



Agenda
Village of Glen Ellyn
Plan Commission
Regular Meeting
Thursday, May 14, 2020
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room

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

A. Call to Order

B. Chairperson explains the meeting will be held remotely and provides an overview of the meeting process and rules

To observe or listen in to the meeting proceedings, please either click the link below to join the webinar, or call one of the numbers below.

Link to join the webinar:
<<https://us02web.zoom.us/j/83236857262?pwd=c1NjMkZFd2xGdFVY2lFYmtHVmNGdz09>>

Password: 755477

Or iPhone one-tap :

US: +13126266799,,83236857262#,,1#,755477# or
+13017158592,,83236857262#,,1#,755477#

Or Telephone (for higher quality, dial a number based on your current location):

US: +1(312)626-6799 or +1(301)715-8592 or +1(646)558-8656 or +1(669)900-9128 or +1(253)215-8782 or +1(346)248-7799

Webinar ID: 832 3685 7262

Password: 755477

C. Chairperson identifies staff person responsible for administering remote platforms

D. Adoption of Emergency Rules of Procedure (roll call vote)

1. Emergency Rules of Procedure

E. Allow remote participation by the Plan Commission (roll call vote)

F. Public Comment (Non Agenda Items)

G. Approval of Draft Minutes

1. March 12, 2020 Plan Commission Draft Minutes

H. Pre-application Meeting - 460 Crescent Boulevard - McChesney & Miller Site

1. Pre-Application Meeting - 460 Crescent Boulevard - McChesney & Miller Site

- I. Trustee's Report**
- J. Chairman's Report**
- K. Staff Report**
- L. Other Business**
- M. Adjournment**

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

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



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/14/20 07:00 PM
Department: Plan Commission
Department Head: Katie Ashbaugh
Category: Policy
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4473)

DOC ID: 4473

Emergency Rules of Procedure

Due to the COVID-19 pandemic, all Boards and Commissions are meeting remotely for a period of time. Village counsel has recommended that the Zoning Board of Appeals and the Plan Commission adopt Emergency Rules of Procedure. These Rules of Procedure should be considered the general parameters governing zoning public hearings conducted by the aforementioned recommending bodies while the Governor's emergency orders addressing limiting public assemblies, promoting social distancing, and relaxing quorum provisions of the Open Meetings Act, 5 ILCS 120/1 *et seq.*, are in place. Please review the proposed Emergency Rules of Procedure and contact staff with any questions you may have.



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/14/20 07:00 PM
Department: Plan Commission
Department Head: Katie Ashbaugh
Category: Minutes
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4471)

DOC ID: 4471

March 12, 2020 Plan Commission Draft Minutes

ATTACHMENTS:

- March 12, 2020 Plan Commission Draft Meeting Minutes (PDF)

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
March 12, 2020

Call to Order

The meeting was called to order at 7:14 p.m. by Chairperson Mary Loch. Plan Commissioners Tracy Heming-Littwin, Angela Fanella, Phil Hartweg and Jamie Vondruska were also present.

Also in attendance were Village Community Development Director Staci Springer, Village Planner Kelly Purvis and Recording Secretaries Barbara Dutton and Debbie Solomon.

Public Comment Non-Agenda Items

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

Approval of February 13, 2020 Plan Commission Meeting Minutes

Commissioner Hartweg moved to approve the minutes of the February 13, 2020 Regular Plan Commission meeting. Seconded by Commissioner Heming-Littwin, the motion carried unanimously, by voice vote.

Pre-Application Meeting - 982-992 Hill Avenue - Patrick J. Murphy Builders, Inc. - Major Subdivision

Staff Introduction

Village Planner Kelly Purvis explained that this Pre-Application Meeting concerns a proposed subdivision of a 1.79-acre parcel to allow the development of eight single-family homes, and that in 2006 the parcel had been approved for a six-lot subdivision. Planner Purvis explained that the Pre-Application process is an informal meeting, allowing the developer to discuss potential plans with the Commission and get feedback prior to investing in detailed plans for the project; it is not a formal application, and no action would be taken this evening. Outlining next steps, Planner Purvis said there would be a Plan Commission Public Hearing, the public would be notified of the application, and the Commission would review detailed plans and put forth a recommendation for Village Board consideration. Approval of the development plan would require a preliminary and final subdivision plat, any zoning or subdivision variations necessary for the project to move forward and an amendment to the Annexation Agreement.

Planner Purvis described the location of the property as the north side of Hill Avenue between Cumnor Avenue and Golf Avenue, directly across from the Glen Oak Country Club. She noted that the property is zoned R2 Residential. The surrounding zoning and land uses she described thus: conservation-recreation zoning, including Glen Oak Golf Club, is to the south; residential properties are to the northwest; and single-family, unincorporated property is to the north.

Planner Purvis reported that in 2006 Hill Street Properties LLC entered into an Annexation Agreement with the Village for this property. The Agreement outlined terms by which the project would be

developed. The term of an Annexation Agreement is 20 years, Planner Purvis noted that the Agreement runs with the property. A six-lot subdivision was also approved at that time, to be improved with custom homes in the \$1 million-\$1.2 million range. Each of the six lots complied with minimum lot regulations for the R2 District into which the property was annexed.

Following approval of the plat of subdivision in 2006 the property was annexed into the Village, though a final plat of subdivision was not recorded and the development did not move forward. The property, stated Planner Purvis, remains a single lot of record.

In 2014 Patrick J. Murphy Builders Inc. acquired the property with the intention of developing the six-lot subdivision, Planner Purvis stated. With changes in the real estate market since 2006 and certain qualities of the property that make it more expensive to develop, Mr. Murphy, the Petitioner, has been in negotiation with the Village to amend the Annexation Agreement to make development more feasible. Mr. Murphy is seeking feedback, for a proposed subdivision of eight, more modestly sized single-family homes, with first-floor footprints ranging from approximately 2,100SF to 2,700SF.

Planner Purvis referenced a sample ground floor plan provided by the Petitioner. An elevation was also provided in the Plan Commission packet, she stated. Homes would feature a first-floor master bedroom, seen as attractive to seniors and those with limited mobility. After listing other spaces denoted in the floor plan, Planner Purvis related that the builder sees a need for this type of product in the village, and that residents are looking to sell their larger homes, and seek smaller homes with less upkeep and lower taxes.

Planner Purvis displayed an image of the site, which she said is currently vacant and heavily wooded. She pointed to a 24-foot grade change, which presents a challenge to develop the property. A topographic map showed the elevation change on the property. Planner Purvis went on to explain that due to limited site-lines on Hill Avenue, the previous subdivision approval featured conditions that limit the number of curb cuts along Hill Avenue; the driveways on the corner parcels were proposed on Cumnor and Golf Avenues. Planner Purvis presented photos looking both ways on Hill Avenue to show potential site-line difficulties stemming from the grade change on and around the site. As part of the original agreement, Planner Purvis stated, the developer was to “soften” the hill to address site-line issues relative to the driveways, an additional project cost.

Based on the conceptual plans being submitted, Planner Purvis stated, the proposed re-subdivision creates smaller lots and smaller homes than those proposed in 2006. No variations for lot coverage in that proposal were granted, Planner Purvis stated. While the lots in the new proposal meet the minimum size requirement for the zoning district, the structure footprints proposed yield lot coverage ratios (LCR) ranging from 24 percent to 29 percent, and exceeding the 20 percent LCR permitted for two-story homes in the district. Planner Purvis referenced documents listing the lot sizes, building footprint areas and LCRs for the proposed subdivision. Other variations requested include lot depth variations for Lots 1 and 2; rear-yard setback variations for Lots 1-5, a lot width variation for Lot 8, and corner lot corner yard setback variations.

Planner Purvis noted there could be further items needing zoning relief going forward based upon more detailed plan, and she added that the Petitioner has provided a number of hardships in his application and will further speak to why zoning relief is needed. Planner Purvis invited questions and called for feedback as to whether the Commission would be in favor of an eight-lot subdivision as a concept; whether the approval process should be a one- or two-steps; if the Commission had any issues with any of the requested variations; and how the treatment of mature trees should be addressed in future plans for the project.

Commissioner Fanella asked what the typical LCR variation that has been granted for similar projects. Planner Purvis replied that relative to new construction the Zoning Board of Appeals has expected developers to build to code. Planner Purvis recalled, however, an example wherein the Plan Commissioners, in 2012 allowed a new subdivision with an approximately 25-percent LCR in exchange for the developer forgoing any available detached-garage bonuses that would be available. For existing properties, Planner Purvis noted that in the past 10 years, 100 percent of the time the Zoning Board of Appeals would approve an LCR up to 22 percent.

Petitioner's Presentation

Representing the Petitioner, Mr. Jon Green of Engineering Resource Associates, spoke of his approximately 30-year history of working with Patrick J. Murphy Builders. Regarding the 2006 Annexation of the property under discussion and the six-lot subdivision concept envisioned for its development, Mr. Green explained that plans relative to that time were made before the great real estate depression that ushered in a different economic time, with a different demand for real estate. Aging Baby Boomers, Mr. Green stated, want to stay in their community, but do not want the upkeep and higher taxes of a large home – what he called the “rightsizing of the housing market.”

Listing features of the neighborhood in which the parcel sits, Mr. Green characterized the area as a transitional or buffering zone. A first-floor master bedroom and a two-car garage are desired residential home features among empty nesters. Mr. Green recalled that while a concept for duplex units for the property was well received in a previous discussion before this body, but further market research showed a greater interest in detached homes. The Petitioner, Mr. Green explained, adjusted plans from a possible 10-unit concept associated with the duplex concept, to an eight-home concept, up from the earlier proposed six, as the Petitioner has not seen a recovery in the market to justify the previously approved development outlined in the Annexation Agreement.

Mr. Green turned to the grade change of the land: Analysis, Mr. Green stated, showed that with the modest home sites proposed, the subdivision can still be below the trigger for storm-water retention and volume storage. Mr. Green stated that the Petitioner is committed to constructing features, such as permeable-paver patios, if need be, though the Petitioner does not think that will be necessary.

Concerning deviations from code, Mr. Green stated that the proposed footprints will be about 2,400SF on average, so to accommodate the floor plan envisioned, are asking for deviations on rear yard setbacks on Lots 1-5. The homes, Mr. Green stated, will have a “nice-size” first floor, and a modest-sized second floor, and described the design as not “your traditional two-story home.” The units will have

steeper roof peaks, and upstairs bedrooms or a loft tucked under into the roof will reduce the feeling of bulk. The “French Provincial look” of the homes proposed, Mr. Green stated, would add to the continuity to the adjacent neighborhood.

Mr. Green further asserted that the eight “rooftops” proposed would represent more business to the Village, and that they would yield lower taxes to the residents of the units, but more income to the municipality. He went on to address the “hardship of cost” associated with reconstruction of Hill Avenue to address the drop in grade. Mr. Green stated that the Petitioner has not submitted any engineering plans, but sees the full-width reconstruction cost – which would have to be borne by a building project on only one side of the road – as a hardship, given the less than robust housing market and the escalation seen in the cost of construction and labor. Mr. Green stated that eight rooftops would be needed to cover the cost, and invited questions about the concept presented.

Plan Commission Comments

Commissioner Vondruska asked for confirmation that the variations sought would not change that much if the plan went from eight to seven lots, as he assumed the footprint of the houses would not change significantly. Planner Purvis said that with seven lots, there would probably be less of a lot coverage variation and less of a need for the corner side yard setback variations, but the narrower depth of the first two lots would likely still require two variations. Planner Purvis recalled that in the previous subdivision plan, that the end lots faced Cumnor and Golf Avenues, squeezing six lots in without variations, and understands that all eight lots in the current plan would have access from Hill Avenue. The Petitioner pointed out that although the end lots’ front yards would face Hill Avenue, they would have driveway access from Cumnor and Golf Avenues.

Mr. Murphy stated that he thought Lot 1 was granted a variation for the rear setback in the 2006 plan; Planner Purvis said she did not think so, but said she would check, believing that the original plan met the District requirements. Mr. Murphy implored an understanding that the depth of this property is a concerning issue, remarking that he is not a fan of Glen Ellyn’s 40-foot rear-setback requirement.

Commissioner Vondruska asked about the extent of sidewalk curb that would be constructed. Mr. Murphy indicated that his construction company expects to install these along the Cumnor and Golf Avenue sides of the property, and on the north side of Hill Avenue along the subdivision. Planner Purvis stated the Subdivision Code requires this work on both sides of the street, but thought there might be something negotiated in the Annexation Agreement.

Commissioner Hartweg asked how much Hill Avenue will be lowered. Mentioning a recent repaving of Hill Avenue and citing a perceived site-distance issue, Jon Green explained that the Petitioner was not part of the negotiations relative to the repaving components, but is eager to work with Public Works and Engineering staff on perhaps a value engineering approach, with the understanding that the property will always have a slope to it. Mr. Green mentioned enhanced signage as a potential solution, noting that the cost of reconstruction to meet Village standards is considerable, even without lowering the road, an undertaking that he indicated would have a negative impact on trees. Mr. Murphy observed

that there are a lot of streets in Glen Ellyn with sight-line issues which do not conform, and that he would like to consider renegotiating this requirement.

Commissioner Hartweg asked what the selling price of the lots is anticipated to be. Mr. Murphy replied that it depends on the Annexation Agreement terms, but sees opportunity for compromise in 2020 allowing him to get the lots at \$250,000 to \$275,000, and then try to build a modest home with a start point at perhaps \$700,000 to \$800,000.

Village Community Development Director Staci Springer reminded the Plan Commission that the question before them this evening relates to the zoning variations. Director Springer stated that staff has been working with Patrick J. Murphy to renegotiate the terms of the Annexation Agreement, and believes that progress has been made to reduce costs associated with the challenges in developing the property.

Commissioner Fanella asked what plans were in place for trees on the lot, to which Mr. Murphy responded that not all of them can be saved, and that probably some need to be removed.

Commissioner Heming-Littwin identified a discrepancy in the building footprint sizes, saying the average was not 2,400, but higher. Mr. Green explained that Commissioner Heming-Littwin's conclusion is correct if the assumption is they are referring to the example shown, which is "very minimal," adding that the Petitioner is challenging the LCR and that his company has a market for this product. Commissioner Heming-Littwin asked if the homes would be on slabs; Mr. Murphy responded that, no, they would have basements.

Maintaining that the Village's low LCR and 40-foot rear-yard setback makes the town unique, Chairperson Loch wondered whether eight lots was the right ratio. Chairperson Loch said she is struggling with the LCR, and feels that a proposed footprint of 2,700SF should limit the number of lots to seven, or alternatively, footprints should be reduced to maintain an acceptable LCR on eight lots.

Mr. Murphy stated that it is important to understand the direction of the town and people's desired specifications for a new home, and that the area of the proposed subdivision could potentially transition into a development similar to what he is proposing. Mr. Murphy urged revisiting the zoning requirements as an important step, in light of changes he sees coming in future development, and cited market demand for the product he is proposing.

Commissioner Fanella said that she could not in good faith grant the Petitioner a 29-percent LCR, when a neighbor building a new house would be subject to stricter requirements. Counter to the Petitioner's conviction that a high LCR was suitable for the location of the proposed subdivision, Commissioner Fanella said such might be more accepting of this kind of development closer to the downtown business district. Commission Chairperson Loch stated that she was uncomfortable with the proposed 29 percent LCR and said that changes to the subdivision concept would be needed before she would be comfortable supporting it. Commissioner Heming-Littwin said some variation in lot LCR might be acceptable, and expressed confusion about the homes' second-floor composition. Mr. Murphy, pointing out that the LCR is only relative to the first floor, asked that the Commissioners keep in mind that the

plans are in compliance with the 30-ft. front yard setback requirement. While Commissioner Fanella acknowledged setback variations to overcome lot configuration, but still maintained concern about “the amount of house” proposed for the eight lots envisioned.

Mr. Murphy asked what LCR the Commission could live with. Chairperson Loch replied that either the subdivision be pared down to seven lots or the footprints get reduced. Mr. Green interjected an example of a St. Charles, Ill., project where the LCR jumps from 25 percent to 30 percent, taking into consideration the larger footprint of having a first-floor master bedroom and yielding a softer roofline as a trade-off. Mr. Green pointed to the importance of recognizing the distinction between a Planned Unit Development of 1 ½-story product and more of a traditional two-story product. Commissioner Heming-Littwin asked Planner Purvis about LCR requirements as they pertain to second-story homes. Planner Purvis informed her that the Village’s code specifies that anything more than one story cannot exceed a 20-percent LCR.

Commissioner Fanella said she would have to stick to the 20 percent. Mr. Murphy asked if the LCR of 20 percent had ever been challenged. Chairperson Loch stated that could go up a couple of points, with the administrative allowance to 22 percent, but could not accept 29 percent. Mr. Murphy stated that the project could probably move forward on a Commission recommendation of other than 20 percent, and asked if there was a middle ground. Commissioner Heming-Littwin said she would be okay with 25 percent with no bonuses. Commissioner Vondruska mentioned the concern over saving trees, as well as acknowledged the lot-shape and street reconstruction hardships. Commissioner Vondruska said he could give a few points on the ratio (up to 24), but 29 percent is pushing it too far. Commissioner Hartweg declared he was comfortable with the proposal put forth by the petitioner.

Commission Chairperson Loch announced that the Petitioner has the feedback, advised that getting a project passed will need a majority, and remarked that the Commission would like to see a project go forward.

Public Comment

Ms. Terry Lind, who lives behind Lot 8 of the currently proposed subdivision, asked what the plan is to safeguard trees. Commissioner Heming-Littwin responded that a landscape plan would be required.

Commissioner Heming-Littwin moved to close the Public Meeting. Seconded by Commissioner Fanella, the motion passed unanimously at 8:07 p.m.

Public Meeting - Adoption of the Official Zoning Map for 2020

Village Planner Purvis made a presentation for the adoption the Official Zoning Map for 2020. She explained that the map, which must be approved by April 1st, reflected three changes over the year:

- A group of 70 residential properties were annexed and rezoned in the northeast corner of the Village;
- A rezoning of property pursuant to a project on Duane Street; and
- The annexation and rezoning of a property in the southeast portion of the Village.

Planner Purvis asked the Commission to review the changes to the map and make a recommendation regarding its adoption by the Village Board.

Commissioner Heming-Littwin moved to adopt the Village's Official Zoning Map. Seconded by Commissioner Fanella, the motion carried unanimously, by roll call voice vote.

Trustee's Report

There was no Trustee's Report.

Chairman's Report

Chairperson Loch indicated that she will to look the Village for direction concerning the Coronavirus, which could prompt postponing meetings. Village Planner Kelly Purvis reported that there were conversations at the Village concerning a plan, and noted that the Commission did not have much slated for the next month or so. Commissioner Heming-Littwin related that guidance had been given by the Governor of Illinois, and cited actions taken by Cook County relative to limit public hearing activity. Commission Chairperson Loch thought that some kind of meeting schedule with reduced member participation might be feasible. Commissioner Heming-Littwin mentioned the idea of considering member conditions and age in determining participation.

Staff Report

Planner Purvis said that no formal public hearings were planned for the short-term. Planner Purvis added that the summer should be a busy one for the Commission.

Adjournment

Commissioner Heming-Littwin moved to adjourn the meeting. Seconded by Commissioner Hartweg, and passed by voice vote, the meeting concluded at 8:15 p.m.

Respectfully submitted,

Barbara Dutton
Recording Secretary

Reviewed by Planner Purvis



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/14/20 07:00 PM
Department: Plan Commission
Department Head: Katie Ashbaugh
Category: Discussion Item
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4474)

DOC ID: 4474 A

Pre-Application Meeting - 460 Crescent Boulevard - McChesney & Miller Site

PETITIONER: The petitioner is Michael O'Connor, Vice President of Development and Leasing for Holladay Properties.

REQUEST: Pre-application meeting regarding the potential redevelopment of the former McChesney & Miller grocery store with a new 5 to 6-story mixed-use building featuring 86 luxury apartment units and approximately 1,203 square feet of first-floor commercial space served by 104 parking stalls.

EXISTING CONDITIONS: The former McChesney & Miller grocery store is located at 460 Crescent Boulevard, on the north side of Crescent Boulevard and the west side of Glenwood Avenue. The property is approximately 0.80 acres in size, with about 319 feet of frontage along Crescent and 110 feet along Glenwood. It is within the C5B Central Service Sub-District.

The property is currently developed with a one-story, +/- 13,500 square-foot commercial building and 42 parking stalls, which was formerly owned and occupied by the McChesney & Miller grocery store. One of the longest-running businesses in DuPage County, the business opened in 1862 and relocated to the subject property in 1975. In the fall of 2014, the business closed and the property is now vacant.

To the west of the subject property is an auto repair shop, Lord's Auto Clinic. To the north are two restaurants, Barone's of Glen Ellyn and Glen Oak Café. To the east across Glenwood Avenue is The Beer Cellar of Glen Ellyn and Audiologic Services. To the south across Crescent is the Village-owned Crescent-Glenwood Parking Lot.

Surrounding Land Uses

North: Restaurants
South: Public Parking Lot
East: Retail, Medical Office
West: Auto Repair

Surrounding Zoning

C5B Central Service Sub-district
C5B Central Service Sub-district
C5A Central Retail Core Sub-district
C5B Central Service Sub-district

LONG RANGE PLANS:

Given that this property is located within the Downtown, both the 2001 Comprehensive Plan (Comp Plan) and the Downtown Strategic Plan (Downtown Plan) have specific future use designations and considerations

for the redevelopment of this property and the block area as a whole.

Additionally, the Village is currently in the process of drafting a new Comprehensive Plan, which is still in review. The Plan Commission reviewed a draft of the Downtown Glen Ellyn Subarea Framework section of this update on May 30, 2019, and provided feedback. Please see Attachment 10 for the approved meeting minutes excerpt.

2001 Comprehensive Plan (Attachment 7)

Section 3 of the 2001 Comprehensive Plan identifies the future land use of the subject property, and the entire block, as Downtown Commercial. Within the Planning Influences subsection, it cites the C5B district height maximum of 55 feet, with a height bonus of up to 65 feet for certain circumstances. Regarding the height of new construction, the "height of buildings on specific parcels should continue to be governed by zoning" and also consider the following factors: "a) the height of nearby existing buildings, b) the pedestrian scale and orientation of Downtown, c) the proximity of new buildings to residential neighborhoods, d) topography, e) the economics of Downtown development, and f) sightlines in relation to prominent visual landmarks and historic features".

Finally, on Figure 12, Glenwood Avenue is the perimeter of the Pedestrian Shopping Area, making the redevelopment on the periphery. This supports retail and service uses on the ground floors of buildings on this block.

Downtown Strategic Plan, 2009 (Attachment 8)

First, the Downtown Plan identifies the future land use of the subject property as Multiple-Family Residential (Executive Summary, Figure 2), and also as an Opportunity Site, for "potential residential redevelopment with structured parking" (Page 7.6 of 12). It also supports the use of the subject property as being majority residential (pages 8.2-8.3 of 8).

Additionally, from a block-area planning perspective, Initiative 18 includes the subject property in Phase III, "facilitat[ing] a private residential and mixed-use neighborhood development in the Crescent Blvd. and Glenwood Ave. area". This is described as being a primarily residential, mixed-use development with up to 18,000 square feet of retail and 168 dwelling units (d.u.), above one to two lower levels of parking. When applying the above to this redevelopment, the site is approximately 0.80 acres or 46 percent of the total block referenced in Phase III (a total of 1.71 acres).

2020 Comprehensive Plan - DRAFT (Attachment 9)

In the Downtown Glen Ellyn Subarea Framework section of this draft, the entire block bound by Pennsylvania Avenue to the north, Crescent Boulevard to the south, Prospect Avenue to the west, and Glenwood

Avenue to the east, is identified as a Catalyst Site. The entire subject block on which this site is located is identified as a mixed-use Catalyst Site in the draft 2020 Comprehensive Plan. This block in total is +/-1.71 acres in size. When applying the above to this redevelopment, the subject property is approximately 0.80 acres or 46 percent of the total block.

For land use, the draft Comprehensive Plan recommends 29,750 square-feet of commercial and 45,000 square-feet for the parking garage on the ground floor; two levels of parking above ground with 38,500 square-feet per level; and four levels of multi-family residential consisting of 36,500 square-feet and 36 dwelling units per level for 144 total. Applying these recommendations proportionally to the subject property as 46 percent of the total results in development with 11,900 square-feet of commercial, 66 dwelling units, and 56,120 square feet of parking.

For parking, the draft Comprehensive Plan recommends a parking stall per dwelling unit ratio range of 0.87 stalls to 1.27 stalls for the entire Downtown Subarea, dependent upon the number of bedrooms per unit (a studio, considered as a one-bed, to a two-bed). When discussing the parking ratio specifically for this Catalyst Site, the Plan Commission generally felt comfortable with this (Attachment 10).

The draft Comprehensive Plan makes several recommendations concerning development height. These recommendations include a suggested range of 15 to 18 feet for commercial ground floor uses. Floors above the ground floor for parking should be 10 to 12 feet in height. Also, floors above the ground floor for multi-family should be 10 to 12 feet in height. Applying these dimensions to a six-story building, heights of 65 to 78 feet would be appropriate. When discussing height for this specific Catalyst Site, the Plan Commission overall was in support of allowing additional height due to the site's grade change, as the block's higher points along the north and west sides slope downward with the lowest point being at the southeast corner.

In summary, the Village's long-range planning documents all support mixed-use development on the subject property, with commercial/retail on the ground floor, parking provided within the building itself as a parking garage, and additional multi-family dwelling units. A maximum building height of 60 feet, taking into consideration other design considerations in both the C5A and C5B zoning districts via the Planned Unit Development process, is also recommended.

PROJECT SUMMARY:

The petitioner is proposing one 5 to 6-story mixed-use building with 86 apartment units; 1,203 square-feet of commercial space; and 104 parking stalls on property commonly known as 460 Crescent Boulevard. More

information on the proposed project is below.

When applying the above recommendations from the Village's various long-range planning documents, please see the table below:

Land Use

Recommendation, Downtown Plan

8,280 s.f. commercial space, ground floor
77 d.u., upper floors
1-2 lower levels of parking
parking (one below-grade, one at-grade)

Proposed Project

1,203 s.f., ground floor
86 d.u., upper floors
2 lower levels of

Recommendation, draft Comp Plan

13,685 s.f. commercial space, ground floor
66 d.u., upper floors
56,120 s.f., parking

Proposed Project

1,203 s.f., ground floor
86 d.u., upper floors
+/- 50,800 s.f. parking

Parking

Recommendation, draft Comp Plan

0.87 - 1.27 stalls/d.u.

Proposed Project

1.21 stalls/d.u.

Height

Recommendation, draft Comp Plan

60 ft. max height recommended for C5 districts,
65 - 78 ft. height range recommended when
applying use-specific floor heights

Proposed Project

68 ft. 11 in. overall,
60 ft. 3 in., top of
parapet wall

1. Special Use Permits. The petitioner will be required to seek a Special Use Permit for a Planned Unit Development and a Special Use Permit for multi-family residential.

2. Parking.

Amount Provided

The building will include a fully-enclosed parking garage with 104 parking stalls. The parking garage consists of the lower two levels. These are shown on the plans as below-grade and at-grade. As proposed, the petitioner will be seeking two deviations related to the required parking: a deviation from Section 10-4-17-2(G)(8) to allow 104 parking stalls (1.21 stalls per dwelling unit) where 145 stalls (1.7 stalls per dwelling unit) are required for the current mix of dwelling units, and an additional deviation from Section 10-4-17-2(G)(1) to allow zero (0) parking stalls where five (5) are required for the 1,203 square feet of commercial space. The developer is proposing on-street parking adjacent to the development and there is also a Village public parking lot just south of the subject property.

At the January 21, 2020, Village Board workshop, the Board discussed possible design considerations for this site, including acceptable parking ratios for multi-family. The Board was felt that a ratio of 1.5 parking stalls per dwelling unit was acceptable for the redevelopment of this site specifically. To address this potential area of concern, the petitioner has provided a Summary Parking Evaluation, prepared by KLOA (Attachment 13).

The data provided in the Summary Parking Evaluation supports the proposed parking ratio of 1.21 parking stalls per dwelling unit. It finds that because this development is within less than one-quarter mile of a train station and therefore can be considered a transit-oriented development, the project parking demand of the proposed 86 dwelling units will be accommodated. Based on the Institute of Transportation Engineers parking rates for transit-oriented development, the peak parking demand estimated for this development on a weekday and a Saturday is 74 and 99, respectively. Additionally, many other transit-oriented developments within the Chicago region provide a parking ratio of 1.21. A few examples are 100 North Addison, Elmhurst, 1.21 stalls/d.u.; UpTown La Grange, La Grange, 1.32 stalls/d.u.; and Burlington Station, Downers Grove, 1.21 stalls/d.u.. Please refer to Table A of Attachment 13 for additional examples.

To anticipate the increasing use of electric vehicles, the petitioner is proposing four electric vehicle charging stations per parking garage level, for a total of eight. This may change at the time of formal application.

Circulation & Design

The below-grade parking floor (Attachments 18.a, 19.a) is accessed via the eastern full-access driveway from Crescent. The circulation runs counter-clockwise through an angled parking area, with double-loaded 45-degree parking modules. Per Section 10-5-5(I), the required perpendicular length of 45-degree parking stalls is 19.8 feet, with an aisle width of ten feet. The petitioner is proposing stalls with a perpendicular length of 20 feet and an aisle width of 10 feet. Additionally, the turnaround aisle width is required to be 16 feet wide (the area at the ends of the rows of parking). The petitioner is proposing a west turnaround width area of just under 24 feet. Nine 90-degree parking stalls are proposed, with five in the northeast corner, two in the northwest corner, and two in the southwest corner. Additional dimensions will need to be provided at the time of formal application to determine if deviations are required for the 90-degree stall modules.

The at-grade parking floor (Attachments 18.b, 19.b) is accessed via the

western full-access driveway from Crescent. The circulation also runs counter-clockwise through an angled parking area, with a majority of the stalls being double-loaded 45-degree parking modules. The petitioner is proposing the same 45-degree parking module dimensions for the at-grade level as for the below-grade level, except the turnaround area. The petitioner is proposing a west turnaround width area of 24 feet and an east turnaround area width of 25 feet 6 inches. Four 90-degree parking stalls are proposed, with two in the northeast corner and two in the northwest corner. Additional dimensions will need to be provided at the time of formal application to determine if deviations are required for the 90-degree stall modules.

3. Setbacks. Because the building consists of a ground floor commercial use with 1,203 square feet of leasable commercial space, 1,200 square-feet of lobby for the apartments, and 50 parking stalls, the setback requirements in Section 10-4-17-2(D)(1) apply. The front and corner side yard setbacks required are zero (0) feet, and the interior side and rear yards are also zero (0) feet.

To maximize the walkable area on Crescent and Glenwood, the petitioner has proposed a front yard setback of five (5) feet along Glenwood and corner side yard setback of one (1) foot six (6) inches on Crescent to accommodate a wider sidewalk. Along the north lot line abutting Barone's and Glen Oak Café, the petitioner is proposing an interior side yard setback of approximately 13 feet six (6) inches for the building and zero (0) foot setback for the required loading area. Along the west lot line abutting Lord's Auto Clinic, the petitioner is proposing a rear yard setback of six (6) feet two (2) inches.

An impervious surface setback of five (5) feet six (6) inches is required on all sides of the site.

4. Height (Attachment 15). The maximum permitted height in the C5B district is 55 feet. Additionally, Section 10-4-17-2(E)(1) requires the portion of a structure over 45 feet must be stepped back from the front building facade(s) not less than 15 feet. Section 10-2-2 defines building height as "the vertical distance measured from the average existing grade on a zoning lot to the highest point of a structure." The front façade is considered the side of the building facing Glenwood Avenue. Finally, because more than 75 percent of the floors at and below grade are proposed as parking, the bonus of an additional five (5) feet of height permitted by Section 10-4-17-2(E)(2) applies, for a total permitted height for the proposed redevelopment of 60 feet.

The proposed height, shown as measured from the average grade to the

top of the architectural element on the southeast corner of the building (Crescent and Glenwood intersection), is 68 feet 11 inches. As measured from the average grade to the top of the parapet wall, the height is 60 feet three (3) inches. As an alternative to placing one level of parking below grade and one above, both levels of parking could be above grade to possibly reduce the cost and incentive request for the development. Since members of the Plan Commission and Village Board has previously stated in public meetings that a taller development would be acceptable on this site in the downtown, staff is requesting feedback on this issue.

The petitioner will need to seek a deviation from Section 10-4-17-2(E)(1) to allow a height of 68 feet 11 inches where a height of 60 feet is permitted. When measured to the top of the bulk of the building and its parapet wall, the height is approximately 60 feet three (3) inches. Along Glenwood Avenue, the front façade above 45 feet does not step back 15 feet. The petitioner will need to seek a deviation from Section 10-4-17-2(E)(2) to allow the proposed mixed-use building to not have a “step back” of 15 feet where the building is taller than 45 feet. Should the lower levels of the building’s front façade facing Glenwood be shifted to the front (east) lot line rather than set back five (5) feet, the height beyond the first 45 feet may be able to be “stepped back” that additional five (5) feet. The additional sidewalk this setback provides may be accommodated during the Village's streetscape project.

5. Landscaping. A landscape plan will be required as part of the formal application for the proposed development. Per Section 10-7-4(A), planned unit developments proposed in the C5A and C5B districts are not required to provide open space. However, the petitioner is proposing, with the material for the dog run (located to the north of the building and the west of the required loading area) to be determined, approximately 4,400 square feet, or 0.10 acre, of open space. Open space, as defined and applied to this project, is part of the property that does not extend above two (2) feet above the adjacent curb elevation of the street or streets that bound the lot.

Street trees are also shown on the renderings (Attachment 14) and the site plan (Attachments 18.b, 19.b). Additional streetscape design elements may be incorporated as the Village continues to plan the streetscape improvements for the Downtown.

6. Overhead Utilities. Overhead utilities run along the west (rear) lot line adjacent to Lord’s Auto Clinic as well as the north (interior side) lot line adjacent to Barone’s and Glen Oak Café. Along the west lot line, they appear to be on the McChesney property. Along the north, they appear to be on Barone’s and Glen Oak Café’s properties. A plat of survey will

be provided at the time a formal application is filed will determine their precise location, and any new utilities on the McChesney property will be required to be buried as part of the project.

7. Stormwater Management. The property is not located within a regulatory floodplain. Provided that no more than 2,500 square feet of additional impervious area are added to the subject property, no stormwater management facilities will be required.

Per Village GIS, an existing 10"/12" storm sewer which runs through the south portion of the subject property will need to be removed and a new sewer will need to be installed, likely under the Crescent Avenue sidewalk to accommodate the roof drainage. It should be noted that this sewer currently only serves the subject property, draining the existing loading dock and parking lot into the 48-inch sewer on Glenwood.

Finally, the existing retaining walls will need to be reviewed closely to understand how they may be impacted and may need to be improved, as part of the project.

7. Exterior Appearance Review.
In an effort to streamline the development review process for multi-family and commercial projects, as well as to reduce the number of meetings necessary for petitioners, the Village Board dissolved the Architectural Review Commission in July 2017 and reallocated its responsibilities, which were Sign Variations and Exterior Appearance Review, to the Plan Commission and Village staff, respectively. With some of the larger projects that have been proposed in the Downtown, concerns have been raised that the architecture is not being examined closely enough.

To address this concern, staff prepared a few alternative qualifying factors for proposed development projects that would serve as a "trigger" for Plan Commission review of a project's architecture as part of the Exterior Appearance review. These were discussed with the Plan Commission in November 2019. One of the "triggers" that was generally supported by the Plan Commission was that they would review Exterior Appearance applications for those projects that already were before them for other zoning approval applications. To facilitate this review, staff will continue to review projects for conformance with the Appearance Review Guidelines and call attention to any issues for the Plan Commission to consider or discuss. As such, please see below for staff's general comments of this project's architecture:

1. All four (4) sides of the building need to relate to and be more similar in appearance to the south and east elevation (Appearance Review Guideline 1.7). Specifically, the north (rear) elevation should be articulated with recessed balconies, similar to the south and east elevations, as this side of the building will be highly visible in the downtown.
 2. The front yard setback along Glenwood should be reduced from five (5) feet to zero (0) feet so that instead, the two upper floors can be “stepped back” five (5) feet while the remaining lower floors are on the east lot line. This can serve to reduce the degree of the zoning deviation from Section 10-4-17-2(E)(2) to allow the proposed mixed-use building to not have a “step back” of 15 feet where the building is taller than 45 feet.
 3. Consider a full sloped roof element or other roofline enhancement, not just the accent peaked tower elements.
 4. Although street parking is under review as part of the streetscape project for the Downtown and is subject to change, the Plan Commission may wish to ask if the petitioner is willing to provide streetscape treatments to match the Village’s streetscape project.
8. Building Amenities. The petitioner is proposing multiple amenities for the building including a dog run, bike storage, and a rooftop amenity area on the roof of the “club room” which is located on the second story. An exercise room is also proposed. Specific information regarding the rooftop amenity should be included with the formal application.
9. Summary of Zoning Deviation Requests. A preliminary review of the plans submitted to date found that the petitioner would need to receive approval of the following Zoning Deviations to proceed with the project as currently designed:
- a. From Section 10-4-17-2(G)(8) to allow 104 parking stalls (1.21 stalls per dwelling unit) where 145 stalls (1.7 stalls per dwelling unit) for the current mix of dwelling units;
 - b. From Section 10-4-17-2(G)(1) to allow zero (0) parking stalls where five (5) are required for the 1,203 square feet of commercial space;
 - c. From Section 10-4-17-2(E)(1) to allow a height of 68 feet 11 inches where a height of 60 feet is permitted; and
 - d. From Section 10-4-17-2(E)(2) to allow the proposed mixed-use building to not have a “step back” of 15 feet where the building is taller than 45 feet.

Other deviations may be identified once a formal application has been filed and the specific details of the plan have been reviewed.

**REVIEW
PROCESS:**

To proceed with the project, the petitioner will need to receive approval of the following:

1. A Special Use Permit for a Planned Unit Development with potential deviations;
2. A Special Use Permit for a multi-family dwelling unit; and
3. Exterior Appearance Review.

Approvals 1 and 2 will be reviewed by the Plan Commission with a recommendation to the Village Board. The Exterior Appearance will be reviewed by staff with a recommendation made to the Village Board.

**COMMISSION
ACTION:**

The Plan Commission is being asked to conduct a pre-application meeting for the project and provide comments that will assist the petitioner in preparing a formal application. The Commission's review should concentrate on the concept for the development of the site and the anticipated deviations, particularly the proposed height of the building and the reduced setback along Prospect Avenue. The Plan Commission may wish to inquire if any of the proposed deviations could be eliminated or reduced. In reviewing the project, the Commission may wish to:

1. Provide feedback on the proposed building height, 68 feet 11 inches on the plans and also the possible increased height if the lower level of the parking garage should be at the surface level;
2. Provide feedback on the deviation regarding a building “step back” from the front façade of 15 feet;
3. Provide feedback on and the proposed number of 104 parking stalls, the parking stall to dwelling unit ratio of 1.21 and the parking deviation for the commercial development;
4. Provide feedback on whether the project should proceed as a one-step (simultaneous review of a Preliminary PUD and Final PUD) or a two-step PUD; Request additional information regarding the “screens” shielding the open areas of the parking garage and provide any suggestions;
5. Provide feedback on the circulation and layout of the parking garage;
6. Provide any suggestions related to the architectural appearance of the building; and
7. Clarify any concerns.

**PUBLIC
ENGAGEMENT**

Given the high profile and public interest of this particular property, and the

unique circumstances caused by the COVID-19 pandemic, staff has done the following to promote this meeting for the proposed redevelopment:

1. Created a development web page on the Village website to include information and concept plans on the project, which went live on April 30, 2020;
2. Added a feedback form on the Village webpage for this development which allows public comments to be submitted in advance of the meeting on May 5, 2020;
3. Added the ability for interested parties to request email updates for any changes to the Village webpage for this development through “Notify Me” on May 5, 2020;
4. Mailed notice to property owners within 350 feet of the subject property, which included participant link to the Zoom meeting (Attachment 4) and the link to the aforementioned web page on May 6, 2020;
5. Spoke with a local reporter to make sure there was news coverage of this meeting;
6. Included project information and notice of this meeting in the May 7, 2020 e-News email blast; and
7. Coordinated with the Chamber of Commerce and the Downtown Alliance to distribute amongst their members.

ATTACHMENTS:

1. Aerial Photo
2. Zoning and Location Map
3. 2-Foot Contour Map
4. Notice of Pre-Application Meeting
5. List of addresses for property owners within 350 feet of subject property
6. 350-foot Buffer Map for Notice Mailings
7. Excerpts from 2001 Comprehensive Plan
8. Excerpts from the 2009 Downtown Strategic Plan
9. Excerpts from draft Comprehensive Plan reviewed on May 30, 2020, by Plan Commission
10. Approved Meeting Minutes from the May 30, 2020, Plan Commission Meeting
11. Petitioner’s Pre-Application
12. Petitioner’s Cover Letter
13. Summary Parking Evaluation, prepared by KLOA, dated 5/6/2020
14. Renderings (Exterior Only) with Illustrative Concept Images (Interior and Exterior)
15. Proposed Elevations, black and white with dimensions
16. 3D Model
17. Site Data and Aerial Photo
18. Proposed Site and Floor Plans, in color
 - a. Level 0 - Below-Grade

- b. Level 1 - Ground/At-Grade
 - c. Level 2
 - d. Levels 3-5 - Floors 4-6
- 19. Proposed Site and Floor Plans, black and white with dimensions
 - a. Level 0 - Below-Grade
 - b. Level 1 - Ground/At-Grade
 - c. Levels 2-5 - Floors 3-6

ATTACHMENTS:

- 1. Aerial Photo (PDF)
- 2. Zoning and Location Map (PDF)
- 3. 2-Foot Contour Map (PDF)
- 4. Notice of Pre-Application Meeting (PDF)
- 5. List of addresses for property owners within 350 feet of subject property (PDF)
- 6. 350-foot Buffer Map for Notice Mailings (PDF)
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- 16. 3D Model (PDF)
- 17. Site Data and Aerial Photo (PDF)
- 18.a Level 0 - Below-Grade (PDF)
- 18.b Level 1 – Ground/At-Grade (PDF)
- 18.c Level 2 (PDF)
- 18.d Levels 3-5 – Floors 4-6 (PDF)
- 19.a Level 0 – Below-Grade (PDF)
- 19.b Level 1 – Ground/At-Grade (PDF)
- 19.c Levels 2-5 – Floors 3-6 (PDF)

460 Crescent Blvd. - Aerial Photo



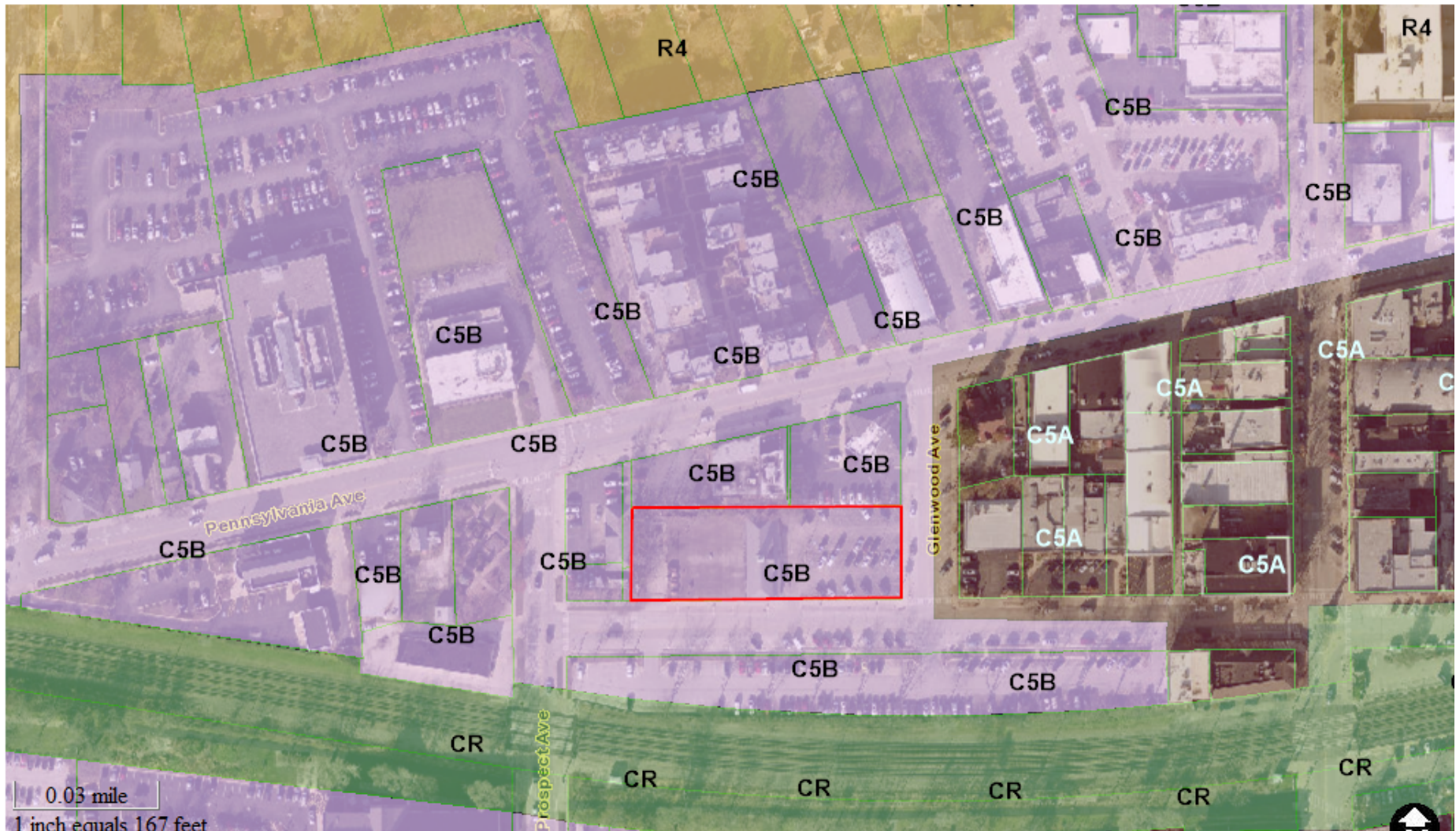
Map created on May 8, 2020.

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Zoning - Location Map



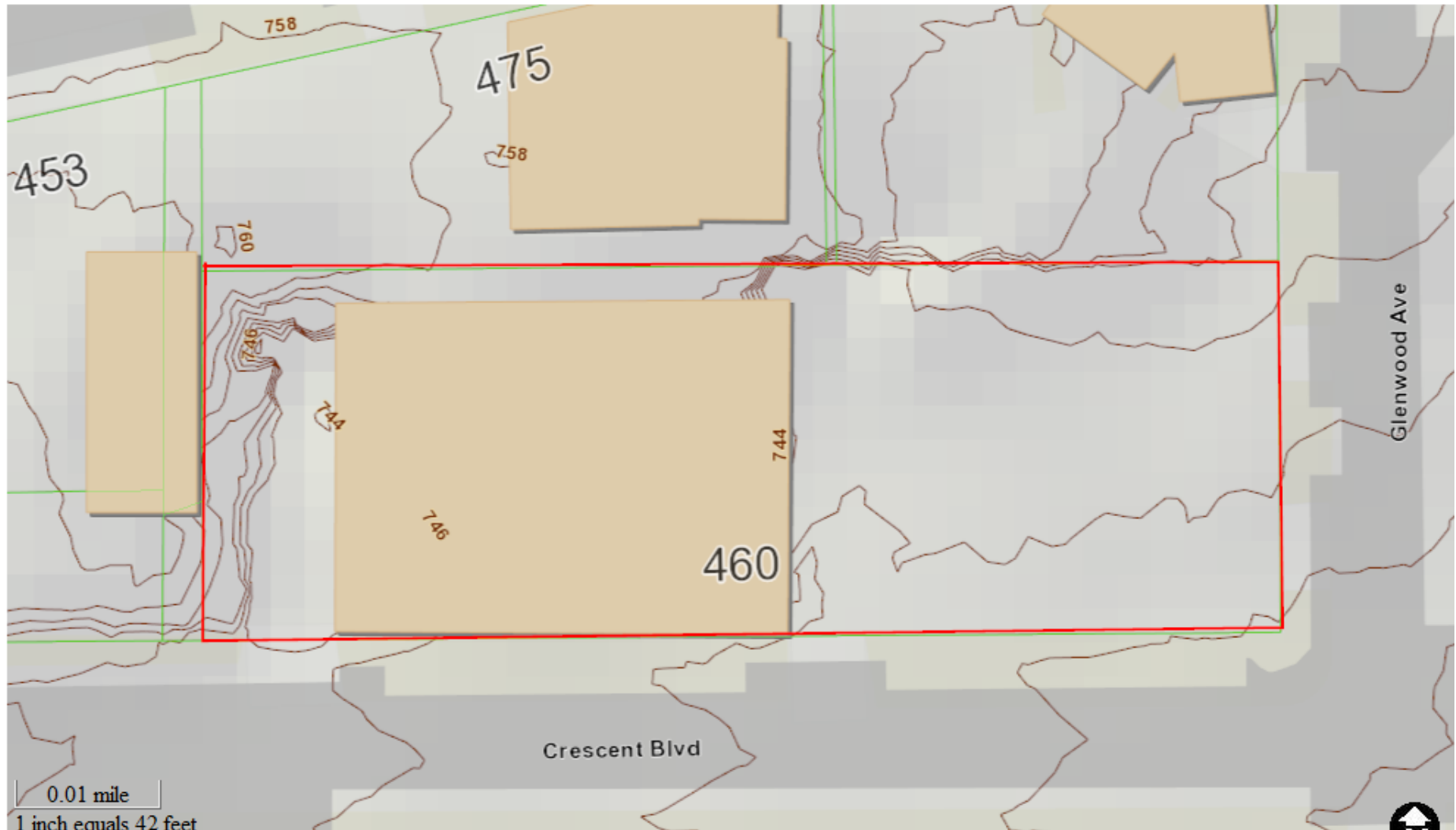
Map created on May 8, 2020.

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2-Foot Contour Map



Map created on May 8, 2020.

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NOTICE OF PRE-APPLICATION MEETING

Michael O'Connor, Vice President of Development and Leasing for Holladay Properties, is requesting a pre-application meeting with the Glen Ellyn Plan Commission to obtain preliminary feedback on a mixed-use development concept for the property located at 460 Crescent Boulevard, commonly known as the McChesney & Miller site. The applicant is proposing a 5 to 6-story (+/- 60 ft.) mixed-use building with 86 apartment units; approximately 1,203 square-feet of commercial space; and approximately 104 parking stalls at the northwest corner of Crescent Boulevard and Glenwood Avenue. The subject property is zoned C5B – Central Service Subdistrict. The Glen Ellyn Plan Commission will conduct a public pre-application meeting on **Thursday, May 14, 2020 at 7:00 p.m. via the virtual meeting platform, Zoom.**

No formal application for this project has been submitted to the Village and the purpose of the pre-application meeting is to give the petitioner an opportunity to receive informal feedback from the Plan Commission on a conceptual proposal prior to designing detailed plans for formal review by the Village. After hearing the input of the Plan Commission on the concept plans, the developer will decide whether or not to proceed with preparing a full, formal application requesting consideration of their prospective development for consideration by the Village.

To view plans related to the proposed project and submit public comments on the proposed project, please visit the Village website here: <http://www.glenellyn.org/717/McChesney-Miller-Redevelopment>. Plans are also on file in the Community Development Department, Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Plans and a staff report will be posted on the Village's website on the Agendas and Minutes page for public viewing no later than Friday, May 8, 2020. If you have general questions, please contact Katie Ashbaugh, Planner, at (630) 547-5249.

Any public questions or comments should be submitted in advance of the meeting via the website linked above, or via email to Katie Ashbaugh, Planner, at kashbaugh@glenellyn.org. All public comments received by 5:00 pm on Thursday, May 14, 2020 will be read into the record at the public hearing. The public may also observe the meeting in progress on Zoom. The Zoom information is provided below.

Please type this URL into your browser to join the webinar:

<https://us02web.zoom.us/j/83236857262?pwd=c1NjMkZFd2xGdFIVY2lFYmtHVmNGdz09>

Password: 755477

Or iPhone one-tap :

US: +13126266799,,83236857262#,,1#,755477# or
+13017158592,,83236857262#,,1#,755477#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 301 715 8592 or +1 646 558 8656 or +1 669 900 9128 or
+1 253 215 8782 or +1 346 248 7799

Webinar ID: 832 3685 7262
Password: 755477

On March 16, 2020, Governor Pritzker issued Executive Order. No. 5 in response to COVID-19, which temporarily suspended certain requirements of the Open Meetings Act ILCS 120 allowing Plan Commission members to participate electronically in meetings. The public is welcome to observe and participate in all meetings of the Plan Commission.

Questions and comments after the meeting can be submitted on the website linked above or emailed to kashbaugh@glenellyn.org. These temporary meeting procedures will be eliminated once the emergency declaration is lifted.

PIN	BILLNAME	BILLSTNUM	BILLSTDIR	BILLSTNAME	BILLAPT	BILLCITY	BILLSTATE	BILLZIP	BILLZIPSUF
0511320002	450 DUANE ST LLC	450		DUANE ST		GLEN ELLYN	IL	60137	0000
0511315023	460-66 NORTH MAIN STREET	4520	N	DOVER DR		CHICAGO	IL	60640	5529
0511314005	479 PENNSYLVANIA AVE LLC	479		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511310051	490 PENN LLC	490		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511338032	ALLEN, RANDALL R TR	462D		PENNSYLVANIA AVE	4S	GLEN ELLYN	IL	60137	4402
0511338024	ANDERSON, STEPHANIE	464A		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511338009	AYO, ROBERT	468-F		PENNSYLVANIA AVE	9	GLEN ELLYN	IL	60137	0000
0511313011	BMO HARRIS BANK	111	W	MONROE ST	24W	CHICAGO	IL	60603	0000
0511316007	BRIDGE COMMUNITIES INC	505		CRESCENT BLVD		GLEN ELLYN	IL	60137	0000
0511338007	BURRELLO, JOSEPH & JANET	468		PENNSYLVANIA AVE	H	GLEN ELLYN	IL	60137	4452
0511315006	CHUNG, Y & S BAEK	3239		SAN AMADEO	B	LAGUNA WOODS	CA	92637	0000
0511320011	CITIGROUP INC			PO BOX 30508		TAMPA	FL	33630	3508
0511310021	CLEWLOW, ROBERT & DEBBIE	465		ANTHONY ST		GLEN ELLYN	IL	60137	0000
0511320018	COMMUTER RAIL DIVISION	547	W	JACKSON BLVD		CHICAGO	IL	60661	0541
0511315020	COSTELLO, JOSEPH N	9S371		STEARMAN DR		NAPERVILLE	IL	60564	0000
0511319001	COUNTY OF DU PAGE	421	N	COUNTY FARM RD		WHEATON	IL	60187	0000
0511338014	CROWLEY, STEPHEN	468A		PENNSYLVANIA AVE	14	GLEN ELLYN	IL	60137	0000
0511338028	DAVIS, DONNA J	462 H		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511314008	DB-GE CRESENT LLC	2920	W	EUCLID AVE		ARLINGTON HGTS	IL	60005	1000
0511338004	DOLPHIN, JAMES & KENDALL	407A		PENNSYLVANIA AVE	4	GLEN ELLYN	IL	60137	0000
0511320001	DUPAGE COUNTY HWY DEPT	130	N	COUNTY FARM RD		WHEATON	IL	60187	0000
0511310085	DUPAGE MEDICAL GROUP	1100	W	31ST	300	DOWNERS GROVE	IL	60515	0000
0511310057	EVANS JR, JOHN P	500		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511315003	FAMILY SERVICE OF DU PAGE	402	W	LIBERTY DR		WHEATON	IL	60187	0000
0511338002	FISCHER LIVING TRUST	460B		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511315019	GE480 N MAIN ST LLC	480	N	MAIN ST		GLEN ELLYN	IL	60137	5178
0511315002	GIOVENCO, VINCENZO	571	S	LA LONDE		LOMBARD	IL	60148	0000
0511319004	GLEN ELLYN LIBRARY	400		DUANE ST		GLEN ELLYN	IL	60137	0000
0511338005	GRAY, RICHARD & COLLEEN	470		PENNSYLVANIA AVE	B	GLEN ELLYN	IL	60137	0000
0511313010	HARPER LEE HOLDINGS LLC	462		PROSPECT AVE		GLEN ELLYN	IL	60137	0000
0511338022	HASTINGS, STEVEN & DIANE	466A		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511313005	HEARTS OF OAK LLC	439		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511338011	INGARDONA, ALEX & KRISTY	468D		PENNSYLVANIA AVE	11	GLEN ELLYN	IL	60137	0000
0511338025	KENT, GARY & VIRGINIA	462		PENNSYLVANIA AVE	1N	GLEN ELLYN	IL	60137	4459
0511338023	KIEF, CAROLYN & GRANT	464B		PENNSYLVANIA AVE	23	GLEN ELLYN	IL	60137	0000
0511314001	LORDS AUTO	453		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137	0000
0511338031	LYNN JR, FRANCIS A	462 3S		PENNSYLVANIA AVE	31	GLEN ELLYN	IL	60137	0000
0511315007	MARBERRY, PETER	315	E	MAIN ST		ST CHARLES	IL	60174	0000
0511338027	MARKUM, JAMES G	462		PENNSYLVANIA AVE	3N	GLEN ELLYN	IL	60137	0000
0511338013	MERRICK, BARBARA	468B		PENNSYLVANIA AVE	13	GLEN ELLYN	IL	60137	0000
0511338021	MIKEZ, STEPHEN & MICHELLE	466		PENNSYLVANIA AVE	21	GLEN ELLYN	IL	60137	0000
0511313004	MIRZA, KARRAR & M BEGUM	1285		BURDETTE CT		GLENDALE HGTS	IL	60139	0000
0511338017	MOELLER, JAMES C	466F		PENNSYLVANIA AVE	17	GLEN ELLYN	IL	60137	0000
0511338029	MOREY, GENE	462A		PENNSYLVANIA AVE	29	GLEN ELLYN	IL	60137	0000
0511338018	MURPHY, HARRY & PATRICIA	466	E	PENNSYLVANIA AVE	18	GLEN ELLYN	IL	60137	0000
0511338001	PETRY, T & M CLIFFORD	460		PENNSYLVANIA AVE	A	GLEN ELLYN	IL	60137	0000
0511310022	PUCCINI, JASON & CARLA	467		ANTHONY ST		GLEN ELLYN	IL	60137	0000
0511338003	PUGLIA, SUSAN D	460-C		PENNSYLVANIA AVE	3	GLEN ELLYN	IL	60137	0000
0511338030	ROOT, RANDALL C			PO BOX 550		BROOKLYN	MI	49230	0000
0511338006	SAMPSON, RICHARD D	470		PENNSYLVANIA AVE	C	GLEN ELLYN	IL	60137	0000
0511310044	SBC	909		CHESTNUT	36M1	ST LOUIS	MO	63101	0000
0511315001	SOUND PROPERTY INVESTMENT	4602		SUNNYSIDE AVE		WOODSTOCK	IL	60098	0000
0511338016	STANO, DENISE	466		PENNSYLVANIA AVE	G	GLEN ELLYN	IL	60137	0000
0511320003	STUART BUCKLEY ENTERPRISE	454		DUANE ST		GLEN ELLYN	IL	60137	0000
0511315004	SVIGOS, PAUL	1	W	DUNDEE RD	200	BUFFALO GROVE	IL	60089	0000
0511315022	TERMOSJ LLC	1315		CINDY LN		SANDWICH	IL	60548	0000

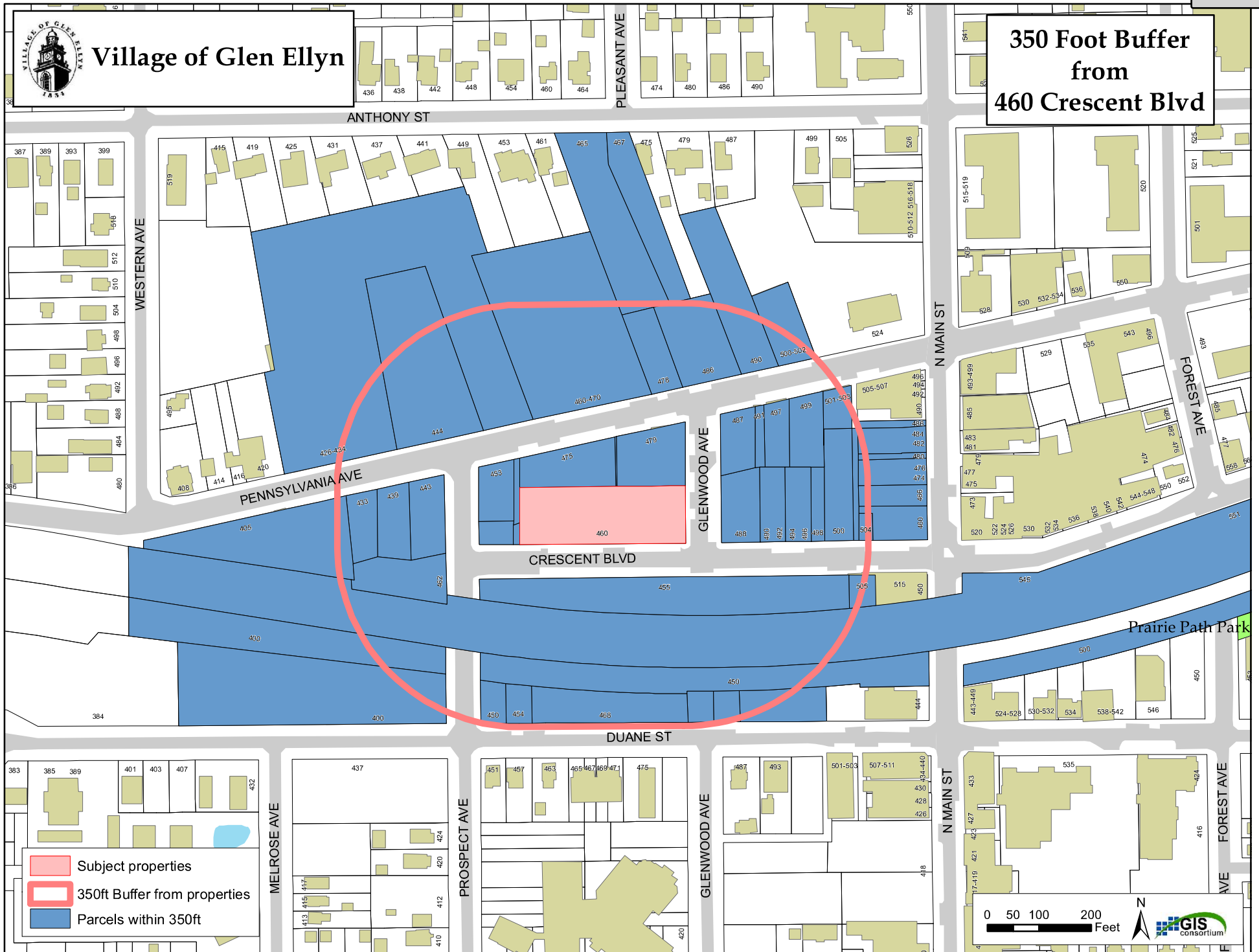
Attachment: 5. List of addresses for property owners within 350 feet of subject property (4474 : Pre-

0511315018	V PROPERTIES	4N602	MOUNTAIN ASH DR	WAYNE	IL	60184	0000
0511315017	V PROPERTIES LLC	4N602	MOUNTAIN ASH DR	WAYNE	IL	60184	0000
0511338010	VAN STRYDONCK, FREDERICK	468E	PENNSYLVANIA AVE 10	GLEN ELLYN	IL	60137	0000
0511338026	VENEZIA, JEANNINE H	462-F	PENNSYLVANIA AVE 26	GLEN ELLYN	IL	60137	0000
0511310049	VENTURE PROPERTIES	478	PENNSYLVANIA 103	GLEN ELLYN	IL	60137	0000
0511313006	VILLAGE OF GLEN ELLYN	535	DUANE ST	GLEN ELLYN	IL	60137	0000
0511338012	VINYARD, G & J SHEPELAK	468C	PENNSYLVANIA AVE 12	GLEN ELLYN	IL	60137	0000
0511338020	WAGNER, JUDITH	466C	PENNSYLVANIA AVE 20	GLEN ELLYN	IL	60137	0000
0511338019	WALSH, K & V DRAZDYS	466D	PENNSYLVANIA AVE 19	GLEN ELLYN	IL	60137	0000
0511338008	WEBSTER, STEPHEN & MARSHA	468	PENNSYLVANIA AVE G	GLEN ELLYN	IL	60137	0000
0511338015	WEILER, MICHAEL & E	466	PENNSYLVANIA AVE H	GLEN ELLYN	IL	60137	0000
0511314003	WILLSEY, FRANCIS & KANELLA	218	HERRICK RD	RIVERSIDE	IL	60546	2081
0511310050	WITH, JON	2915	KELLY DR	ELGIN	IL	60124	0000
0511315010	YA HOLDINGS LLC	1065	THORNDALE AVE	BENSENVILLE	IL	60106	0000



Village of Glen Ellyn

350 Foot Buffer
from
460 Crescent Blvd



Downtown Glen Ellyn

Target Area 1 consists of Glen Ellyn's Downtown, which is generally bounded by Anthony Street on the north, Park Boulevard on the east, Hillside Avenue on the south, and Western Avenue/Melrose Avenue on the west.

Downtown is the historic commercial and multi-purpose focal point for the Glen Ellyn community. It not only contains a wide range of retail, service, office and residential uses, but also is the site of several important public and institutional buildings.

While the Downtown is fully developed and a number of improvements have been undertaken in recent years, much could be done to further enhance the area within and around Downtown and to promote compatible, high-quality redevelopment in the future.

Planning Influences

Several factors will influence opportunities for improvement and development within Downtown Glen Ellyn. Planning influences, highlighted in Figures 10 and 11, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

- **Existing Land-Use.** Downtown consists of a diverse mix of land uses located in a relatively compact geographic area. While retail and service uses predominate, the area also includes offices, public uses, institutional

properties, and single-family and multi-family housing.

Most primary retail uses are located along Main Street between Pennsylvania and Hillside, and along Crescent Boulevard. Downtown includes a number of small, locally owned stores and shops and a few national retailers. Office and service uses are scattered throughout Downtown, with a cluster of larger service establishments, including Glen Ellyn Clinic, in the northwest quadrant of the Target Area. Downtown is bordered on all sides by mature residential neighborhoods, and several condominium developments have been constructed in recent years adjacent to the commercial area.

- **Building conditions.** The structural condition of buildings within Downtown is generally very good. Few buildings are characterized by major deficiencies, although a number of structures would benefit from minor maintenance and repair.

Even though they are structurally sound, a few existing properties are underutilized and may represent opportunities for redevelopment.

- **Zoning.** The major portion of Downtown is zoned C5B, which accommodates a variety of retail, service and office uses. Multi-family housing is a "special use" in this district. There are no front setback, side yard or lot coverage requirements for commercial uses within the C5B District.

While the maximum building height is 55 feet, building heights up to 65 feet can be obtained with zoning bonuses.

The central portion of Downtown, including the Main Street shopping area, is zoned C5A. This district is intended to accommodate ground floor retail and pedestrian-oriented service uses; offices and housing units are limited to the upper floors of buildings. Building height, yard and lot coverage requirements are very similar to those of C5B, except for a maximum building height of 45 feet or 3 or 4 stories, depending on the specific site. In addition, no off street parking is required in C5A.

Several properties around the periphery of Downtown are within the R4 District, which is designed for townhouses, apartments and condominiums, with a height limit of 35 feet.

- **Access and circulation.** Downtown has relatively good accessibility from the surrounding community. Main Street and Park Boulevard are classified as Village arterial streets, and provide north-south connections to other activity areas and highways. Pennsylvania, Crescent, Duane, Western and Hillside are collector streets that provide connections to the surrounding community.

Most streets within Downtown carry two-way traffic, except for a few short one-way segments within the commercial area and adjacent neighborhoods.

Glen Ellyn's commuter station on the Union Pacific West Line, which extends from Geneva to Chicago, and it is a major Downtown attraction and activity generator.

pearance of properties along the rail line, including parking lots and the rear portions of sites and buildings. These properties are highly visible to commuters on a daily basis, and many people base their impression of Downtown—and the community as a whole—on their view from the train.

NEW CONSTRUCTION:

- While new buildings need not be historic replicas, they should offer high quality and compatible interpretations of the predominant architectural styles now present within the Downtown. In particular, new buildings should reflect the attractive architectural detailing, quality of workmanship and traditional building materials that characterize Downtown's historic structures.
- New construction should respect the existing scale of Downtown and avoid extreme differences in building height. Two- and three-story buildings should predominate, although the height of buildings on specific parcels should continue to be governed by zoning.

- The Village should review building height requirements within the C5A and C5B zoning districts, while still supporting desirable retail and mixed-use

development. A range of factors should be considered when determining the height of new Downtown buildings, including: a) the height of nearby existing buildings, b) the pedestrian scale and orientation of Downtown, c) the proximity of new buildings to residential neighborhoods, d) topography, e) the economics of

Downtown development, and f) sight lines in relation to prominent visual landmarks and historic features.

- New commercial buildings within the pedestrian shopping area should be located at or very near the sidewalk line in order to maintain close contact between pedestrians and the adjacent stores, shops and display windows. If buildings are set back from the sidewalk, landscaping and/or decorative amenities should be provided to maintain this pedestrian orientation.
- Buildings within the pedestrian shopping area should "front" the street. The placement of buildings at odd or irregular angles to the street should be discouraged within this area. However, buildings at key intersections may incorporate angled corners or other small setbacks.
- Most older Downtown commercial buildings have relatively small "footprints" and are located on lots with narrow widths. However, many contemporary commercial uses require larger spaces, more generous floor areas, and higher ceiling heights than are afforded by these older buildings. The Village should encourage the provision of larger spaces to accommodate new commercial uses, either as a part of new construction or through the interior remodeling and interconnection of several adjacent existing stores and shops.

New construction should respect the predominant scale and proportion of existing Downtown buildings. Architectural details such as columns, pi-

should be used to articulate the façades of large new buildings into several smaller vertical "segments" to reflect the scale and proportion of adjacent existing buildings.

- New buildings should be constructed of traditional building materials such as brick and stone in the red and buff color ranges.
- Parking garages, if constructed, should complement the appearance of existing Downtown buildings in terms of scale, bulk, materials and façade articulation. The ground floor of parking structures within the pedestrian shopping area should be used for stores or pedestrian-oriented service establishments.

STREETS and TRANSPORTATION:

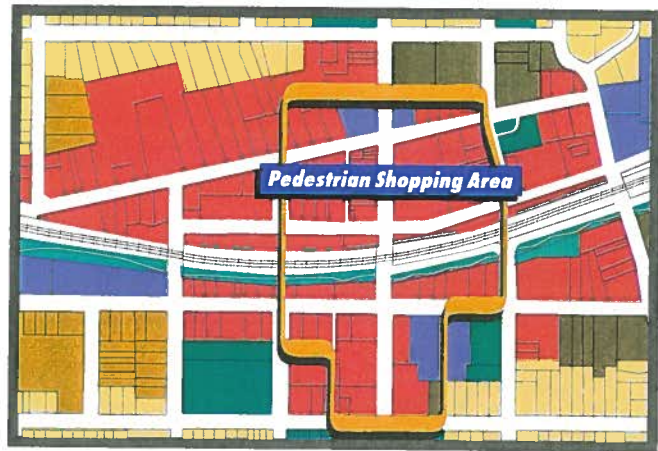
- The existing Downtown street system should be essentially maintained and no significant modifications are recommended. While opportunities to improve traffic safety and traffic flow should continue to be explored, pedestrians should receive priority within the Downtown area.
- The Village should use the new street classification established in the Comprehensive Plan—the "Village arterial"—as a guide for arterial streets passing through or near the Downtown. While the Village arterial should provide access to Downtown in a manner similar to the "minor arterial," it should be oriented to community traffic and should be characterized by an overall image, appearance and cross-section in keeping with the central portion of Glen Ellyn.

Figure 12

Downtown: Land-Use Plan

Downtown should continue to be improved and enhanced as the historic, pedestrian-oriented shopping, service and multi-purpose focal point for Glen Ellyn. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of the mix of uses and the range of businesses, services and other activities it offers to the community.

The traditional image and character of Downtown should be maintained, existing uses and properties should be improved and upgraded, public improvements should be undertaken to enhance the public rights-of-way, and compatible new development and redevelopment should be promoted in selected locations.



Land-Use Plan:

The Land-Use Plan designates Downtown as a mixed-use, multi-purpose area suitable for a range of retail, service, office, institutional and residential uses. It differs from the 1986 Plan in several ways:

- The blocks in the heart of Downtown are designated as the pedestrian-oriented shopping and service area;
- In recognition of their importance to the Downtown, public and institutional facilities are highlighted in the new Plan;

- The south side of Anthony Street east of Western and the north side of Hillside between Prospect and Melrose are designated for single-family residential use.

Land-Use Plan Legend:

- Red: Downtown Commercial
- Blue: Public/Governmental
- Green: Church
- Brown: Medium-Density Residential
- Tan: Low-Density Attached Residential
- Light Yellow: Single-Family Detached Residential
- Teal: Park/Open Space

1986 Comprehensive Plan

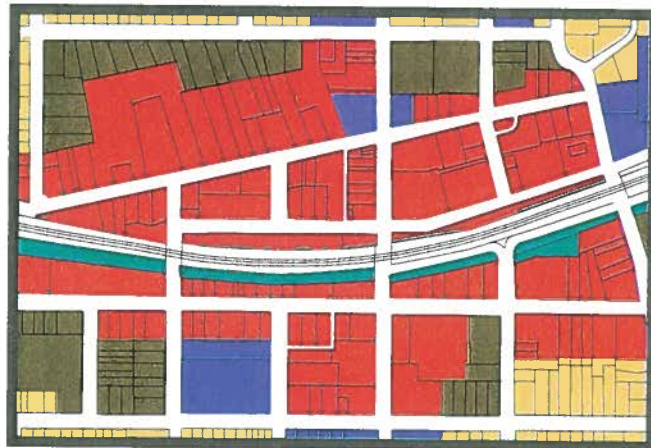
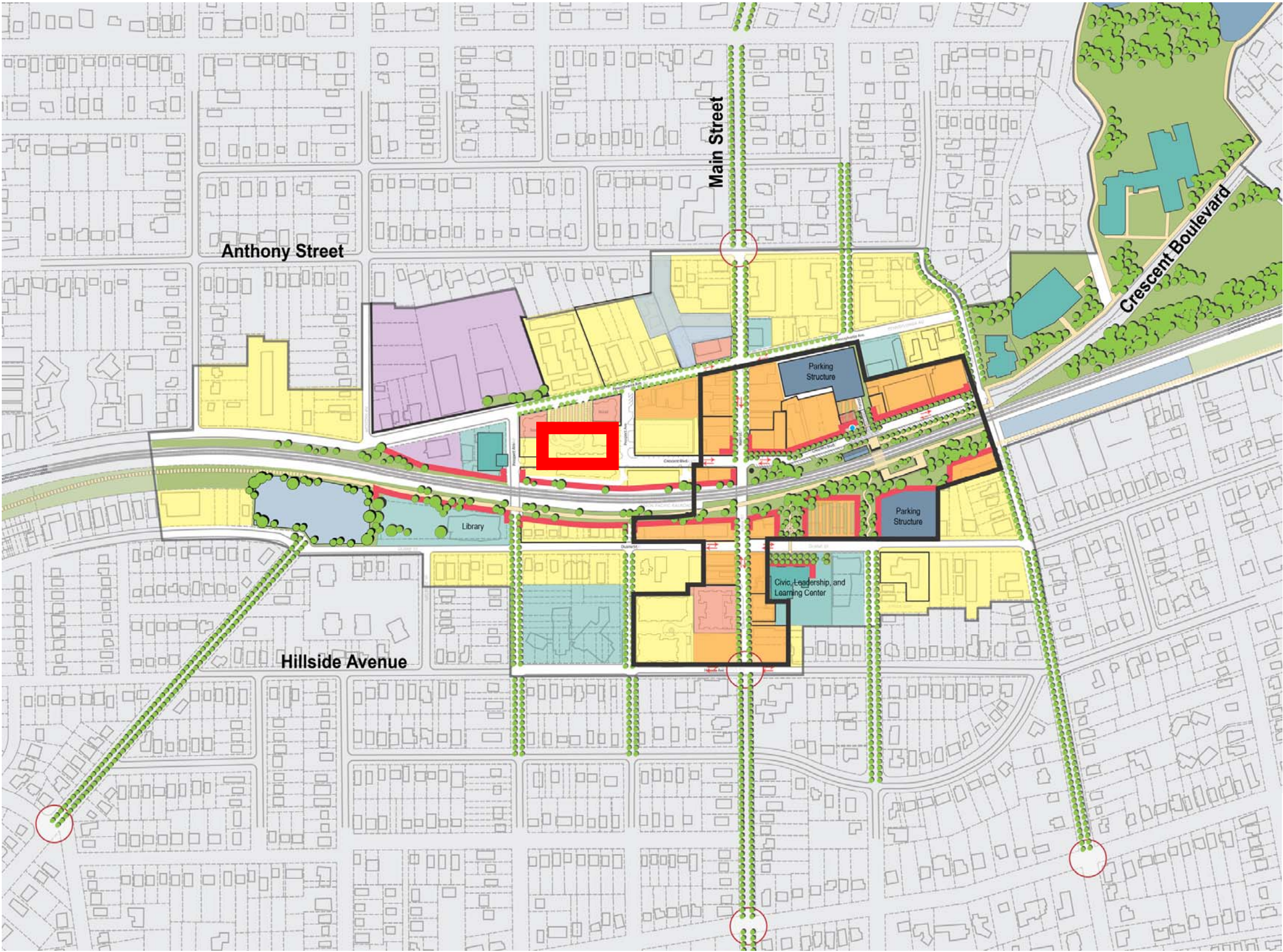
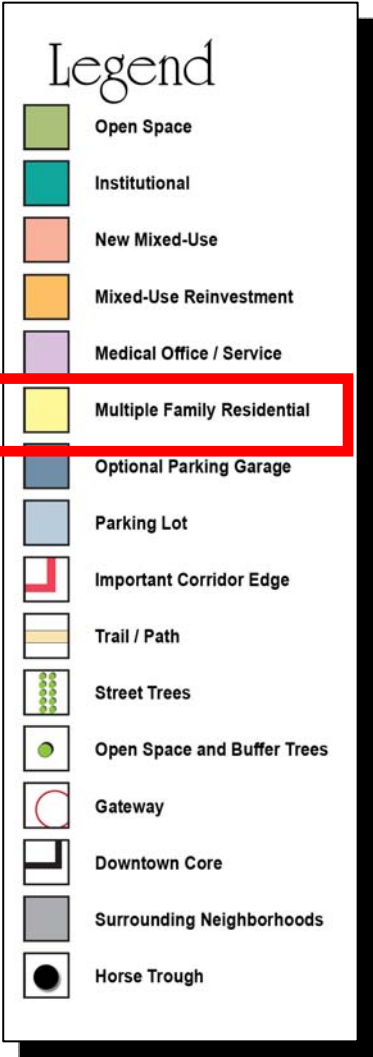


Figure 2:

Land Use Plan



Source: Town Builder Studios



Opportunity Sites

Communities will always change and evolve, and Glen Ellyn is no exception. The properties illustrated and listed below are identified for their potential to be redeveloped, repurposed, and/or reinvigorated.

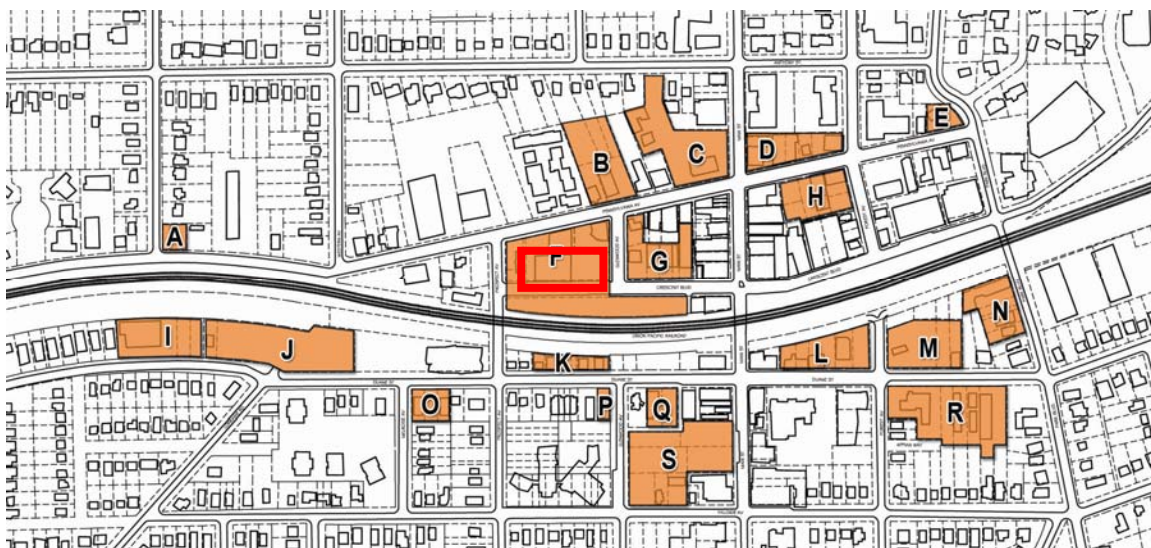


Figure 23: Properties Susceptible to Change

Source: Town Builder Studios

North side of Pennsylvania, left to right:

- A. Redevelop or retrofit vacant small office building.
- B. Redevelop or repurpose buildings and utilize back yards of adjacent residential properties.
- C. Redevelop Fire Station property – with or without relocation of Fire Station.
- D. Redevelop or repurpose buildings, and retain historic features.
- E. Redevelop or retrofit auto service property.

South side of Pennsylvania, left to right:

- F. Potential residential redevelopment with structured parking.
- G. Potential residential redevelopment with structured parking.
- H. Convert properties to a mixed-use parking structure with a pedestrian-friendly and historically-sensitive development pattern.

North side of Duane, left to right:

- I. Preliminary Planned Unite Development (PUD) approved for 20 townhomes on the three westernmost properties. (The developer will not be moving forward with this project.)
- J. House and Duane/Lorraine lot could be converted to other uses yet retain parking.
- K. PUD approved for a row house development between Prospect and Glenwood.
- L. Retrofit properties to historically-sensitive, mixed-use building designs, and include some greenspace.
- M. Retrofit bank property into a mixed-use parking structure with a pedestrian-friendly and historically-sensitive development pattern.
- N. Convert low-activity corner to new uses that cater to Illinois Prairie Path users.

- A marketing campaign that focuses on Downtown access via the Illinois Prairie Path and Metra Rail.
- A wide, looped pathway connecting Lake Ellyn to the Downtown and the Illinois Prairie Path.
- An ample supply of convenient Downtown parking for bicycles and vehicles.
- A pedestrian underpass near the train station that can accommodate wheelchairs and bicycles.
- Refurbished and new Downtown buildings that meet or exceed the needs of modern businesses and residents.
- Old-time favorites and new and exciting retail and restaurant establishments that offer a range of experiences and merchandise price points.
- A flexible Downtown office supply that can grow with a business and accommodate the characteristics of live-work studio environments.
- A new and modern Fire Station.
- A pocket park with a small outdoor amphitheater buffered from the noise of passing trains.
- A highly-organized Downtown community organizational structure that is welcoming to the business and development community.
- A community that embraces change.
- New and improved community events that draw people into the Downtown stores and restaurants.
- An attractive and inviting Main Street streetscape from Roosevelt Road to St. Charles/Geneva Roads, drawing visitors into the Downtown to discover a lifestyle center that is unique to Glen Ellyn.

The *Downtown Strategic Plan* will serve as the reference for community leaders to achieve the vision of the residents, business owners, property owners, and friends of Glen Ellyn. The result will be a showcase that is a destination for the residents of Glen Ellyn, the western suburbs, and Chicagoland.

Goal

The goal of the *Downtown Strategic Plan* is to create an economically-viable Downtown that is attractive to citizens and businesses.

Objectives

Objectives describe general actions that should be accomplished to make progress towards the overall goal.

1. Provide an appropriate mix and supply of retail establishments to draw consumers to the Downtown and increase sales tax revenue
2. Increase the Village's population within walking distance of the Downtown, by increasing the number of dwelling units (and thereby, consumers) in and around the Downtown.
3. Improve the condition of many Downtown buildings, by upgrading and modernizing building interiors and maintaining and restoring building exteriors.

4. Increase the amount of Downtown office space that attracts small and growing businesses.
5. Create new Downtown amenities by increasing recreation and parkland opportunities.
6. Increase the number of cultural events and activities that could make Downtown Glen Ellyn a destination for residents and non-residents alike.
7. Eliminate the perception of government-imposed obstacles to operating a business and reinvesting in private property in the Downtown.
8. Establish safe and efficient pedestrian, bicycle, and automobile traffic and access patterns to, through, and from the Downtown.
9. Improve the sufficiency and convenience of the Downtown parking supply north and south of the tracks.
10. Establish a distinguishing feature in the Downtown that differentiates Glen Ellyn's Downtown from other communities' downtowns.
11. Establish a Downtown implementation funding plan to ensure that reinvestment occurs and initiatives are achieved.

Strategies and Measures

Strategies are important to the implementation of the *Downtown Strategic Plan*, because they identify specific action items to make the goal and objectives a reality. Measures are tangible items that are outcomes of the strategies. The following strategies and measures correspond to the list of objectives:

1. Retail in a mixed-use setting that includes office and housing creates a dynamic environment and multiple-purpose visits. Retain and attract a retail mix for the Downtown that includes unique eating and drinking establishments and also provides outdoor eating and drinking opportunities. Retain and enhance entertainment and recreational uses such as the Glen Art Theatre, Illinois Prairie Path, and Lake Ellyn.

Measure: Reduce the Downtown vacancy rates, ensure a no net loss of retail, restaurant, and entertainment tenant space in the Downtown; incorporate such uses in the first floors of mixed-use buildings; ensure that new commercial space is built to meet the needs of modern retailers; and manage the utilization of Downtown core business hours.

2. New housing opportunities in the Downtown increases the population base in the community without encroaching on the surrounding single family neighborhoods. Since the surrounding area is substantially built-out, and the limited population growth will primarily result from the movement of empty-nester, younger-aged, and smaller-sized households, the Downtown is an ideal location for increased housing opportunities.

Measure: Construct a minimum of 450 new dwelling units in the Downtown.

3. Buildings deteriorate over time in the absence of proper maintenance and renewal. In the past, sufficient maintenance and renewal did not occur. Interior upgrade needs include heating/ventilation/air conditioning systems, telecommunications, electrical, plumbing, and interior finishes. Exterior upgrade needs include historic restorations, historically-sensitive façade upgrades, awnings, signage, and rooftop repairs.

Measure: Establish a historic district in the Downtown core area. Make available financial incentives to business owners and property owners in the form of grants, low-interest loans, and/or tax credits, for building maintenance, renovations, and upgrades. This includes incentives for historic or landmarked properties within a historic district. The EDC currently offers grant programs to assist with exterior façade improvements and interior renovations. These programs should continue, and possibly be enhanced.

4. The benefits of having office users in the Downtown includes the opportunity for residents to walk to work, having a daytime and early evening population base to eat in Downtown restaurants and shop in stores. In

18. Facilitate a Private Residential and Mixed-Use Neighborhood Development in the Crescent Boulevard and Glenwood Avenue Area

Development

Transform retail and service areas into a cohesive, mixed-use residential neighborhood.

The Village will work with existing business and property owners to determine which ones would benefit from relocating to a more visible and high traffic address. Assuming that there are collective groups of property owners who desire to relocate elsewhere in the Downtown, this area could accommodate a three-phase redevelopment at the intersection of Crescent Boulevard and Glenwood Avenue.

- Phase I. A multiple family residential redevelopment at the northeast corner can introduce 60 new dwelling units into the Downtown, with four levels of residential living above one level of at-grade parking.
- Phase II. A multiple family residential development at the southeast corner can introduce 24 new dwelling units into the Downtown, with two levels of residential living above one level of at-grade parking.
- Phase III. A primarily residential, mixed-use development at the northwest corner can introduce 18,000 square feet of new retail development and 168 new dwelling units into the Downtown, with four levels of living space above one or two floors of lower level parking.

All phases should provide parking for the residential dwelling units and Phase III could provide approximately 124 stalls for displaced public and/or commuter parking. An estimated overall height of 55 feet for Phase I would require a zoning adjustment from C5A Central Retail Core Sub-District to C5B Central Service Sub-District with a Special Use Permit, an amendment to the C5A height requirements, or the adoption and application of a new zoning district.

Source of Funds and Resources

Village of Glen Ellyn

Private Funding

Tax Increment Financing (TIF)



Phase I



Phase II



Phase III

Figure 60: Private Residential and Mixed-Use Neighborhood Development Area – Phases I, II, and III

Source: maps.live.com with edits by Town Builder Studios.

Accommodating Modern Development

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

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

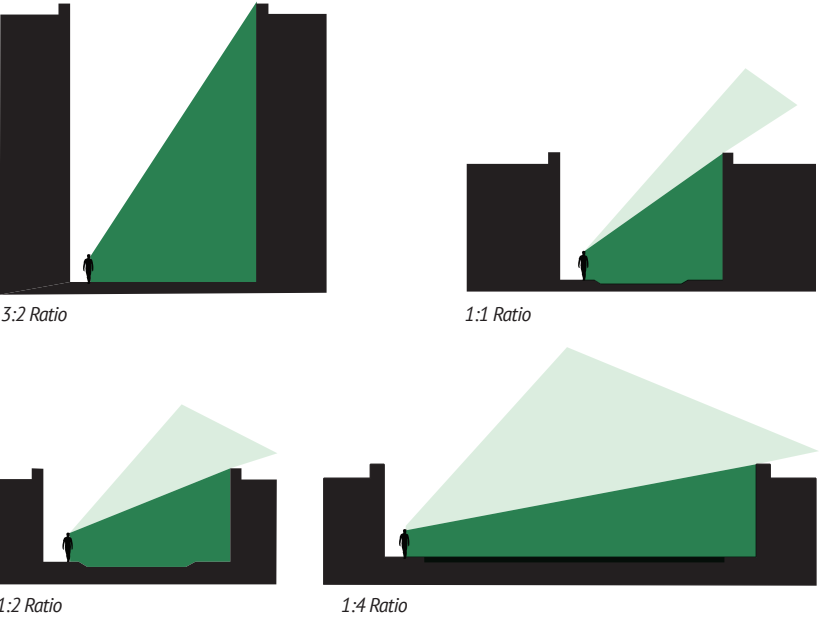
Residential (Upper Floors). Modern residential development also requires clear ceiling heights of at least 9 feet (10-12 feet total floor height). This responds to market demand for high ceilings and open, naturally lit space in higher-quality apartments and condominiums.

Parking. To accommodate vertical circulation, parking decks typically require floor heights ranging from 10 to 12 feet.

- **Parapet Wall.** A parapet wall of 3 to 5 feet is desirable to hide rooftop mechanical and HVAC equipment from view and provide attractive architectural elements.

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

Sense of Enclosure



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

Sense of Enclosure

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

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

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

Recommended Height

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

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

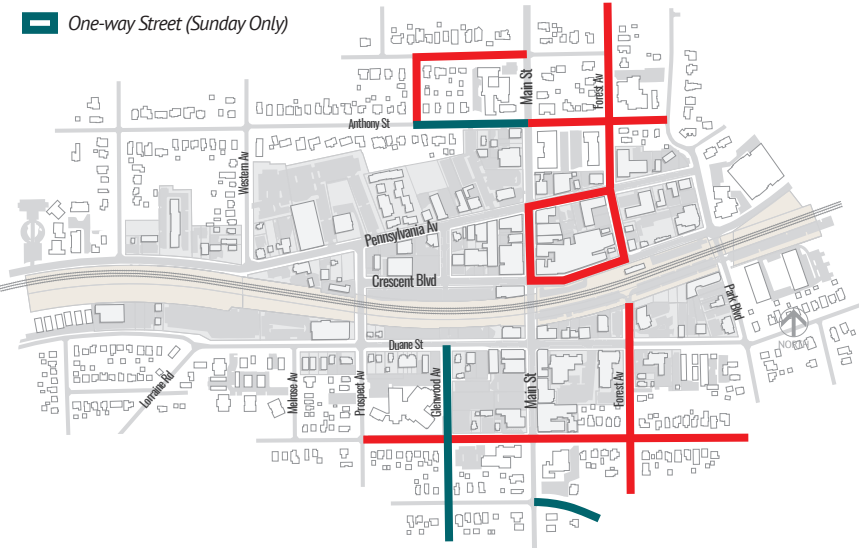
Residential Parking

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

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

Existing One-way Streets

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



Proposed Multifamily Parking Ratios by Dwelling Unit Type

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

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

Source: KLOA, Inc.

Parking Management Best Practices

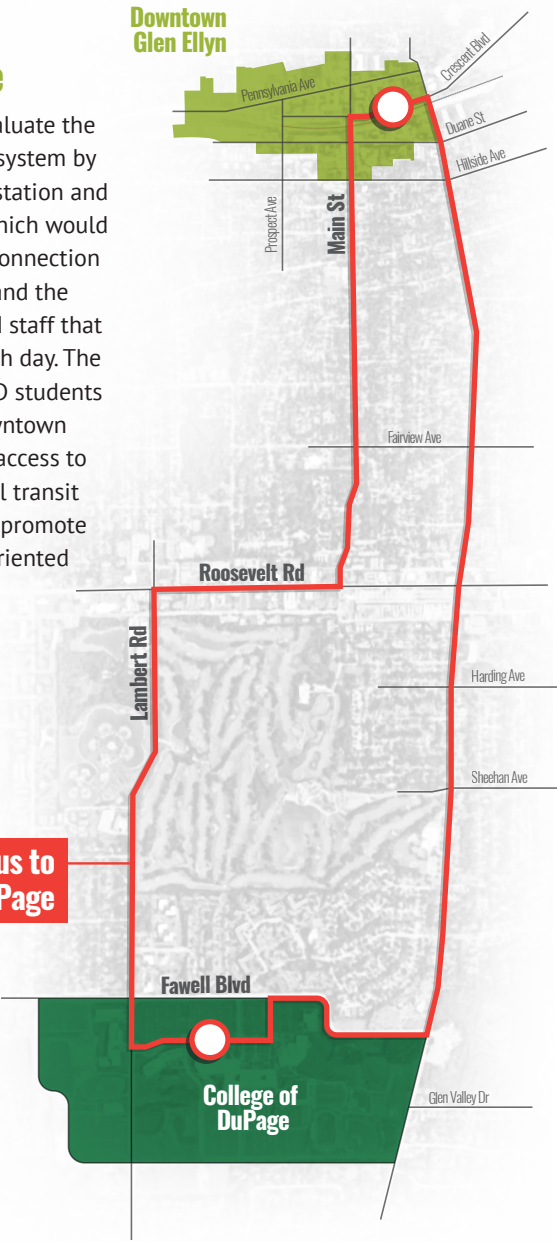
Beyond development of structured parking in the Downtown, the Village should continue to pursue best practices for managing the current public parking supply and explore new opportunities for shared-use of the larger private parking lots in the Downtown, similar to the current relationship with St. Petronille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

- Shared-parking agreements for off-peak use of private lots
- Temporary leasing of parking lots on unoccupied sites such as the McChesney site
- Regular monitoring of effectiveness and desirability of free on-street parking policy
- Centralized valet service (piloted in 2018)
- Continued policy of evaluating and adjusting parking time durations/restrictions
- Phase out of coin-fed meters in the Main Street & Crescent Boulevard Lot and the Crescent Boulevard & Glenwood Avenue Lot with modern Pay-n-Display, Pay-by-Space, Pay-by-License Plate and Pay-by-Phone technologies
- Review of parking enforcement technologies
- Regular monitoring of employee parking demand and adequacy of Blue Dot parking zones
- Promotion of sustainable features (electric vehicle charging stations, car-share services, bioswales, permeable paving, etc.)

Shuttle Bus to College of DuPage

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

Shuttle Bus to College of DuPage



McChesney & Miller

DOWNTOWN SUBAREA CATALYST SITE

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

Design Considerations

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

Site Details

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

Current Land Use:
Vacant
Auto repair
Dining/cafe

Current Zoning:
(C5B) CBD Central Service

Building Details

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

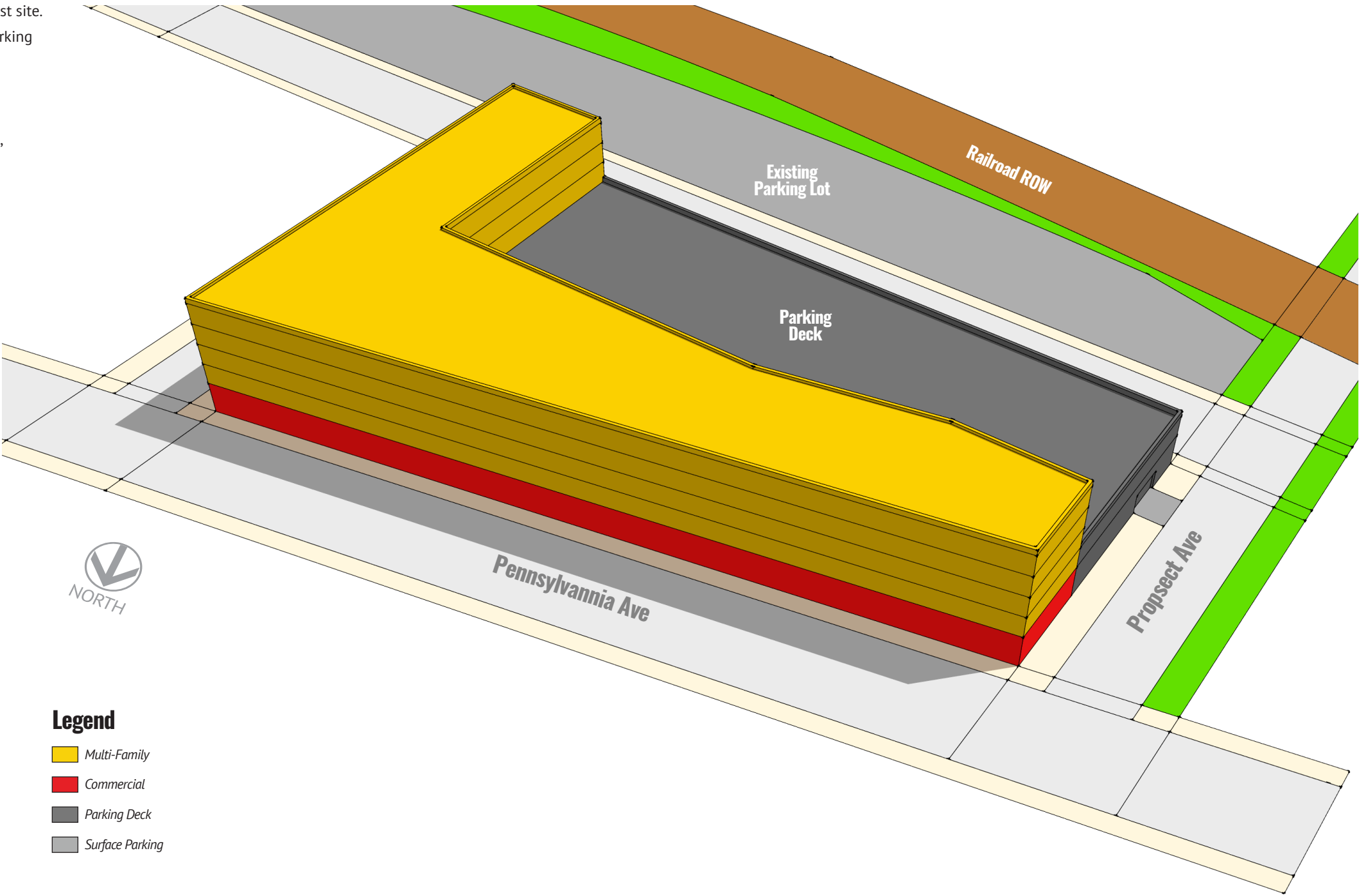
Upper-floor(s):
Multi-Family Residential
4 floors / 36,500 s.f per floor, 146,000 s.f. total
36 units per floor, 144 units total

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

Parking:
Existing: 97 spaces
Required: 335 spaces

Economic Impact

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



DRAFT

PLAN COMMISSION

-3-

MAY 30, 2019

Mr. Houseal stated there are several hallmarks of a great downtown, including buildings at or near the street line for a street wall, an adequate amount of parking, multi-story buildings of mixed use, some increase in residential density and a pedestrian-oriented environment. Mr. Houseal stated the Subarea Framework sets the tone for everything addressed in a downtown, including key intersections, intersection improvements, gateway features, pedestrian corridors and alleyways, residential screening, parking enhancements, existing parking, public parking and maintaining access.

Brandon Nolin, Principal Associate at Houseal Lavigne, stated for Development Regulations, the downtown is zoned C5A and C5B. Mr. Nolin stated C5A is less dense than C5B which is different than other downtowns. Mr. Nolin stated in order to accommodate modern development, they looked at height maximums, building heights and the height and width of roadways to balance proportion, and the recommendation is that the Village needs to consider exploring revising the maximum height for the downtown to 60 feet.

Mr. Nolin stated there is additional parking needed on the north side of the railroad tracks as there is an imbalance between the north of the tracks and the south of the tracks. Mr. Nolin reviewed parking management best practices and parking ratios.

Mr. Nolin stated a market analysis was conducted, and there is some demand for multi-family housing development in the downtown. Mr. Nolin stated there is a strong retail potential to capture local demand.

Mr. Nolin showed a map of the downtown and stated the yellow boxes indicate under-utilized areas that are likely candidates for the Village to support doing more. Mr. Nolin stated the 3 red boxes are the Catalyst Sites, which are the McChesney & Miller block, the northwest corner of Pennsylvania Avenue and Main Street and the north side of Duane Street and Forest Avenue. Mr. Nolin reviewed these 3 sites and the possibilities for each. Mr. Nolin stated they are looking for feedback on these 3 suggested Catalyst Sites.

Discussion from the Plan Commission

McChesney & Miller

Commissioner Rodemann stated as they are looking at the hallmarks of a great downtown, they do need to include what caters to the identity of downtown Glen Ellyn. Commissioner Rodemann stated this site should be a full block development and provide access as well.

PLAN COMMISSION

-4-

MAY 30, 2019

Commissioner Mulherin stated they should be thinking of the future of transportation and parking with this site. Commissioner Mulherin stated he feels there could be some extra stories on the lower grade added as there is a grade of land difference on the property.

Commissioner Fanella stated they need to keep this site as flexible as possible, and she thinks they should include the Metra parking lot when this site is developed. Commissioner Fanella stated she agrees with possibly adding height at this site, but she does not want to see an overhead garage. Commissioner Fanella stated they need to take advantage of the wide drive aisle, and they should take the residential parking as low as staff is comfortable with. Commissioner Fanella stated they should also look at outdoor café possibilities.

Commissioner Heming-Littwin stated they can get more height out of this site than other areas, and they should think about the development of the parking lot across the street. Commissioner Heming-Littwin stated this is a part of Crescent where the Village could possibly do festivals. Commissioner Heming-Littwin stated it would be great to have a small open-space area with this development. Commissioner Heming-Littwin stated there should not be an overhead garage, but she feels an elevated pedestrian walkway would be fine. Commissioner Heming-Littwin stated the staff would need to think about the parking ratio.

Commissioner Berry stated he agrees with the elevated walkway suggestion, and he feels the proposed parking would be a nice range.

Commissioner Vondruska stated this seems the most obvious area to be developed, and this site is one of the lowest points in the downtown. Commissioner Vondruska stated they need to strike a balance of height versus the project going out. Commissioner Vondruska stated he could see a 3 or 4 story development here or entertain a 5 story development. Commissioner Vondruska stated there should be no parking garage over Crescent, but an elevated pedestrian walkway would be fine with him.

Commissioner Hartweg stated Crescent could be closed off for events, or you could make Crescent a 1-way street. Commissioner Hartweg stated the Crescent public right-of-way should be included in the development. Commissioner Hartweg stated the parking ratio sounds good. Commissioner Hartweg stated for this site, they need to look at what could happen 5 years from now and 20 years from now.

Chairperson Loch stated she is fine with the Glenwood/Crescent surface lot being included in this development. Chairperson Loch stated they could go up to 5 stories with this development due to the lower grade on the south side of the site. Chairperson Loch stated she is fine with the proposed parking ratio.



VILLAGE OF GLEN ELLYN

Application for Commission Pre-Application Meeting

*Planning & Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370*

Application for Commission Pre-Application Meeting

The purpose of a pre-application meeting is to receive preliminary comments for a proposal before detailed plans are developed and a formal application is submitted.

I. APPLICATION INFORMATION:

- A. Date Filed: _____
- B. Project Name: _____
- C. Project Description: _____
- D. Address of Property: _____
- E. Permanent Index No: _____ Zoning: _____
- F. Name of Applicant: _____
- G. Address of Applicant: _____
- H. Phone No. (Business): _____ (Home) _____
- I. Fax No. (Business): _____ (Mobile) _____
- J. E-mail Address of Applicant: _____
- K. Name of Property Owner: _____
- L. Address of Property Owner: _____
- M. Phone No. (Business): _____ (Home) _____
- N. Fax No. (Business): _____ (Mobile) _____
- O. E-Mail Address of Property Owner: _____

II. SUBMISSION REQUIREMENTS

1. Application Fee - \$250.00
2. Application Form
3. Cover Letter describing the project.
4. Plats of Survey or Existing Conditions Plan showing any existing buildings and associated setbacks.
5. Concept Plan showing any proposed buildings and associated setbacks, parking lot dimensions and all landscape/impervious surface setbacks.
6. Preliminary Building Elevations
7. Preliminary Sign Plan and Elevations
8. Any other plans or information for which preliminary feedback is requested.

Signature: Michael C. [Signature] Date: 4/14/2020

324 W Burlington Avenue | LaGrange Illinois 60525

PHONE (219) 841-6416

April 15, 2020

Ms. Katie Ashbaugh, AICP
 Planner
 Planning and Development Dept.
 Village of Glen Ellyn
 535 Duane Street
 Glen Ellyn, IL 60137

RE: Proposed Transit Oriented Mixed Use Development-460 Crescent Blvd.

Dear Katie:

We are pleased to submit the enclosed Application for Commission Pre-application Meeting and supporting conceptual development plans for the parcel located at 460 Crescent Blvd at the north west corner of Crescent Blvd. and Glenwood Ave. in downtown Glen Ellyn. Following our recent discussions with you and your staff we have reviewed the draft comprehensive plan update and are very interested in working to fulfil its vision for enhancement of the downtown.

We are confident that our proposed development, to be located at the heart of Glen Ellyn's vibrant downtown district will be a catalyst to transform the north side of the downtown into a thriving, walkable, urban living environment attracting both new and existing residents to live, work and play in downtown Glen Ellyn.

The enclosed conceptual development plan is intended to provide the Village of Glen Ellyn with both a concise overview and introduction to Holladay Properties and its development team and includes a detailed summary of our proposed approach and programming for this strategically important parcel. We are confident that our proposed mixed-use, transit-oriented development (TOD) project will become an architectural and visual focal point, providing a gathering place for Glen Ellyn residents, while also introducing new residents who will contribute to the vibrancy of the existing downtown business and residential community.

We have included an overview of Holladay Properties, one of the most reputable and quality-focused developers in the region, and our nationally recognized development team including Tandem Architecture, CivWorks Engineering – Civil Engineer, and our traffic and parking consultant KLOA.

We have recently completed similar projects in Portage, Indiana and Downers Grove, Illinois which have been transformative investments for each of these communities. Holladay is also currently in ongoing development of downtown transit oriented mixed use projects in Lombard, Illinois and Westmont, Illinois.

The following is a summary of important aspects of our response:

- Holladay is the contract purchaser of the subject property.

- Holladay Properties will develop a market rate luxury residential apartment building with 86 upscale dwelling units, 104 residential parking spaces in an enclosed two level garage, 1,000 square foot restaurant/retail space and a hotel style concierge lobby entrance.
- Holladay will develop an enhanced streetscape at the corner of Crescent Blvd. and Glenwood Ave. featuring a covered outdoor dining space and community gathering area.
- Enclosed parking for the residential units will be located on the first floor and basement levels of the building. There will be four levels of residential dwelling units located on the upper floors. The commercial space will utilize on street parallel parking spaces on Crescent and Glenwood.
- Holladay has studied the Draft Comprehensive plan and Downtown Strategic Plan in order to fulfill the vision of the Village of Glen Ellyn for this important catalyst site. Comprehensive Plan and Strategic Plan goals addressed by our plan include the following: mixed use residential, defined street edge, increased residential densities, convenient access to transit, bike and pedestrian use encouraged, wide sidewalks with enhanced streetscape and public gathering area.
- Holladay will request zoning variances for upper floor setback, floor area ratio and parking count to account for Transit Oriented Development characteristics.
- Holladay would like to discuss the potential for a TIF incentive to the developer to offset land acquisition, parking deck, utility relocations and infrastructure improvement costs as well as a sales tax rebate incentive for the future retail operator.

Holladay's experience in similar projects reveals that a true partnership between the developer and municipality is essential for a development project to be successful. It is only via this joint effort, with a shared vision, high level of communication, and emphasis on follow-through / execution, that truly transformative developments may thrive. Our experience further reveals that such a partnership will create a strong foundation for further high-quality investment and development, as "quality development begets quality development."

The enclosed application is intended to provide a preliminary introduction for Holladay Properties and our conceptual development plan for development of this important catalyst site in downtown Glen Ellyn. We appreciate this opportunity and look forward to working with the Village of Glen Ellyn on this exciting project.

Yours very truly,

HOLLADAY PROPERTY SERVICES, INC.



Michael C. O'Connor
Vice President- Development & Leasing



T. Drew Mitchell
Vice President- Development

Cc: Staci Springer- Village of Glen Ellyn
Kelly Purvis- Village of Glen Ellyn

MEMORANDUM TO: Michael O'Connor
Holladay Properties

FROM: Javier Millan
Principal

Luay R. Aboona, PE, PTOE
Principal

DATE: May 6, 2020

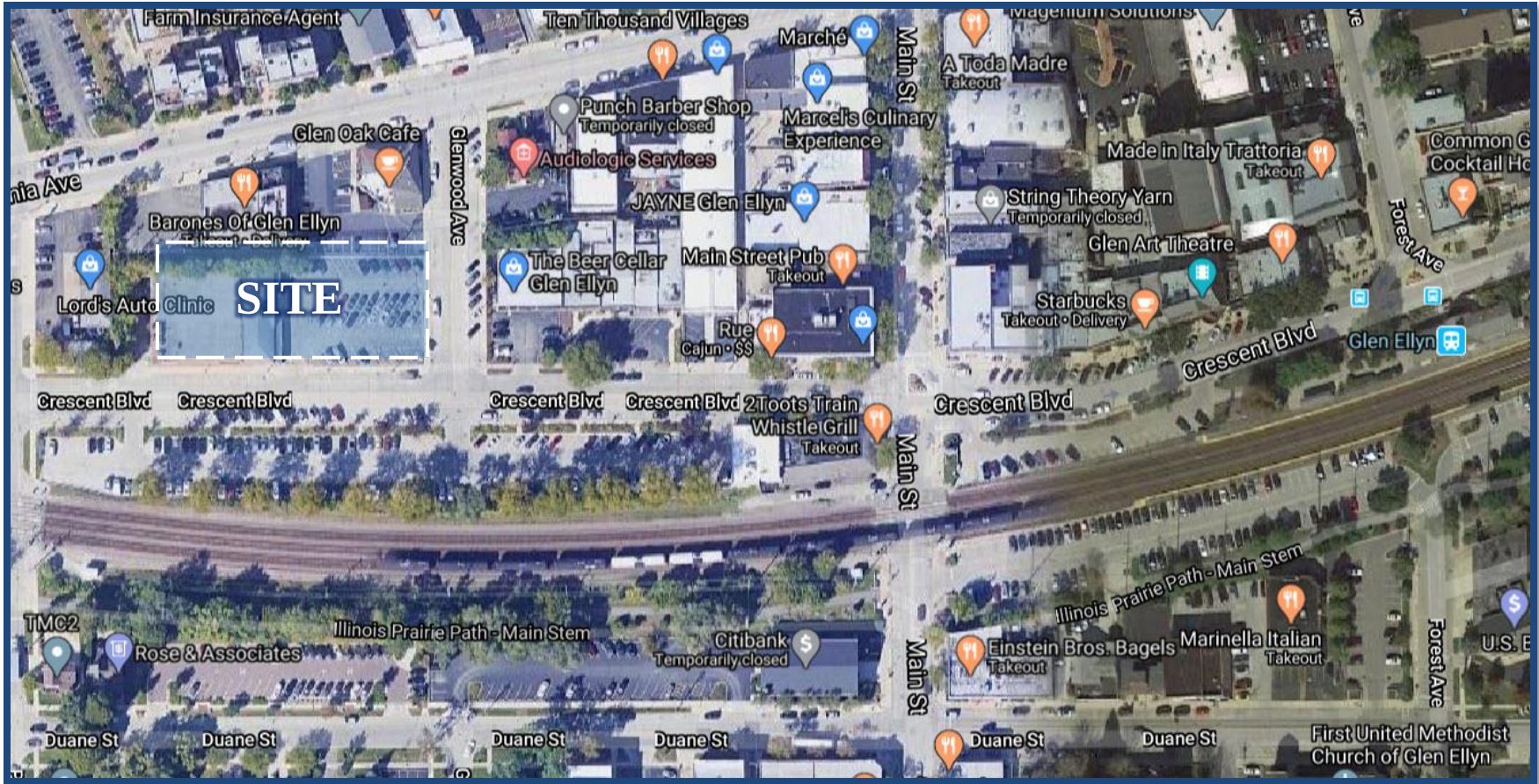
SUBJECT: Summary Parking Evaluation
460 Crescent Boulevard Apartment Development
Glen Ellyn, Illinois

This memorandum summarizes the findings of a summary parking evaluation conducted by Kenig, Lindgren, O'Hara Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Glen Ellyn, Illinois. The site is located in the northwest quadrant of the intersection of Crescent Boulevard with Glenwood Avenue and is proposed to contain an apartment building with 86 dwelling units, 1,200 square feet of retail space, and 104 off-street parking spaces with access provided off Crescent Boulevard.

The purpose of this evaluation is to determine the adequacy of the proposed 104 parking spaces in accommodating the proposed development's estimated parking demand and to opine on the adequacy of providing two access drives off Crescent Boulevard.

Site Location

As previously indicated, the site of the proposed development is located in the northwest quadrant of the intersection of Crescent Boulevard with Glenwood Avenue (old McChesney site) within downtown Glen Ellyn. The Glen Ellyn Metra station and Pace Bus 715 stops are located less than ¼ mile east of the site. **Figure 1** shows an aerial view of the site.



Aerial View of Site

Figure 1

Proposed Development Plan

As proposed, the old McChesney site will be redeveloped with a six-story apartment building providing 86 dwelling units, 1,200 square feet of ground floor retail space, and a parking garage providing 104 parking spaces dedicated to the residential use. As part of the 104 parking spaces, one Envoy Car Sharing vehicle (exclusively for residents of the building) will be provided. It should be noted that based on a review of the plans, the parking garage will be divided into a lower level and an upper level with no internal connection between each level. As such, access will be provided to each level via an access drive to be located at the same location of the two existing access drives serving the site off Crescent Boulevard.

Parking Evaluation

As previously indicated, the development is to contain 86 apartments (four studios, 47 one-bedroom units, and 35 two-bedroom/two-bedroom plus den units) with a parking garage containing 104 parking spaces designated for the residential use. Therefore, the development will provide a parking ratio of approximately 1.21 spaces per unit or 1.16 spaces per bedroom. It is important to note that parking spaces will not be included as part of the leases for the apartments and an additional monthly fee will be charged to any tenant that desires to park within the development. This will provide economic incentives for tenants to opt out of parking and make better use of alternative travel modes.

Based on the Village of Glen Ellyn Code of Ordinances, multiple-family dwellings have a variable parking requirement based on the number of bedrooms provided per unit. Studio units are required to provide one space per unit. One-bedroom dwelling units are required to provide 1.5 parking spaces for each dwelling unit and two-bedroom dwelling units are required to provide two parking spaces for each dwelling unit. Given the development's bedroom composition and based on the Village of Glen Ellyn requirements, the development should provide 144 parking spaces. The proposed transit-oriented development will provide a total of 104 parking spaces reserved for the residential use, which results in a deficit of 40 parking spaces when compared to Village Code.

Transit Oriented Development Parking Characteristics

It should be noted that given the site's proximity to public transportation and its location within the Glen Ellyn downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed uses integrated within a walkable neighborhood and located within ¼ mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking

Parking demand/requirements at a TOD development are much lower than the parking demand of developments that are not located within close proximity to public transportation. Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB), and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a car and own almost half the number of cars of other households.

Census Data Information

Based on a review of the Census 2009 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within close proximity to the Glen Ellyn train station and other vehicle ownership characteristics:

- Auto ownership of owned homes within ¼ mile of train station = 1.87 vehicles
- Auto ownership of rental units within ¼ mile of train station = 0.95 vehicles
- Approximately 58 percent of households within ¼ mile of the train station have one or no vehicle at all

Given that the proposed apartment building is located within approximately 800 feet of the Glen Ellyn Metra station and is designated as a transit-oriented development, it is anticipated that the residential units within the proposed development will have the same characteristics as other rental developments within the one-quarter mile radius.

Institute of Transportation Engineers Parking Rates

While the proposed reserved residential parking ratio of 1.21 spaces per unit/1.16 spaces per bedroom does not meet the Village code requirement, based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 5th Edition for Land-Use Code 221 (Mid-Rise Apartments), the following was determined:

- The calculated peak parking demand on a weekday and a Saturday will be 74 and 99 parked vehicles, respectively.
- Average parking supply ratio for sites within ½ mile of a train station is 1.5 spaces per dwelling unit.
- Average parking supply ratio for sites within ½ mile of a train station is 0.8 spaces per bedroom.

As can be seen, the proposed number of parking spaces and the ratio of 1.16 spaces per bedroom exceed ITE's requirements.

Furthermore, the proposed parking supply is consistent with other apartment developments (built or planned) in the Chicago area which provide an average parking at a ratio of 1.25 spaces per unit. The location, number of units, and number of parking spaces provided for these developments are summarized in **Table A** in the Appendix.

Best Parking Practices

As it was previously mentioned, the proximity of the Glen Ellyn Metra train station and the Pace Bus Route 715 stop close to the site as well as its location within downtown Glen Ellyn qualifies the project as a TOD.

Best practices with respect to parking policies that are supportive of Smart Growth and TODs include strategies that promote walking, biking, and the use of public transit while reducing or eliminating the need for private automobiles. These strategies include the following:

- Incorporate transit-friendly parking design behind street-facing retail
- Manage/limit the amount of parking provided
- Reserve parking space for car-sharing services
- Allow for parking to be shared by multiple uses
- Provide enclosed, secured storage facilities for bicycles
- Unbundle parking by separating parking costs from unit leases, which provides economic incentives for tenants to opt out of parking and make better use of alternative travel modes

Car-sharing programs provide participants with convenient and flexible access to centrally owned and maintained vehicles. Car-sharing offers an alternative to individual car ownership, which effectively increases the number of users per vehicle and contributes to lower auto ownership rates and reduced parking demand. According to recent North American studies and car-sharing member surveys, each car-sharing vehicle removes an average of 15 privately-owned cars from the community.

The incorporation of the above-noted strategies into a development is recognized by the U.S. Green Building Council in the form of credits towards LEED certification of the project.

Based on the above, the proposed transit-oriented development will provide a sufficient number of parking spaces to accommodate the projected parking demand of the proposed residential units within the development and sufficient public parking is provided within the vicinity of the site to accommodate any surplus in retail parking demand that may be generated by the proposed commercial space within the proposed development.

Access Evaluation

Given that the two proposed parking levels will not connect internally with each other, the site will be served by two access drives off Crescent Avenue to be located at the same location of the existing access drives serving the old McChesney site. The eastern access drive will serve 54 parking spaces while the western access drive will serve 50 parking spaces. Based on the above, the traffic to be generated by the proposed development will be distributed over two access drives, thus limiting the number of vehicles entering and exiting one particular access drive and, as such, will not have a negative impact on traffic conditions along Crescent Avenue. Outbound movements from each driveway should be under stop sign control and, if deemed necessary upon further design, visual warning devices should also be installed for pedestrian safety.

Conclusions

Based on the preceding evaluation, the following conclusions have been made:

- Given its location in close proximity to public transportation, the proposed development meets the characteristics of a TOD Development.
- The proposed 104 parking spaces for the residential component of the development will be adequate in meeting the projected peak parking demand based on ITE surveys.
- The proposed parking ratio of 1.21 parking spaces per unit is consistent with the typical number of parking spaces provided at many other TOD developments within the Chicagoland metro area.
- The proposed access drives of Crescent Boulevard will be adequate in accommodating the future traffic volumes with minimal impact to traffic conditions in the area.

Appendix

Table A
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
Burlington Station	Downers Grove	89	106	1.19
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Quincy Station	Westmont	94	113	1.20
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
Average		168	207	1.25

460 CRESCENT BLVD

GLEN ELLYN, IL. Proposed Mixed-use Development by





SOUTHEAST RENDERING

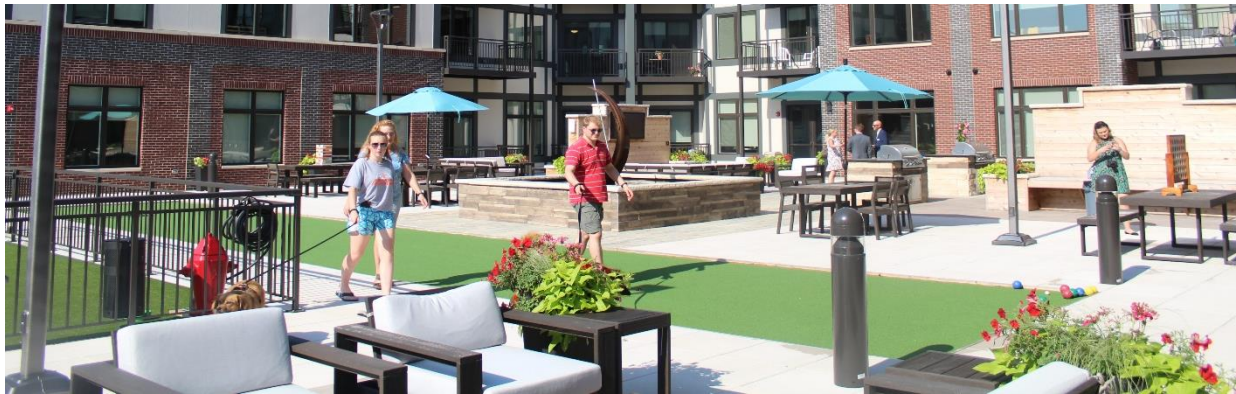


WEST RENDERING



EAST RENDERING

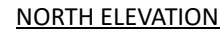
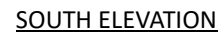






Attachment: 14. Renderings (Exterior Only) with Illustrative Concept Images (Interior and

05.06.2020 | CONCEPT DEVELOPMENT



GLEN ELLYN MIXED USE

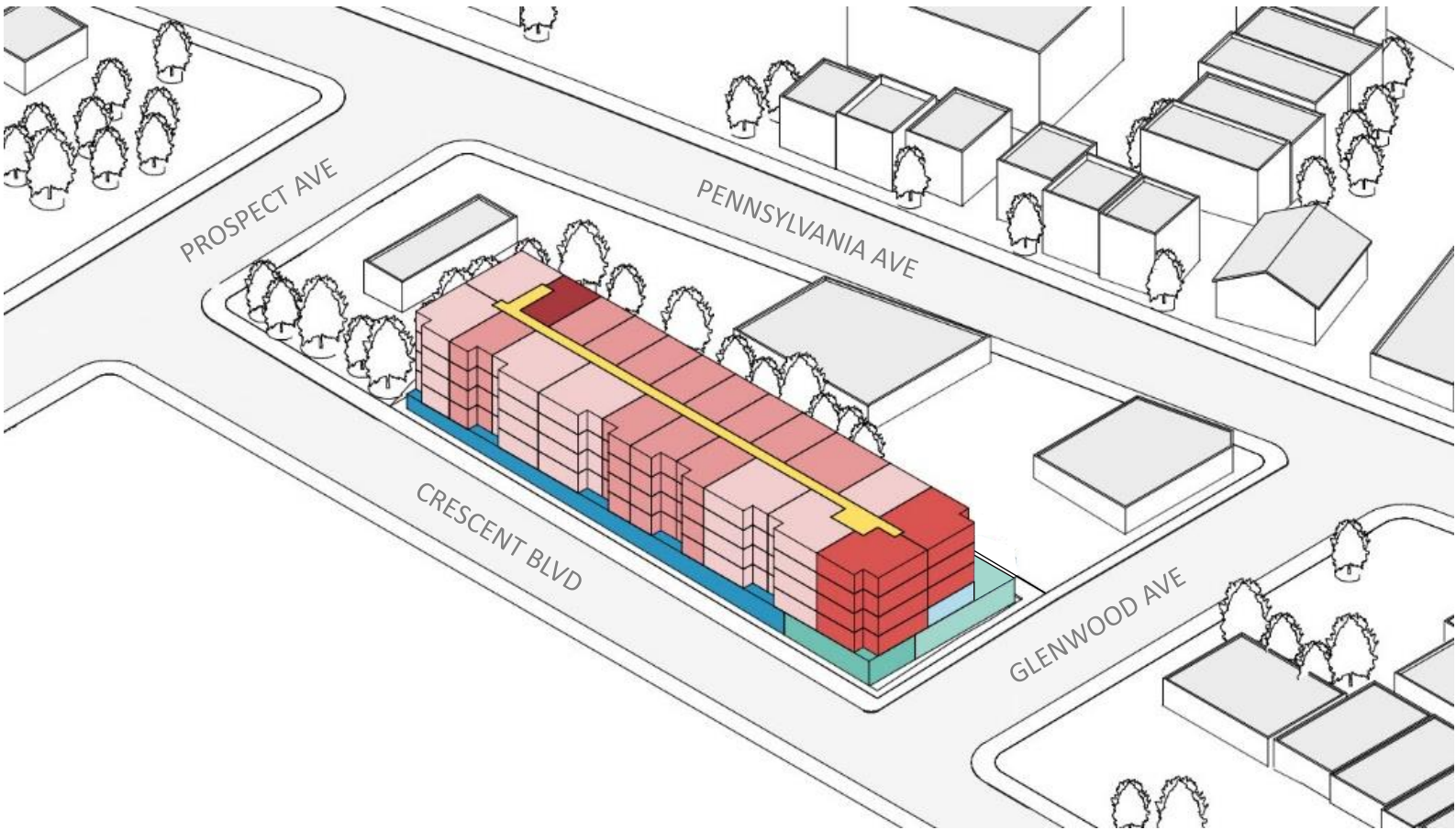
04.15.2020 | CONCEPT DEVELOPMENT



EAST ELEVATION



WEST ELEVATION

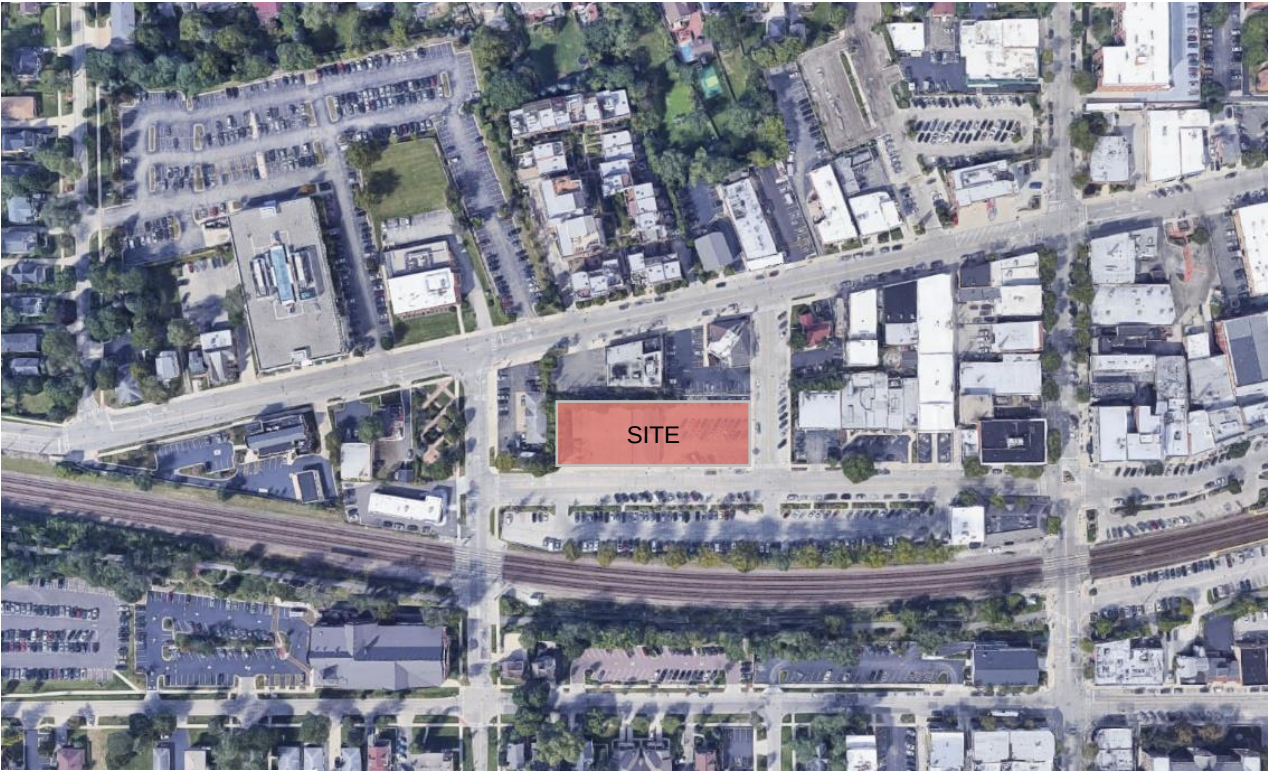


LEGEND

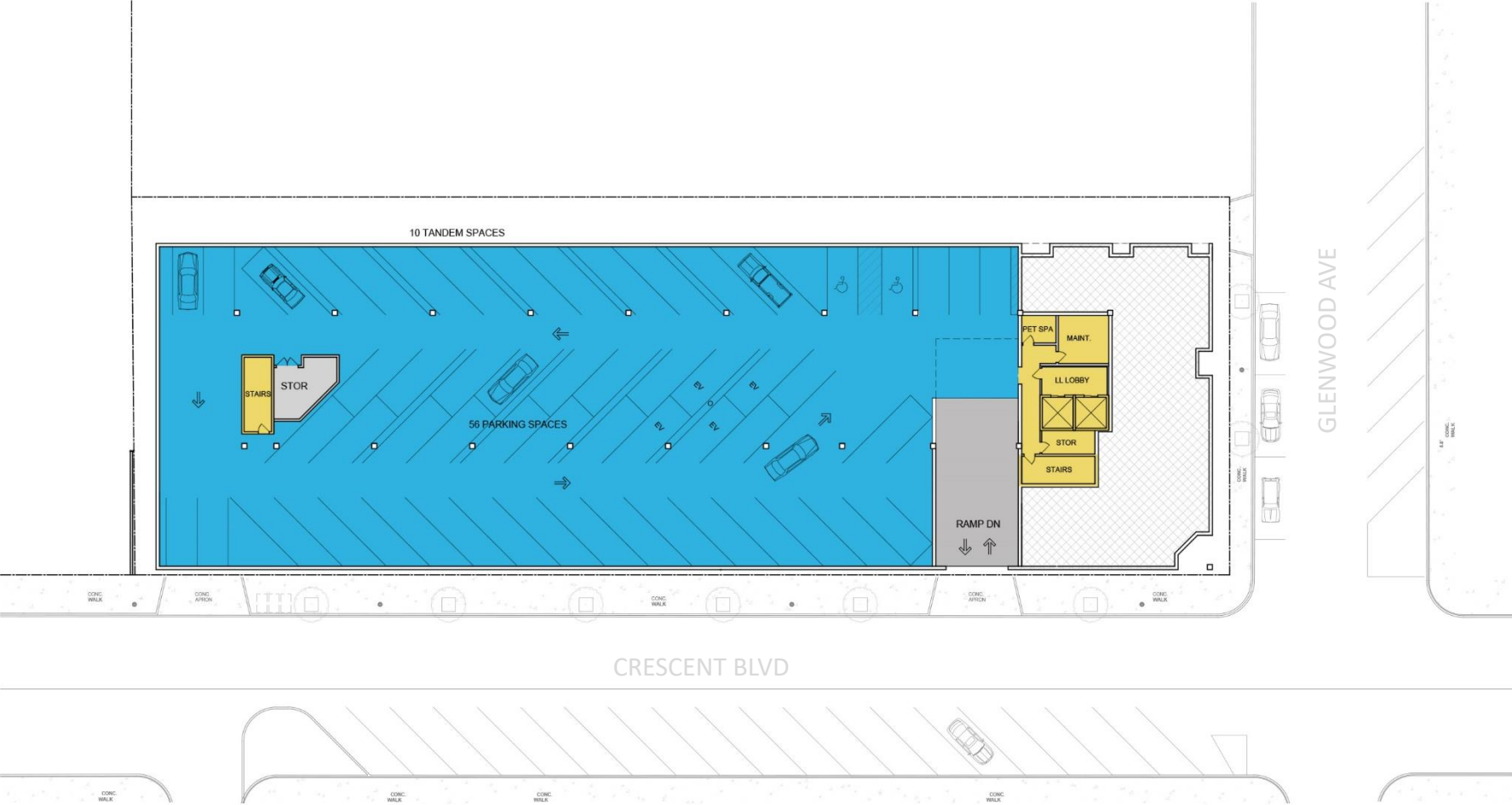
- LOBBY
- RETAIL
- PARKING
- CLUBHOUSE
- STUDIO
- 2 BED + DEN
- 2 BED
- 1 BED
- CIRCULATION

Site Data	
Site	35104.17 SF/0.80 acres
Main Building	145,487 SF
Main Building Height	6 stories / 60'-0"
Dwelling Units	86 units
Retail	1,203 SF
Residential Parking	104 spaces

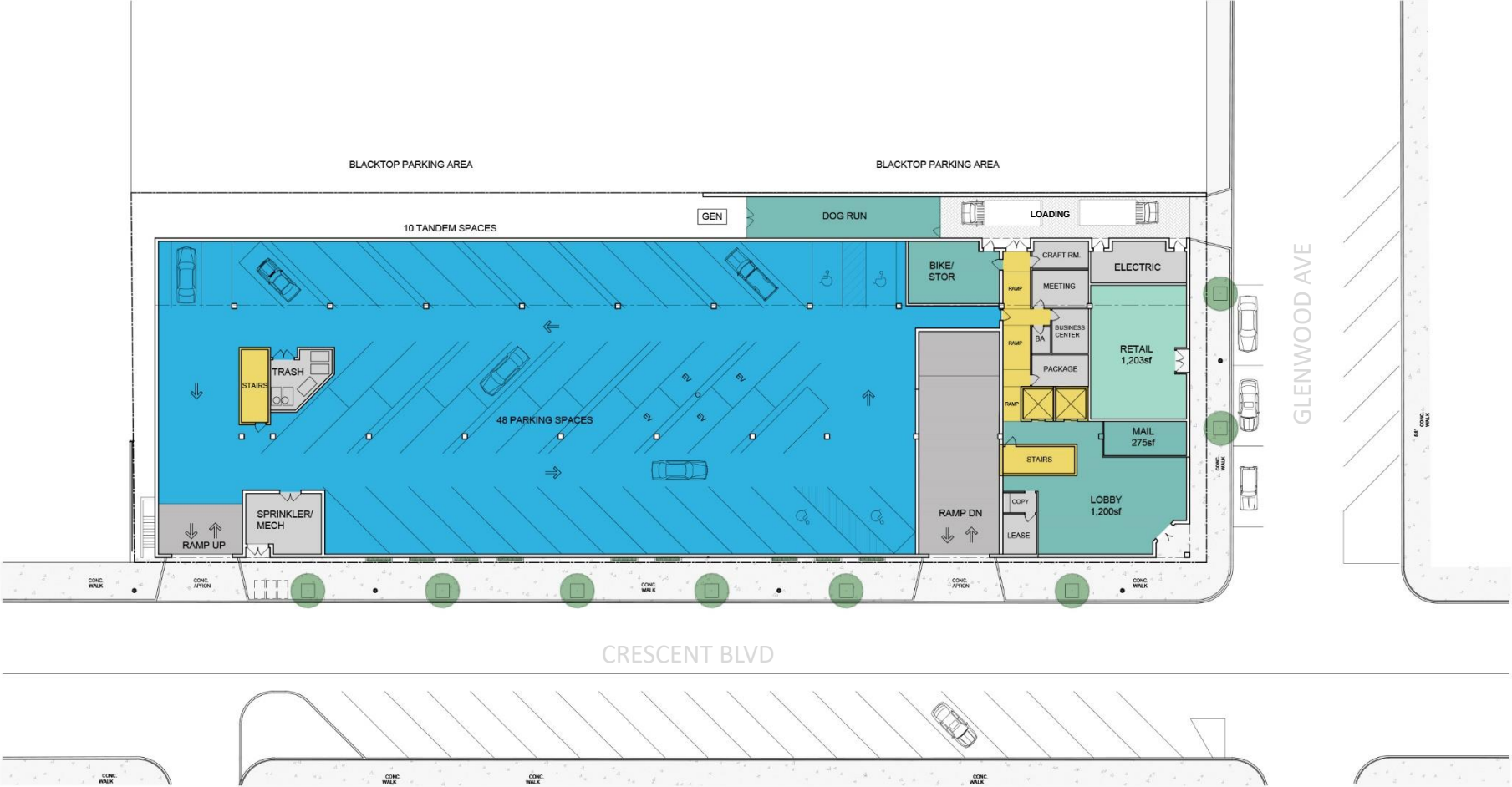
Building Square Footage		
Level	Total Square Footage Per Floor	Leasable Square Footage
Lower	27,048	0
Ground	29,051	1,203
2	22,422	17,961
3	22,322	20,009
4	22,322	20,009
5	22,322	20,009
TOTAL	145,487	79,191



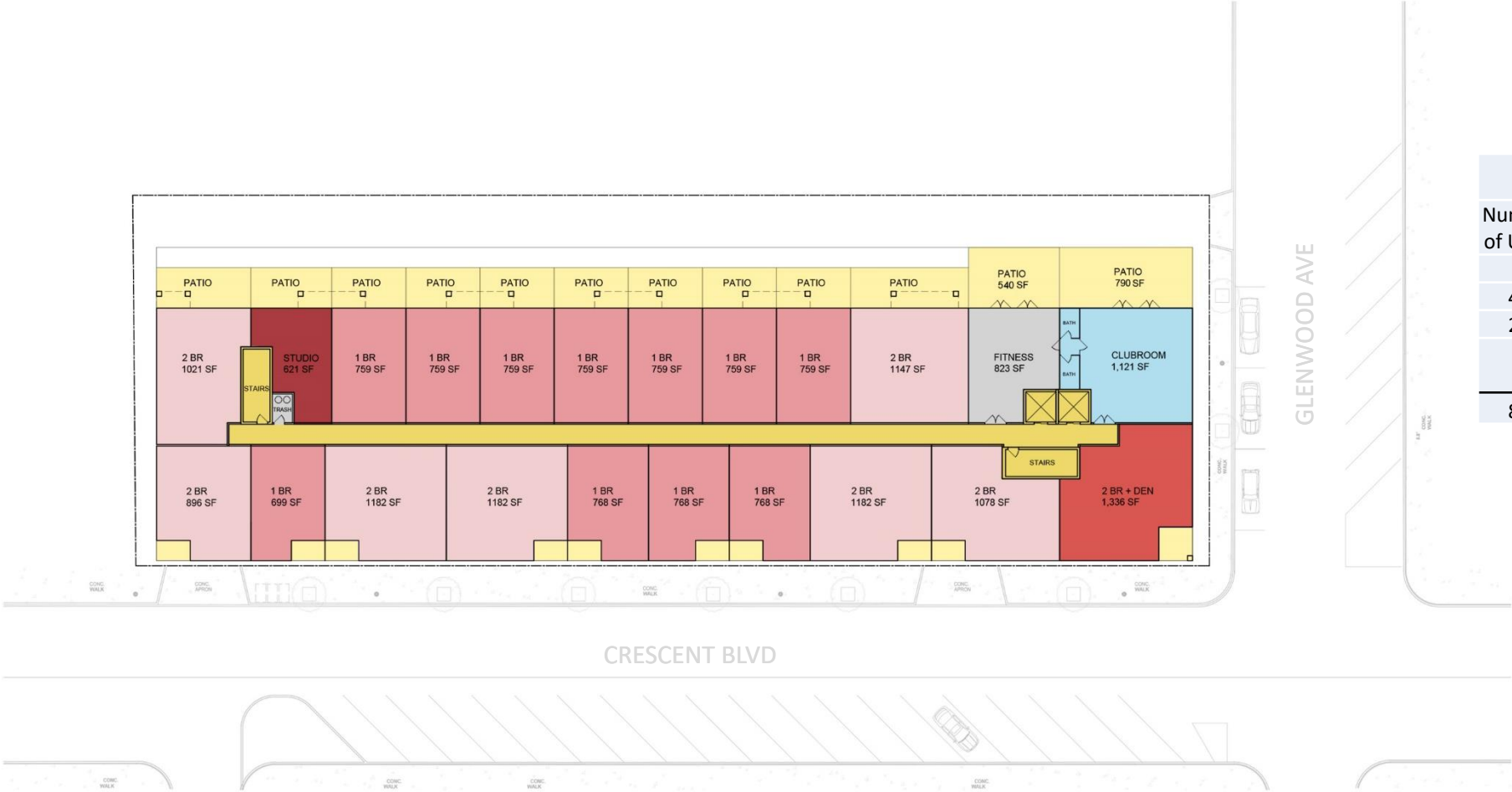
SITE LOCATION MAP



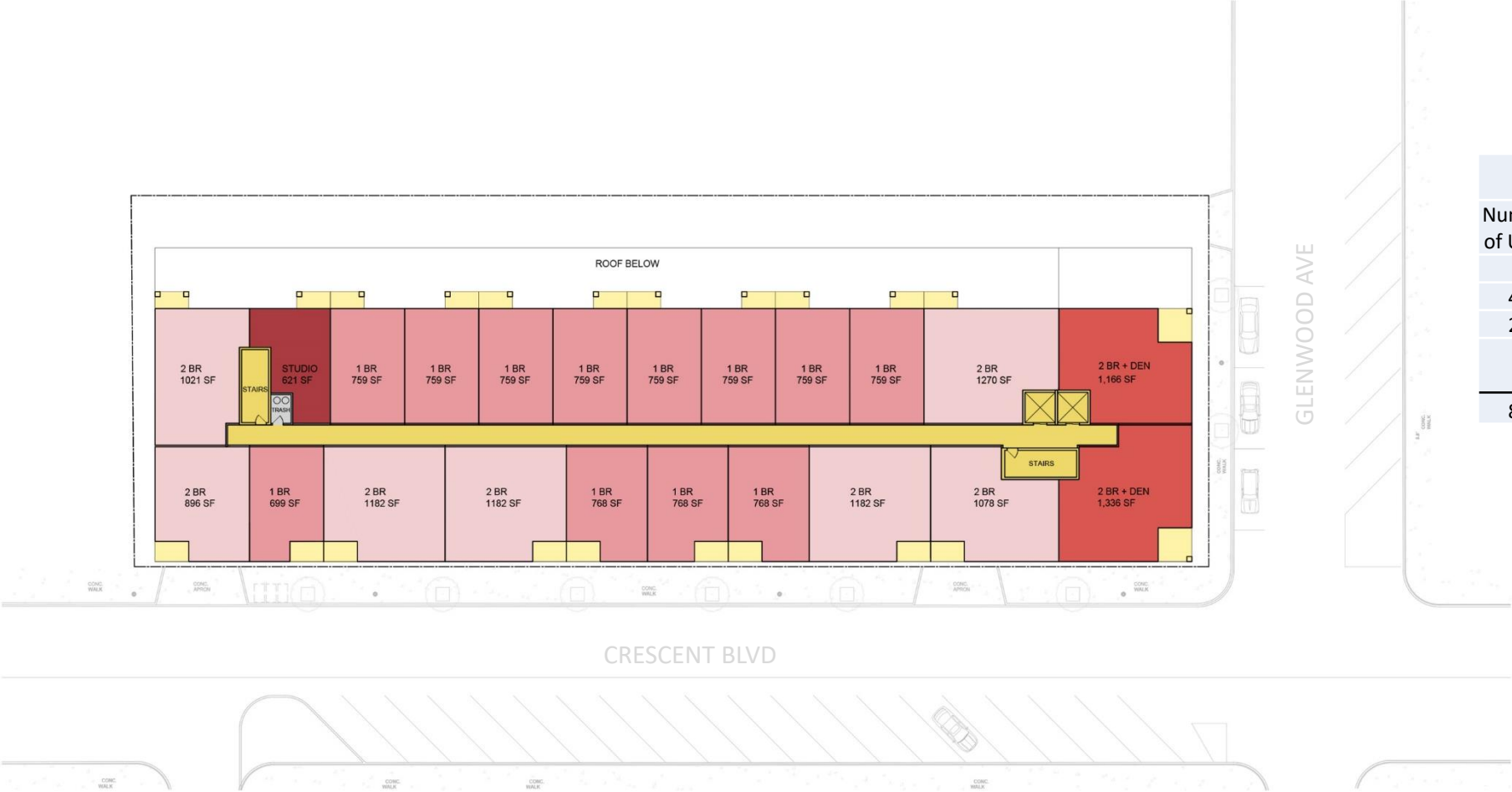
Required Parking Per Code				
# of Units	Unit Type	Parking/ Unit	Req'd Parking	
4	Studio	(x1)	4	
47	1 Bedroom	(x1.5)	70	
28	2 Bedroom	(x2)	56	
7	2 BR + Den	(x2)	14	
86	TOTAL UNITS		144	TOTAL REQ'D
1 space for each 250 square feet of gross floor area: 1203/250 = 4.8 spaces				
		149	TOTAL CODE REQ'D PARKING	
Proposed Apartment Parking				
Number of Spaces	Location	Type		
54	Lower Level	Conditioned		
50	Main Level	Conditioned		
0	Main Level	Outdoor		
104	TOTAL SPACES			
104 Resident Spaces				
104 / 86 Units = 1.2 Spaces / Unit				



Attachment: 18.b Level 1 – Ground/At-Grade (4474 : Pre-Application Meeting - 460



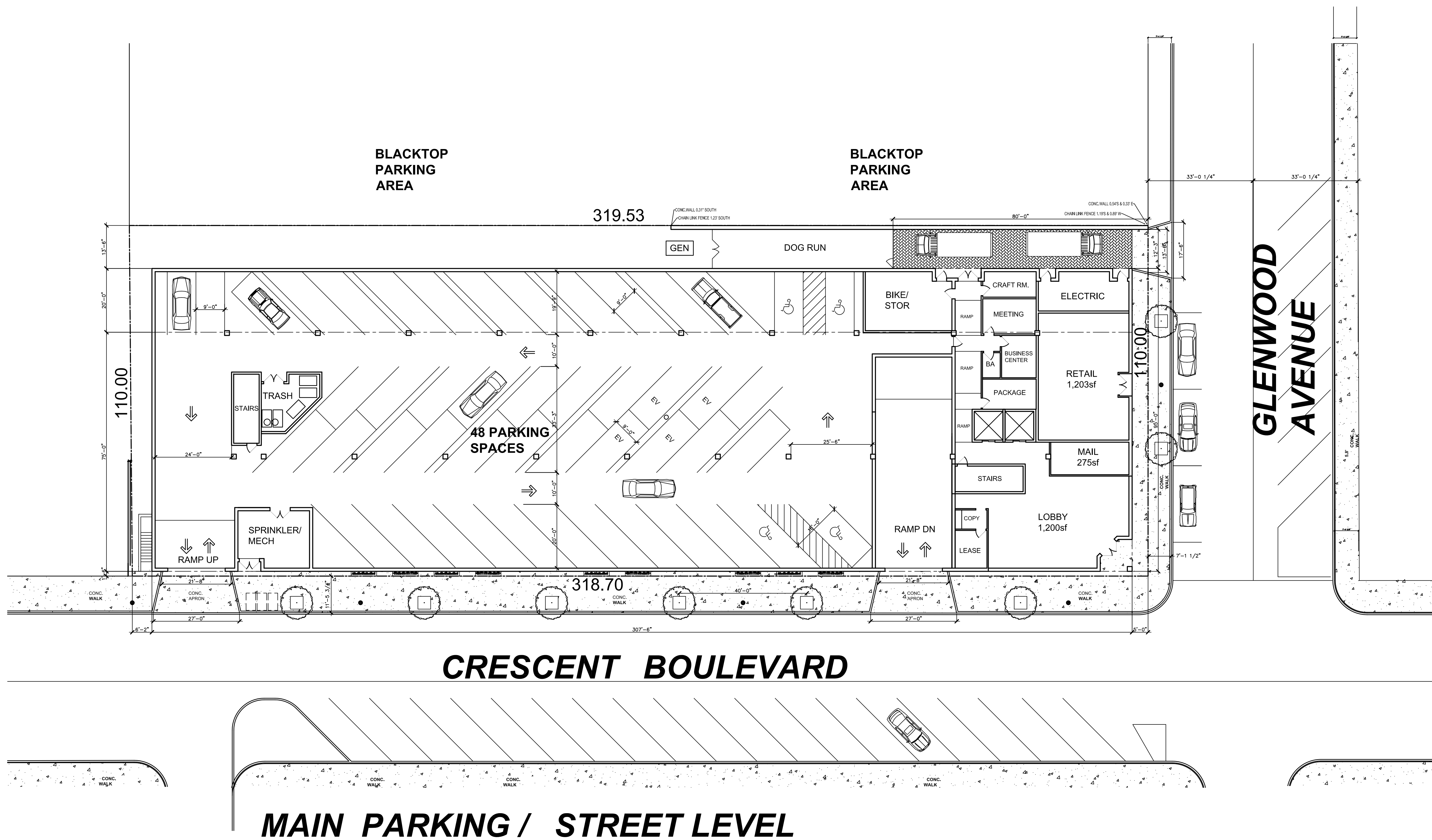
Apartment Data			
Number of Units	Unit Type	Unit Square Footage	Mix %
4	Studio	621	4.6%
47	1 Bedroom	699 - 768	54.6%
28	2 Bedroom	896 – 1,182	32.5%
7	2 Bedroom + Den	1,166 – 1,336	8.1%
86	TOTAL UNITS		



Apartment Data			
Number of Units	Unit Type	Unit Square Footage	Mix %
4	Studio	621	4.6%
47	1 Bedroom	699 - 768	54.6%
28	2 Bedroom	896 – 1,182	32.5%
7	2 Bedroom + Den	1,166 – 1,336	8.1%
86	TOTAL UNITS		



**HOLLADAY
PROPERTIES**
Building Solutions Since 1952



Attachment: 19.b Level 1 - Ground/Air-Grade (4474 : Pre-Application Meeting - 460 Crescent Boulevard - McChesney & Miller Site)



LEVELS 3 - 5



LEVEL 2

460 CRESCENT Ave.