent of households have two or more cars. While the Village is served by public transportation options and has a developing bicycle and pedestrian system, there are other alternatives that the Village can pursue to decrease greenhouse gas emissions and dependence on fossil fuels, reduce parking demand, and lower household automobile ownership rates as well as income devoted to transportation costs.

Ridesharing Partnerships

Ridesharing services such as Uber and Lyft can supplement the public transit system by providing an alternative to using a personal vehicle for short trips to local destinations, such as the Downtown or Metra station. Some communities in the U.S. have partnered with a rideshare company to subsidize a portion of the cost for rides that begin and end within the community, which can reduce the need to construct additional public and/or commuter parking. The Village should consider this type of partnership to provide affordable alternatives to owning and operating a personal vehicle and closing gaps in the public transit system.

Carsharing

Households with access to car sharing services (e.g. ZipCar) are likely to have lower auto ownership rates and spend less of their disposable income on associated costs of ownership (i.e., insurance, maintenance, fuel, registration fees, etc.). Currently there are no carsharing services operating in Glen Ellyn. The Village should work with carsharing companies to establish businesses within the Village and identify carshare storage locations.

No-Emission Vehicles

There are currently a few locations in the Village that provide dedicated parking spaces for no-emission vehicles and electric vehicle charging stations, which offer environmental benefits that are desirable to the community. Locations include the Crescent and Glenwood commuter lot, Baker Hill Shopping Center, Maryknoll Park, Sunset Park, and the College of DuPage. The Village should continue to work with businesses and property owners to dedicate parking spaces for these types of vehicles to incentivize their use.



Public Transit

Glen Ellyn is supported by a robust public transportation network that provides residents with a variety of options in accessing major destinations within the Village, nearby communities, and the City of Chicago. Services are provided by the following agencies.

Metra Commuter Rail

Glen Ellyn is located along Metra’s Union Pacific West Line (UP-W), which offers daily service between the Village of Elburn and Ogilvie Transportation Center in Chicago. The UP-W Line operates on the Union Pacific Railway, which traverses the Village from east to west. The Glen Ellyn Metra Station is located in the Downtown area at Crescent Boulevard and Forest Avenue.

There are approximately 1,930 boardings at the Glen Ellyn Metra Station each weekday, making it the second busiest train station on the UP-W Line and ninth busiest within the Metra system. The majority of Metra riders (67 percent) arrive to the station by car, of which around one-third are dropped-off and picked-up. There is also a prevalence of riders walking (27 percent) and biking (4 percent) to the station, and riders “reverse commuting” to and from the College of DuPage. The Village provides 726 parking spaces for Metra commuters (daily fee and annual permit), and approximately 92 percent of these spaces are typically in use on weekdays; however, there is a lengthy waiting list for residents interested in reserving commuter parking spaces. The station also offers bicycle parking facilities.

Future upgrades to the UP-W Line are identified in CMAP’s ON TO 2050 Plan and include the addition of a third track east of Elmhurst, signal system upgrades, crossovers, and pedestrian safety improvements, which together will increase passenger service and better coordinate with freight traffic. Moving forward, the Village should continue to coordinate with Metra to maintain service quality, implement future upgrades, and expand commuter parking as needed.

The current 2,500-square foot train station was built in the 1960’s and is too small, outdated, and ill-equipped to handle the passenger volumes that currently pass through the station each day. Further, with two-thirds of the commuter parking spaces on the south side of the rail line, pedestrians have to scramble across the heavily-traveled Union Pacific Railway at the grade-crossings on Main Street and Park Boulevard to reach the station, sometimes walking several hundred additional feet “around-the-block” if parked in the commuter lots off of the Illinois Prairie Path. The Village is pursuing federal grant funds distributed through CMAP to replace the station with a modern new building that is 50 percent larger in size, paired with an ADA-accessible pedestrian tunnel beneath the rail line in the vicinity of Forest Avenue. The project would ease traffic congestion around the station and create new drop-off/pick-up areas, enclosed warming stations, and a plaza with added bicycle parking opportunities. The Village should continue to work with CMAP, IDOT, Metra, and the Union Pacific Railway to expedite this project, collaborate on advance engineering and architectural design plans, and seek additional grant funding if necessary.

Pace Suburban Bus

Pace operates three fixed bus routes through the Village of Glen Ellyn. Pace is also the designated public rideshare administrator for Northeastern Illinois and the agency facilitates a free carpool and vanpool matching service through their website.

- Route 301 (Roosevelt Road). Operates along Roosevelt Road between the CTA Blue Line station in Forest Park and the Metra UP-W station in Wheaton with stops at Loyola University Medical Center and Edward Hines, Jr. VA Hospital, Elmhurst Hospital, Oakbrook Center, National University of Health Sciences, and DuPage County Judicial Center.
- Route 714 (College of DuPage-Naperville-Wheaton Connector). Operates along Lorraine Road and Fawell Boulevard between the Metra UP-W station in Wheaton and the Metra BNSF station in Naperville with stops at Wheaton College, College of DuPage and Ogden Mall.

- Route 715 (Central DuPage). Operates along Main Street and Park Boulevard between Walmart in Addison and Brookhaven Plaza in Darien with stops at the Glen Ellyn Metra station, College of DuPage, Finley Square, Yorktown Center, and Argonne National Laboratory.

For more information about the bus system routes, visit Pace’s website by clicking [here](#).

Boardings and alightings within the Village of Glen Ellyn are highest on Route 301. Infrastructure along the Pace routes is minimal with only three bus shelters along Roosevelt Road and one at the College of DuPage. Several of the bus stops that are regularly utilized on a daily basis do not offer any form of rider amenity. The Village should coordinate with Pace to install shelters at these stops as well as upgrade the existing shelters with real-time technologies to improve the rider experience, encourage greater ridership, and preserve existing service frequency.

Locations that should be considered for new shelters include:

- Roosevelt Road at Finley Road – westbound in front of Crown Plaza Hotel
- Roosevelt Road at Park Boulevard – westbound in front of Fanny Mae
- College of DuPage – eastbound in front of Student Resource Center
- Park Boulevard at Taft Avenue – northbound at northeast corner of intersection
- Park Boulevard at Taft Avenue – southbound opposite Taft Avenue
- Park Boulevard at Roosevelt Road – southbound in front of Fanny Mae
- Crescent Boulevard at Forest Avenue – eastbound in front of Metra station
- Crescent Boulevard at Forest Avenue – westbound at northeast corner of intersection

Metra Ridership and Commuter Parking Utilization					
Metra Station	Weekday Boardings	Weekday Alightings	Parking Capacity	Parking Occupancy	Parking Utilization
Glen Ellyn	1,929	1,738	726	667	92%

Source: Regional Transportation Asset Management System (RTAMS). Metra boarding/alighting counts (2018) and Metra parking counts (2015).

Weekday Pace Frequency and Ridership				
Route	Buses/Day	Frequency	Hours of Operation	Daily Ridership
Route 301	20 EB, 18 WB	20-30 min. peak	5:57 AM – 7:22 PM	1,721
		60 min. off-peak		
Route 714	18 NB, 17 SB	30 min. peak	6:22 AM – 6:22 PM	224
		60 min. off-peak		
Route 715	14 NB, 13 SB	40-50 min. peak	6:19 AM – 7:24 PM	439
		70-80 min. off-peak		

Source: Regional Transportation Asset Management System (RTAMS). Pace monthly ridership average, 2018.

Bus Rapid Transit

PULSE Arterial Bus Rapid Transit (ART) is a newly launched service by Pace that will feature limited-stop express bus services operating on specific improved routes. The PULSE network consists of 7 near-term routes, 12 medium-term routes, and 16 long-term routes. One of the long-term routes will operate along Roosevelt Road. The Village should monitor the progress of the PULSE network and work with Pace on advance planning for the Roosevelt Road route.

Shuttle Bus to College of DuPage

Pace Route 715 is the only public transit linkage between the College of DuPage campus and Downtown Glen Ellyn/Metra station. Ridership from the campus population, however, is modest at best, possibly due in part to the infrequent service (60 to 80 minute headways) and hours of operation. The Village of Glen Ellyn should collaborate with the College of DuPage, and potentially Pace, to evaluate the feasibility of a shuttle bus between the campus and Downtown Metra station. A shuttle bus operating on short headways would strengthen the physical connection between the Downtown and the nearly 7,300 students and faculty/staff that commute to the campus each day and enable the College population to make use of the Downtown as a hub for dining, entertainment, and transportation.

Ride DuPage

In cooperation with Pace, DuPage County operates Ride DuPage, a curb-to-curb, Dial-A-Ride service. The service serves senior or disabled residents of Milton Township that have registered for the program and are in need of special transportation within DuPage County for medical appointments, volunteer work, shopping, social visits, etc. The Township also offers a Ride DuPage to Work program.

Freight Rail

In addition to Metra commuter rail service, the Union Pacific (UP) Railway carries approximately 50 freight trains per day along the three main tracks that traverse the Village’s Downtown in an east-west direction. While the railway does not currently service any industries in the Village, train noise in the Village is a nuisance to the surrounding residential areas and business community despite the designation of the Downtown as a train “quiet zone” where train crews are exempt from sounding train horns at grade crossings. The Village should continue to coordinate with the UP Railway to reduce auditory impacts through scheduling of preferred hours for train movement, train speeds, and other efforts.



Bicycle Facilities & Pedestrian System

Bicycle and pedestrian mobility are important factors in promoting equitable accessibility within the Village and encouraging an active, healthy lifestyle. The current bicycle system consists of a combination of off-street trails, side paths, on-street bicycle lanes, and posted bicycle routes. The current pedestrian system extends throughout the Village and continues to be upgraded for walkability. Efforts to extend both systems into a cohesive network and install additional infrastructure where gaps exist will contribute to the quality of life in Glen Ellyn and encourage alternatives to automobile transportation.



Off-Street Trails and Side Paths

The Illinois Prairie Path (IPP) and Great Western Trail (GWT) are premier regional trails that extend through the Village and provide long-distance recreation and off-street bicycle connections to adjoining communities and forest preserves to the east and west of the Village. The GWT travels along the northern end of Glen Ellyn while the IPP runs along the Union Pacific Railway through Downtown. The IPP offers a bike repair station in Prairie Path Park which contains an air pump and tools for basic bike repair.

Local trails are located in the two DuPage County Forest Preserves in Glen Ellyn (Churchill Woods and Willowbrook) and in 11 of the Glen Ellyn Park District facilities (Ackerman Park, Churchill Park, Greenbriar Park, Lake Ellyn Park, Lake Foxcroft Park, Maryknoll Park, Newton Park, Panfish Park, Sunset Park, Surrey Park, and Walnut Glen Park). Side paths are located along Fawell Boulevard, Baker Hill Drive, DuPage Boulevard, and segments of Lambert Road, College Road, and Roosevelt Road.

The Glen Ellyn Park District will also be constructing 1.4-miles of new biking and walking paths through Ackerman Park as part of the park master planning process. Future Park District trail projects should be considered in Village Green Park.

East Branch DuPage River Greenway Trail

DuPage County has plans to develop a 28-mile regional trail through Central DuPage County that will extend along the DuPage River and through the Commonwealth Edison right-of-way to the Morton Arboretum. The trail, to be known as the East Branch DuPage River Greenway Trail, will connect the Great Western Trail with the Illinois Prairie Path. Glen Ellyn should work cooperatively with the County on the planning and engineering of the segments of the trail that extend through the Village and the development of trail connectors to the Village’s bicycle network. Additional discussion of the Greenway Trail is located in *Chapter 7: Parks, Recreation & Open Space*.



New Trail Opportunities

The Village should also work with IDOT to develop side paths along Roosevelt Road and IL Route 53. The Roosevelt Road path would extend from Baker Hill Drive through the I-355 interchange to Finley Road and intersect with the future Greenway Trail. The IL Route 53 path would extend from Maryknoll Park to Butterfield Road and connect with a future east-west path along 22nd Street that would also connect with the future Greenway Trail.

In addition, the Village should seek to partner with neighboring municipalities (Wheaton, Lombard, Glendale Heights) on bicycle facility projects that connect existing trails and paths. This will help expand the off-street bicycle system in the region and foster improved connectivity and access to wildlife areas, recreational amenities, and commercial destinations.

Enhancing Trail Crossings

Attention should be given to maximizing bicycle safety at the major roadway crossings of the Great Western Trail and Illinois Prairie Path. Additional measures to be considered include diagonal crosswalk markings, bicycle and pedestrian crossing signage with flashing yellow beacons, and overhead roadway lighting. The GWT crossings located on Main Street and Swift Road should be enhanced in this manner, as well as the IPP crossings at Prospect Avenue, Main Street, Forest Avenue, Park Boulevard, and Hill Avenue. Additionally, a new trail crossing on St. Charles Road at Kenilworth Avenue will improve access to Churchill Park if installed with similar safety measures.

On-Street Bicycle Facilities

Many of the roadways in Glen Ellyn carry lower volumes of traffic at lower speeds and can safely accommodate on-street bicycle facilities. This is particularly relevant where there is limited off-street space for such accommodations within the public right-of-way. Fairview Avenue, Ellyn Avenue, Nicoll Way, Illinois Street, Brandon Avenue, Kenilworth Avenue, and Carleton Avenue are examples of these types of roadways that are currently posted bicycle routes.

On-street facilities can also bridge the gap between the off-street trails and paths and can be implemented quicker at a lower cost. As an example, the roadways listed above form a loop through the southern portion of the Village when combined with the bicycle lanes on Lambert Road, side path along Fawell Boulevard, and trails through Panfish Park.

The Move Glen Ellyn Active Transportation Plan recommends several on-street facilities that will ultimately integrate the current bicycle system into a cohesive network that extends throughout the Village and connects with the schools, parks, civic facilities, religious institutions, commercial corridors and other major destinations. The plan will also provide the north-south connections to the GWT and IPP regional trails.

Key routes include:

- North-south bike route on west side of the Village between Great Western Trail and Butterfield Road via Kenilworth Avenue, Pennsylvania Avenue, Prospect Avenue, Turner Avenue, Newton Avenue, Illinois Street, and Lambert Road. Provides connections to Hadley Junior High School, St. Petronille School, Ryall YMCA, Churchill Elementary, and Abraham Lincoln Elementary School.

- North-south bike route on east side of the Village between GWT and IPP via Ackerman Park, Riford Road, Elm Street, Lenox Road, Oak Street, and Park Boulevard. Provides connections to Glenbard West High School and Lake Ellyn Park.
- North-south bike route on east side of the Village between Downtown and Roosevelt Road via the IPP, Montclair Avenue, Bryant Avenue, Fairview Avenue, Carleton Avenue, DuPage Boulevard, Nicoll Way, and Baker Hill Drive. Provides connections to Ben Franklin Elementary School and Newton Park.
- East-west alternative route to Roosevelt Road between Lorraine Road and Pershing Avenue via Taft Avenue, Main Street, Wilson Avenue, Panfish Park, and Waters Edge Court. Provides connections to Village Green Park, the Village Links, and Maryknoll Park.

- Bicycle/pedestrian crossing with crosswalk markings, bicycle and pedestrian crossing signage with flashing yellow beacons, and overhead roadway lighting on Park Boulevard at Wilson Avenue and at Buena Vista Drive/Raintree Drive.

The Village should undertake an update to its active transportation plan. An updated plan will enable the Village to actively pursue grants to implement bike and multiuse path projects.

Bike Share

As part of efforts to expand active transportation, the Village should coordinate with surrounding agencies and municipalities to evaluate the launch of a bike share or bike rental program. Potential target areas include locations within the Downtown or in an around the College of DuPage.

Bicycle Parking

Bicycle racks are located throughout the Downtown and at key destinations in the Village, including schools, parks, and commercial areas. In the Downtown alone, there are over 150 bicycle parking spaces with demand for additional parking, particularly at the Metra station, where new racks will be added with the underpass project.

The Village should continue to add bicycle parking infrastructure to encourage bicycle travel for short-distance trips. Target areas for additional bicycle parking include the central business district, parks (Village Green Park), religious institutions, and shopping centers in the Roosevelt Road corridor (Market Plaza and Baker Hill shopping center), among others.

The Village should also consider revising the zoning code to require secure bicycle parking within new multi-family and mixed-use developments rather than only offering a density bonus for PUDs that provide bicycle parking.

The “inverted-U” bicycle rack is preferred for new or replacement installations. A canopy should be considered above the bicycle racks at the Metra station.

Pedestrian System

Glen Ellyn benefits from an extensive sidewalk network that spans the majority of the Village. This ensures a high level of walkability and provides residents with easy options to get around. The arterial and collector roadways provide the most direct pedestrian connections to the Downtown, commercial areas, civic facilities, parks, and schools. Gaps in the pedestrian system along these major roadways limit this convenience and reduce the safety of the system. Notable gaps are present along Roosevelt Road (Pershing Avenue to Finley Road), IL Route 53, St. Charles Road, and Hill Avenue (east of Cumnor Avenue).

The Village should continue to maintain and repair the pedestrian infrastructure as part of its annual Capital Improvement Program and pursue opportunities to close the gaps in the system. Some of these may require collaboration with private property owners for both public rights-of-way and easements or other governing entities, including IDOT, DuPage County, DuPage Forest Preserve, Lombard, and Milton Township.

The Village’s arterial roadways can be barriers to pedestrian travel due to the width of the roadway, high volumes of traffic, and traffic speeds. The signalized intersections along these roadways are the safest locations for pedestrians to cross, and many have been upgraded with pedestrian signals, countdown timers, high-visibility crosswalks, and ADA-compliant curb ramps. Several signalized intersections in the Village are still in need of some of these enhancements, most notably along IL Route 53, Main Street, Park Boulevard, Lambert Road, and Roosevelt Road. The Village should address these needs through its annual Capital Improvement Program or through coordination with IDOT or DuPage County.

To encourage pedestrians to make full use of the safety features at these intersections, the traffic signals must be timed to balance the needs of motorized traffic and pedestrians. The Village should regularly monitor the traffic signals under its control, particularly those along Lambert Road adjacent to the College of DuPage where pedestrian crossings are higher.

The Village should also work with Glen Ellyn School District 41, Community Consolidated School District 89, and the private primary schools in the Village (St. James The Apostle and St. Petronille) to establish Safe Walking Routes to School plans to guide students to the safest locations to cross streets.

Alternative Transportation Improvements

-  Existing Bus Shelter

 Proposed Bus Shelter

 Bus Route

 Existing Local Trails

 Proposed Local Trails

 Regional Trails

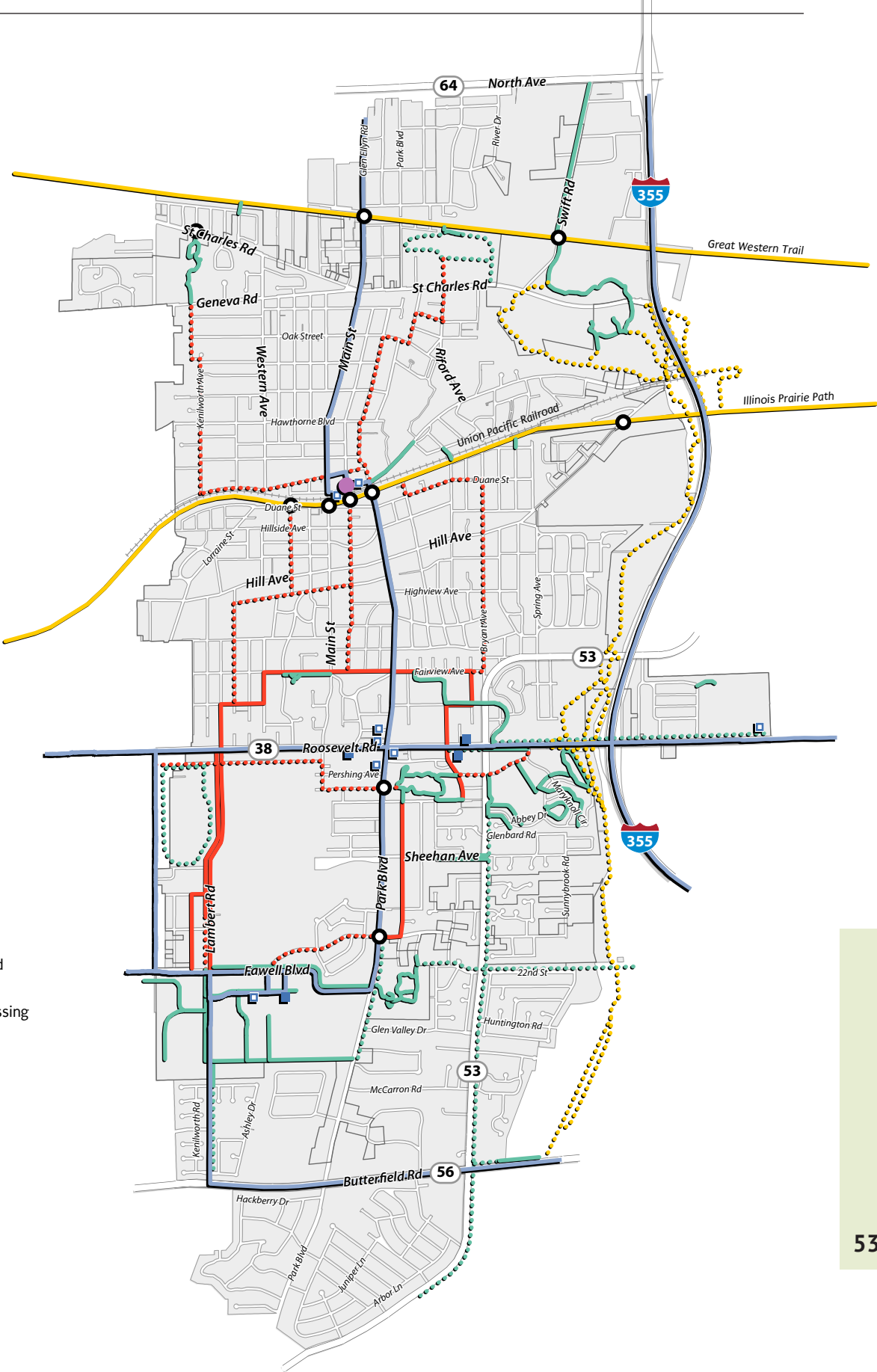
 Proposed DuPage River Greenway Trail
-  Bike Lanes and Routes

 Proposed Bike Lanes and Routes

 Bike and Pedestrian Crossing Enhancement

 Metra Station

 Metra Railroad



CHAPTER 6

COMMUNITY FACILITIES

Community facilities are essential in maintaining Glen Ellyn’s high quality of life and making the Village a safe and attractive place to live. Community facilities include public entities and private organizations that offer services to meet the needs of residents, such as fire and police protection, water, sewer, stormwater, education, and healthcare services. The following chapter includes investment and policy recommendations for existing facilities and services to improve operational efficacy and ensure service demands are met.

Currently, Glen Ellyn’s community facilities are overall in good standing. Though Glen Ellyn’s population is not projected to grow significantly, reinvestment and modernization of facilities will be key in ensuring sufficient space availability as operations evolve. The Plan identifies specific facility upgrades and expansions as well as infrastructure improvements the Village should address in the next 20 years. As the distribution of services is a shared responsibility between the Village and other agencies, the Plan highlights the importance of maintaining open communication and promoting partnership to ensure the efficient and effective allocation of services to Glen Ellyn residents.

City Government

Civic Center

The majority of Glen Ellyn’s government is housed in the Glen Ellyn Civic Center. The Civic Center underwent renovations in 2018 and 2019 to reconfigure the facility to be more user-friendly and to increase capacity to address heightened space needs of staff. In addition, 8,200 square feet of the facility was remodeled into an open co-working space for Innovation DuPage, the College of DuPage’s business incubator. With its new high-quality and energy efficient design, the Civic Center should be used as a quality example for future facilities that are due for upgrades and expansions as service demands grow and shift. Such investments will ensure that government facilities are able to work efficiently as well as serve as a source of community pride.

Emergency Services

Police Department

The Glen Ellyn Police Department is a full-time department with 40 police officers and 13 full and part-time civilian employees, which provides community policing services to ensure the safety of all residents. Completed in 2017, the Department moved to a new, 29,500 square feet dedicated facility located south of Roosevelt Road on Park Boulevard. The new, state-of-the-art station was designed to meet the specific needs of the department, and put police in close proximity to Roosevelt Road, which generates more 911 calls than any other part of the community.

Police Station Facility Needs

For communities in the Midwest with populations between 25,000 and 49,999, the Federal Bureau of Investigations (FBI) reports an average of 1.9 police officers for every 1,000 residents. With an estimated population of 27,772 residents as of 2018, the Village meets the average rate at 1.9 police officers per 1,000 residents. Glen Ellyn’s population is projected to only grow about another 484 people (1.8% increase) through 2023, keeping the police staffing needs the same. Together with the Glen Ellyn Volunteer Fire Company, the community members identified local emergency services as a major community asset during the public outreach process.

The Village should continue to support the Police Department and monitor public safety issues, including future staffing needs, to ensure Glen Ellyn continues to be a safe and comfortable place to live. Regular community outreach should be conducted to identify safety concerns of residents that the Police Department may need to address.

Glen Ellyn Volunteer Fire Company

Fire protection services in the Village are provided by the Glen Ellyn Volunteer Fire Company, which is composed of a Fire Chief and 64 volunteer fire fighters. The Fire Company currently operates at two stations. Station 61, located within Downtown Glen Ellyn at Main Street and Pennsylvania, serves areas north of Hill Avenue in the Village. Station 62, located on Taft Road near Exmoor Avenue, serves areas south of Hill Avenue. The north fire station’s location on the north side of the railroad tracks is vital to Fire Company response times, ensuring that at least one of the two stations can respond to a call within the community during times of rail congestion.

The Fire Company provides high quality services and is well perceived by the community. The Fire Company has an Insurance Service Office (ISO) rating of 3, which is a rating of the level of fire safety response on a scale of 1-10 with 1 being the best rating. In comparison, the neighboring communities Wheaton and Lombard have the same rating of 3, while Glendale Heights and Downers Grove have ISO ratings of 2 and 1 respectively.



Fire Station Facility Needs

Station 61 is an older structure and may be reaching the end of its useful life, requiring either renovation or replacement of the existing structure or relocation of the station over the long term. The facility currently has limited vehicle heights in bays, deficient parking space, antiquated HVAC and mechanics, and inadequate ADA accessibility. It also lacks conveniences of modern fire stations, including sufficient bunk space and bathrooms, as well public meeting space and appropriately placed administrative space. Members of the community have highlighted the fire station as a valued asset and destination for families visiting the downtown, filling the role of public plaza for parents and children enjoying an ice cream break, or as a popular destination for elementary field trips. As such, any site improvements or relocation should be mindful of preserving this community gathering space aspect of the facility.

To continue providing quality service levels, the Village should work with the Fire Company to undertake a facility needs assessment that evaluates the condition of Station 61, Station 62, and anticipated improvements. The study should determine whether the relocation of the northern fire station is necessary and if so, identify feasible new sites. While other locations should be evaluated, potential locations for consideration identified during the comprehensive planning process include the vacant lot on the southeastern side of Geneva Road and Main Street by Stacy’s Corners, Crescent Boulevard parking lot south of the former McChesney & Miller site, and the AT&T site on the north side of Pennsylvania Avenue at Prospect Avenue.

Downtown Catalyst Site Concept

The site of the existing Station 61 shows strong potential for redevelopment due to its prime location within Downtown. Together with the adjacent parcel fronting Pennsylvania Avenue, the site should be considered for redevelopment into a higher-density mixed-use structure that would improve the character of Downtown, expand its commercial base, and provide desirable multi-family housing options (see *Chapter 4: Subarea Plans* for further detail on the Pennsylvania Avenue and Main Street catalyst site).

Public Works Department

The Public Works Department is responsible for Glen Ellyn’s drinking water distribution; stormwater collection and conveyance to the DuPage River; sanitary sewage collection and conveyance to the Glenbard Wastewater Authority; street construction, maintenance, lighting, and landscaping; traffic signals; and equipment services for all Village vehicles. The department operates out of the 4.5-acre Reno Service Center facility located on Lambert Road just south of Roosevelt Road.

Water & Sewer System Improvements

With two water towers, approximately 110 miles of water main, and over 85 miles of sewer lines, the Public Works Department provides water and sewer services to most of Village’s incorporated area and some adjacent unincorporated properties. The Village’s drinking water originates from Lake Michigan, which first travels through the City of Chicago water system and the DuPage Water Commission (DWC) water system before reaching the Public Works’ pressure adjusting stations.

Several water and sewer system improvements should be considered including:

- The need for a third one-million-gallon reservoir should be examined on the northern end of Glen Ellyn for emergency backup purposes as the Village is currently 0.6 million gallons below DWC agreement storage requirements.
- Back-up pumping facilities should be consistently maintained in case it is needed to supplement the DWC water system.
- With potential new Illinois Environmental Protection Agency (IEPA) regulations regarding lead service lines, the Village should be prepared for unfunded mandates, including potentially replacing all service lines and water infrastructure containing lead. If so, replacements should be completed through public and private coordination. It should be noted that the Village currently meets all water quality standards and ensures residents are receiving safe and clean drinking water.

- Continue water main replacement and rehabilitation in unison with roadway projects with emphasis on Roosevelt Road and IL Route 53.
- Expand water and sewer system to underserved annexation areas.
- Continue water main replacement and rehabilitation in unison with roadway improvement projects, with emphasis on Roosevelt Road and IL Route 53.
- Expand the Village’s water system to annexation areas.
- Continue maintaining and rehabilitating Village’s existing reservoirs.
- Upgrade and improve the Supervisory Control and Data Acquisition (SCADA) system at needed locations throughout the Village.
- Continue sanitary sewer lining with cured-in-place-pipe where feasible, which is a rehabilitation method that eliminates the need to dig up and replace sanitary sewer mains.

- Undertake the following sanitary sewer improvements:
 - Rehabilitate the lift station at Memory Court and at South Park Boulevard, with the consideration of relocating the station outside of the floodplain.
 - Continue operations to maintain the Village’s lift stations in good order and replace various lift station appurtenances, including valves, controls, pumps, and impellers.
 - Install automated on-site backup generators at lift stations as currently standby generators on trailers must be brought to site if a lift station loses power.
- Continue supporting the Overhead Cost Share Program to reduce inflow.

- Continue improvements to maintenance programs utilizing cutting edge technologies for prioritizing maintenance. This includes SL Rat, which can be used to quickly identify where clearing/clearing of blockages are needed within the sewer system. Currently, the Department solely relies on televising the entire system to identifying lines needing immediate cleaning and/or repairs.
- Conduct a study of basins to prioritize I/I (Infiltration/ Inflow) revolution and reduction, including the identification of sources of clearwater that enter the sanitary sewer system. This would help prioritize projects to reduce I/I and complete flow metering within the drainage basins, particularly the northwest and central west areas of the Village.

Facilities Needs

While Public Works facilities are in good condition, the Village should continue to perform regular evaluation, maintenance, and upgrades on public utilities to provide quality service in the future.

- **Reno Service Center.** In coordination with the Village-owned Lambert Lake Nature Preserve and the Park District’s Village Green Park, the Village should evaluate the condition of the Reno Service Center and consider expansion options to better accommodate public works operations, off-street parking, storage space, and other necessities. This should include evaluating potential to expand indoor parking facilities to better protect the Department’s 18 vehicles. Relocation of the Reno Service Center should be evaluated in the long-term as the facility is currently located within a floodplain.

- **Salt Storage Facilities.** Repairs and replacements also should continue to be completed for existing storage facilities, such as for the primary road salt storage facility located on the north side of the Reno Service Center. This would be in addition to the building Public Works recently acquired from Churchill Woods Forest Preserve for the storage of emergency road salt supply.

Storm Drainage Improvements

The Public Works Department manages the Village’s stormwater collection system, which transports runoff into the DuPage River. There is approximately 70 miles of storm sewer pipe system and 4,300 structures within the community. Regular maintenance is performed by the Department to ensure the catch basins, which prevent debris from entering the waterways, are kept unblocked. While numerous stormwater management improvement projects have been recently completed by the Village, stormwater management should continue to remain a high priority for the community.

In 2017, the Village created the Stormwater Management Program Plan (SMPP) based off of Lake County’s and City of Wheaton’s exiting plans to reduce pollutant discharge into stormwater runoff and meet water quality standards of the United States Environmental Protection Agency (USEPA). This plan should be used to guide the Village in handling construction permits, reviews, and inspections; maintenance of utility facilities and their daily operations; protection of water from illicit discharges; public education and outreach; and employee training in carrying out the SMPP program.

In addition, areas within the Village’s ETJ are predominantly served by other public or private utilities. Through coordination with private developers, Village infrastructure should continue to be expanded to areas desired for annexation to gain greater control over development, utility aesthetics, and service efficiency.

The Village should also consider the following to improve stormwater services:

- Continue to regularly maintain and enhance stormwater management infrastructure as needed to meet water inflow volume and sufficiently transport runoff. Identify sites that are susceptible to flooding and identify improvements for further flood mitigation.
- Coordinate the replacement of deteriorating segments of stormwater infrastructure (as well as water and sanitary sewer) with roadway improvement projects when possible. Repairs and upgrades should continue to be coordinated with other utility companies in the rights-of-way in unison with Village projects.

- Identify additional sites for stormwater storage, which could be used simultaneously as a public park, recreational facility, or open space like Village Links and Lake Ellyn.
- Work with property owners and developers to reduce impervious coverage and increase green space as a way to reduce stormwater runoff.
- Continue to upkeep Village facilities, community facilities, and municipal roads to maintain a clean environment and prevent potential trash or pollutants from entering the stormwater system.
- Coordinate with construction companies to ensure proper storage and disposal of sediments and waste material from construction sites as development continues to occur in Glen Ellyn.

Urban Flooding

In the 2019 Flood Insurance Study, prepared by the U.S. Department of Homeland Security and the County of DuPage, the East Branch was identified as the most severe flood hazard within the Village. According to the report, flooding in Glen Ellyn occurs due to detention pond overflow, low-lying depressional areas, and insufficient sewer infrastructure.

Urban flooding has been a consistent issue for Glen Ellyn in the past and the Village has completed multiple projects to mitigate flooding impacts, including the construction of a detention pond at the Village Links golf course and detention ponds at Panfish Park and Glen Ellyn Manor. Between Main Street and Park Boulevard, a corrugated metal storm sewer and an overflow channel for high flows were constructed to direct stormwater properly; however, some northern and southern areas of Glen Ellyn remain susceptible to flooding.

The Village should coordinate with DuPage County, property owners, and adjacent communities to develop an appropriate flood resilience strategy to address urban flood hazards. Using the 2015 East Branch DuPage River Watershed and Resiliency Plan as a guide, the Village should also continue to improve its drainage system to ensure its existing infrastructure sufficiently protects residents from flood hazards.

Other potential strategies the Village should consider to address urban flood mitigation include:

- Continue to enforce the adopted DuPage County Countywide Stormwater and Flood Plain Ordinance as well as the Village amendments (Municipal Code Section 4-7-2), which were last amended in May 2019. The Ordinance should be used to address specific stormwater needs of the Village while fostering effective, equitable, and efficient stormwater management strategies.
- The Village should utilize the 2015 Illinois Urban Flooding Awareness Act Report, created by the Illinois Department of Natural Resources (IDNR), to identify resources and technology that could help mitigate the impact of urban flooding.

- Increase promotion of Village resiliency programs that help residents fund sanitary sewer service line improvements, including the Sanitary Sewer Service Line Repair Cost Sharing Program and the Overhead Sewer Program. Promotional efforts could include adding information about available programs to the YourGOV application or on water bills each year.
- As redevelopment continues within the Village, implement low-impact development (LID) through the incorporation of green stormwater infrastructure, such as permeable pavement, rain gardens, and bioswales.
- To help address urban flooding, the Village should work with property owners to improve existing open space on private property or create additional open space, such as through park donations.

Potential Future Service Areas

Presently, areas within the Village’s planning area are predominantly serviced by the Village of Glen Ellyn, DuPage County, Wheaton Sanitary District, or Illinois American Water. Some properties within the Village limits rely on private wells and/or private septic systems. The Village should continue to expand the Village’s utility lines outside the northern and southern municipal limits in preparation for potential annexations and to ensure future community members are well served by Village services. This includes providing sewer and water infrastructure between Hill Avenue and Crescent Boulevard in the eastern planning area, the segment of Bemis Road between Danby Drive and Sunnybrook Road, and the area northeast of Stacy’s Corners.

Glenbard Wastewater Authority

The Glenbard Wastewater Authority (GWA) is located at the intersection of Bemis Road and Sunnybrook Road. The wastewater treatment plant serves about 109,000 people residing in Glen Ellyn, Lombard, and surrounding unincorporated areas. In 2013, the Wastewater Facilities Plan was created to evaluate the GWA plant’s ability to meet service demands and develop a capital improvement program for the next 20 years. The plan sets forward regulatory initiatives, reviews impacts of potential future limits, and evaluates plant alternatives to meet future limits. In 2016, the GWA was nominated for the Utility of the Future Today, an honorary program that recognizes performance excellency, community engagement and resiliency, and leadership in sustainability.

GWA Service Improvements

The Village should coordinate with the GWA to ensure the capacity of its system continues to meet the needs of Glen Ellyn’s residents and necessary improvements are made to accommodate future annexations. This includes addressing heightened demands in areas where intensified residential and commercial development is planned to occur, such as along Swift Road and Butterfield Road. As the Village is responsible for sewer collection leading to the plant, sewer infrastructure maintenance and repairs should continue to be regularly conducted to reduce groundwater infiltration. This would ultimately minimize the amount of “clear water” being treated and the Village’s total cost of wastewater treatment , which is determined by wastewater flow volume.

Village Sewer Cost Share Programs

Two programs are currently administered by the Village to help residents fund sanitary sewer service line improvements: the Sanitary Sewer Service Line Repair Cost Sharing Program and the Overhead Sewer Program. Since 2000, the Sanitary Sewer Service Line Repair Cost Sharing Program has aided over 200 participants, allocating nearly \$560,000. Since 2001, the Overhead Sewer Program has aided 184 participants, allocating approximately \$500,000. The Village currently promotes the programs by contacting homeowners during the event of backups and providing informational brochures. Promotional efforts could also be increased by advertising on social media platforms, through the YourGOV application, and on water bills each year.

Water and Sewer Utilities

-  Water Pressure Adjustment Station

 Glen Ellyn Water Storage Tanks

 Emergency Backup Wells

 GWA Combined System Overflow Treatment Facility

 Potential Future Village Water and Sewer Service Area

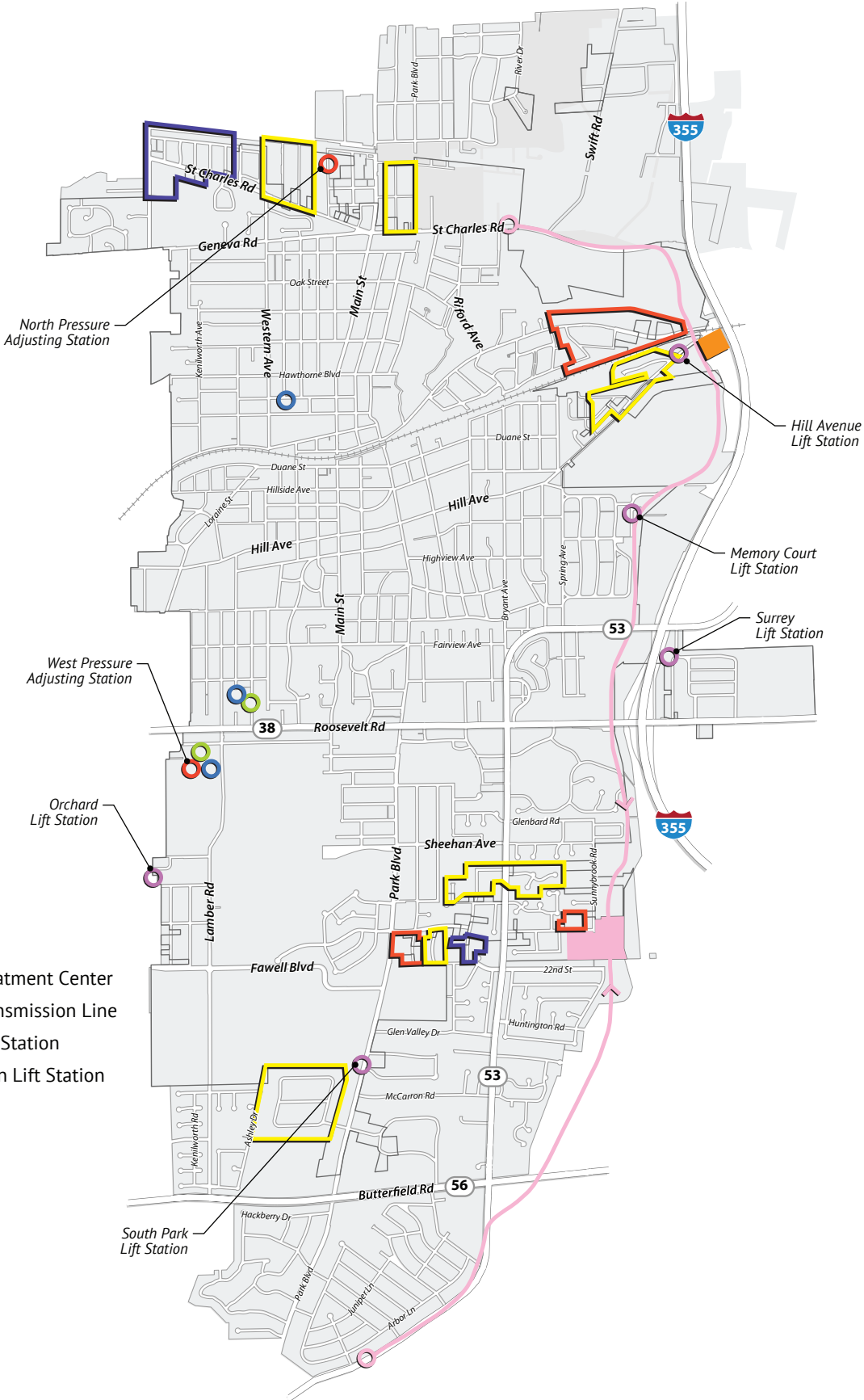
 Potential Future Village Water Service Area

 Potential Future Village Sewer Service Area
-  GWA Treatment Center

 GWA Transmission Line

 GWA Lift Station

 Glen Ellyn Lift Station





Public & Private Schools

School Districts

Education was highlighted as one of Glen Ellyn’s greatest assets throughout the community outreach process. Public education in the Village is provided by the following three school districts:

Glen Ellyn School District 41

Glen Ellyn School District 41 is known for high student academic achievement and growth, a strong sense of community, and active family involvement. District 41 serves about 3,600 children from pre-kindergarten through eighth grade in four elementary schools and one junior high school. The District boundaries include five communities: Glen Ellyn, Wheaton, Glendale Heights, Lombard, and Carol Stream.

The five District 41 schools are:

- Abraham Lincoln Elementary School
- Benjamin Franklin Elementary School
- Churchill Elementary School
- Forest Glen Elementary School
- Hadley Junior High School

The Hadley Junior High School feeds into Glenbard District 87’s Glenbard West High School in Glen Ellyn.

District 41 offers unique opportunities for students including Foreign Language at the Elementary Schools “FLES” (a half hour of Spanish everyday starting in first grade), optional Dual Language Program, and Problem-Based Learning throughout the school year. A point of pride for District 41 is the designation of Hadley Junior High as an “Illinois Horizon School to Watch,” by the Association of Illinois Middle-Grade Schools (AIMS) in May 2019.

In 2017, the community passed a referendum to support needed facilities improvements across the district including a building addition at Hadley Junior High School. The addition allowed for the removal of the last of the portable classrooms in the district. As a mostly landlocked school district, space remains an issue. There is little room for an increase in enrollment or for more space based on academic programming needs.

Community Consolidated School District 89

District 89 has an enrollment of nearly 2,300 preschool through eighth grade students from Glen Ellyn, Lombard, and Wheaton. District 89 facilities include:

- Arbor View Elementary School
- Briar Glen Elementary School
- Park View Elementary School
- Westfield Elementary School
- Glen Crest Middle School

District 89 students score in the top 10 percent nationally for reading and math scores. The District continues to look for ways to add new opportunities for students to learn how technology is affecting different fields. This year, the District is engaged in an extensive equity audit with the goal of eliminating achievement gaps.

In 2018, an increase in the District’s operating tax rate was approved to address increasing enrollment and multiple years of budget deficit. From 2012 to 2018, enrollment had increased by 16 percent, and is projected to increase another 13 percent by 2022. Financial projections also predicted the District to have deficits totaling between \$1.3 million and \$2.3 million over the next five fiscal years. With the approved 40-cent rate increase, however, the District will have balanced budgets while maintaining existing classes, special programs, and extracurricular activities while preventing an increase in class sizes.

Glenbard Township High School District 87

District 87 currently has an enrollment of over 8,000 high school students from Glen Ellyn, Carol Stream, Glendale Heights, and Lombard. District 87 facilities include:

- Glenbard West High School
- Glenbard South High School

The District operates two additional high schools in neighboring communities; however, Glen Ellyn students do not attend those schools. Several facility improvements are planned over the next several years, including science lab renovations, parking lot improvements, and replacement of synthetic turf fields. Recent Village projects have had a positive effect on the District, including the Crescent Boulevard and Ellyn Avenue streetscape improvements.

Housing Stock vs. Student Population

As the Village develops higher-density residential uses moving forward, it is important to coordinate with the three school districts to ensure their facilities are able to support corresponding increases in student population. Close coordination should be maintained with each district to monitor enrollment fluctuations based on potential shifts in the housing stock outlined in the Land Use Plan. This is particularly applicable to schools serving students residing in the Roosevelt Road corridor, Downtown, Butterfield Road corridor, and Swift Road, where new single-family attached and multi-family uses are recommended in the Land Use Plan.

Private Schools

In addition to the three School Districts, private education in Glen Ellyn is provided by St. Petronille School, St. James the Apostle, Phillip J. Rock Center and School and Montessori Academy of Glen Ellyn. The Village should continue to coordinate with these schools when possible to ensure private education remains a strength within the community.



The College of DuPage

Higher education in the Village is provided by the College of DuPage (COD), a two-year community college located in southwestern Glen Ellyn at Fawell Boulevard and Lambert Road. COD enrolled approximately 27,000 students from across DuPage County in the 2017-2018 academic year; however, the College has been experiencing a gradual decline in enrollment, which is consistent with national trends and it is estimated current enrollment is closer to 25,000. The institution was frequently cited as an important community asset through the outreach process, not only as an education provider but also in offering a range of facilities and services that contribute to quality of life in Glen Ellyn.

Town-and-Gown Relationship

The Village and the COD have a collaborative relationship and work together to provide events and programs for both students and residents. The COD hosts numerous events during the year that are open to residents, including the 5K Road Race, Food Truck Rally, and programs through the McAninch Arts Center. Together with the DuPage Convention and Visitors Bureau, the Village and College should continue to work closely together to promote each other's events and provide the public with unique experiences. This could include holding promotional activities such as a Restaurant Week, arts and crafts markets, and outdoor music concerts, or creating ties between local businesses and students such as student discounts, student banking options, and reward programs.

Downtown Presence

The Village recently partnered with the College of DuPage to create an entrepreneurship center at the Glen Ellyn Civic Center for Innovation DuPage, a career development and business expansion initiative, which opened this spring. The Business Development Center also moved into the Civic Center, creating a hub of new business resources. As the incubator gains traction, the facility may serve as a resource to streamline graduates from the COD directly into the Village to bolster the local workforce. Future office and commercial flex space development within the downtown may also be able to provide permanent locations for businesses that grow out of the incubator.

Connecting through Public Transit

Public transit to the COD is currently available through Pace bus routes 714 and 715, the latter of which connects to Downtown via Park Boulevard and Main Street on weekdays. The Village should coordinate with Pace to create a new shuttle line that provides direct connection between the COD campus, Downtown, and the Metra station for regional transportation (see the Shuttle Bus to College of DuPage section in *Chapter 4: Subarea Plans* for further discussion). By doing so, access to the Downtown will be facilitated for students and faculty, enabling them to patronize the local shops and restaurants, heightening economic vitality.

COD Facilities Planning

In 2019, the COD updated its Facility Master Plan to examine gaps within existing campus and centers and develop a greater educational experience for students and faculty members. The Plan recommends the renovation of 123,500 gross square feet (GSF) of Main Campus facilities and the addition of about 260,000 GSF of new construction to address space needs and provide ideal learning environments. Renovations are currently taking place to convert the Early Childhood Center into administrative offices, which will be completed in August 2019. As the Plan moves forward into the implementation stage, the Village should support the COD in enhancing its facilities and work to negotiate mutually beneficial and necessary amendments of the Planned Unit Development (PUD) that guides development of the COD campus. The College has already maximized its development footprint under the current agreement with the Village.

Student & Faculty Housing

The Village should support the expansion of the COD campus as an economic development asset while ensuring improvements do not negatively impact the surrounding neighborhoods. Opportunities to develop additional multi-family housing near the campus should be explored to provide a desirable and convenient place for COD students and faculty to live in Glen Ellyn. Additionally, opportunities for single-family attached and multi-family developments exist along Butterfield Road, Roosevelt Road, and within Downtown, which would be supported by the addition of the new shuttle bus.

COD Branding

Several opportunities exist to strengthen the college's brand in the campus area through placemaking and signage improvements. COD streetlight banner signs currently line College Road and similar banners could be installed along Lambert Road and Park Boulevard. Colored pavement crosswalks and pedestrian-scale LED lighting could also be used to improve pedestrian safety while demarcating the campus edge as people enter Glen Ellyn. In addition to the gateway signs located at the corners of the COD campus, wayfinding signage could be provided within the Village that would direct people from Downtown and Roosevelt Road. This may be completed by adding a COD sign component to existing signage that was implemented based on the 2016 Community Signage and Wayfinding Plan.

Transportation Improvements

Along with facility enhancements, the Facility Master Plan addresses streetscape and traffic improvements around the campus. The Plan stresses the need to foster east-west unity on Main Campus by improving pedestrian circulation and connectivity on Lambert Road in coordination with the Village. This includes reducing the four-lane arterial to two lanes due to low average daily traffic (ADT) counts, providing a traffic island and High-Intensity Activated crossWalk beacon (or HAWK) beacon at the intersection of Tallgrass Drive and widening sidewalks. In addition, traffic signal cycle lengths along Lambert Road should be reassessed to ensure the duration matches current ADT needs and unnecessary wait times are eliminated. The Village should coordinate with the COD to achieve these potential projects and tighten the bond between the college with the community.

Library

The Glen Ellyn Public Library first started in the early 1900s when a group of women from the Glen Ellyn Study Club established the Glen Ellyn Library Association and began collecting funds for a dedicated library within the Village. The Library was established in 1907, with the first permanent location opening in 1914. The current building, located along Duane Street in Downtown Glen Ellyn, was constructed in 1995 to make room for additional volume. Today, The Library holds over 220,000 media items and hosts numerous programs and activities for the community.

The Library just opened a new café and drive-thru window for book pick up and returns in addition to their new entrance, workspace consolidation, and meeting room reconfigurations. Overall, the Library is running successfully, and community members are enjoying the upgrades. Representatives indicated a concern for parking needs during peak hours of the week but noted that overflow into the commuter lot during the weekend accommodates larger parking requirements. The future public garage at the Civic Center will also help address parking capacity needs. The Village should continue to support the Library in providing services to residents and strengthening partnerships with each school district to provide resources to students.

Healthcare

Healthcare services in Glen Ellyn are primarily provided by three facilities:

- Northwestern Medicine – Family Medicine—444 N Park Boulevard
- Northwestern Medicine – Urgent Care, Pediatrics & Rehabilitation Services—885 Roosevelt Road
- DuPage Medical Group – Immediate Care and Outpatient Center—430 Pennsylvania Avenue

Additional healthcare services are provided by facilities in adjacent communities and the surrounding area, particularly the Northwestern Medicine Central DuPage Hospital. Medical uses are currently permitted in all commercial zoning districts, though the C5A central retail core subdistrict restricts the use to above or below ground floor or set back 40 feet from a front or corner building façade that does not have storefront windows facing public property or a public right-of-way.

Glen Ellyn has numerous medical and dental offices throughout the community. Medical offices should continue to be supported above ground floor retail uses within the Downtown core or in the C5B district where they are permitted uses, unless they are a larger clinic facility.

Additionally, medical offices should also be centralized around existing office clusters along Taft Avenue and Roosevelt Road at Cheltenham Drive, Pershing Avenue, and IL Route 53. Medical uses can be further leveraged to infill retail vacancies, while ensuring associated uses, such as ambulances and patient pick up facilities are not disruptive to surrounding uses. Urgent care facilities should continue to be discouraged within residential districts while allowing smaller clinics and family physicians to mix in with neighborhood commercial uses.

Community Facilities

- City Government

● Emergency Services

● Utility (Water, Sewer, and Electric)

● Public School

● Private School
- College of DuPage

● Library

● Healthcare

● Other

1. ComEd

2. DuPage County Water Tower

3. Montessori Academy of Glen Ellyn

4. Stacy's Tavern Museum

5. Glen Ellyn Chamber of Commerce

6. Glen Ellyn Historical Society

7. Glen Ellyn School District 41 Facility

8. Forest Glen Elementary

9. Churchill Elementary

10. William Hadley Junior High School

11. DuPage Medical Group

12. Glen Ellyn Public Library

13. St. Petronille School

14. Glen Ellyn Fire Station 61

15. United States Post Office

16. Glen Ellyn Civic Center

17. Glenbard West High School

18. Northwest Medicine

19. Diamante Montessori School

20. Benjamin Franklin Elementary

21. Abraham Lincoln Elementary
22. Glen Ellyn Water Tower

23. Glen Ellyn Public Works

24. Glen Ellyn Ophthalmology

25. Glen Ellyn Police Department

26. Glen Ellyn Fire Station 62

27. United States Post Office

28. Phillip J. Rock Center and School

29. Health Track Sports and Wellness

30. Northwestern Medicine Pediatrics

31. Nicor

32. Park View Elementary

33. Glen Crest Middle

34. Glenbard Wastewater Authority

35. Westfield Elementary

36. Willowbrook Wildlife Center

37. St. James the Apostle

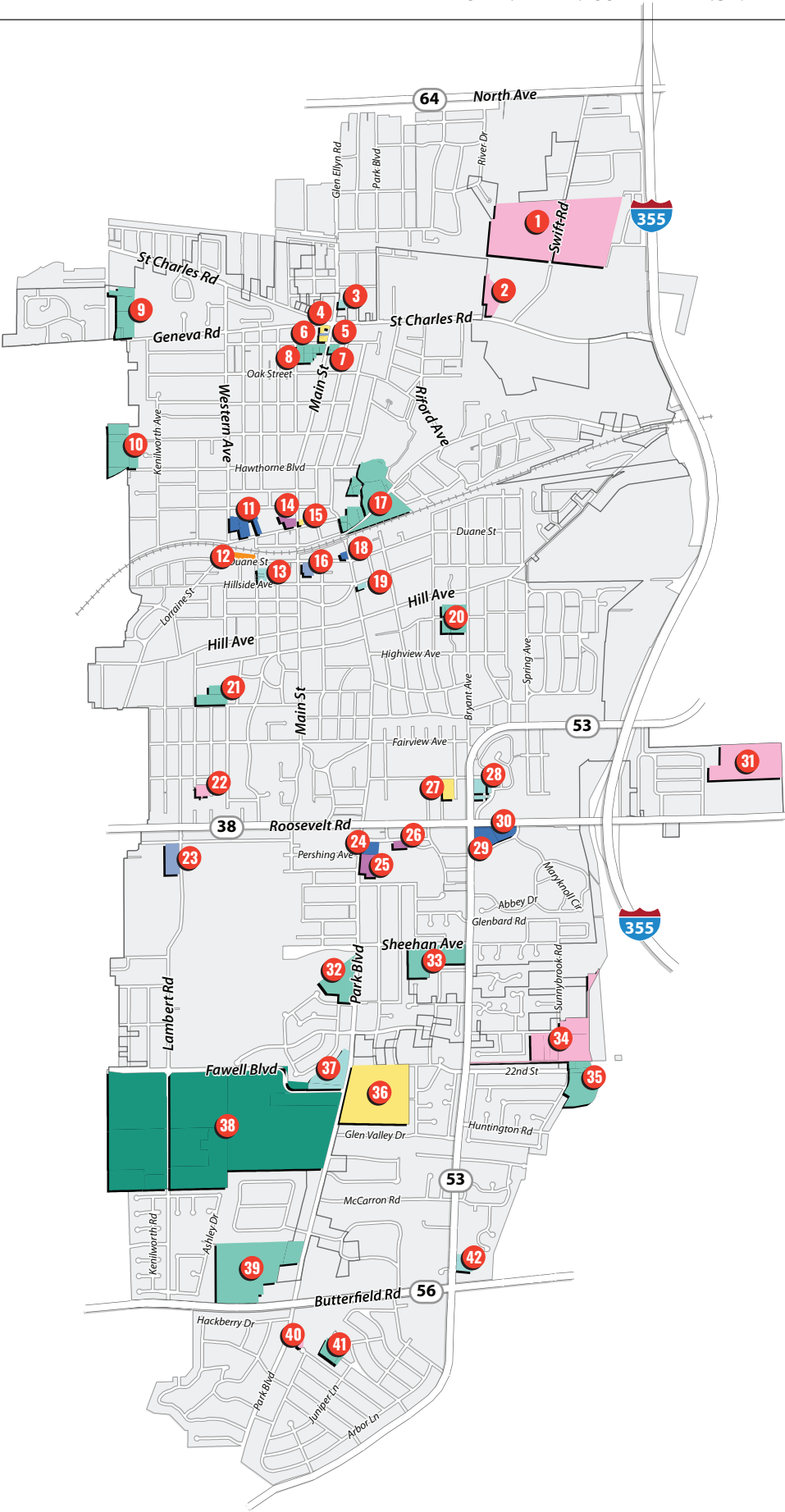
38. College of DuPage

39. Glenbard South High School

40. Citizen's Utility Water Facility

41. Arbor View Elementary

42. Meritor Academy



CHAPTER 7

PARKS, RECREATION & OPEN SPACE

One of Glen Ellyn’s most valued features is its expansive network of parks, recreation, and open space. With just about 330 acres dedicated to parks and recreation, the Village has adopted a reputation as the “Village in the Park.” Glen Ellyn’s park space is supplemented by an additional 348 acres of forest preserves within the Village, including Churchill Woods and the Willowbrook Wildlife Center. Given the importance placed on Glen Ellyn’s natural resources and verdant character, the Village should continue to partner with other organizations to preserve and enhance the community’s recreational facilities, and open space while strengthening the connections between these assets.

The following chapter sets forth recommendations to guide the Village in achieving its park space and environmental conservation goals through close coordination between the Parks Districts, School Districts, and various regional facilities.

A service area assessment is included, which evaluates the size and location of parks and open space areas in relation to the location of residential neighborhoods. Areas within the community that lack close access to recreational amenities are also identified to emphasize where new parks and open space development should be prioritized.

Glen Ellyn Park District

Established in 1919, the Glen Ellyn Park District (GEPD) is the primary provider of park facilities and recreational programing in the Village. The GEPD maintains 29 parks totaling over 260 acres of parkland, including playgrounds, athletic fields, and sport facilities. The District also operates Sunset Pool, fitness facilities, and the Lake Ellyn Boathouse, offering over 700 recreational programs each year. The GEPD is a highly valued asset of Glen Ellyn as it preserves the natural environment while providing community members places to socialize, play, and enjoy nature.

Ackerman Park

Ackerman Park is the Park District’s largest recreational facility, home to the Ackerman Sports and Fitness Center. The park offers eight youth baseball/softball fields and 11 soccer fields, along with access to the Great Western Trail. Since the development of the Ackerman Park Master Plan in 2014, the GEPD has implemented numerous improvements to heighten the functionality, sense of place, and level of service of the facility.

Today, the park still experiences numerous challenges including poor drainage, outdated park amenities, antiquated irrigation, and poor soil and turf quality. The District has made it a priority to increase playability through enhancements including the installation of new sport amenities and synthetic turf, improving grading, upgrading storage facilities, and strengthening trail connectivity. As the implementation of the plan continues into Phase IV, the Village should support the GEPD in the enhancement of the Ackerman Park’s amenities to sufficiently serve the large number of residents who utilize this recreational facility.

Lake Ellyn Park

Lake Ellyn is a key asset and focal point for Glen Ellyn, serving as both a local neighborhood park as well as a regional community park. Located in the 28.7-acre Lake Ellyn Park just northeast of Downtown, the 10-acre lake serves as a significant stormwater site for the Village. The site has undergone numerous improvements to reduce overflow including weir expansions, reinforcing the earthen dam, and dredging the inlet canals. Along with connectivity to the Sam Perry Nature Preserve through the Ruth Candy Parkway, Lake Ellyn Park provides residents with a place to gather, take a stroll, and enjoy community events.

Since the adoption of the 2013 Lake Ellyn Park Master Plan, the GEPD completed in 2017 the implementation of additional renovations to the facility, including a new playground, fishing pier, and L.E.D. pathway lighting. The Gold-Level LEED certified Lake Ellyn Boathouse also underwent renovation for historic preservation in 2016 and has since received local and national recognition as an historic landmark. The Village should continue to support the Park District in maintaining Lake Ellyn Park as a valuable community asset by examining needs for future facility improvements and ensuring the implementation of best management practices (BMPs) for stormwater management.

Butterfield Park District

The Butterfield Park District (BPD) was established in 1965 and is the primary provider of parks and recreation services for the southeast neighborhoods of Glen Ellyn, in addition to serving southwestern Lombard and sections of the Village of Downers Grove. The BDP provides recreational amenities and programs for Glen Ellyn and Lombard residents of all ages. Three facilities, Glenbriar Park, Westfield Play Lot, and Orchard Glen Park, are located within the Village’s extraterritorial planning jurisdiction (ETJ), north of Butterfield Road and east of IL Route 53. All three parks have recently been completely renovated with all new equipment, surfacing, landscaping, and amenities.



The Park District offers a wide variety of programs and services, including Early Childhood Development programs and Before and After School Child Care opportunities for working families, such as Rec Kids. The Glenbriar Aquatics Center is located in Glenbriar Park, together with tennis courts, playgrounds, picnic shelters, and a recreation center that is often the venue for neighborhood community celebrations.

Glenbriar Park Expansion

The BPD recently acquired the property on the corner of IL Route 53 and Butterfield Road for the development of a new park. After securing a Land and Water Conservation Fund Grant to help with this purchase, the district also secured an Open Space Land Acquisition Grant to assist with the development. A comprehensive master plan for this park was created with significant input from the community.

The park expansion is scheduled for completion in the Fall of 2020 and will contain amenities, including passive looped recreation trails, a pollinator garden, a water feature with limestone outcropping, six new tennis courts, two new pickle ball courts, and an outdoor amphitheater.

Glenbriar Park, as well as the recently purchased property immediately north of Corner Park, will be part of BPD’s continued efforts to expand and preserve open space for the south Glen Ellyn community. The Butterfield Preservation Foundation and the Conservation Foundation played a key role in securing and protecting these two properties. The newest development will include basketball courts, open field play space, sand volleyball, a new shelter, additional parking, and a pickle ball court expansion.

The Village should continue to support and work with the BPD in the clean up and development of the two parks, which will play a significant role in the development of trails and pathways that connect the East Branch Trail system to the Hidden Lakes Forest Preserve and Morton Arboretum.

Addressing Park Needs

To assess the park systems performance in serving Glen Ellyn’s parks and open space needs, park and recreational facilities have been categorized based on their size and function. Park classifications follow the system established in the Glen Ellyn Park District 2009-2013 Comprehensive Plan and include:

- **Neighborhood Park.** This is the basic unit of the park system that serves as the recreational and social focus of a neighborhood by providing balanced active and passive recreation. Serves residents within a quarter to half mile radius and are typically three to 10 acres in size.

- **Community Park.** Serves broader purpose than neighborhood parks by meeting community-based recreation needs, as well as preserving unique landscapes and open spaces. Community parks may include both indoor and outdoor facilities and are usually located near a major thoroughfare or easily accessed by car. Community parks should be large enough to service several neighborhoods within a mile radius and to accommodate desired uses, ranging from 25 to 100 acres in size.
- **Natural Resource Area.** Can include an entire park or an area within a park. The area is managed and protected through the maintenance of its natural and/or cultural environment. Location depends on resource availability and opportunity, with varying size and service areas.
- **Sports Complex.** Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community. Size is determined by demand, usually a minimum of 25 acres, with 40 to 80 acres being optimal. Service area is variable and site size is determined by resource ability and opportunity.
- **Special Interest/Use.** Offers unusual facilities and opportunities specialized for single-purpose recreational activities. Service area is determined by usage and location is dependent on specific use.
- **Playground/Tot Lot.** Small park, usually a quarter to three acres in size, or an area within a larger park. Service area is generally within a quarter to half mile radius, with location dependent on resource availability and opportunity.

Parkland Inventory

According the National Recreation Parks Association (NRPA), the national standard of parkland within a community is 10 acres per 1,000 residents. It should be noted that this standard is general and does not take into consideration an individual community’s unique characteristics and needs. It is beneficial in providing a baseline understanding on how existing parks and facilities serve residents of Glen Ellyn.

Based on the 2018 population estimate of 27,772 people, the GEPD currently provides a total of about 12 acres of parkland per 1,000 residents, which is above the national average. This does not account for additional recreational facilities and green space outside the Park District, including golf courses, Butterfield Park District’s parkland, and other natural areas not dedicated to recreational uses.

Parkland Distribution

While the Glen Ellyn community meets standards for parkland acreage, it is important to examine the distribution to ensure all areas of the community have equitable access to recreational opportunities. The following Parks and Recreation Map illustrates the location and service area of each park within Glen Ellyn and its planning area.

For the purposes of this analysis, park service area is defined as the area within a 10-minute walk of a playground facility including neighborhood parks, schools, and sport facilities. Similarly, while several of the parks in Glen Ellyn are larger and serve a community-wide function, playgrounds represent a common design element and have been used as the starting point to delineate neighborhood service areas for larger parks.

The Parks and Recreation Map identifies existing and future residential areas (as identified in the Land Use Plan) that fall outside of park service areas. Areas that appear to be underserved by the existing parks system include unincorporated areas to the north along Swift Road and Eastern Avenue, the area north of Butterfield Road along Park Boulevard, and along Crescent Boulevard east of Downtown. Natural areas such as Churchill Woods and Willowbrook Wildlife Center help offset these service area gaps, however more can be done to increase the Village's parkland inventory and ensure all residents are adequately served.

Existing parks and recreation facilities should also continue to be enhanced, replacing old amenities with the new as needed. In addition, the Village should coordinate with the GEPD as the district looks to update the Glen Ellyn Park District Comprehensive Plan, as well as the Butterfield Park District should it undertake a similar exercise, to help create a comprehensive, unified vision for the community's park system.

Potential Park Locations

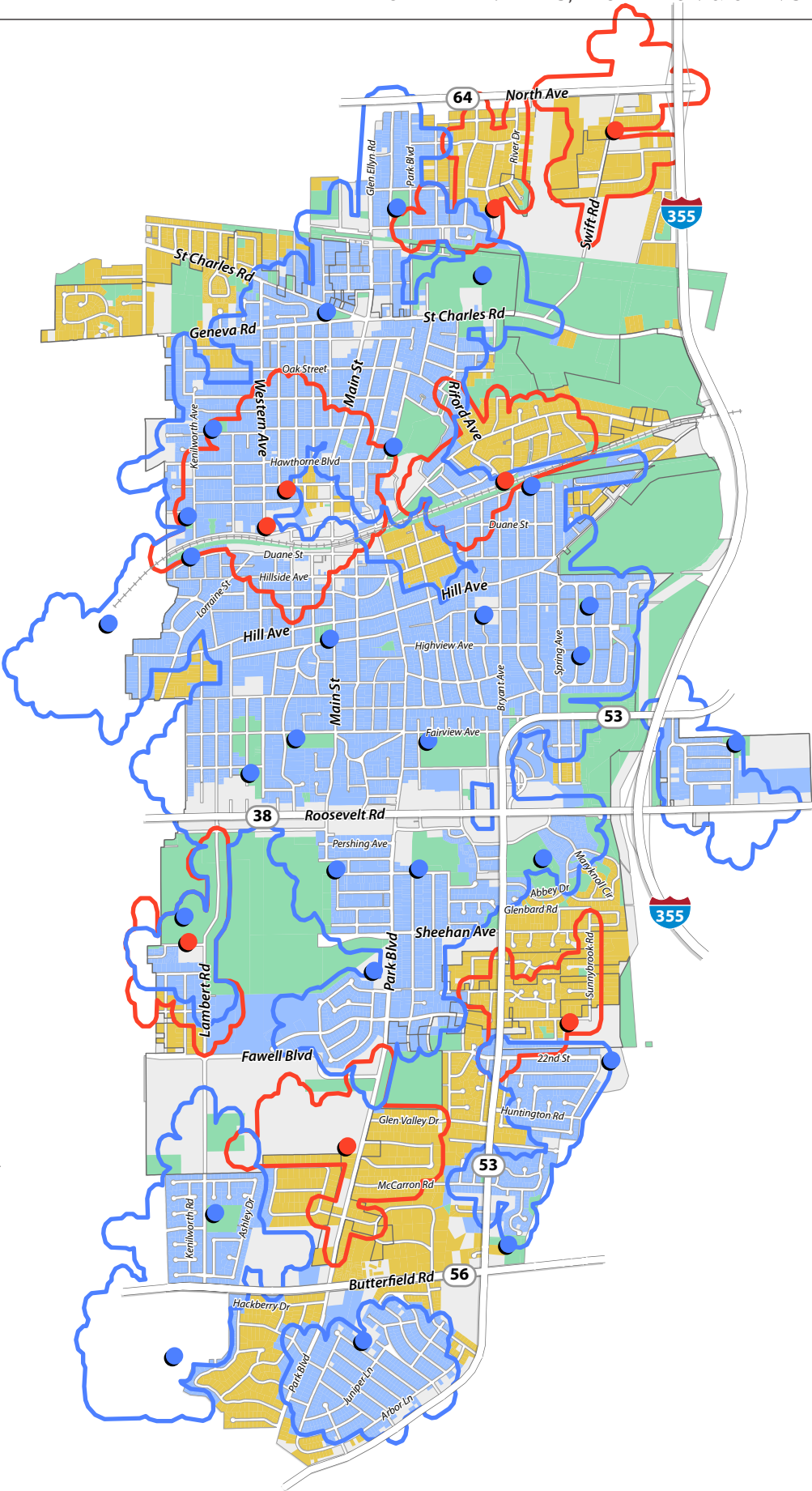
The park distribution analysis conducted as part of the Comprehensive Plan is illustrated in the Parks and Recreation Map. In evaluating the location of institutional or public lands in reference to underserved residential areas, opportunities exist to expand the park inventory and better meet the needs of the Glen Ellyn community. More intense development of existing facilities should also be encouraged in areas of more need where future parkland cannot be acquired by the park district. Doing so will require continued partnership between the Village and the park districts, as well as the development community. The GEPD should also continue assembling the single family lots along Lenox Road for Park District purposes.

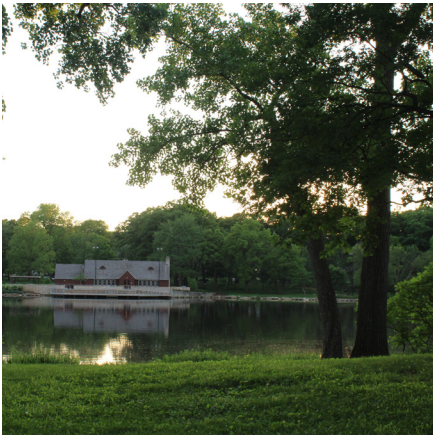
The following properties should be considered for park improvements, such as the installation of a tot lot or small neighborhood park, to better serve existing and planned residential neighborhoods:

- **Glenbard Water Authority (GWA).** In coordination with the GWA, the frontage of the facility at Bemis Road could be developed into a neighborhood park with a playground. Additional screening through landscaping or decorative fencing could also be provided to block the plant from the playground and surrounding residences.
- **Village Green Park.** An additional playground facility could be provided at the southern end of the Park along Orchard Lane.
- **College of DuPage.** At the south end of the COD Baseball Field at College Road and Park Boulevard, a playground could be added.
- **Water Tower.** Better use of the water tower lot on Cottage Avenue could be achieved by constructing a tot lot or fitness amenities, giving the property a dual purpose.
- **Ellynwood Nature Preserve.** Opportunity to enhance usage of the Ellynwood Nature Preserve exists by incorporating a small tot lot while maintaining tree preservation.
- **Extraterritorial Jurisdiction (ETJ).** Within the Village's northern ETJ, the open space parcels east of Eastern Avenue and 1st Street, which currently lie in the floodplain, should be considered for the location of an active park space. Parks and recreational amenities could also be incorporated in the residential neighborhood east of Swift Road as higher-density development occurs.

Park Service Area

- Existing Playground
- ✓ Existing 10 Minute Walk Service Area
- Residential areas within existing service area
- Proposed Park Improvement
- ✓ Proposed 10 Minute Walk Service Area
- Residential areas not within existing service area
- Existing Parks





Village Links/ Reserve 22

The Village Links and Reserve 22 include four Village-owned facilities that serve both recreational and stormwater management purposes. Located on 280 acres south of Roosevelt Road, the facilities include the Village Links Golf Course, Reserve 22, Panfish Park, and the Lambert Lake Nature Preserve.

The Village Links Golf Course is a highly regarded 27-hole golf course that stretches over 240 acres with 22 lakes. The facility was the first to be certified as a Wildlife Sanctuary by the Audubon Cooperative Sanctuary Program and has been the host site for 46 USGA and PGA tour qualifying events. The golf course’s farm-to-table restaurant, Reserve 22, was funded in 2013 and recently underwent remodel and continues to serve as a community attraction.

Panfish Park features a playground and picnic area alongside two lakes encircled by looping trails. The Lambert Lake Nature Preserve, also known as Village Green, is a recreational facility that includes baseball fields, tennis courts, and a basketball court in addition to a playground and lake. At the moment, there are no improvements planned for Village Links and Reserve 22; however, in coordination with the Village Links and Reserve 22, these key recreational facilities should be enhanced together with upgrades to the sport facilities as they begin to age in the long-term.

During wet weather, the Village Links golf course and Reserve 22 facilities serve as detention basins, allowing stormwater to flood the sites, which is later gradually released through the connected underground pipe system. With a capacity of detaining about 30 percent of the Village’s stormwater, it is important that these facilities are properly maintained as a critical component of the community’s stormwater management system. The Village should continue to monitor needs for infrastructure upgrades and cleaning. This includes assessing the need for dredging at Panfish Park as well as bank stabilization to improve water quality within the public amenity.

The Village and the Park District may wish to consider swapping some properties and maintenance responsibilities similar to agreements related to other park and Village properties.

Forest Preserves

In addition to parkland, a series of forest preserves are dispersed within or near the Village of Glen Ellyn. Ellynwood Nature Preserve, Ada Harmon Wildflower Preserve, Joseph Sam Perry Nature Preserve, and Glen Oak County Forest Preserve lie within the Village’s jurisdiction and allow residents access to a wide range of natural environments and habitats. Additionally, Churchill Woods, Hidden Lake Forest Preserve, and East Branch Forest Preserve lie within or just outside Glen Ellyn’s planning area, which are maintained by the Forest Preserve District of DuPage County. Prairieland, floodplains, reforested areas, flower species, and ecological habitats can be found within these preserves and provide a natural haven for both residents and regional visitors to enjoy.

Trail Connectivity

Glen Ellyn is home to two regional trail systems, the Illinois Prairie Path Trail and the Great Western Trail, with a proposed third, the East Branch DuPage River Greenway Trail. Such trails provide long-distance recreation and off-street bicycle connections to adjoining communities, internal connectivity to local businesses and community facilities for active modes of transportation, and access to forest preserves to the east and west of the Village.

The Illinois Prairie Path Trail runs along the Union Pacific Railroad providing east-west connectivity and access to the Downtown, while the Great Western Trail runs along the northern limits of the Village passing just north of Churchill Woods. Numerous amenities are located along the Prairie Path to enhance its experience, including informational signs at points of interests, public bathrooms, and benches. To further promote use of these trails, the Village should partner with the Forest Preserve District of DuPage County and other respective agencies to establish connecting routes and improve accessibility. This includes the implementation of a new trail connecting the College of DuPage to the Prairie Path, Downtown, Ackerman Park, and the East Branch Trail to better connect these key community destinations.

Where trails intersect roadways, the safety of the crossing should be reinforced, by clearly marking crosswalks, installing traffic lights where necessary, and providing pedestrian and bicycle infrastructure leading to and from the intersection. Recreational amenities should be provided along trails as well as additional furniture, viewing points, and wayfinding signage. Trailheads and adjacent parking areas should be established at main entry points onto trails, including at Village parks that have existing connections to the trail system.

East Branch DuPage River Greenway Trail

The proposed 28-mile East Branch DuPage River Greenway Trail, or East Branch Trail, would extend along the DuPage River and through the Commonwealth Edison right-of-way to the Morten Arboretum. This would create a much-desired connection between the Great Western Trail, Illinois Prairie Path, North Central DuPage Regional Trail, and Southern DuPage County Regional Trail. 75 per cent of the trail still lacks funding; however, it was recently approved by the Chicago Metropolitan Agency for Planning (CMAP) to receive support in conducting a feasibility study for the central portion of the trail between the Great Western Trail and Butterfield Road.

The Village should continue to support the development of the East Branch Trail and work together with CMAP to conduct the approved feasibility study. If approved for construction, the Village should ensure safe, clearly marked crossings are provided where the trail intersects with major roadways, including Roosevelt Road and IL Route 53. New opportunities for designated bike routes or multiuse trails should be identified that would increase resident’s access to the trail from within the Village, including from Roosevelt Road southward along Pershing Avenue, Abbey Drive, and Maryknoll Circle; along Roosevelt northward to Baker Hill Drive, Woodview Drive, and Spring Avenue; and down Spring Avenue, along the eastern side of Baker Hill to the trail’s intersection with Roosevelt Road. Other opportunities include incorporating a multiuse trail along Hill Avenue, and constructing trail heads at the Glenbard Wastewater Authority, Glen Oak Forest Preserve, and the existing vacant lots at the eastern end of Shady Lane.

Forest Preserve District Master Plan

The Forest Preserve District is currently in the process of planning a Master Plan that will provide guidance in acquiring, preserving, protecting, and restoring the natural resources in DuPage County while connecting people to nature. The Master Plan outlines the following six goals:

- Preserve, protect and restore open spaces.
- Help people cultivate a lifelong enthusiasm for nature by offering meaningful, first-rate outdoor recreation and learning experiences.
- Improve preserves to increase access, use, efficiency and productivity.
- Refocus resources by reducing infrastructures and tasks not related to the mission.
- Foster community engagement and increase awareness of the Forest Preserve District.
- Use effective and innovative methods to execute the master plan while continuing on sound financial footing.

After adoption, the Village should evaluate the plan to identify potential partnership opportunities that support the implementation of the Master Plan’s goals and objectives. For example, this could include working with the Forest Preserve District to identify underutilized areas for potential conversion into open space, gain feedback from Glen Ellyn residents, and create new trail connections.

Parks and Recreation

Regional Trail

Proposed Greenway Trail

Playground/Tot Lot

Neighborhood Park

Community Park

Special Use

Golf Course

Sports Complex

Natural Resource

1. Center Ice of DuPage

2. Spalding Park

3. Churchill Park

4. Stacy Park

5. Ackerman Park

6. Churchill Woods

7. George Park

8. Joseph Sam Perry Nature Preserve

9. Lake Ellyn Park

10. Benjamin Gault Wildlife & Bird Sanctuary

11. Babcock Grove Park

12. Dr. Frank Johnson Center

13. Dandy Park

14. Prairie Path Park

15. Memorial Field

16. Ada Harmon Wildflower Preserve

17. Ellynwood Nature Preserve

18. Walnut Glen Park

19. Illinois Prairie Path

20. Glen Oak Country Club

21. Pfuetze Park

22. Main Street Recreation Center

23. Glen Oak Park

24. Marie Ulhorn/Presidents Park

25. Spring Avenue Recreation Center

26. Surrey Park

27. Glen Oak County Forest Preserve

28. Newton Park

29. Sunset Park & Pool

30. Glen Ellyn Manor Park

31. Village Green Park

32. Village Links of Glen Ellyn

33. Co-Op Park

34. Panfish Park

35. Maryknoll Park

36. Willowbrook Wildlife Center

37. East Prairie and Ecology Study

38. Russell R. Kirt Prairie

39. Hoddinott Wildlife Sanctuary

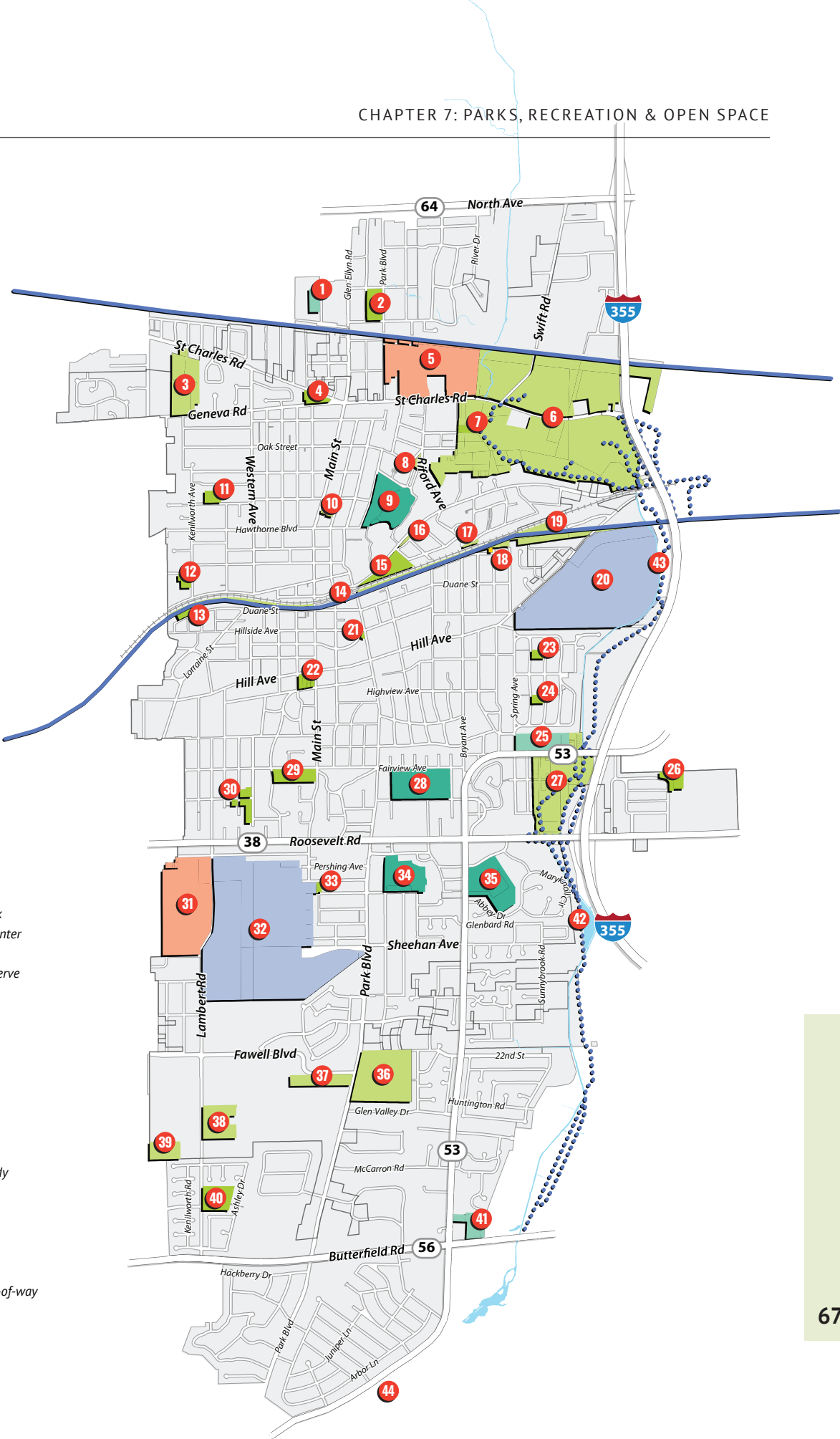
40. Lake Foxcroft Park

41. Butterfield Park District

42. DuPage River

43. Commonwealth Edison right-of-way

44. Morten Arboretum



Hydrology

The topography of Glen Ellyn includes multiple waterways such as the East Branch DuPage River, Glen Crest Creek, Winfield Creek, Willoway Brook, and East Branch Tributary No. 2. The East Branch DuPage River is the Village's main waterway, flowing southward on the eastern border of Glen Ellyn. These waterways should continue to be leveraged as valuable community assets while protecting their natural habitats. The Village should work with the DuPage County Forest Preserve District, Park District, and other agencies to enhance existing trails along the waterways, create new trail connections, and preserve adjacent natural environments as a public amenity.

Floodplains & Wetlands

In addition, multiple residential properties, particularly along the eastern Village limits and in the northern and southern ends of the ETJ, are located in local floodplains which could result in property damage. Existing residential properties that are at risk of flooding are identified in the following Environmental Features Map. Any open space within the floodplain or wetland areas should be preserved for environmental and stormwater benefits.

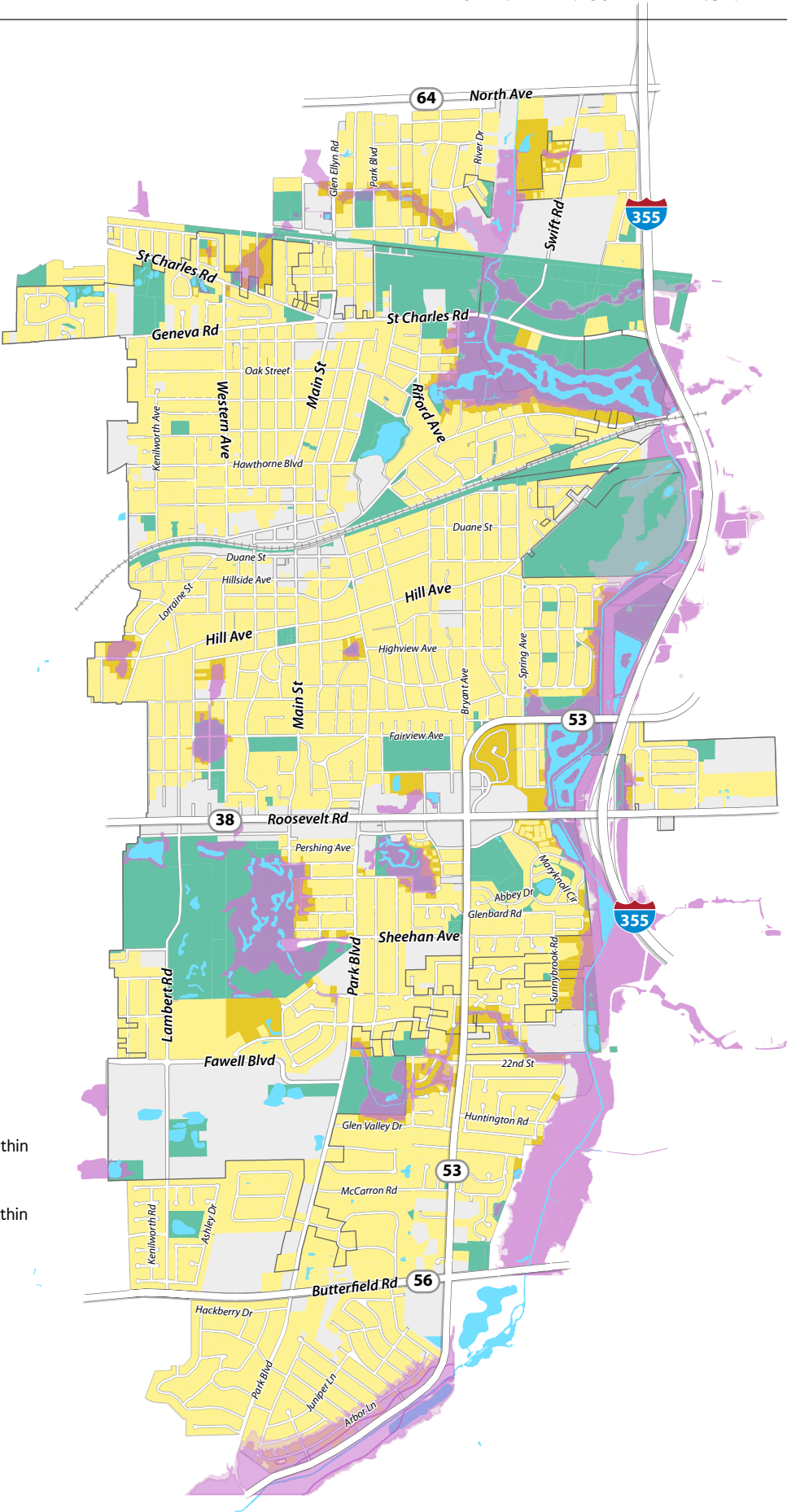
When considering annexations, the Village should be mindful of flood-prone areas. Any portions of vacant or open space properties located within the floodplain should not be further developed to prevent the addition of new properties susceptible to flood damage. This includes the vacant lots along the extremity of the Village's southern planning area, which the County purchased for stormwater detention purposes.

DuPage County Voluntary Buyout Program

Some areas within the Village's planning area may be appropriate for participation in DuPage County's Voluntary Buyout Program to reduce risks of flood damage. Funded by the Illinois Emergency Management Agency (IEMA), the countywide program purchases properties willingly sold by at-risk property owners that are not protected by capital improvements. Such bought out properties should be redeveloped into preserved public open space in alignment with the Land Use Plan to increase recreational opportunities and better utilize the land. Areas where the buyout program is most likely to be an attractive option for property owners include the single-family detached properties along Arbor Lane, Sunnybrook Road, Abbotsford Court, and Crescent Boulevard.

Environmental Features

- Open Water
- 100 Year Floodplain
- 500 Year Floodplain
- Parks and Open Space
- Residential areas not within the 100 year floodplain
- Residential areas that is partially or complete within the 100 year floodplain



CHAPTER 8

IMPLEMENTATION

The Glen Ellyn Comprehensive Plan provides policies and recommendations regarding the initiatives the Village should undertake over the next 15 to 20 years. For the vision of Glen Ellyn to be realized, the Village must be proactive and have the support and participation of local leaders, other public agencies, various community groups and organizations, the local business community, property owners, developers, and residents. The Village should be the leader in promoting cooperation and collaboration with these partners to implement the Glen Ellyn Comprehensive Plan.

Next Steps

This chapter presents an implementation framework that the Village can use to initiate and undertake key recommendations included in the Glen Ellyn Comprehensive Plan. The actions and strategies identified here establish the “next steps” to be taken in continuing the process of community planning and investment. These include:

- Use the Glen Ellyn Comprehensive Plan on a day-to-day basis to guide Village policies and decision-making;
- Review and update the Zoning Ordinance and other development controls to reflect policies presented in the Glen Ellyn Comprehensive Plan;
- Update and incorporate the Capital Improvements Program (CIP) with Plan recommendations for CIP infrastructure improvements;

- Promote cooperation and participation among various agencies, organizations, community groups, and individuals;
- Regularly review and update the Plan to reflect current conditions and shifts in community priorities;
- Explore possible funding sources and implementation techniques; and,
- Establish an Implementation Action Committee.

Use Plan Regularly

The Glen Ellyn Comprehensive Plan should become the Village’s official policy guide for land use, development, and reinvestment. It is essential that the Plan is adopted and used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development. Community Development Department staff should meet with the heads of other various Village departments to explain the purpose and benefits of the Glen Ellyn Comprehensive Plan.

To further educate the community about the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at Village Hall, and have a copy on file at the Glen Ellyn Public Library for reference;

- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the Village Board of Trustees and various boards and commissions in the day-to-day administration, interpretation, and application of the Plan;
- Provide a Glen Ellyn Comprehensive Plan orientation for new elected or appointed officials;
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Plan.

Amending Development Regulations

While the Glen Ellyn Comprehensive Plan articulates a vision for the Glen Ellyn community, the Village’s development regulations are the primary tool that can be used to implement Plan recommendations. Following adoption of the Glen Ellyn Comprehensive Plan, the Village should consider a process to update the current zoning ordinance and related ordinances, such as the Subdivision Regulations Code, to ensure that regulations reflect current Village policy and the desires of the Glen Ellyn community. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community’s vision for economic development, neighborhood character, connectivity, and other aspects of the Plan.

Capital Improvement Program

It is important that the implementation of the Glen Ellyn Comprehensive Plan is coordinated with the Village’s financial resources and capital planning. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. The Village’s Capital Improvement Program (CIP) is continually updated and includes a five-year implementation plan. CIP projects include improvements for roadways, side-walks, sanitary sewers, watermains, storm sewers, and multi-use paths, as well as other improvements requiring capital expenditures relating to public infrastructure.

The Village should review and integrate Glen Ellyn Comprehensive Plan into the capital improvement process, including the Village’s annual budgeting process and during updates to the CIP. This will help assess funding needs and plan for potential sources, ensuring completion of desired improvements in a prioritized manner over the life of the Plan.

Jurisdictional & Organization Cooperation

For the Glen Ellyn Comprehensive Plan to be successful, there must be strong leadership from the Village of Glen Ellyn and firm partnerships between other public agencies, community groups and organizations, the local business community, and the private sector. The Village should assume a leadership role to cooperate and coordinate with local school districts, the Glen Ellyn Public Library, College of DuPage, Metra, Pace, DuPage County, Illinois Department of Transportation (IDOT), the business community, and other key entities to undertake improvements that conform to the Glen Ellyn Comprehensive Plan and improve the quality and character of Glen Ellyn. Some of the recommendations in the Glen Ellyn Comprehensive Plan that will likely require coordination and cooperation include:

- Enhancing transit service in underserved areas of the community;
- Right-of-way and intersection improvements on corridors under the jurisdiction of IDOT or DuPage County;
- Extension of various roads, trails systems, and pedestrian amenities across public and private rights-of-way;
- Establishing regional trail connections to areas outside of Glen Ellyn;
- Coordination with local school districts and others to strengthen local public services;
- Continuing to strengthen Glen Ellyn’s brand to market and attract new residents, businesses, and tourists; and,
- Improvements and investment in Glen Ellyn’s parks and open space.

Regular Updates

It is important to emphasize that the Glen Ellyn Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. The Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village’s budget and Capital Improvement Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

Potential Funding Sources

The following is a list of possible funding sources that the Village could pursue to fund the implementation of the Glen Ellyn Comprehensive Plan. These programs are organized by funding category, which include:

- General Economic Development
- Transportation and Infrastructure
- Parks, Trails, and Open Space

It should be noted that while the information regarding these funding sources was deemed accurate at the time this Plan was written, the long-term availability of funds for these resources cannot be guaranteed. The Village should revise, update, and expand this list of potential funding sources as a component of any future Glen Ellyn Comprehensive Plan updates.

General Economic Development Funding Sources

Special Service Area (SSA)

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. A SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, area marketing, and special events. This tool could also be helpful in supporting improvements to the subareas identified in the plan.

Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village presently has two TIF districts: the Central Business District TIF District that encompasses Downtown Glen Ellyn and the Roosevelt Road/Park Boulevard TIF District along Roosevelt Road from roughly east of Parkside Avenue to IL Route 53.

Business Development District (BDD)

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a BDD. A BDD allows the Village to levy up to an additional one percent retailers occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

BDD designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment.

- Borrow funds as deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

Illinois Angel Investment Credit Program

The Illinois Angel Investment Credit Program encourages investment into early-stage, innovative businesses within the State of Illinois by offering tax credits to qualifying investors. The credits equal to 25 percent of the claimant’s investment made directly in a new business. The tax credit may not exceed the taxpayer’s Illinois income tax liability for the taxable year, but the credit may be carried forward for up to five years following the excess credit year. Tax credits are allocated on a quarterly basis throughout the year and are awarded on a first-come, first-served basis. The investments prompted by this program provide new businesses with critical funds to support their growth and success.

Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property’s assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Historic Preservation Tax Credit

The U.S. government offers a 20 percent federal income tax credits for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be “certified historic structures.” The State Historic Preservation Offices and the National Park Service review the rehabilitation work to ensure that it complies with the Secretary’s Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenses on which the credit may be taken. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit.

Incentives

The Village can use funding mechanisms such as a TIF district, SSA, or BDD to provide a variety of incentive programs to help the community achieve its goals. These incentives can be used to help attract new development to the area, to help improve existing development, and to encourage business owners to stay in the community and continue to impact the community in a positive way.

While this list of possible incentive programs is not exhaustive, it is representative of the range of options that are available and will provide a good starting point for the creation of a comprehensive incentive program that will help the Village achieve its objectives.

Revolving Fund Program

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses, funded through the Illinois Department of Commerce and Economic Opportunity. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. As the Village seeks to redevelop key commercial and employment areas, such as along Roosevelt Road, this funding opportunity should be marketed to local entrepreneurs seeking to grow their businesses.

Façade Improvement Program

Façade and site improvement programs can be used to beautify the Village and improve the appearance of existing businesses by offering low-interest loans or grants to improve the exterior appearance of designated properties. The Village currently administers a Commercial Facade Improvement Award, which provides financial aid up to \$15,000 for commercial property owners wishing to improve the exterior appearance of their establishments.

Payment in Lieu of Taxes (PILOT)

PILOT is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner would agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Transportation & Infrastructure

Fixing American’s Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. Implemented and administered by the Federal Highway Administration (FHWA), the act aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It authorizes \$305 billion through 2020 for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP and has funded projects including bicycle and pedestrian facilities; streetscaping; historic preservation and rehabilitation of historic transportation facilities; stormwater management and pollution prevention; and construction of turnouts, overlooks, and viewing areas. In the past, federal reimbursement has been available for up to 50 percent of the costs of right-of-way and easement acquisition, and 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

Safe Routes to Schools (SRTS)

The Safe Routes to School program has provided funding through the U.S. Department of Transportation for various infrastructure-related projects including the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school, including:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle-crossing improvements;

- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking system; and,
- Traffic diversion improvements in the vicinity of schools.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of CMAQ program funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, inter-sections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit desired emissions, and to create promotional campaigns to enhance use of transit and bicycles. As a result of changes made to the program under the FAST Act adopted in 2015, vehicle-to-infrastructure technology projects are also eligible for CMAQ funding.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway related items. CMAP delegates funds to regional councils and are selects projects based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STBGP funds may be used for a variety of project types including road reconstructions, transit station rehabilitation or reconstructions, bridge rehabilitation or reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor-level or small area safety improvements, and truck route improvements.

Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a sub-program of the Surface Transportation Block Grant Program which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. STP Set-Aside funds are administered by CMAP through a formal application process.

Parks, Trails & Open Spaces

Illinois Department of Natural Resources (IDNR)

IDNR administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grant-in-aid programs include the Park and Recreational Facilities Construction Grant, Illinois Trails Grant Programs, and Open Space Lands Acquisition and Development (OSLAD)/Land and Water Conservation Fund (LWCF).

Illinois Bicycle Path Program

The Illinois Bicycle Path Program is a grants program administered by IDNR that provides funding assistance up to 50 percent to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grants awards are limited to \$200,000.

Park and Recreational Facility Construction Act (PARC)

PARC is a grant program that provides 75 percent funding assistance to eligible local governments for park and recreation unit construction projects and land acquisition. Projects include the acquisition and development of land for public indoor/outdoor park, recreation, or conservation and must be used for “bondable” or “brick and mortar” projects. Grants can range from \$25,000 to \$2,500,000 with a 25 percent match required for most applicants.

Illinois Trails Grants Programs

The Illinois Trail Grant Programs is composed of five grant programs that provide financial assistance for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle (OHV) Program, and the Federal Recreational Trails Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50 percent of projects costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. It should be noted the OSLAD program is not open for FY21 and should be monitored for reactivation at a later year.

Land & Water Conservation Fund (LWCF)

The Illinois Land & Water Conservation Fund program (LWCF), similar to OSLAD, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match and awards up to \$750,00 per acquisition project. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Implementation Action Matrix

The Implementation Action Matrix included at the end of this section provides Village staff and community stakeholders with an organized table containing a comprehensive list of all implementation strategies, policies, and recommendations contained within the Glen Ellyn Comprehensive Plan. In conjunction with the annual updates to the Capital Improvement Plan, the Village should utilize and regularly update the Implementation Action Matrix to reflect the most up-to-date implementation actions and priorities. The Action Matrix includes:

- Specific recommendations and projects to be undertaken;
- The priority of each project or activity; and
- An indication of the public and private sector responsibilities for initiating and participating in each activity.

Action Priorities

Each action item has been designated a priority level to aid with implementation of Plan recommendations. Action item priorities are broken into three levels including:

- **1** - actions that have the highest priority. Though not necessarily more important, items listed as priority 1 may have an immediate impact on the community, may be more easily completed, or may be necessary actions for long term projects to begin.
- **2** - actions that have secondary priority include longer term projects, actions that indirect impacts on quality of life, and actions that require other projects be completed before they can be started.
- **On-Going** - actions that have begun, including projects that are currently under construction, or actions the Village currently does that should be continued. This also includes actions that represent changes in policy that are in place once adopted.

Partner Organizations

While the action matrix identifies potential partners for implementing the Glen Ellyn Comprehensive Plan, the Village of Glen Ellyn remains primarily responsible for all action items. The listed potential partners demonstrate opportunities for cooperation, but the action matrix does not represent a commitment or responsibility on their behalf.

Implementation Action Committee

To ensure the implementation of the Glen Ellyn Comprehensive Plan recommendations, the Village should form an Implementation Action Committee. The Action Committee would consist largely of volunteers who meet at specific times throughout the year to identify opportunities for implementation of the Plan recommendations. Working in an advisory role, the committee would be able to provide Village staff with prioritized actions that adhere to the Plan's goals and objectives. Committee members should meet annually throughout the life of the plan, allowing recommended actions to be tailored to Village finances, economic development, and implementation progress.

Strategy	Recommended Action	Priority	Potential Partners
Residential Areas			
Support Context Sensitive Infill	Develop the ten sparse single-family detached properties located directly outside of the Village limits along St. Charles Road into higher density single-family detached units.	2	Property Owners, Private Developers
	Redevelop the existing single-family detached properties along Swift Road in the northern ETJ into single-family attached units.	2	Property Owners, Private Developers
	Redevelop the existing single-family detached homes along Butterfield Road into single-family attached units.	2	Property Owners, Private Developers
	Use single-family attached and multi-family housing as a transition between more intense commercial areas and single-family residential areas.	2	Property Owners, Private Developers
	Ensure new developments complement surrounding single-family homes with high-quality architecture as reinvestment in existing neighborhoods occurs.	1	Property Owners, Private Developers
Increase Housing Diversity	Locate housing targeted at older age cohorts, including senior housing, in the Downtown and in proximity to commercial centers with convenient access to transit routes.	2	Property Owners, Private Developers
	Encourage the provision of single-level floor plans and ADA-compliant amenities.	1	Property Owners, Private Developers
	Encourage single-family attached and multi-family development close to Downtown and in transition areas along commercial corridors in accordance with the Land Use Plan and Residential Areas Framework map.	1	Property Owners, Private Developers
	Foster greater housing diversity that provides housing choice at various income levels.	1	Property Owners, Private Developers
	Permit accessory dwelling units as a special use in the R2 and R2B Single Family Residential districts.	1	
	Improve coordination with DuPage Housing Authority to further implement the Housing Choice Voucher (HCV) Program.	1	DuPage Housing Authority
	Consider establishing an affordable housing committee that is dedicated to monitoring affordable housing availability and needs and distribution of the HCV Program.	1	DuPage Housing Authority
	Encourage developers and property owners to promote the missing middle housing options on infill parcels within single-family neighborhoods as well as throughout Glen Ellyn.	1	Property Owners, Private Developers
	Promote higher density residential development that provides housing for a variety of income levels.	1	Property Owners, Private Developers
	Review incentives to encourage developers to incorporate a percentage of below market rate, affordable units should be reviewed, such as fee waivers, tax abatements, and expedited approval.	1	Property Owners, Private Developers
Prioritize Mixed Use Housing within Downtown	Encourage the development of multi-family units above ground floor retail.	1	Property Owners, Private Developers
	Use higher density single-family attached and multi-family housing as a transition between Downtown commercial uses and the surrounding single-family detached neighborhood.	1	Property Owners, Private Developers
Preserve Historic Neighborhoods	Continue to closely collaborate with the Historic Preservation Commission (HPC) to ensure proper preservation and maintenance of historic structures.	On-going	HPC
	Work with the HPC to further encourage rehabilitation and re-use within the community through available state and federal incentives.	1	HPC
	Continue to support the HPC in its public outreach efforts to encourage historic preservation in the community.	On-going	HPC
	Promote homeowner consideration for local landmarking, placement on the National Registry, and application for property tax freeze available for restoration projects through the Village's website, newsletter, and the distribution of pamphlets at the Civic Center and Stacy's Corners History Center.	1	HPC
	Consider the historic character of certain parts of the Village when reviewing development projects.	1	Village Board, HPC
Increase Code Enforcement and Maintenance	Continue to enforce its building codes and property maintenance regulations to ensure quality development and upkeep of the community's appearance.	On-going	Administrative Adjudication Hearing Officer
	Raise awareness of the Village's online resident complaint form through promotion on water bills, property tax forms, and the social media platforms.	1	
	Expand topics covered by the YourGOV platform for property maintenance issues.	1	
	Evaluate the Village's Appearance Review Guidelines to ensure recommendations are still reflective of community appearance priorities.	1	

Strategy	Recommended Action	Priority	Potential Partners
Commercial Areas Framework			
Improve the Character of Neighborhood Centers	Scale new neighborhood center development appropriately to respect and contribute to the character of surrounding residential areas.	1	Property Owners, Private Developers
	Encourage buffering and attractive screening within and around neighborhood centers to minimize impacts on nearby residences.	1	Property Owners, Private Developers
	Identify opportunities to install and enhance landscaping and pedestrian infrastructure within neighborhood centers.	1	Property Owners, Private Developers
Enhance Commercial Corridor Image and Connectivity	Encourage more intense use of existing commercial corridor properties to strengthen the Village’s commercial base.	1	Property Owners, Private Developers
	Coordinate with property owners to improve commercial corridor connectivity and appearance as redevelopment and reinvestment occurs.	1	Property Owners, Private Developers
	Enhance traffic flow and safety, provide additional opportunities for bicyclists and pedestrians, and provide better access to transit and transit-oriented accommodations along commercial corridors.	2	Illinois Department of Transportation, DuPage County, Public Works Department
	Work with private property owners to consolidate access drives and create shared parking opportunities.	2	Property Owners, Private Developers
	Encourage private property owners to provide on-site improvements, such as landscaping, the addition of pedestrian street furniture, and screening of mechanical equipment and garbage enclosures.	1	Property Owners, Private Developers
Promote Mixed Use and Economic Development within Downtown	Redevelop or expand underutilized commercial properties into mixed use developments.	2	Property Owners, Private Developers
	Leverage Innovation DuPage to support small business and startup business development while also fostering the development of co-working spaces elsewhere in the Downtown.	1	Innovation DuPage, College of DuPage
Support Office Development	Continue to support the maintenance and expansion of office development.	On-going	Property Owners, Private Developers
	Implement identification and gateway signs to demarcate clusters of office development and help brand office districts.	1	Property Owners, Private Developers, Public Works Department
	Coordinate with office users in identified clusters to gauge support for shared services such as landscape maintenance, shared garage facilities, or a unified building sign program.	1	Property Owners, Private Developers
Improve Hill Avenue Light Industrial Development	Consider coordinating with DuPage County and Hill Avenue business owners to evaluate solutions to mitigate potential contamination and enable businesses to continue to operate.	1	DuPage County, Hill Avenue Business Owners
	Improve existing development with green infrastructure treatments such as bioswales and pervious pavement systems.	2	Property Owners, Private Developers, Public Works Department
Evaluate Annexation Areas	Continue to evaluate opportunities for strategic annexation.	On-going	DuPage County
	Consider undertaking an annexation study to evaluate the most beneficial areas to incorporate.	2	DuPage County
Transportation			
Coordinate Roadway Jurisdiction	Maintain close coordination with the Illinois Department of Transportation (IDOT), State Toll Highway Authority (ISTHA), and DuPage County to support future development and enhance multimodal connectivity.	1	IDOT, ISTHA, DuPage County
Improve Roadway Capacity and Conditions	Continue to regularly coordinate with IDOT in monitoring traffic flow along Roosevelt Road and adjusting the traffic signal system coordination.	On-going	IDOT
	Implement intersection capacity improvements to address spot locations of congestion where necessary.	2	IDOT, ISTHA, DuPage County
	Consolidate curb cuts along Roosevelt Road as opportunities arise, particularly between Nicoll Way and Lambert Road.	2	Property Owners, Private Developers, IDOT
	Coordinate with IDOT to replace the decorative concrete median between Baker Hill Drive and the east branch of the DuPage River with a landscaped median.	2	IDOT
	Work with IDOT to increase the road capacity along IL Route 53 between Abbey Drive and Butterfield Road to provide a continuous three-lane cross-section.	2	IDOT
	Work with Work with IDOT to resurface Main Street between Linden Street and Pennsylvania Avenue.	2	IDOT
	Work with IDOT to widen Butterfield Road from IL Route 53 to I-355	2	IDOT
Reevaluate Parking Requirements	Reevaluate parking ratios for commercial areas in the zoning code.	1	
Improve Railroad Crossing	Continue to study grade-separated railroad crossing options to reduce traffic delays and increase pedestrian safety in the Downtown.	On-going	Union Pacific Railway, Metra
	Continue to be vigilant in working with the Union Pacific Railway in monitoring safety at the crossings.	On-going	Union Pacific Railway, Metra

Strategy	Recommended Action	Priority	Potential Partners
Explore Downtown One-Ways	Continue to work with Downtown business owners and explore the impacts of converting specific streets in the Downtown to two-way operation.	On-going	Business Owners
Implement Complete Streets and Traffic Calming	Review the traffic control devices utilized at all intersections in the Village to ensure that the right-of-way is assigned at each location.	1	IDOT, ISTHA, DuPage County
	Work with the school districts to establish policies and develop traffic circulation plans for each school.	1	Glen Ellyn School District 41, Community Consolidated School District 89, IDOT, ISTHA, DuPage County
Pursue Sustainable Transportation Alternatives	Consider partnering with rideshare companies to provide affordable alternatives to owning and operating a personal vehicle and closing gaps in the public transit system.	1	Ride Share Companies
	Work with carsharing companies to establish their business within the Village and identify carshare storage locations.	1	Car Sharing Companies
	Continue to work with businesses and property owners to dedicate parking spaces for no-emission vehicles to incentivize their use.	On-going	Business Owners, Property Owners
Enhance Metra Commuter Rail	Continue to coordinate with Metra to maintain service quality, implement future upgrades, and expand commuter parking as needed.	On-going	Metra
	Replace the Metra station with a modern new building that is 50 percent larger in size, paired with an ADA-accessible pedestrian tunnel beneath the rail line in the vicinity of Forest Avenue.	2	Union Pacific Railway, Metra
	Continue to work with CMAP, IDOT, Metra, and the Union Pacific Railway to expedite station improvement project, collaborate on advance engineering and architectural design plans, and seek additional grant funding if necessary.	On-going	CMAP, IDOT, Metra, Union Pacific Railway
Improve Pace Suburban Bus Services	Coordinate with Pace to install shelters at Pace bus stops as well as upgrade the existing shelters with real-time technologies	2	Pace, IDOT
	Monitor the progress of the PULSE network and work with Pace on advance planning for the Roosevelt Road route.	1	Pace
	Collaborate with the College of DuPage (COD), and potentially Pace, to evaluate the feasibility of a shuttle bus between the campus and Downtown Metra station.	1	COD, Pace
Expand Off-Street Trails and Side Paths	Support the Glen Ellyn Park District (GEPD) in constructing 1.4-miles of new biking and walking paths through Ackerman Park.	On-going	GEPD
	Consider future Park District trail projects in Village Green Park.	1	GEPD
	Work cooperatively with DuPage County on the planning and engineering of the segments of the East Branch DuPage River Greenway Trail that extend through the Village and the development of trail connectors to the Village's bicycle network.	On-going	DuPage County
	Work with IDOT to develop side paths along Roosevelt Road and IL Route 53.	2	IDOT
	Partner with neighboring municipalities on bicycle facility projects that connect existing trails and paths.	2	Wheaton, Lombard, Glendale Heights
	Maximize bicycle safety at the major roadway crossings of the Great Western Trail and Illinois Prairie Path.	2	DuPage County, IDOT, Public Works Department
Build on On-Street Bicycle Facilities	Undertake an update to The Move Glen Ellyn Active Transportation Plan to actively pursue grants to implement bike and multiuse path projects.	1	Public Works Department, DuPage County, The Glen Ellyn Park District, League of Illinois Bicyclists, The West Suburban Bike Advocacy Council
	Coordinate with surrounding agencies and municipalities to evaluate the launch of a bike share or bike rental program.	1	Wheaton, Lombard, Glendale Heights, Milton Township
Increase Bike Parking	Continue to add bicycle parking infrastructure, including bike racks, to encourage bicycle travel for short-distance trips.	On-going	Public Works Department
	Consider revising the zoning code to require secure bicycle parking within new multi-family and mixed-use developments.	1	
Enhance the Pedestrian System	Continue to maintain and repair the pedestrian infrastructure as part of its annual Capital Improvement Program and pursue opportunities to close the gaps in the system.	On-going	Property Owners, Private Developers, IDOT, DuPage County, DuPage Forest Preserve, Lombard, Milton Township
	Improve crossing safety at identified problematic signalized intersections along arterial roadway through the Village's annual Capital Improvement Program or coordination with IDOT or DuPage County.	2	IDOT, DuPage County
	Regularly monitor the timing of traffic signals under the Village's control to balance the needs of motorized traffic and pedestrians.	1	IDOT, ISTHA, DuPage County
	Work with Glen Ellyn School District 41, Community Consolidated School District 89, and the private primary schools in the Village (St. James The Apostle and St. Petronille) to establish Safe Walking Routes to School plans	1	Glen Ellyn School District 41, Community Consolidated School District 89, St. James the Apostle Catholic School, St. Petronille School

Strategy	Recommended Action	Priority	Potential Partners
Community Facilities			
Set an Example through Civic Government	Use the Civic Center as a quality example for future facilities that are due for upgrades and expansions as service demands grow and shift.	1	
Ensure Public Safety through Enhanced Emergency Services	Support the Police Department and monitor public safety issues, including future staffing needs.	1	Police Department
	Conduct regular community outreach to identify safety concerns of residents that the Police Department may need to address.	1	Police Department, Glen Ellyn Volunteer Fire Company
	Be mindful of preserving the community gathering space aspect of the existing Fire Station 61 when considering future site improvements or facility relocation.	1	Glen Ellyn Volunteer Fire Company
	Work with the Fire Company to undertake a facility needs assessment that evaluates the condition of Station 61, Station 62, and anticipated improvements.	1	Glen Ellyn Volunteer Fire Company
	Consider the site of the existing Station 61 for redevelopment into a higher-density mixed-use structure.	2	Glen Ellyn Volunteer Fire Company, Private Developers
Improve the Water and Sewer System	Examine the need for a third one-million-gallon reservoir on the northern end of Glen Ellyn for emergency backup purposes.	1	Public Works Department, DuPage Water Commission (DWC)
	Consistently maintain back-up pumping facilities in case it is needed to supplement the DWC water system.	1	Public Works Department, DWC
	Be prepared for unfunded mandates, including potentially replacing all service lines and water infrastructure containing lead.	1	Public Works Department, DWC
	Continue water main replacement and rehabilitation in unison with roadway improvement projects with emphasis on Roosevelt Road and IL Route 53.	On-going	Public Works Department, DWC, IDOT
	Expand water and sewer system to underserved annexation areas.	2	Public Works Department, DWC
	Continue maintaining and rehabilitating Village's existing reservoirs.	On-going	Public Works Department
	Upgrade and improve the Supervisory Control and Data Acquisition (SCADA) system at needed locations throughout the Village.	2	Public Works Department
	Continue sanitary sewer lining with cured-in-place-pipe where feasible.	On-going	Public Works Department
	Rehabilitate the lift station at Memory Court and at South Park Boulevard, with the consideration of relocating the station outside of the floodplain.	2	Public Works Department
	Continue supporting the Overhead Cost Share Program to reduce inflow.	On-going	Public Works Department
	Continue improvements to maintenance programs utilizing cutting edge technologies for prioritizing maintenance.	1	Public Works Department
	Conduct a study of basins to prioritize I/I (Infiltration/Inflow) revolution and reduction, including the identification of sources of clearwater that enter the sanitary sewer system.	1	Public Works Department, DWC
Address the Public Works Department's Facility Needs	Evaluate the condition of the Reno Service Center and consider expansion options to better accommodate public works operations, off-street parking, storage space, and other necessities.	1	Public Works Department, Lambert Lake Nature Preserve, Village Green Park
	Evaluate the relocation of the Reno Service Center in the long-term as the facility is currently located within a floodplain.	1	Public Works Department
	Continue to complete repairs and replacements for existing Public Works Department storage facilities.	On-going	Public Works Department
Improve Stormwater Drainage	Continue the Stormwater Management Program Plan (SMPP) to reduce pollutant discharge into stormwater runoff and meet water quality standards of the United States Environmental Protection Agency (USEPA).	On-going	Public Works Department, Property Owners, Private Developers
	Continue to expand Village stormwater infrastructure to areas desired for annexation.	On-going	Public Works Department
	Continue to regularly maintain and enhance stormwater management infrastructure as needed to meet water inflow volume and sufficiently transport runoff.	On-going	Public Works Department
	Identify sites that are susceptible to flooding and identify improvements for further flood mitigation.	1	Public Works Department
	Coordinate the replacement of deteriorating segments of stormwater infrastructure (as well as water and sanitary sewer) with roadway improvement projects when possible.	1	Public Works Department
	Continue to coordinate infrastructure repairs and upgrades with other utility companies in the rights-of-way in unison with Village projects.	On-going	Public Works Department, Commonwealth Edison
	Identify additional sites for stormwater storage, which could be used simultaneously as a public park, recreational facility, or open space.	1	Public Works Department, GEPD
	Work with property owners and developers to reduce impervious coverage and increase green space as a way to reduce stormwater runoff.	2	Public Works Department, Property Owners, Private Developers
	Continue to upkeep Village facilities, community facilities, and municipal roads to maintain a clean environment and prevent potential trash or pollutants from entering the stormwater system.	On-going	Public Works Department, IDOT, ISTHA, DuPage County, School Districts, Police Department, Glen Ellyn Volunteer Fire Company
	Coordinate with construction companies to ensure proper storage and disposal of sediments and waste material from construction sites.	1	Construction Companies

Strategy	Recommended Action	Priority	Potential Partners
Mitigate Urban Flooding	Coordinate with DuPage County, property owners, and adjacent communities to develop an appropriate flood resilience strategy to address urban flood hazards.	1	DuPage County, Property Owners, Wheaton, Lombard, Glendale Heights, Milton Township
	Continue to improve the Village's drainage system using the 2015 East Branch DuPage River Watershed and Resiliency Plan as a guide.	On-going	Public Works Department, Property Owners, Private Developers, DuPage County
	Continue to enforce the adopted DuPage County Countywide Stormwater and Flood Plain Ordinance as well as the Village amendments (Municipal Code Section 4-7-2).	On-going	Public Works Department, Property Owners, Private Developers, DuPage County
	Utilize the 2015 Illinois Urban Flooding Awareness Act Report to identify resources and technology that could help mitigate the impact of urban flooding.	1	Illinois Department of Natural Resources (IDNR)
	Increase promotion of Village resiliency programs that help residents fund sanitary sewer service line improvements.	1	Public Works Department, Property Owners, Private Developers
	Implement low-impact development (LID) through the incorporation of green stormwater infrastructure as redevelopment continues within the Village.	2	Public Works Department, Private Developers
	Work with property owners to improve existing open space on private property or create additional open space, such as through park donations.	2	Property Owners
Expand Infrastructure to Future Service Areas	Continue to expand the Village's utility lines outside the northern and southern municipal limits in preparation for potential annexations.	On-going	Public Works Department, Property Owners, Private Developers
Coordinate with the Glenbard Wastewater Authority for Capacity Needs	Coordinate with the Glenbard Wastewater Authority (GWA) to ensure the capacity of its system continues to meet the needs of Glen Ellyn's residents and necessary improvements are made to accommodate future annexations.	2	GWA
	Continue to regularly conduct sewer infrastructure maintenance and repairs to reduce groundwater infiltration.	On-going	GWA, Public Works Department
Support Public and Private Schools in Providing Quality Education	Maintain close coordination with each school district to monitor enrollment fluctuations based on potential shifts in the housing stock outlined in the Land Use Plan.	1	
	Continue to coordinate with local private schools when possible to ensure private education remains a strength within the community.	On-going	St. Petronille School, St. James the Apostle, Phillip J. Rock Center and School, Montessori Academy of Glen Ellyn
Strengthen Connections with the College of DuPage	Continue to work closely together with the DuPage Convention and Visitors Bureau to promote each other's events and provide the public with unique experiences.	On-going	The DuPage Convention and Visitors Bureau
	Use the Business Development Center as a resource to streamline graduates from the COD directly into the Village's workforce.	1	COD, Business Development Center, Innovation DuPage
	Coordinate with Pace to create a new shuttle line that provides direct connection between the COD campus, Downtown, and the Metra station for regional transportation	2	Pace, Metra, COD
	Support the COD in enhancing its facilities and work to negotiate mutually beneficial and necessary amendments of the Planned Unit Development (PUD) that guides development of the COD campus.	1	COD
	Support the expansion of the COD campus as an economic development asset while ensuring improvements do not negatively impact the surrounding neighborhoods.	1	COD
	Explore opportunities to develop additional multi-family housing near the COD campus.	1	COD, Property Owners, Private Developers
	Work with COD to implement streetscape and traffic improvements around the campus outlined its Facility Master Plan.	2	COD
	Reassess traffic signal cycle lengths along Lambert Road to ensure the duration matches current ADT needs and unnecessary wait times are eliminated.	1	COD
Support the Public Library	Continue to support the Glen Ellyn Public Library in providing services to residents and strengthening partnerships with each school district to provide resources to students.	On-going	Glen Ellyn Public Library
Encourage Concentrated Healthcare Development	Continue to support medical offices above ground floor retail uses within the Downtown core or in the C5B district where they are permitted uses, unless they are a larger clinic facility.	On-going	
	Centralize medical offices around existing office clusters and leverage as infill opportunities for retail vacancies.	2	
Parks, Recreation & Open Space			
Support the Glen Ellyn Park District	Support the GEPD in the enhancement of the Ackerman Park's amenities.	1	GEPD
	Continue to support the GEPD in maintaining Lake Ellyn Park as a valuable community asset by examining needs for future facility improvements and ensuring the implementation of best management practices (BMPs) for stormwater management.	On-going	GEPD
Work Closely with Butterfield Park District	Continue to support and work with the Butterfield Park District (BPD) in the clean up and development of Glenbriar Park and the recently purchased property immediately north of Corner Park.	On-going	BPD, Butterfield Preservation Foundation, Conservation Foundation

Strategy	Recommended Action	Priority	Potential Partners
Address Park Needs	Continue to enhance existing parks and recreation facilities, replacing old amenities with the new as needed.	On-going	GEPD, BPD
	Coordinate with the GEPD as the district looks to update the Glen Ellyn Park District Comprehensive Plan, as well as the Butterfield Park District should it undertake a similar exercise.	1	GEPD, BPD
	Encourage more intense development of existing facilities in areas of more need where future parkland cannot be acquired by the GEPD.	1	GEPD, BPD, Private Developers
	Consider implementing the specific park improvements outlined in the Parks, Recreation and Open Space chapter.	2	GEPD
	Enhance Village Links and Reserve 22 with upgrades to the sport facilities as they begin to age in the long-term.	On-going	GEPD, Public Works Department
	Continue to monitor needs for infrastructure upgrades and cleaning at Village Links and Reserve 22.	On-going	GEPD, Public Works Department
Improve Trail Connectivity to Forest Preserves	Partner with the Forest Preserve District of DuPage County and other respective agencies to establish connecting routes and improve accessibility along existing trails.	2	Forest Preserve District of DuPage County
	Reinforce crossing safety where trails intersect roadways.	2	Union Pacific Railway, Metra, Public Works Department
	Provide recreational amenities, additional furniture, viewing points, and wayfinding signage along trails.	2	Public Works Department, GEPD, DuPage County
	Establish trailheads and adjacent parking areas at main entry points onto trails.	2	Public Works Department, GEPD, DuPage County
	Continue to support the development of the East Branch Trail and work together with Chicago Metropolitan Agency for Planning (CMAP) to conduct the approved feasibility study.	On-going	IDOT, Public Works, DuPage County, Forest Preserve District of DuPage County, CMAP
	If approved for construction, the Village should ensure safe, clearly marked crossings are provided where the East Branch Trail intersects with major roadways.	2	IDOT, Public Works, DuPage County, Forest Preserve District of DuPage County
	Identify new opportunities for designated bike routes or multiuse trails that would increase resident's access to the East Branch Trail from within the Village.	1	IDOT, Public Works, DuPage County, Forest Preserve District of DuPage County
	Evaluate the DuPage County Forest Preserve District's Master Plan to identify potential partnership opportunities that support the implementation of the Master Plan's goals and objectives.	1	Forest Preserve District
Leverage and Protect Local Hydrology	Continue to leverage the Village's waterways as valuable community assets while protecting their natural habitats.	On-going	DuPage County Forest Preserve District, GEPD
	Work with the DuPage County Forest Preserve District, Park District, and other agencies to enhance existing trails along the waterways, create new trail connections, and preserve adjacent natural environments as a public amenity.	1	DuPage County Forest Preserve District, GEPD
	Preserve any open space within the floodplain or wetland areas for environmental and stormwater benefits.	1	Public Works Department
	Avoid further developing any portions of vacant or open space properties located within the floodplain to prevent the addition of new properties susceptible to flood damage.	1	Private Developers
	Redevelop bought out properties from the DuPage County's Voluntary Buyout Program into preserved public open space in alignment with the Land Use Plan.	2	DuPage County, Illinois Emergency Management Agency (IEMA)