

AGENDA
Glen Ellyn Plan Commission
Thursday, January 13, 2022 - 7:00 p.m.
Glen Ellyn Civic Center
Galligan Board Room
535 Duane Street



1. **Call to Order.**
 2. **Public Comment (non agenda items).**
 3. **Approval of Draft Minutes.**
 - December 9, 2021 Plan Commission Meeting
 4. **New Business.**
 - 515 Crescent Boulevard – Public Hearing - @Properties Real Estate Office - The Petitioner, Jeff Proctor of @ Properties is requesting approval of a Special Use Permit to allow a real estate office to continue to operate in the C5A Central Retail Core.
 5. **Trustee's Report.**
 6. **Chairman's Report.**
 7. **Staff Report.**
 8. **Other Business and Adjourn.**
- cc: Glen Ellyn Plan Commission
Liaison Trustee Thompson
Mark Franz, Village Manager
Emily Rodman, Assistant Village Manager
Staci Springer, Community Development Director
Kelly Purvis, Planning Manager
Atrian Fard, Planner
Taylor Gendel, Associate Planner
Meredith Hannah, Economic Development Manager
Vacant, Communications Coordinator
Brian Baltudis, Facilities Manager
Dave Harris, Glen Ellyn Park District
Emily Tammaru, Community Consolidated School District 89
Seth Champan, Glenbard School District 87
Eric DePorter, Glen Ellyn School District 41
Dawn Bussey, Glen Ellyn Public Library
Barbara Dutton Thomas, Plan Commission Secretary
Vacant, Executive Secretary
Lori Gloude, Administrative Assistant II

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, a report of the meeting is prepared. Then, the petition, along with the summary report and all pertinent material, is scheduled for consideration by the Village Board. The Village Board meets on the second and fourth Mondays 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.

Individuals with disabilities who plan to attend the hearing 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.



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

Meeting 1/13/2022 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Minutes
Prepared By: Kelly Purvis

**AGENDA ITEM (ID
2022-8)**

DOC ID: 2022-8

Draft Plan Commission Meeting Minutes - December 9, 2021

Statement of the Issue:

See attached minutes.

Analysis:

NA

Budget Impact:

NA

Action Requested:

Review and approve.

Attachments:

1. 12-9-21 Plan Commission Meeting Minutes-DRAFT

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
December 9, 2021

Call to Order and Roll Call

Chairperson Tim Loftus called the meeting to order at 7:02 p.m. He explained the Plan Commission's function and operations, and reviewed meeting procedures including public comment protocol, saying comments will be recorded. He introduced Village Board Trustee Liaison Steve Thompson, Recording Secretary Barbara Dutton, Planning Manager Kelly Purvis, Planner Atrian Fard, Community Development Director Staci Springer and Consulting Engineer Amy McKenna.

Roll was taken. Along with the Chairperson, present were Commissioners Brown, Fanella, Cooper, Saeed and Vondruska. Commissioners Berry and Halkyard were absent.

Public Comment Non-Agenda Items

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

Approval of Plan Commission Meeting Minutes

Commissioner Vondruska moved to approve the draft minutes of the November 4, 2021 Plan Commission meeting; seconded by Commissioner Saeed, the motion passed by voice vote.

600 N. Main Street – Pre-Application Meeting – Daycare Center

Staff Introduction

Planner Fard said the Petitioner is Mr. Chris Horney, owner of NVS Properties, and contract purchaser for the subject property, is requesting a pre-application meeting regarding a proposed Montessori School at 600 N. Main Street, currently owned and occupied by the First Church of Christ, Scientist. To proceed with the project, she continued, the petitioner is seeking approval of a Special Use Permit for a day care center and variations from the Zoning Code. The subject property, she said, is located at the northwest corner of north Main Street and Hawthorne Boulevard, approximately 0.5 mile southwest of the Forest Glen Elementary School and approximately 0.4 miles northwest of the Glenbard West High School. The property is zoned R2 Residential District and is surrounded by other R2- zoned properties improved with single-family residences, explained Ms. Fard. The site is approximately 33,460 square feet and is improved with a two-story brick building; the existing church building, she said, was constructed about 1956. According to the petitioner, she related, the existing Church on the property has not generated much activity in recent years and intends to sell the property. She said that the site is currently accessible via two driveway approaches: one on Main St. and one on Hawthorne Blvd., leading to an L-shaped asphalt parking lot with 47 parking spaces. The petitioner is proposing to convert the existing building into a daycare center, she said, but that no expansion of the building footprint or changes to the exterior of the building are planned.

The proposal calls for closure of the access driveway on Main Street and complete removal of the parking lot to the north of the building, related Ms. Fard. In its place, she said, two playground areas

with peripheral “trike tracks” will be added. The playgrounds would be covered with a mixture of grass and wood chips, she continued, and a 4-ft.-tall aluminum fence would enclose the play areas, while a vinyl fence is proposed between them. The proposed daycare center would operate Monday through Friday from 7:00 a.m. to 6:00 p.m., she said. At maximum capacity, she explained, the facility would serve up to 130 students. The day care would employ up to 18 staff, with 13 staff anticipated to be present at any given time. The existing building itself, she said, complies with the setback requirements of the District, but the playground areas will not meet the minimum required interior side yard setback (25 ft. for special uses), so a zoning variation is required.

Citing an ALTA Survey, Ms. Fard said that the existing parking lot does not meet the minimum impervious surface setback of 7.93 ft. at the rear and north side of the site, and existing parking lot covers most of the required rear yard setback, where Code permits only 50 percent or less to be impervious surface, hence the parking lot is considered legal nonconforming; as part of the Special Use Permit process, she said it would be required to be brought into compliance with Code, or Zoning Variations would need to be granted to allow the existing conditions to remain. The petitioner, she continued, hired BLA Consulting Engineers to conduct a traffic impact study, the results of which have been shared with the Village’s Traffic Consultant. Currently, access to the site is provided through one driveway on Main and one driveway on Hawthorne that would allow for a two-way internal circulation. The petitioner is proposing to remove the access to Main Street and use the Hawthorne access drive as the main point of entry to the site. The study, she said, indicates this is an effective access management strategy to improve safety, pedestrian mobility and traffic progression along corridors. This re-configuration will result in a dead-end parking lot that when completely occupied, she said, will require vehicles to drive to the north end of the parking lot and use the stub of the former east-west drive aisle to turn around and proceed south to the exit. At this point, according to Planner Fard, the Village’s Traffic Consultant does not have any issues with this configuration, but the petitioner will need to submit turning movement exhibits as part of the formal application, to confirm adequate space has been provided for vehicles to turn around.

Planner Fard said the traffic study indicates that the Main Street and Hawthorne Boulevard intersection currently operates during the morning peak at a level of service where back-ups become more noticeable, but delays are still within an acceptable range. In the evening peak hour, she said, the intersection currently operates at level of service where long delays are experienced. Conditions are expected to worsen by 2027 with normal growth – which would be exacerbated by a daycare facility. The intersection is currently controlled by four-way stop signs, explained Fard, who added that analysis by BLA suggests that installing a traffic signal control could improve the Main and Hawthorne intersection operations during peak hours. However, she continued, the Village Engineer would not recommend the installation of a traffic control signal without a complete engineering study justifying the need for it. (He has also indicated that the proposed development alone will not be the driving factor for warranting the traffic signal.) The study indicates that the new daycare facility would generate some 94 trips (into and out of the site) during the morning peak hour and approximately 95 trips during the evening peak hour. According to the Petitioner, said Ms. Fard, the daycare’s policy will require all

parents come into the facility to check-in and check-out their children. This means 95 cars will need to park to drop off/pick up children during the peak hours.

Code, explained Ms. Fard, requires one parking space for each 800SF of gross floor area for daycares, resulting in a minimum requirement of 12 parking stalls for this particular daycare. The Petitioner is proposing 29 parking stalls, she said, which would provide slightly less than the Institute of Transportation Engineers projected peak parking demand of 30 spaces. She displayed a chart from the Petitioner that showed the distribution of arrivals and departures for their typical daycare, and said it indicates that the highest percentage of children dropped off in the morning within any 15-minute time range is 16 percent, or 21 children, assuming 130 children are enrolled. In the evening, she continued, the highest percentage of children being picked up within any 15-minute time range is 15 percent, or 20 children. Calculating, based on staff presence and car conveyance assumptions, she said about 33-34 parking stalls would be needed, and Staff is concerned that the 29 parking stalls proposed will not meet demand.

The minimum required dimensions for a surface parking lot are a 25-foot-wide drive aisle and a total "wall-to-wall" module width of 63 feet, she said, but the dimensions of the existing parking lot have a total module width of 59.5 feet. Although the existing parking lot dimensions are considered pre-existing nonconforming conditions, as part of the special use process, the Petitioner would need to redevelop the parking lot to comply with Code or seek Zoning Variations to maintain the lot as is. According to the Village Traffic Consultant, she related, when the module width is reduced, turning into the parking spaces becomes more challenging, and that a reduced parking space width can increase potential for minor dents to adjacent parked vehicles. Staff would suggest that the parking lot be redeveloped to conform to the current parking lot dimension requirements, she said, adding that redevelopment to meet Code would reduce the total parking supply to 25 spaces, noting that a few more spaces would be lost to required landscape islands. To accommodate the recommended number of parking spaces, she said, the parking lot will either need to be expanded or the number of students reduced.

The proposed trash enclosure meets the Village setback requirements, said Ms. Fard. However, she noted, at its proposed location the enclosure occupies two parking spaces. Since the proposal lacks sufficient parking supply, she continued, it is recommended that the trash enclosure be relocated to an area of the site that does not reduce the parking supply. The size, location and design of the existing monument sign appears to be in conformance with the Sign Code. The petitioner intends to maintain the existing sign structure and reface it, she said, and it is not anticipated that any variations need to be granted for the signage. To proceed with the project as proposed, the petitioner will need to receive approval of A Special Use Permit and various Zoning Variations.

Chairperson Loftus asked whether it would be permissible to put the trash enclosures west of the striped-off area, or would a variation be required to do so. Planner Fard replied that Code requires trash enclosures to be in the rear yard, but said it could be moved to that location. Mr. Loftus asked if storm water mitigation is needed if parking lot changes are made. Ms. Fard responded that the impervious

surface on the property is being reduced, but a drainage plan would be needed as part of the building permit approval.

Petitioner's Presentation

Chris Horney, who introduced himself as working for Murphy Real Estate Services, said he has been a Glen Ellyn resident since 2015. He related that the subject church building has been on the market for more than a year, and that his business has it under contract. The updated plan being presented, he said, is based on input received. He noted, they shrunk the playground to add Code-compliant parking spaces. Two handicap spaces are to be added, he said.

He said his company is developing daycare centers across the country, and that he is working with a Montessori school, and other groups, but that a tenant for the subject property hasn't yet been defined. Mr. Horney said that the intent is to renovate the existing church building to modern-day standards.

Understanding that traffic is going to be the biggest issue, he said the his traffic consultant is present. Since Main is quite busy, he said, the entrance to the street would be removed from the subject site. He said his company daycare facilities' traffic patterns are nothing like Forest Glen's or St. Pet's or First Pres' day care, which has a defined pick-up/drop-off period, and envisions no stacking or queuing, and that his proposal provides more spaces than other comparable facilities in the area offer. He concluded by saying that Glen Ellyn is a family town but there is not a lot of daycare opportunities.

Commissioner Questions

Commissioner Cooper asked if the facility would house a daycare or a Montessori school, the latter partly characterized by a relatively fixed schedule, while the former type having a fluid one. Mr. Horney said this project would be "a more traditional daycare," without a fixed schedule. Chairperson Loftus observed seven parking spots reserved for staff. Mr. Horney said that while those are earmarked for staff (due to the spaces' location) 13 staff are anticipated at peak hours. Commissioner Fanella said Westminster and Diamonte pre-schools have set hours, so the proposed might be better compared to Childtime or others. The seven staff parking spots, said the Petitioner, would be the hardest to back out of and would be vacated for trash pick-up. Planner Fard noted that Staff was concerned about the number of spaces. Chairperson Loftus said they would still be short during peak hours. Mr. Horney said the assumption is that some families will have two children enrolled, and that some will walk. Noting also the inclusion of handicapped spaces, Chairperson Loftus said that traffic might back up on Hawthorne during peak times.

Commissioner Vondruska encouraged the Petitioner to keep trying as the community could use more daycares but said that the parking and traffic issues at the subject property create an "insurmountable" problem, citing students walking to school and bus traffic in the area. He said the site would lend itself to single-family homes, and that he couldn't support the daycare proposed. Commissioner Fanella said she sees a need for daycare, but agrees with Commissioner Vondruska on the traffic situation, and said she is concerned about cars backing in and out with children about, and said this seems not to be the right site. Chairperson Loftus wondered if the Petitioner had considered moving the playground (to regain parking). Mr. Horney said it can't go in front of the structure without zoning variations, and that playgrounds in the front of the building are not appropriate, and that such would change the character

of the street. Chairperson Loftus asked if landscaping along Main might hide the playgrounds. Mr. Horney said he is open to this.

Commissioner Cooper said he doesn't think traffic flowing onto Main Street is a good idea and that adding a half-dozen more parking spaces will not address his concern about traffic. Chairperson Loftus asked if the flow would be right-in/right-out. Mr. Horney said this hadn't been addressed, but could be. Commissioner Brown asked if the Petitioner was working only with Montessori schools. Mr. Horney replied, "No," saying his company works with multiple daycare operators. She wondered if an end-user with fewer students might be found. Mr. Horney said a 50-student count probably isn't possible economically, but 115 might work. He said he is open to exploring this, explaining that occupancy is based on square footage per student, adjusted by age. Noting that feedback is based on a hypothetical, Ms. Brown said she shares concerns with fellow Commissioners, but supports the idea if traffic is addressed. Though the need for daycare is high, said Commissioner Saeed that, this site is not right for this application.

BLA Senior Traffic Consultant Lynn Means said her firm conducted a conservative traffic impact study for the project. She said that daycare uses are systematic, and that she believes an element of safety is added by parents walking children into the school. She also said that the parking delineated could accommodate the traffic, that barring site access to and from Main is recommended due to current street capacity strains, and that analysis indicated that the daycare envisioned would increase traffic by roughly 5 percent. In response to a question from Commissioner Brown, Ms. Means said a right-out onto Main would require further analysis.

Public Comment

Planner Fard read into the record the following:

Megan Rotter: *I live on Euclid Ave and I say no to this build for the rezoning at Main and Hawthorne. This is too residential of an area and that corner is already too crowded with traffic for that kind of build. Thank you for the opportunity to voice my opinion on this matter.*

Todd Phillips, 616 Euclid Ave.: *I am writing to express my concern and disapproval regarding the proposed daycare facility at the corner of Main and Hawthorne. This corner is already busy, especially during the morning and evening rush hour. Adding a child care facility that additional traffic during those same hours will increase the problem; frustrating drivers and patrons of the facility alike. I would prefer to see this property sold for residential use.*

Anne Weber, 619 Euclid: *My name is Anne Weber and my husband Rob Weber and I are property owners at 619 Euclid Ave. We received the notice regarding the meeting this evening and unfortunately could not reschedule some work commitments and are out of town.*

If I'm examining the proposed rendering correctly, it appears that the entrance/exit will all be on Hawthorne Street?

Many that would attend the daycare would then use the block of Euclid to access the Hawthorne entrance/exit. Hawthorne Boulevard is already a very busy thorough way as it serves both an entrance to

Glenbard West and to Hadley Junior High. We have some concern over the additional traffic entering and exiting such a large scale development in a very residential area.

Please advise of any further steps or actions on this proposal. Also please feel free to contact us regarding our public input and we apologize for not being at the meeting. Thank you.

Jeffrey Jarret, 600 Forest: *We have concerns about the plan to convert the subject church to a daycare center. Our primary concern is the impact this would have on the quality of life in the neighborhood from additional traffic congestion and noise pollution. In addition, we think this would have a negative impact on property values in the neighborhood.*

Both Hawthorne and Main Street are very busy thoroughfares and during peak times during the day they are highly congested. Hawthorne is constantly backed-up from train traffic routed from Park, and from school buses and cars dropping off and picking up students at GBW high school. It is virtually impossible to get out of our driveway (on Hawthorne) during these peak periods. Main Street is also highly congested. As the only North/South thoroughfare through the village, the congestion and noise pollution from cars and trucks during peak periods feels as if we live on a major highway.

In summary, we are against moving forward with this plan to convert the church to a daycare center for the reasons cited above and wanted to voice our opinion for the Glen Ellyn Planning Commission.

Thank you for the opportunity to share.

The following members of the Public made comments in person:

Jennifer Kitun, 601 Euclid Ave., voiced concern about traffic congestion and said that parking is an issue.

Ann Graham, 605 Euclid Ave., who said that having a church in the neighborhood has been lovely, observed that said neighbors can't get in and out of their driveways at current traffic levels. She called the intersection of Main and Hawthorne a gateway to the historic district, saying it provides a sense of awe, and whose charm would be diminished by a daycare center.

Rebecca Boltz, 501 Hawthorne Blvd., said she is not a fan of the concept, adding that while the project sounds okay in theory, the reality of the logistics presents a challenge. She is vehemently opposed.

Renée Stephan, 592 N. Main St., who said she lives in the historic Benjamin Gault House, expressed concerns about the project's effect on neighborhood character, as well as about the safety of children. She added that pulling out of her driveway in the morning is already difficult.

Nathan Lamkey, 600 Euclid Ave., who called the community "Rockwellian" and walkable, said the proposal for what is a for-profit venture is driven by greed. He said the concept is inappropriate, the proposal cost tax dollars, and he wondered how the subject even got on an agenda.

Commissioners Fanella and Vondruska interjected to explain that a Petitioner has a legal right to be heard; Commissioner Saeed added that the Board is comprised of volunteers. Planning Manager Purvis explained that the purpose of a pre-application meeting is to elicit feedback on a concepts' viability.

Kelly Phillips, 616 Euclid Ave., said she did not agree with the proposed, and that she echoes the sentiments voiced on traffic. She called the idea a "square-peg-round-hole issue."

Shane Kern, 621 Euclid Ave., said he didn't have much to add to the previous public comments, but said he is opposed to the proposal discussed.

Pete Notter, 611 Euclid Ave., said he has the same opinion as his neighbors and members of the Commission. Citing safety and traffic issues, he said he is opposed to the proposal and that the site should remain residential.

David White, 639 Euclid Ave., declared that he wanted to formally go on record as being opposed to the proposed development, mainly because of congestion.

Lee Marks, 475 Hawthorne, said that Hawthorne has become a "racetrack," and that the proposed site would be the worst possible place in town for a daycare facility. While is in favor of daycare, he said this is the wrong spot for it.

Commissioner Discussion

Commissioner Cooper said the proposed is not an outrageous idea, but suggested the Petitioner explore other locations. Chairperson Loftus asked Commissioner Vondruska if he would consider the use if the head count was reduced. Mentioning the location and layout proposed, Mr. Vondruska replied, "No." Thinking the site could be subdivided into three residential lots, Commissioner Fanella wondered if such a proposal would have to come before the Plan Commission. Planning Manager Purvis replied that this is correct.

787 Harding Avenue, 138 IL Route 53, and 3 additional parcels (without addresses) – Public Hearing – Harding Glen Townhomes

A motion to open the Public Hearing concerning a Special Use Permit for Preliminary and Final Planned Unit Development Plans with Zoning Deviations, Preliminary and Final Plats of Subdivision for a Major Subdivision, Subdivision with Variations, a Zoning Map Amendment, and the Exterior Appearance for the construction of 23-unit townhome development on the subject property was made and seconded by Commissioners Fanella and Vondruska, respectively. The motion passed by voice vote.

Staff Introduction

Sworn in, Planning Manager Purvis, 535 Duane St., said the petitioner is Harding Custom Homes, represented by Marvin Ritter. She stated that the Petitioner is requesting approval of a proposed 23-unit townhome development on property south of Harding Avenue and west of IL Route 53 – a subject presented in three previous pre-application meetings. She explained that the petitioner seeks approval of a Preliminary and Final Planned Unit Development Plan, zoning deviations, subdivision plats, subdivision variations, a Zoning Map Amendment; and exterior appearance. Besides these, she added, the Village Board will review a right-of-way (ROW) vacation.

The subject site is comprised of parcels totaling 3.367-acres, stated Ms. Purvis. The property is currently zoned R2 Residential zoning district, she said, adding that, as part of the project, the petitioner is requesting that the property be rezoned to the R4 Residential zoning district. The 2001 Comprehensive Plan, she related, recommends low-density attached residential on the property with a density of some 5-10 units per acre. The proposed project has a density of approximately 7-units per acre. The

Comprehensive Plan further designates the lots as potential development site #14 and recommends “*Low-density attached residential* [use of the property]”.

Planning Manager Purvis described the proposed project: The petitioner is proposing the construction of a 23-unit townhome development on the site. As part of the project, a new cul-de-sac would be constructed. The individual townhome units range in size from 2,174 square feet to 2,362 square feet with four-six attached units per building. A total of five buildings are proposed. All of the townhome units would have three bedrooms and 10 of the 23 proposed units are anticipated to incorporate first-floor master bedrooms.

The project complies with the density limitations for a site of this size, she stated, as well as complies with the floor area ratio limitation. Landscape buffering is to be provided, she added, saying that some 44 percent of the site is to be devoted to open space to be maintained by the Homeowners Association. She reported that one type of exterior wall sconce is proposed, as well as one residential development sign; these are Code-compliant. Planning Manager Purvis displayed a rendering of one of the buildings, and explained that masonry, brick and stone materials will be used in the project, which will also feature decorative garage doors. Pairs of units were offset to break up the rooflines, she said, and rear-elevation bay windows and dormers were added. A variety of shrubs, grasses and conifers are specified in the landscape plan, she noted, and three street lights, water and sanitary mains, and storm sewer are to be installed. A gated, permeable-paver emergency vehicle drive is proposed at the south end of the cul-de-sac, to connect to IL Route 53. A sidewalk will be installed along this access route, connecting to the sidewalk at the southeast part of the site, which runs from Sheehan Avenue & Route 53 intersection. Sidewalks will also be installed on both sides of the ROW along Harding Court, and will connect to existing sidewalks on Harding Avenue. The Subdivision Code, she explained specifies a sidewalk be installed along all public ROWs, but the Petitioner is requesting a variation as they are proposing not to install sidewalk along a 400ft. portion of Rt. 53, a request with which Staff is supportive. Existing sidewalk along Rt. 53 is to be cleared and repaired, and included in the scope for the IDOT permit.

Planning Manager Purvis explained that the Petitioner is proposing a 22-wide dedication along the adjacent 33-ft.-wide Harding Avenue ROW, allowing the Village to create a 55-ft. ROW. But, being less than the 66 feet required by Code, this would call for a variation. She said this width is consistent with other similar streets, and that Staff is supportive of this variation. An extension of the ROW connecting the property to the west to a public road (the cul-de-sac) has also been provided, she stated, but being less than 66 feet, also requires a variation. The proposed cul-de-sac street length, she explained, will also need a variation from the Subdivision Regulations Code, as will three lots that are proposed to be “through” lots. Deviations relative to width are requested for two corner lots, she said, and setback deviations sought for three lots, and a deviation for a 6-ft. fence along Rt. 53. She listed requested deviations concerning impervious surfaces.

Though all overhead utility lines within the subdivision limits and in adjacent ROWs are required to be placed underground, Planning Manager Purvis said the Petitioner is requesting a variation to allow three poles (of eight) to remain unburied. While Staff advocates requiring undergrounding, she related, Public Works, is in support of allowing one of these to remain in place. (This one carries lines spanning Rt. 53.)

Public Works also supports access from Harding Avenue with a supplemental right-in, right-out access to Route 53 near Abby Drive, as proposed, she said. The Village Engineer, she continued, prefers a connection to Route 53, but could work with the proposed cul-de-sac design, should the Commission recommend approval of it. According to the Developer's traffic engineer, said Ms. Purvis, 124 trips in and out of the development (and the three already built single-family homes) would be generated on a daily basis, most of which will use the Rt. 53 and Pershing intersection. The traffic study indicated that the traffic generated by the development would not materially impact the intersection. Storm water detention for the 100-year storm event, she said, is being provided in a regional detention basin in Panfish Park, to which the development is tributary, and that the Developer will pay a fee to the Village, based on storage needed. The storm sewer that the Developer is installing, she said, will discharge into the wetland area south and west of the Water's Edge development directly connected to Panfish Park. The developer, she said, has provided an analysis to show that there is no significant impact to this wetland complex as a result of this development. Dry wells/stone beds are to be installed in rear yards to reduce runoff, she noted. She outlined Plan Commission action expected.

Commissioner Fanella asked if sidewalks had been required for the developments to the south, to which Ms. Purvis said it would have been (at Rolling Hedge). Commissioner Cooper said that he is troubled by the sidewalk deviation, as the Village Board has made clear that it wants sidewalks. Ms. Purvis responded by saying said that the Village Engineer prefers the connection goes south to Sheehan, and that given engineering challenges identified, the deviation is a reasonable concession, and that installing sidewalk up to Pershing could be looked at as a public improvement project.

Chairperson Loftus asked what happens if the Village doesn't vacate Harding Avenue, to which Planning Manager Purvis replied, the project would need to be redesigned, but added that it's unlikely that the Board would approve the project but not the Harding Avenue ROW vacation. Commissioner Fanella asked the Staff's view of the benefit to the cul-de-sac vs. the road exit right-in/right-out onto Route 53. Ms. Purvis stated that Staff was supportive of the exit onto Rt. 53 (over the emergency exit), mostly because it allows for multiple points of access to the site. She cited as a positive of the cul-de-sac design is neighbors on Brentwood have fewer units backing up to their lots, and also that there'd be no cut-through traffic from Harding Avenue to Route 53. Sworn in, Amy McKenna, Project Manager, Hampton, Lenzini & Renwick, 380 Shepard Dr., Elgin, Ill., confirmed that the emergency access is for emergency vehicle use only.

Chairperson Loftus asked who, with the right-in /right out option, could make a determination of no-right turns allowed in morning rush hours to limit it as a cut-through. While she replied that she believes the Village has the right to make that determination, Planner Purvis said that the roadway is under IDOT jurisdiction. Citing previous concerns that Amber Ridge would become a cut-through, Commissioner Cooper recalled push back, so wondered what the experience has been. Sworn in, Staci Springer, Community Development Director, 535 Duane St., said the Village hired a traffic consultant, who advised it wouldn't be the case, and that Community Development has not received any complaints. Commissioner Cooper asked if a similar analysis was done for the subject proposal, to which Ms. Springer replied it has not.

Commissioner Vondruska asked if IDOT gave an opinion on having a connection to Rt. 53. Consulting Engineer McKenna deferred the question to the Applicant. The Commissioner asked for an overview of the storm water findings. Ms. McKenna explained that this site is approximately four acres in the Panfish watershed, so can take advantage of excess storage that exists in Panfish Park for detention, and that large storm sewers are being provided. She named multiple wetlands in the floodplain, and added that there is a large storm sewer on Park Blvd.

Petitioner's Presentation

Property owner Mark White, 227 7th Ave, NE, St. Petersburg, Fla., was sworn in. He stated that his wife grew up on the subject property, on which her father had built two houses. He said he and his wife hired Rite-Way builders and has been working with the Village and neighbors on this development effort.

Marv Ritter, 899 Clifton, Glen Ellyn, with Rite-Way Custom Homes, was sworn in. He stated that this project is different from other projects, as most of the builder's projects are residential infills, and discussed the acreage of the subject property, relative to evolution the project's configuration. He presented a dramatic hypothetical scenario to illustrate pedestrian danger along Route 53, and went on to reference a letter from Rich Daubert of April 29, 2020 suggesting challenges to connecting sidewalk on the west side of Rt. 53 – particularly at the north end of the development, and that it would be appropriate recommend the developer solely connect to the sidewalk south of development. Relating that a right-in/right-out is desired by IDOT, he said it's dangerous to come out on Rt. 53 – even if it were widened, as IDOT has suggested. The cost of this would probably put the project out of business, he said – a position that he believes IDOT understands.

Mr. Ritter said the Petitioner believes that in GE there are 46 cul-de-sacs larger than Code, including four in this particular neighborhood. He stated that he's not sure the setbacks are big issues, and said AC units and decks are technically in front yards. He said the 6-ft. tall fence is a safety item and one to keep the noise down. He discussed driveway and curb cut strategy. Calling the development a potential "destination location," Mr. Ritter pointed to nearby single-family houses that sold for \$900K and \$835K, and said the cul-de-sac configuration would serve to create a "secluded enclave" that would appeal to people with discretionary income, including downsizers attracted to units with first-floor master bedrooms. He said the proposed gazebo in the plans was changed to a pergola. Regarding storm water management, he stated that the site's topography drops and water naturally flows to Panfish Park, displayed a photo of pipe designated for the project, and referenced Best Management Practice Pits.

Alan Carradus, Carradus Land Survey, 191 S. Gary, Suite 180, Carol Stream, Ill., was sworn in. As far as the sidewalk installation along Route 53 goes, he said, there's some design criteria on that part that goes south of the emergency access. Concerning the brush and overgrowth he said there are some grade elevations that have to be dealt with, and drainage issues and ADA requirements, which are difficult to tackle not knowing IDOT's plans. He said connecting to the south makes sense, as it provides access to Glen Crest and its surrounds; anything to the north, he stated, "would just be a design nightmare." He emphasized that water captured on the site will be delivered to Panfish Park and that the project is not intercepting any flow, and submitted that the cul-de-sac design offers a sense of security to residents.

Commissioner Questions

Chairperson Loftus asked if a sidewalk was put in to the north of the emergency route whether it would be required to have a wall on the property side. Mr. Carradus replied that planning would have to go through an entire IDOT process, and it might be, but then you get into a safety and security issue. Commission Cooper asked if a study of had been done to determine how many pedestrians are on Route 53, to which Mr. Carradus responded, "No," and that he's not familiar with people walking it. He said, however, the overgrown vegetation covering the sidewalk makes the sidewalk less utilized, and that it would be cleaned up for use as part of the project.

Public Comment

Planning Manager Purvis read into the record the following:

Andrew & Pam Malone, 795 Parkview Court: *"By allowing a change in zoning on the subject property most of what we found unique about our home purchase in Waters Edge some 15 years ago will be lost. As we made our purchase back then, we took great pains to verify with the village, a number of important items.*

- 1. That the property to the East and South would remain single family.*
- 2. That Harding Road, being used as a construction route would be permanently closed.*
- 3. That all utility poles would be removed and buried underground.*

Up until this point all of the above have been realized.

Twice before zoning changes have been up for review and in my opinion each of those times the plan commission got it right. Most recently, with the first 4 single family homes of Harding Glen have attracted young families with children, a nice addition and balance to the neighborhood. Then once before, in approximately 2008 the plan commission rejected additional townhouses on Nicoll Way and Harding for the construction of 5 single family homes. I request once again you strongly consider leaving this remaining site for Harding Glen, single family. Should single family construction prove not to allow for a successful project and only townhouses are considered, then I believe traffic issues become difficult to manage. As under consideration:

- 1. Opening Harding will only serve to providing a major shortcut for drivers avoiding the stoplight on Pershing and Route 53.*
- 2. To allow the proposed cul-de-sac design, funneling perhaps as many as 50 cars to an already complex intersection on Nicoll Way and Pershing is not advisable.*

While no solution is ideal, perhaps a dedicated intersection to align with Abby Lane would be beneficial. That along with a pedestrian walking/bike path would allow the residents of the town-home development to stay connected with the park, shops and services on Roosevelt Rd. By restricting auto access of this new development to only Route 53, many of the traffic problems presented by the other alternatives disappear. Additionally, this would also allow many of the area's longer-term residents to maintain most of what we believed we bought into.

As one additional comment I would request that for any new work site development, construction traffic be directed into the site from Route 53. The households on Nicoll Way, Parkview Court and Harding have had to deal with dirt and traffic for the last 5 years. It's time to move the access point of this development.

Thank You for taking my viewpoint under consideration.

Mark Adair: *"We have previously expressed concerns that have not been addressed by the developer in the years we have been discussing this project. I believe the commission, in the previous meeting, indicated our concerns had merit.*

1. The addition of 23 townhomes significantly alters the character of our neighborhood so long as the townhomes are accessed through the neighborhood. I'm not opposed to the development of townhomes on the site. I'm opposed to the access for those townhomes through our neighborhood. Currently, we enjoy a unique condition of a very quiet, low-traffic neighborhood juxtaposed with easy access to busy Roosevelt Road businesses. We easily walk from the quiet of the natural wetlands in our backyards to the busy Roosevelt Road restaurants and retailers. That's the neighborhood we all bought into. While we expected the potential for a handful of new single family homes on the site, we did not expect 23 new townhomes and access to an existing single family home. The traffic for 23 townhomes and one single family home will be significantly greater than would be the case for a handful of single family homes as had been zoned. We would prefer that all access for Harding Glen be via Rt 53 and not through our neighborhood. We also want to be sure there is no through traffic from Nicoll Way and Harding Avenue to Rt 53.

2. Water - The Harding Glen site drains to the wetlands associated with our Waters Edge homes. Residents of Waters Edge pay for the maintenance of the wetlands and there has not been an issue with water encroaching on our homes since the townhomes were developed in 2007. The development of the Harding Glen project will add water to the wetlands since the site is currently completely raw and absorbing some water when there is rain. Although the village and the Harding Glen developer have determined there will not be a negative impact from additional water in the wetlands, we remain concerned. Should water in the wetlands begin reaching the Waters Edge buildings any time after Harding Glen development begins, we can reasonably believe there is a connection and the village and Harding Glen developer should be prepared to address it.

3. Aesthetics and function - We would like the village to remain true to its expectations regarding burying utility lines that are currently above ground and adding a sidewalk along Rt 53. The utility lines are currently unappealing and should be buried as the village has been requiring. Utility lines serving Waters Edge were buried as required during development. The village requirement of a sidewalk fronting the Harding Glen east side should be enforced to ensure a safe route for pedestrians as well as a visually appealing end product. Aside from saving the developer money, there seems to be no reason to allow the utility and sidewalk variances.

Thank you for considering these concerns."

The following individuals were sworn in and made comments in person:

Dave Deschamps, 774 Glenbard Rd., said that the townhomes “look great,” but that he thinks single-family homes should be built there, and is worried that with the existing grade, the project will tower over his house. He expressed hopes for a permanent fence.

Eric Hemesath, 780 Glenbard, commented that his lot has a unique shape, and that he has enjoyed attractive green space. He appreciates the work that has gone into the plans for the development, but thinks it will yield “monstrosities in our back yard.” He added that he would not walk his children on a sidewalk along Rt. 53.

Rick Quoss, 85 Waters Edge Ct., said he agrees with the comments made in the letters read. He cited drainage as an issue, in that a large volume of water goes into wetlands before flowing into Panfish Park. He said he is concerned about ingress and egress, and dangers he believes increased traffic would bring.

Jeremy Johnson, 774 Harding Ave., said that his main concern is Harding Avenue being the entry point to the development. With its current width, he said, two cars cannot move past each other, but that widening the street would encroach on his yard.

Chairperson Loftus asked for specifics on landscaping plan, including a description of what will separate the townhomes from neighboring properties to the south. Commissioner Fanella said it looks like arborvitae. Mr. Ritter stated that it is an “enormous amount of landscaping.”

Commissioner Vondruska moved to close the Public Hearing; seconded by Commissioner Fanella, the motion carried by voice vote.

Commissioner Discussion

Chairperson Loftus said he doesn’t see the setback variations as an issue, since the plan seems to have enough space and landscaping. He said he agrees with Public Works staff on the undergrounding of part of that 12KV line. He said connecting to the existing sidewalk seems a safe way to get to Glen Crest, and that he is okay with the project density. Commissioner Vondruska said he agrees on the smaller deviations which relate to the geometry of the property, and has no problem with the setbacks. He said he agrees, too, with the Village that those few western-most utilities should be buried. Observing that not much has happened on Rt. 53 in recent years, he said he is okay with not having a sidewalk on 53 at the north end of project. The proposed solution of connecting the southern bit, he said, is a safer way to walk, so he is okay without the 53 portion of it being involved. Extending the fence would be a nice to see, he added. He said he doesn’t know whether having a cul-de-sac is more of a traffic issue than having people potentially cutting through. He said the density is “pretty decent,” and that he appreciates the time spent on architectural details. Commissioner Cooper said he might be the holdout on the issue of a sidewalk, and that holding off pending IDOT determination on Rt. 53 is a “fool’s errand.” The reality, he said, is that pedestrians use 53, and the question is whether the Village will make it moderately safer by having this developer comply, or instead take the position of leaving it unsafe so to discourage people. He said that the Code requires the developer to install sidewalks, and that he hasn’t heard a good reason to deviate. He said he’d like to see the sidewalk extended to

Pershing. He expressed that he thinks the Commission is in concurrence on the utilities, but said that he is concerned with a Z-curve from Harding Court on to 53 creating more prosaic designs and lots.

Commissioner Saeed said he has a problem with a sidewalk on 53, as the road is dangerous for pedestrians. He said he thinks it should be taken out of the recommendation. Commissioner Brown said she likes the cul-de-sac, and that she worries about a cut-through if it went out to 53. She said she has no concern about the sidewalk. (She said she thinks it is safer to take Nicoll.) She added that she likes the building articulation and shadow lines. Commissioner Fanella said she appreciates the iterations and the architecture. She expressed that she doesn't know how she feels about the sidewalks, and agrees that the power lines except the one that links across 53 should be buried, but suggested that whether the road is a cul-de-sac or a cut-through is immaterial. She said she thinks she could support the project without the sidewalk but would be worried about setting a precedent. Noting that the sidewalk is not a surprise to the developer, Chairperson Loftus said he is okay with a sidewalk being "halfway," in the hopes it will someday be completed. Commissioner Cooper asked if he is the only one objecting to the sidewalk variation. Commissioner Vondruska said the Commission during his time as a member of the Commission it has never generally given leeway on sidewalks because the Village wants them. In this case, however, his rationale is that it is a very busy street, the point in question is where the street narrows, and there's not a lot of room. He said he sees compromise, leaving the door open for later connection, but said it's not warranted to force it in this case.

Following Commission discussion of sidewalk plans, Commissioner Fanella moved for the following:

After conducting a public hearing and deliberating on the requests of the petitioner, Harding Custom Homes, for approval of a Special Use Permit for Preliminary and Final Planned Unit Development Plans with Zoning Deviations, Preliminary and Final Plats of Subdivision for a Major Subdivision, Subdivision Variations, a Zoning Map Amendment, and the Exterior Appearance for the construction of a 23-unit townhome development on the property located at 787 Harding Avenue, 138 IL State Route 53, two vacant parcels (without addresses) and a 33-ft. Village right-of-way, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on December 9, 2021, which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees;
2. That the developer shall install, maintain, and replace all landscape materials per the approved landscape plan until the common areas are turned over to the HOA;
3. That the HOA shall maintain the landscaping within the common open areas in substantial conformance with the approved landscape plan in perpetuity;

4. That the Declaration of Maintenance and Easement Agreement for Harding Custom Townhomes Subdivision Unit 2 shall be recorded against all 5 Lots with the Document No. referenced on the Plat prior to recordation of the Plat;
5. That the developer must post performance security as required by the DuPage County stormwater ordinance and by the Village Code for stormwater management elements and public improvements;
6. That a fee for stormwater detention in the regional detention basin in Panfish Park in the amount of \$132,900.00 per acre foot of required storage shall be submitted prior to the issuance of a building permit;
7. That a soils analysis for each building shall be provided with final permit plans for the project;
8. That a stormwater Pollution Prevention Plan and a copy of the IEPA Notice of Intent shall be submitted with permit plans for the project;
9. That the public improvements list be revised to the satisfaction of the Village Engineer prior to Village Board review;
10. That an updated EcoCat be submitted prior to the issuance of a building permit for the project;
11. That any required clearing or sidewalk repair adjacent to the Rolling Hedge Subdivision be included in the scope of work covered by the IDOT permit and that the developer assist with the actual work (with reimbursement by the Village);
12. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project;
13. That the petitioner prepare a construction management plan for review at a pre-construction meeting with the Police, Fire, Public Works, and Community Development Departments and that said Village staff approve the construction management plan prior to the issuance of a building permit.

Seconded by Commissioner Vondruska, the motion carried unanimously by roll call vote, with all Commissioners present voting, "yes."

Trustee's Report

Trustee Thompson had no report.

Chairman's Report

Chairperson Loftus reported that the effort to identify a ninth Commission member continues.

Staff Report

Planning Manager Purvis said two items are already set up for a first meeting in January.

Adjournment

Chairperson Loftus adjourned the meeting at 11:05 p.m. following a voice vote on a motion to adjourn by Commissioner Cooper, seconded by Commissioner Vondruska.

Respectfully submitted,
Barbara Dutton-Thomas
Recording Secretary



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

Meeting 1/13/2022 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Public Hearing
Prepared By: Taylor Gendel

**AGENDA ITEM (ID
2022-3)**

DOC ID: 2022-3

515 Crescent Boulevard - @ Properties - Request for approval of a Special Use Permit to allow a real estate office to continue operation in the C5A Zoning District

Statement of the Issue:

See attached Staff Report.

Analysis:

See attached Staff Report.

Budget Impact:

N/A

Action Requested:

See attached Staff Report.

Attachments:

1. PC Staff Report
2. 1. Aerial View 515 Crescent Blvd
3. 2. Zoning Map 515 Crescent Blvd
4. 3. Plat of Survey 515 Crescent Blvd
5. 4. Comprehensive Plan Excerpt
6. 5. Downtown Strategic Plan Section
7. 6. Application Packet 515 Crescent Blvd
8. 7. Floor Plans 515 Crescent Blvd
9. 8. Section 10_10_14 of the Zoning Code
10. 9. Draft Findings of Fact
11. 10. Draft Motion to Approve

STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Kelly Purvis – Planning Manager
Taylor Gendel – Associate Planner

DATE: December 23, 2021

FOR: Special Use Permit for the January 13, 2022 Plan Commission Meeting

SUBJECT: Public Hearing - 515 Crescent Boulevard – Special Use Permit request for a real estate office to be located on the subject property in the C5A Zoning District

PETITIONER: The petitioner is Jeff Proctor of @properties.

REQUEST: The petitioner is requesting a Special Use Permit to allow a real estate office to be located and operated on the property located at 515 Crescent Boulevard in the C5A Zoning District.

**LOCATION/
ZONING:**

The subject property is located on the south side of Crescent Boulevard just west of N. Main Street and north of the Metra train tracks in the C5A Central Retail Core. The surrounding land uses are as follows:

	<u>Land Use</u>	<u>Zoning</u>
North:	Commercial/Mixed Use	C5A Central Business District
South:	Transportation	CR Conservation/Recreation
District		
West:	Commercial/Mixed Use	C5A Central Business District
East:	Commercial/Mixed Use	C5A Central Business District

COMP PLAN: The Comprehensive Plan highlights this part of the downtown as the pedestrian shopping area and notes that the Village should “continue to improve and enhance the heart of downtown as a pedestrian-oriented shopping and business area” (pg. 48).

It notes that 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” (pg 47).

**DOWNTOWN
STRATEGIC
PLAN:**

The Downtown Strategic Plan indicates that “the Downtown does not provide significant advantages for major office space users” (pg. 7.2 of 12). On page 8.3 of 8 it is also noted that “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.” It is further suggested that the Village should “provide a net increase in office tenant space in the Downtown and ensure that it is flexible to allow firms the opportunity to grow in place” (pg. 8.4 of 8).

Page 8.6 of 8 notes that “infusing additional professional and medical offices and service businesses into the Downtown would increase employment and thus the demand for retail and other services. Businesses and offices are typically daytime consumers; however, they can spill over into evening and weekend consumption as well. The location of these businesses must be strategically positioned so as not to interrupt critical retail street corridors. An appropriate location is above or below first floor retail in a mixed-use setting or a site that is on the periphery of the Downtown core.”

BACKGROUND:

The petitioner is requesting a Special Use Permit to allow a real estate office to operate at 515 Crescent Boulevard in the C5A District. There were no building permits needed for this office use. The business did file a business registration application, but it was set aside for review at the time of inspection. It was not issued or approved. We have since changed this process to trigger an immediate zoning use review. A sign permit was also applied for and issued for this business, but a proposed sign review does not include a zoning use review. As soon as planning staff was made aware that a real estate office was occupying the space, the petitioner was notified they would need to apply for a Special Use Permit to continue to operate at the site. The petitioner has complied in a timely manner.

**PROJECT
SUMMARY:**

According to the petitioner’s application, @properties is a real estate brokerage company providing real estate services in buying, selling, and investing in residential and commercial real estate. They plan to have 2 agents in the office 2 to 3 days per week between the hours of 9am and 5pm to meet clients by appointment. No formal hours of operation will be posted. The space was formerly used as a dance studio (which also required a Special Use Permit), and as a retail running store before that. The exterior has not changed beyond the updated signage. @properties has 35 offices throughout Chicagoland, and the petitioner’s “JProctor Group” has offices with dedicated brokers in Chicago, Elmhurst, Winnetka, and St. Charles in addition to Glen Ellyn.

According to the Zoning Code, the C5 historic business district is comprised of two separate and distinct subdistricts including the C5A Central Retail Core and the C5B Central Service Subdistrict. A principal purpose of this district is to maintain and protect the primary retail core of the "downtown", generally bounded by Pennsylvania, Forest, Hillside and Glenwood. The zoning code states that this compact area should be intensely developed and oriented to pedestrian shopping.

On the south side of Crescent Boulevard, west of Main Street there are only two buildings. The building on the corner of Main Street and Crescent Boulevard has two units, one of which is occupied by a restaurant. The other unit is the site of the proposed real estate office for @Properties. The first-floor frontage of the building to the west is occupied by a dental office. Beyond these two buildings is the Village's Crescent and Glenwood Public Parking Lot. While the subject property is in the center of the downtown core, an office in this particular location would not breakup the pedestrian shopping area. The petitioner has indicated that the use is compatible with the district and has/will not have any adverse impact on the adjoining properties.

At this time, the Village Code does not permit office uses in the C5A Central Retail Core Subdistrict by-right and therefore the petitioner is requesting approval of the Special Use Permit that would be required to locate and operate the business at this location.

**PLAN
COMMISSION
ACTION:**

The Plan Commission is requested to conduct a public hearing on the request for a Special Use Permit for @Properties to continue use as real estate office and make a recommendation to approve, approve with conditions, or deny the request. Staff has attached Section 10-10-14 of the Zoning Code for the Commission's use in determining if the criteria for granting a Special Use Permit are met. Staff has prepared draft findings of fact for a recommendation of approval of the Special Use (attached). Plan Commissioners should feel free to modify the findings based upon information provided at the public hearing. If Commission members wish to recommend denial of the request and would like staff to prepare a motion to deny, please contact staff in advance of the meeting. A draft motion to approve has been attached for the Plan Commission's review and use.

ATTACHMENTS:

1. Aerial Photo of the Site
2. Zoning Map
3. Plat of Survey
4. Comprehensive Plan Section
5. Downtown Strategic Plan Section
6. Petitioner's application packet
7. Floor Plans
8. Section 10-10-14 of the Zoning Code
9. Draft Findings of Fact
10. Draft Motion to Approve

CC:

Staci Springer, Community Development Director
Kelly Purvis, Planning Manager
Jeff Proctor, Petitioner, @properties

Kinga Mrozek, VP of Office Operations, @properties

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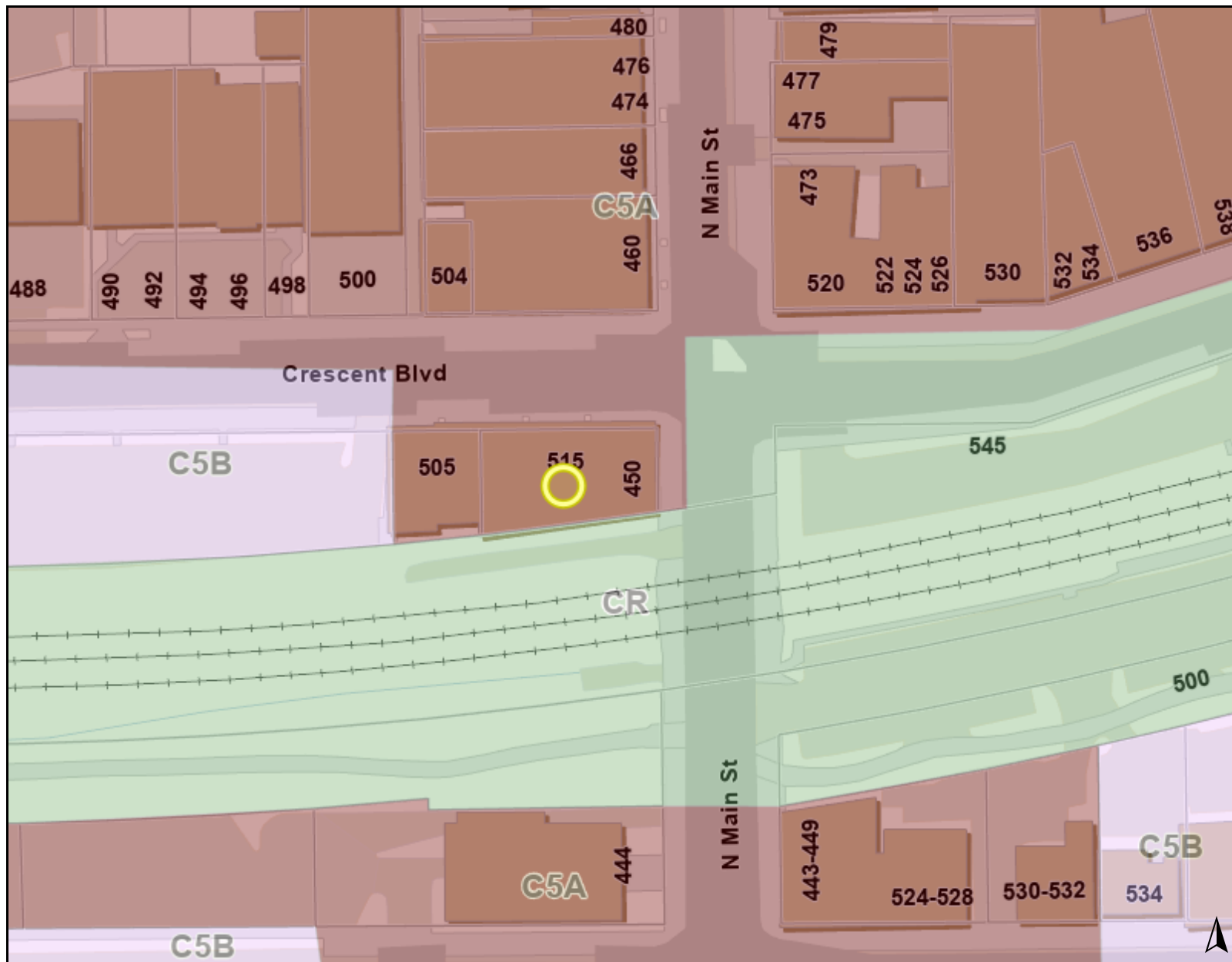


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Print Date: 11/30/2021

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.



Legend

Zoning and Development

Zoning

- C5A: Central Business District (Retail Core)
- C5B: Central Business District (Service)
- CR: Conservation/Recreation District

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Print Date: 11/30/2021

Notes

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ALTA/NSPS LAND TITLE SURVEY

LOT 1 AND THAT PART OF LOT 2 LYING EAST OF A LINE 100 FEET WEST OF AND PARALLEL TO THE WEST LINE OF MAIN STREET, ALL IN BLOCK 8 OF COUNTY CLERK'S SECOND ASSESSMENT DIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1908 AS DOCUMENT 88052, IN DU PAGE COUNTY, ILLINOIS

LEGEND

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| 1 | SAFETY KEY MACHINERY | 1 | CONCRETE |
| 2 | SAFETY KEY CLOSURE | 2 | JOINT HOLE |
| 3 | STORM MANHOLE | 3 | OVERHEAD LIGHT POLE |
| 4 | STORM CATCHER FOR GAS | 4 | ELECTRIC MANNHOLE |
| 5 | STORM PILE | 5 | TRAFFIC SIGNAL POLE |
| 6 | STORM CATCHOUT | 6 | TRAFFIC SIGNAL POLE |
| 7 | PLANTS (IN) OR OUT | 7 | TRAFFIC SIGNAL POLE |
| 8 | TRANSFORMER | 8 | TRAFFIC SIGNAL POLE |
| 9 | ELECTRIC BOX | 9 | PAVED SIGNAL POLE |
| 10 | CABLE "X" JOINT | 10 | PAVED SIGNAL POLE |
| 11 | TELEPHONE BOX | 11 | STREET POLE |
| 12 | TRAFFIC CONTROL BOX | 12 | OVERHEAD ARCH |
| 13 | ELECTRIC MACHINERY | 13 | UNDERGROUND ELECTRIC |
| 14 | COMMUNICATION MANNHOLE | 14 | UNDERGROUND GAS |
| 15 | TELEPHONE MACHINERY | 15 | UNDERGROUND TELEPHONE |
| 16 | ELECTRIC METER | 16 | UNDERGROUND POLE |
| 17 | GAS METER | 17 | UNDERGROUND CABLE |
| 18 | GAS VALVE | 18 | GAS METER |
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SCHEDULE B SURVEY ITEMS
 ACCORDING TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT
 NUMBER 1801734-1WF DATED OCTOBER 29, 2018.
 NO PLOTTABLE SURVEY ITEMS ARE DISCLOSED IN THE COMMITMENT.

TO: CHICAGO TITLE INSURANCE COMPANY
VARIAN L.P.

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1.2, 3.7g, 8, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 11-22-2018.

DATED THIS 20th DAY OF NOVEMBER 2018
BY: [Signature]

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 21689
LICENSE EXPIRES NOVEMBER 30, 2020
WEBSTER, McGRATH & AHLBERG, LTD.
207 SOUTH MAPERVILLE ROAD
WHEATON, ILLINOIS 60187
830-868-7603

BLOCK

MUNICIPAL PARKING LOT

CANADIAN NORTHERN
(FORMERLY CHICAGO)

RAILROAD
& NORTHWESTERN RAILROAD)

BASIS OF BEARING
ASSUMED

FLOOD ZONE

ACCORDING TO FLOOD INSURANCE RATE MAP NUMBER 17043C0503H FOR DUPAGE COUNTY, ILLINOIS AND UNINCORPORATED AREAS DATED DECEMBER 16, 2004 THIS PROPERTY IS IN ZONE X UNSHADED AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

Rev.	Date	Description	By	ALTA/NSPS LAND TITLE SURVEY				
				LOCATION	515 CRESCENT BOULEVARD 450 N. MAIN STREET GLEN ELLYN, ILLINOIS			
				PREPARED FOR	HUCK BOLIMA PC 1750 S. MAPLEVILLE ROAD SUITE 200 WHEATON, ILLINOIS 60189			
WEBSTER, McGRATH & AHLBERG LTD.				JOB #	DATE	SCALE	1"=20'	
WMA LAND SURVEYING • CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE				44163	11-28-2016			
<i>Over a Century of Service to our Clients</i> 207 South Naperville Road • Wheaton, Illinois 60187 ph (800)688-1763 web www.wma.net Douglas L. Smith, License No. 164-069101				SURV	DRAWN	DESIGN		
				GA	GA			
				FILE #	C-29451	SHEET #	1 of 1	

Commercial Area Policies

The Community-Wide Plan designates five types of commercial and business areas: 1) Downtown, 2) service commercial, 3) office, and 4) neighborhood commercial, and 5) light industry.

Generalized recommendations for commercial and business areas are presented in Figure 5. More specific improvement and development recommendations for Downtown, Roosevelt Road and Five Corners are presented in Section 3 of this Plan report.

Improvement Guidelines:

Each of Glen Ellyn's existing commercial and business areas should be strengthened and upgraded. Viable existing stores and businesses should be improved and enhanced. New uses, particularly retail and convenience commercial uses that serve the needs of local residents, should be promoted.

New commercial, business and mixed-use development should be of a size and scale compatible with the established image and character of Glen Ellyn. Commercial and business development should be characterized by the highest possible standards of design and construction.

Since commercial and business areas are located along important traffic routes, access to individual properties should be carefully controlled to minimize conflicts with through traffic. The consolidation of access drives for adjacent properties should be encouraged.

Adequate off-street parking should be provided within all commercial and business areas. The consolidation of parking facilities for two or more businesses should be encouraged. Parking lots should be attractively landscaped, particularly along major streets.

The image and appearance of commercial and business areas should also be upgraded. Projects should be undertaken to improve the appearance of the public rights-of-way, including landscaping, lighting, signage, sidewalks, crosswalks and pedestrian amenities. Enhancements to private properties should include façade, parking lot and signage improvements.

Commercial and business areas should not adversely impact adjacent neighborhoods. Screening and buffering should be promoted between commercial and residential areas, including landscaping and attractive fencing. Commercial traffic and parking should not be allowed to "spill over" into the neighborhoods. Noise, safety and grounds maintenance should also be carefully monitored within commercial areas.

Downtown Glen Ellyn:

Glen Ellyn's Downtown is the traditional commercial and service focal point for the Village. It not only contains a range of retail, service, office and housing uses, but is also the site of several important public and institutional buildings.

The Plan strives to strengthen and enhance the historic character and traditional role of Downtown. It should be maintained as Glen Ellyn's multi-purpose commercial and service focal point. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of its pedestrian orientation and the range of businesses, services and other activities it offers to the community.

Compatible and high-quality new retail, service and mixed-use development and redevelopment should be promoted in selected locations within the Downtown, as described in Section 3.

Service Commercial Areas:

Service commercial areas, including Roosevelt Road and small clusters along Butterfield Road in unincorporated Glen Ellyn, should contain a range of retail, service, office and business activities that serve the community and surrounding region.

The Roosevelt Road corridor should continue to accommodate retail, convenience and auto-oriented commercial uses. The redevelopment and replacement of older, obsolete and marginal commercial properties should be promoted, as described in Section 3.

The clustering or grouping of commercial buildings within the same block should be promoted to allow for

shared access drives, parking areas and pedestrian amenities.

Since the size of most lots along commercial corridors is limited, the consolidation of two or more smaller parcels should be encouraged to enable somewhat larger developments with improved access, parking, building placement, and overall design and appearance.

Glen Ellyn should explore the possibility and desirability of annexing the unincorporated commercial areas along Butterfield Road, Hill Avenue and North Avenue/Swift Road in order to supplement the local tax base and establish Village control over future development in these areas.

Office and Industrial Areas:

Office development has been increasing within Glen Ellyn in recent years. Most existing office development is located within or near the Downtown, along Roosevelt Road, and in smaller locations along Butterfield Road. Quality new office development should continue to be promoted.

The small cluster of industrial and business uses located along Hill Avenue just outside the Village is designated in the Plan as "light industrial." This area should be improved and upgraded as a limited and self-contained business area.

Compatible new light industrial and high-tech uses would also be appropriate within Glen Ellyn's office areas.

Neighborhood Commercial Area:

"Five Corners" should be revitalized as a neighborhood service area, a showcase for local history, and an attractive gateway to the Glen Ellyn community. The southwest quadrant of the intersection of Main Street and St. Charles Road should be promoted as a local Historical Center centered on Stacy's Tavern and other historic buildings. Traffic operational improvements should be undertaken, and the overall image and appearance of the area should also be enhanced. See Section 3 for more detailed recommendations.

Figure 5

Commercial Area Policies

The Community-Wide Plan strives to strengthen and reinforce the role and function of Glen Ellyn's commercial and business areas. The Plan establishes policies for improving and upgrading Downtown, Roosevelt Road, and other existing commercial areas, and for promoting compatible new commercial and office development in selected locations.

Map Legend:

A Strengthen Downtown as Glen Ellyn's multi-purpose, pedestrian-oriented retail and service focal point.

B Upgrade Roosevelt Road as a location for retail, convenience and auto-oriented commercial uses.

C Continue to promote quality new office development within Glen Ellyn's business areas.

D Maintain the small cluster of business uses along Hill Avenue as a limited light industrial area.

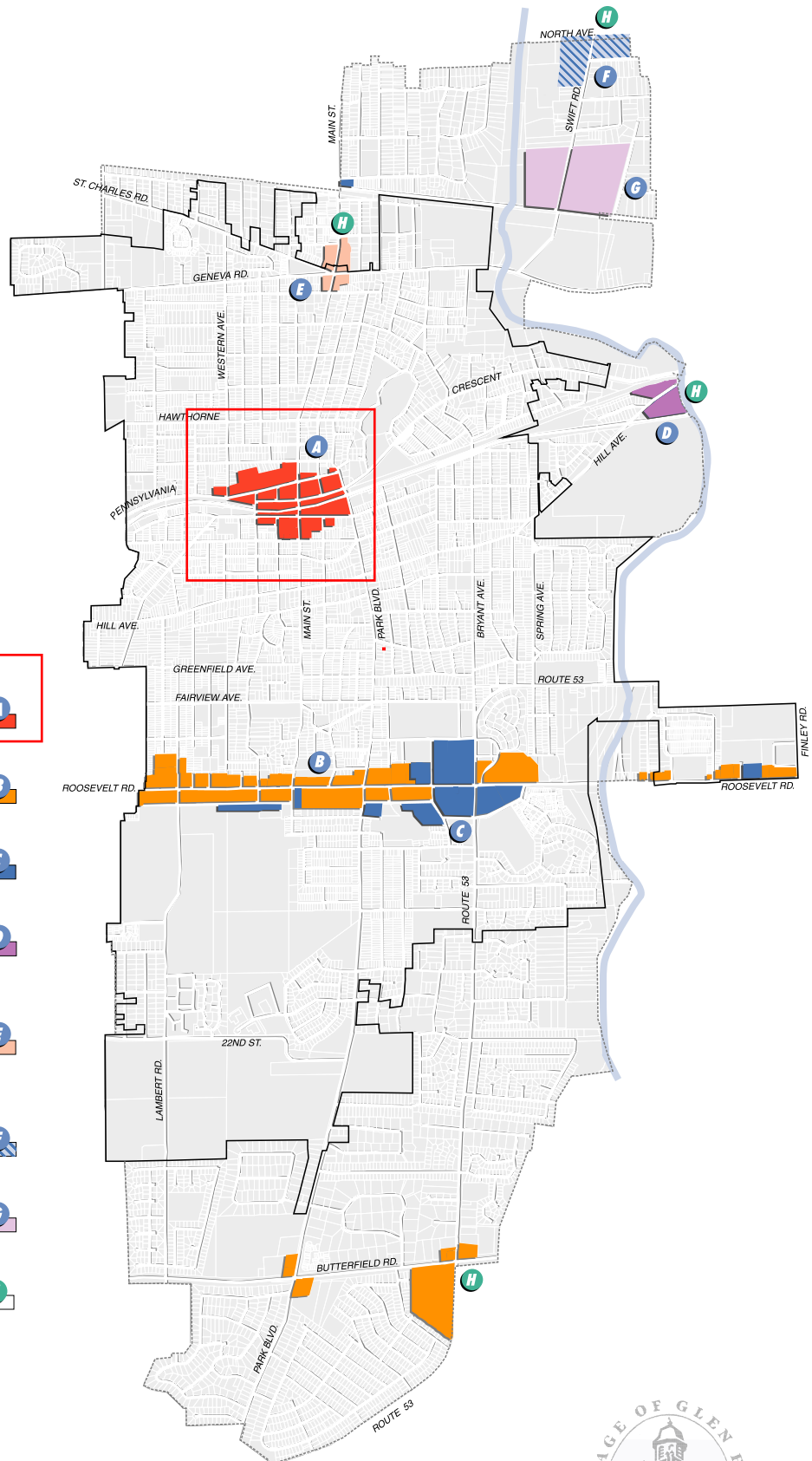
E Revitalize Five Corners as a neighborhood service area, a showcase for local history, and an attractive gateway to the community.

F Promote new commercial and office development as a part of the "Mixed-Use Development Areas" at North Avenue and Swift Road.

G Support Commonwealth Edison's plans to upgrade training, office and power distribution facilities.

H Explore the possibility of annexing nearby unincorporated commercial and business areas.

NOTE: See Section 3 for more detailed recommendations related to Downtown, Roosevelt Road and Five Corners.



- **Site F** includes the north side of Crescent Boulevard, from Glenwood Avenue east to the alley. It currently contains several small buildings with retail and service uses.

Site F should be upgraded and improved for retail and pedestrian-oriented service use, which would help strengthen the east-west dimension of the pedestrian shopping area.

A desirable long-term redevelopment pattern for this block would entail new stores and shops along the Crescent Boulevard sidewalk, with parking located to the rear of the buildings.

- **Site G** includes the south side of Crescent Boulevard between Main Street and Prospect Avenue. It currently contains Little Hands Toys, other commercial uses, and surface parking.

While this site would be a suitable location for retail or service uses, the limited depth of lots will be a major constraint to redevelopment. However, the site might be considered for a small parking deck, perhaps including some ground floor commercial space.

If new building development takes place, buildings should be positioned at street corners and other highly visible locations within the block. The one-story commercial building that houses Little Hands Toys adds to the image and character of Downtown and should be retained if possible.

If existing surface parking is retained, the lot should be extensively landscaped in order to improve views from the commuter train.

- **Site H.** Several areas in the southwest portion of Downtown are designated as "Site H." Each of these areas includes older single-family homes or multi-family structures that are showing signs of age and deferred maintenance. These properties have excellent proximity to a wide range of Downtown facilities and services as well as public transportation, and could be suitable locations for new townhomes or small condominium buildings, of a scale and character similar to the newer existing multi-family developments already located within this immediate area.

Figure 12

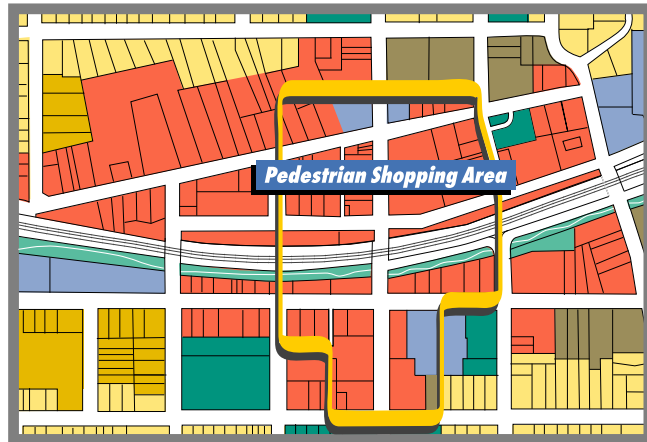
Downtown: Land-Use Plan

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



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:

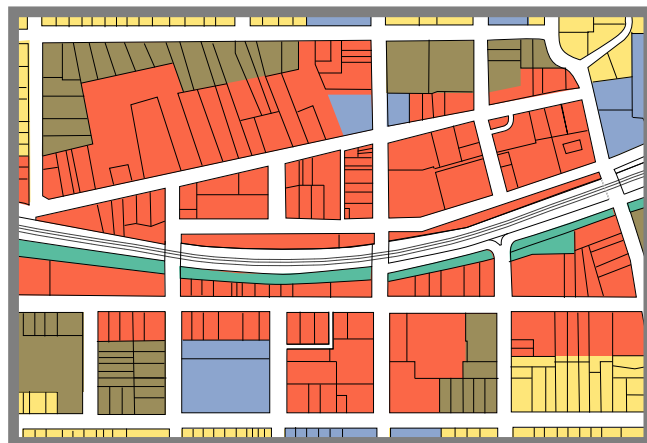
- The blocks in the heart of Downtown are designated as the pedestrian-oriented shopping and service area;
- In recognition of their importance to the Downtown, public and institutional facilities are highlighted in the new Plan;

- 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:

- Downtown Commercial
- Public/Governmental
- Church
- Medium-Density Residential
- Low-Density Attached Residential
- Single-Family Detached Residential
- Park/Open Space

1986 Comprehensive Plan

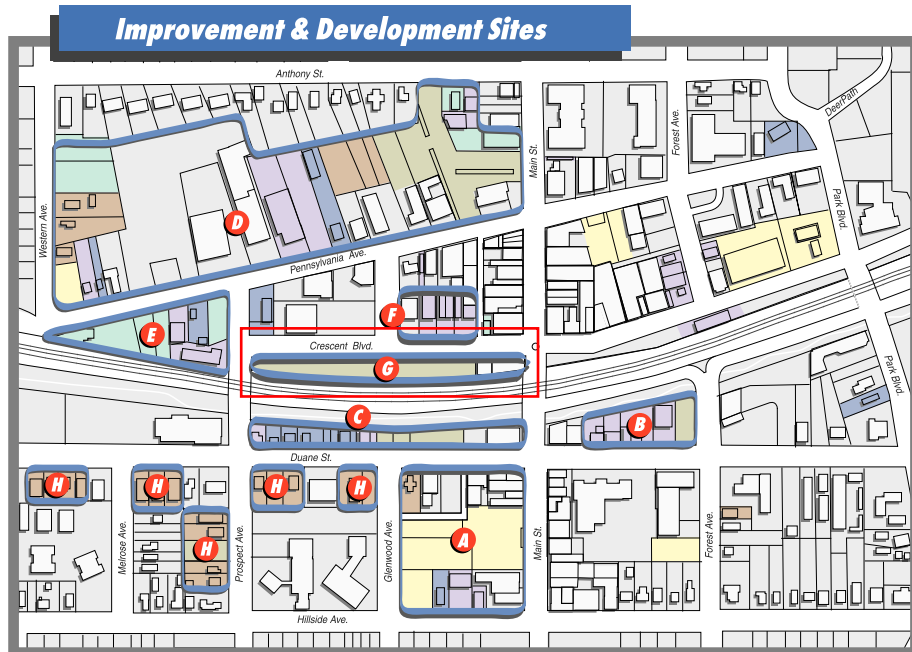
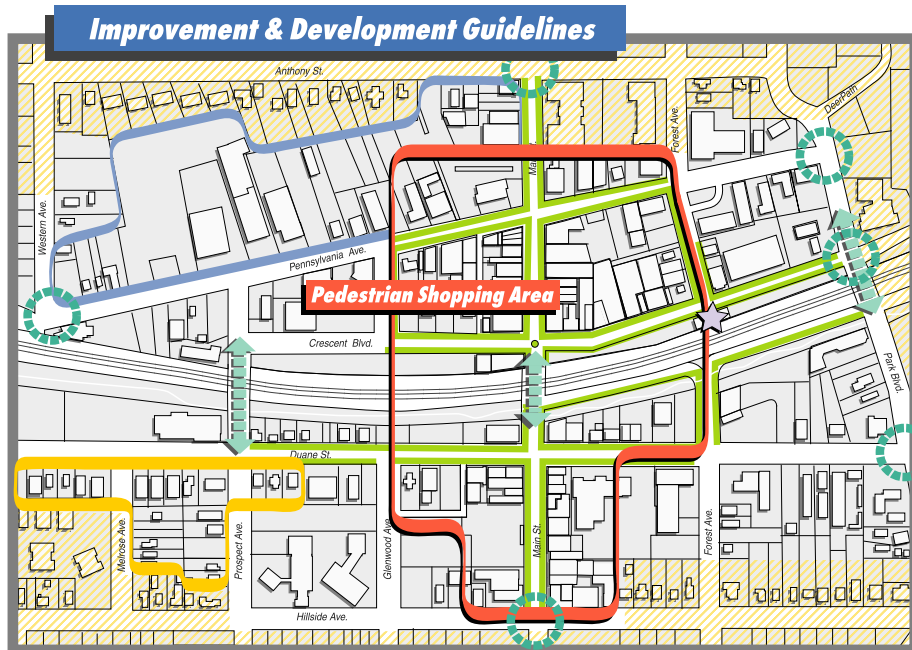


Comprehensive Plan • Village of Glen Ellyn, Illinois

Prepared by Trkla, Pettigrew, Allen & Payne, Inc. • Parsons Transportation Group • April 2001

Figure 13

Downtown: Improvement Guidelines



Improvement Guidelines:

Continue to improve and enhance the heart of Downtown as a pedestrian-oriented shopping and business area.

Reorganize and redevelop the northwest quadrant of Downtown as an attractive and convenient office and service area.

Continue streetscape and other design enhancements, particularly along the east-west streets within Downtown.

Provide "gateway" design features that denote entry into the Downtown and delineate its boundaries.

Work with Metra to replace the existing commuter station with a new Downtown facility.

Improve pedestrian connections between the north and south sides of Downtown.

Promote replacement of older structures with high-quality townhomes and similar multi-family developments.

Maintain, preserve and protect surrounding neighborhoods.

(See text for additional improvement and development guidelines)

Improvement & Development Sites:

Projects either underway or being discussed (see accompanying text).

Vacant buildings and land parcels should be reused or redeveloped.

Marginal and underutilized properties should be reused and upgraded or replaced with new development.

Residential properties that may be subject to redevelopment.

Surface parking lots along the frontage of primary shopping streets should be considered for new development.

Sound and viable businesses that would benefit from building or site improvements.

Clusters of properties that may represent special opportunities for improvement or development (see text).

side of Wheaton. Some existing restaurateurs and specialty merchants attract customers beyond Glen Ellyn including Wheaton, Lombard, Oak Brook, and Downtown Chicago.

The primary market area for Downtown retail uses is estimated to extend two to three miles from the Downtown, generally bound by North Avenue to the north, Butterfield Road to the south, Naperville Road/Main Street – Wheaton to the west, and I-355 to the east.

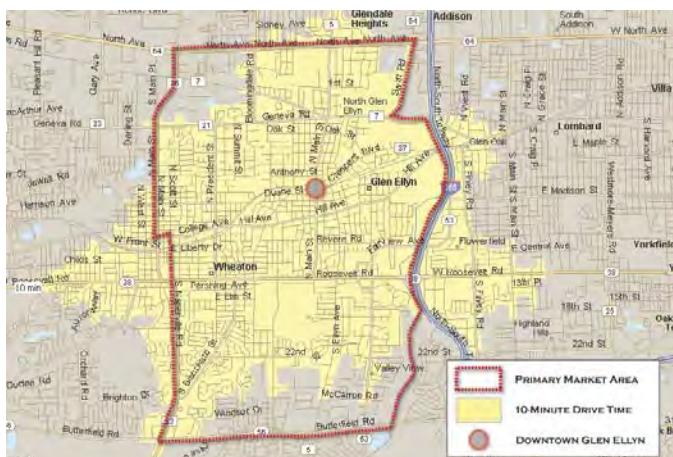


Figure 21: Primary Market Area
Source: Gruen Gruen + Associates

Youths, seniors, and stay-at-home-moms are primary consumers in the Downtown. Requests made for goods and services during the planning process included shops with basic necessities at affordable prices (including children's clothing), men's stores, and after school activities and events for children (especially when they have half-days off).

Trends and Issues

In 2008, the largest global, national, and local economic downturn occurred since the Great Depression (which commenced in 1929). Although one could argue that the decline of Downtown Glen Ellyn began back in the mid-1960s, a noticeable change began in 2005. The Downtown retail vacancy rate increased from 2-3% in 2002-05 to 15% by the end of 2008, and the Downtown's share of Village-wide sales dropped from 21% in 2004 to 19% in 2005.

Downtown Glen Ellyn's successes and struggles are consistent with the current national trends:

- Downtown establishments are becoming more service-oriented.
- Transit ridership is on the rise.¹ Metra ridership increased five percent (5%) in the first half of 2008, compared with the same period in 2007. Eight of Metra's "Top 10" ridership months have occurred since July 2007. Metra's weekend ticket sales were up 20% in the first half of 2008.

In addition to reflecting on national trends, there are some notable characteristics for the primary market area of Downtown Glen Ellyn:

- The estimated retail supply in the Downtown's primary market area is double the estimated retail demand.
- The Downtown does not provide significant advantages for major office space users.
- There are not enough potential consumers living in the Downtown.

¹ "Record ridership strains CTA, Metra, Pace – and it's likely to get worse. Lack of capital improvement catches up to transit agencies." Chicago Tribune, September 2, 2008.

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

addition, professional office-based businesses can partner with each other and creative businesses can provide goods and services to Downtown merchants.

Measure: Provide a net increase in office tenant space in the Downtown, and ensure that it is flexible to allow firms the opportunity to grow in place.

5. **Amenities** such as a large Downtown open space, the Illinois Prairie Path, sidewalk cafes, and public art, provide active and passive recreation opportunities and create a unique ambiance in the Downtown for citizens and visitors alike.

Measure: Reconstruct Main Street and Crescent Boulevard to accommodate the creation of the “Downtown Greenway” open space, the construction of wider sidewalks, and the installation of public art and bicycle racks.

6. Permanent Downtown venues for the performing arts need to be constructed to maximize setup convenience and minimize temporary stage and tent rental costs. Expand the number of Downtown **cultural events and activities** by building upon popular events such as the Jazz Fest, holiday parades, and scavenger hunts, and renew events such as the Taste of Glen Ellyn by incorporating Glen Ellyn restaurants and College of DuPage Foodservice Administration students into the program of featured vendors.

Measure: Construct a small amphitheater that protects the stage from the weather and minimizes the impacts of train noise in the performance area.

7. The Zoning Code needs to be updated to reflect the recommendations in the Market Analysis and minimize the perceived burden of **government-imposed obstacles** in the Downtown business and development review process. The Village’s existing Zoning Code requires a special use permit for non-retail uses in the Downtown. Amending the Zoning Code to permit entertainment and cultural uses by right in the Downtown, and amending zoning district boundaries, will reduce the time it takes for businesses to be opened. In addition, the Village should look for opportunities to expand its authority to grant administrative approvals.

Measure: Update the Zoning Code, consider writing form-based regulations for the Downtown prior to the development of new mixed-use buildings, and utilize an Executive Director of a new permanent Downtown organization to work as an ombudsman for business owners and developers.

8. The existing one-way traffic loop around the block located at the northeast corner of Main Street and Crescent Boulevard makes access in and through Downtown inconvenient and confusing, and the large number of trains passing through the Downtown can create backups and be frustrating for motorists. In addition, the Downtown is located one mile north of Roosevelt Road and one mile south of Geneva/St. Charles Roads. Opportunities to improve the **traffic** flow include converting one-way streets to two-way streets, installing clear wayfinding signage, constructing consistent streetscape features from Roosevelt Road to Geneva/St. Charles Roads, and constructing gateways at key intersections.

Measure: Consider converting the Downtown’s primary one-way streets to two-way streets; design and install attractive, easy-to-understand, and memorable gateways and wayfinding signage; and design and install streetscaping along the two-mile Main Street corridor. In addition, consider converting the Downtown’s one-way neighborhood streets, such as Forest Avenue, Hillside Avenue, and Anthony Street, to two-way streets, and hire a consultant to evaluate the possibility of constructing a vehicular overpass or underpass in the vicinity of the Downtown.

9. Although the current overall **parking** supply is generally sufficient for the Downtown, too few spaces are available for Downtown public parking, and the public parking supply that is available is generally inconveniently-located to the Downtown core, and in some cases, requires a fee to park. In addition, the

Maintain and Build New Downtown Mixed-Use Buildings

Increase the overall density and activity in the Downtown. Retail and restaurant uses should be reserved for first floor space throughout the core of the Downtown, and be contained in mixed-use buildings with residential uses above. The additional residential density will increase the consumer population of the Downtown to fuel the economic engine to support the existing and future retail. Mixed-use redevelopment is a key means for accomplishing this objective. Ensure that any new developments in the core shopping district accommodate residential dwelling units (preferred) or office above first floor retail; that any new developments in the periphery of the core shopping district accommodate residential dwelling units above first floor office; that existing buildings are remodeled and/or renovated; that new infill development and renovations are historically-sensitive; that new commercial space is designed to meet the needs of modern retailers; and that there is a no net loss of retail space in the Downtown.

Increase Downtown Office and Service Space

Infusing additional professional and medical offices and service businesses into the Downtown would increase employment and thus the demand for retail and other services. Businesses and offices are typically daytime consumers; however, they can spill over into evening and weekend consumption as well. The location of these businesses must be strategically positioned so as not to interrupt critical retail street corridors. An appropriate location is above or below first floor retail in a mixed-use setting or a site that is on the periphery of the Downtown core.

Increase the Number of Downtown Residential Units

Provide additional dwelling units for different types of households – especially empty-nesters (couples who no longer need a big house but want to remain in Glen Ellyn) and young professionals (individuals and couples who want to live in Glen Ellyn but don't need or want a house at this stage in their lives). There is a demand for Downtown residential living for people who want to enjoy the benefits of the Downtown including its charm, convenience, and the cluster of services available within a comfortable walk from home. In addition, allow the construction of accessory dwelling units¹ on single family properties in and near the Downtown study area. These units can be located above detached garages, or as an addition to – or a remodel of – the single family home.

Civic and Institutional

Preserve and enhance the visibility of the elegant Downtown civic and institutional buildings. New civic and institutional uses should also be considered and be accompanied with the strictest standards of architectural excellence.

Circulation and Access

Maintain and Improve Infrastructure

Corridors

Install streetscape improvements that will make the Downtown a vibrant experience, and build upon the existing features to make the Downtown a destination. Improve the safety of dangerous intersections. Create plaza streets² in the Downtown core. Choose a bike rack design that coordinates with the street furniture design for the Downtown, and install them along Main Street and at the Glen Ellyn Train Station

¹ Accessory Dwelling Unit (ADU). A small efficiency apartment that typically includes a kitchenette, a bathroom, a combination living/dining/sleeping space, and is approximately 650 square feet in size. It is usually located above a two-car detached garage; however, it could be a part of the single family home – such as in an attic or a basement – as long as the proper building codes are adhered to.

² “Plaza Streets” are public streets that have special, decorative pavement, and have the potential to be closed for pedestrian-only use on special occasions.



VILLAGE OF GLEN ELLYN

Special Use Permit Application Packet

RECEIVED
NOV 12 2021
VILLAGE OF GLEN ELLYN

Community Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370

APPLICATION FOR SPECIAL USE PERMIT

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: 11/12/2021 Application No: _____

Name of Applicant: LeMayne Street Inc. Jeff Proctor ATW&M Properties

Address of Applicant: 157 S Arlington Ave Elmhurst IL 60126

Business Phone: _____ Fax: _____

Home Phone: _____ Mobile Phone: 773-517-6026

Email: Jeffproctor@atwproperties.com

Property Interest of Applicant: Property to be used as office space

(Owner, Contract Purchaser, Owner Representative)

Name of Owner: Glen Ellyn Investors

Address of Owner: PO BOX 5273 Oak Brook IL 60522

Business Phone: 630-590-5900 Fax: N/A

Home Phone: _____ Mobile Phone: _____

Email: brookline@brooklineil.com

Address: 515 Crescent Blvd. Glen Ellyn IL 60137

Legal Description of Property: Lot 1 and that part of lot 2 lying east of a line 100 feet west of and parallel to the west line of main street, all in block 8 of County clerk's second assessment division in the southwest 1/4 of section 11, township 39 north range 10, east of the third principle meridian, according to the plat thereof recorded July 3 1906 as document 88052 in DuPage County IL

Permanent Index No. (PIN): 05-11-316-005-0000 Zoning: _____

Lot Dimensions: _____ Lot Area: _____

Present Use: Dance studio "Sunshine dance"

Requested Use/Construction: Office space. Real Estate office

Estimated Date to Begin New Use/Construction: Immediate

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.):

N/A

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

The property is located in a sales tax revenue area, downtown Glen Ellen. The property is an dance studio converted to a real estate brokerage office to meet clients to help with real estate needs for people within the community. The property is 2,500 square feet and we are asking to have this space used for office space.

Describe How the Special Use:

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

Existing nearby uses include dentist offices, banks, retail spaces and some locations such as food or drinks.

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

The property is kept in the same condition as the studio was, but furnished inside with office furniture for clients.

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

The property will not be hazardous to existing or future neighbors.

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

The property will adequately serve all these services and will be responsible for keeping up with the standards within the property.

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

The property will be used as office space to help the people in the community find or sell their new home. No excessive requirements will be needed.

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

The property will only be used for office space

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

The property will have vehicular access to the location which will not interfere with public streets or roads.

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

The property will be office space and no interior fixtures/items will require public expense for flood, rescue or relief.

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

The office space has not changed on the exterior besides the updated signage therefore not change any features to the community

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

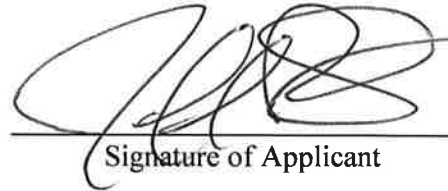
I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

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

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

11/9/2021
Date

Jeff Proctor
Print Name


Signature of Applicant

Date

Print Name

Signature of Applicant

Date

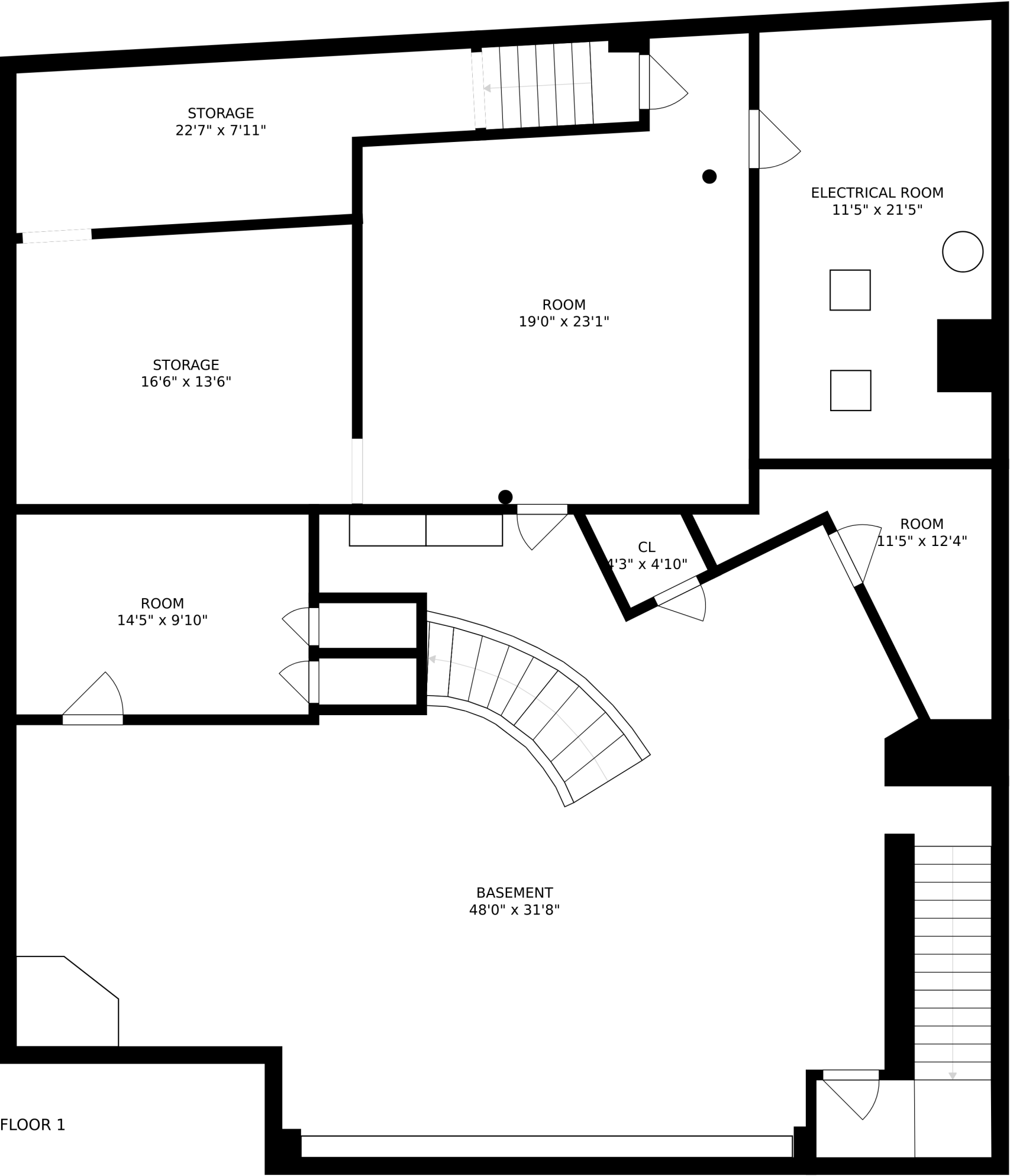
Print Name

Signature of Applicant

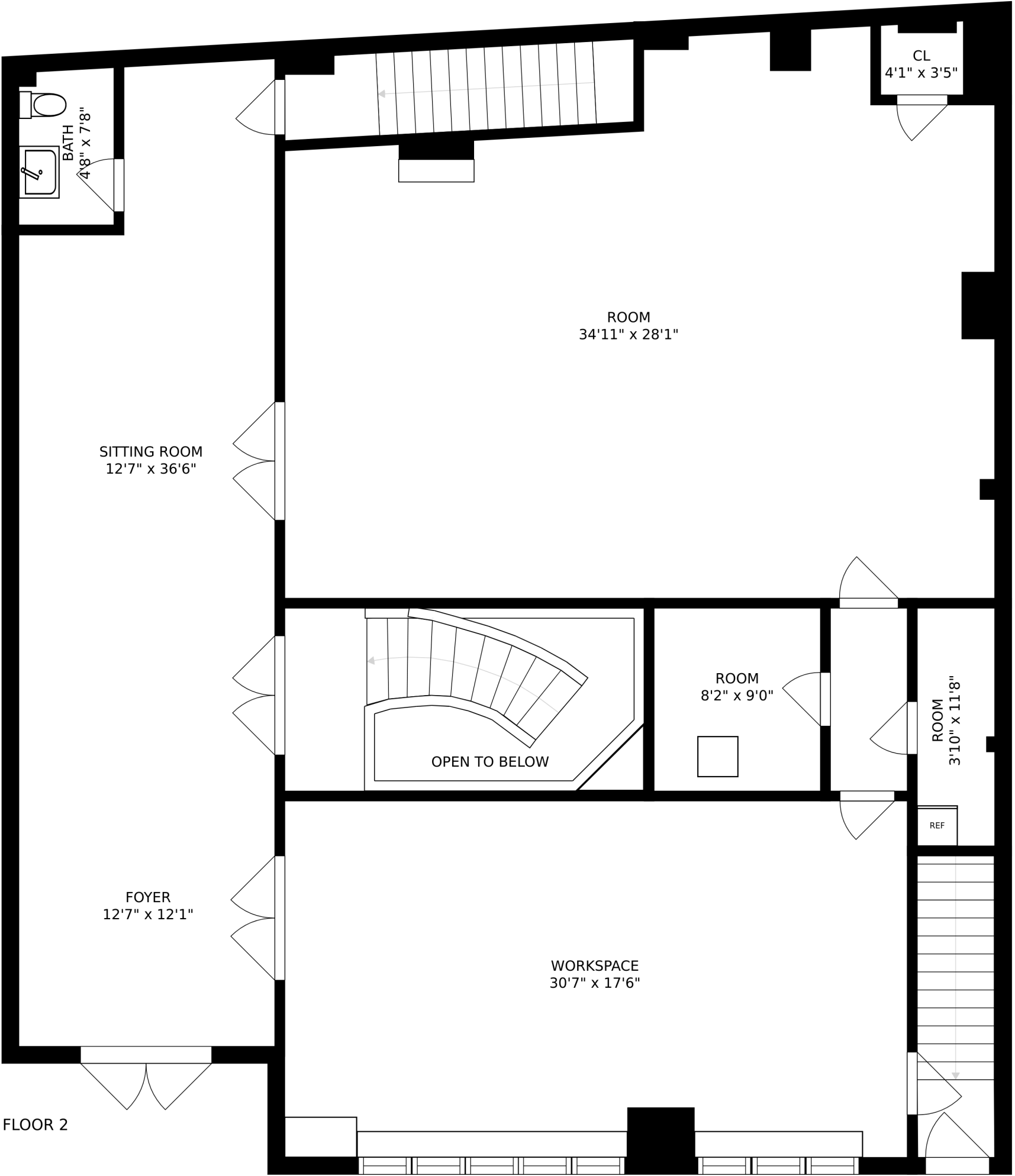
**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED
BY COMPLETING THIS APPLICATION IN DETAIL**

@properties is a real estate brokerage company providing real estate services in buying, selling and investing in residential and commercial real estate. The office at 515 Crescent, Glen Ellyn will be operated by appointment and will be meeting clients in the office. We will have realtors on site 2-3 days a week between 9am and 5pm pending schedules. No formal hours of operation are posted or will be done. We currently will have 2 brokers working from the office and servicing the Glen Ellyn market.

Kinga Mrozek | VP of Office Operations
[@properties](#)



FLOOR 1



FLOOR 2

SIZES AND DIMENSIONS ARE APPROXIMATE, ACTUAL MAY VARY.

10-10-14. Special uses.

- (A) The development and execution of this title is based upon the division of the Village into zoning districts, within any one of which the use of land and use of buildings are essentially uniform. However, certain uses, because of their unique character, cannot be properly classified in any particular district or districts without consideration in each case of the impact of those uses upon the neighboring lands and upon the public need for the particular use at the particular location. Such uses fall into two categories:
1. Uses operated by a public agency or publicly regulated utilities, which are uses traditionally associated with a public interest, such as parks, recreation areas, public administrative buildings, or the private use of existing public buildings. It is stressed that public uses are associated with the public interest. In the case of a request for a special use by a unit of local government, for a public use within its statutory mandate, the review shall not be based on determining the necessity for the public, mandated use on the specific site but, rather, is for assessing the impact of the proposed public use upon neighboring lands, and upon the Village's streets and utilities; or
 2. Uses entirely private in character, but of such a nature that the operation may give rise to unique problems or benefits with respect to their impact upon neighboring property, public facilities, the Village as a whole or the natural environment or resources;
- (B) A petition or application for a special use shall be filed with the Director, Department of Community Development, and shall contain at least the following information:
1. The name, address and phone number of the applicant, pursuant to section 10-10-10 of this chapter;
 2. Legal description of the property for which the special use is requested;
 3. Description of the existing use of the affected property;
 4. The present zoning district of the affected property;
 5. Description of the proposed special use;
 6. A dimensioned site plan or plat showing at least the location of all buildings, parking areas, traffic access and traffic circulation, open spaces, landscaping, refuse and service areas, utilities, signs, yards and such other information as the Plan Commission may require to determine if the proposed special use meets the intent and requirements of this title; and
 7. A narrative statement evaluating the economic effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of subsection (E) of this section;
- (C) Upon application to the Department of Community Development, the Plan Commission, after giving notice as provided herein and by the Illinois Compiled Statutes, shall conduct a public hearing.
- Due to the public benefit provided by governmental services, it is in the public interest to review the category of special uses to be operated by a unit of local government on a priority basis. The public hearing procedure will be expedited in such cases to the extent permitted by statute;
- (D) Within 90 days after the close of the public hearing on a special use permit application, the Plan Commission shall render written findings of fact and shall submit the same together with recommendations to the Village Board. The written findings and recommendations shall refer to any exhibits containing plans and specifications for the proposed special use, which shall remain a part of the permanent records of the Plan Commission;

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- (E) The Plan Commission shall not recommend that a special use be granted nor shall the Village Board grant a special use, unless it shall find, based upon the evidence presented to the Plan Commission in each specific case, that the special use:
1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this title;
 2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area;
 3. Will not be hazardous or disturbing to existing or future neighborhood uses;
 4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services;
 5. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the Village;
 6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors;
 7. Will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads;
 8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief; and
 9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community;
- (F) The Plan Commission may recommend and the Village Board may require such conditions and restrictions upon the premises benefited by a special use as may be necessary in their opinion to comply with the standards set forth in this section, to reduce or minimize injurious effect of such special use upon other property in the neighborhood, and/or to implement the general purpose and intent of this title;
- (G) No special use shall be granted except by ordinance duly passed and adopted by the Village Board after public hearing and written recommendation from the Plan Commission. Without further public hearing the Village Board may grant, deny or amend the recommendation for special use. Every special use which is granted by ordinance of the Village Board shall be accompanied by findings and shall refer to any exhibits containing plans and specifications of the proposed special use, which shall remain a part of the permanent records of the Plan Commission. The findings shall specify the reason or reasons for granting the special use. The terms of relief granted shall be specifically set forth separate from the findings of the ordinance.

(Ord. 3617, 5-8-1989, eff. 6-1-1989; Ord. 6674, 2-25-2019)

**(DRAFT) FINDINGS OF FACT TO SUPPORT A MOTION TO RECOMMEND
APPROVAL OF A SPECIAL USE PERMIT TO ALLOW A REAL ESTATE OFFICE TO
OPERATE AT 515 CRESCENT BOULEVARD (@PROPERTIES)**

(Draft reasons, taken partially from the petitioner's application packet, as to how the project may comply with the necessary findings have been drafted by Staff; the Commission may wish to consider the findings but should feel free to amend the below reasons to make your own findings of fact based upon information provided at the public hearing).

1. The proposed use will be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code, because it will help support a robust and diverse business environment in the downtown. The Comprehensive Plan and the Downtown Strategic Plan suggest that Downtown should consist of an exciting mix of retail, service, entertainment, office and public uses, such as this proposed office use. Existing nearby uses include a dentist's office, a bank, retail space and service locations.
2. The real estate office will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area because this is an existing business and there are no changes proposed to the building or the site as part of the Special Use request. The property will be kept in the same condition as the previous tenant, a dance studio which also had a special use. Furthermore, the use of the space as a office is all permitted uses in the C5B District which is just down the street from this location.
3. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses of the property because the project will support a stronger downtown business environment without negatively affecting neighbors and the use has not been hazardous or disturbing to the neighborhood over the last several months of operation. In addition, the proposed office is compatible with its adjacent office use to the west, and the restaurant to the east.
4. The proposed use will be served adequately by existing public facilities and services such as highways, streets, police, fire protection, drainage structure, refuse disposal, water, sewers and schools because the project will not significantly increase demand on public facilities and has already been operating without issue.
5. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village because the site has been operating successfully without additional public cost and will continue to operate in such as manner.
6. The use will not involve activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive

production of traffic, noise, smoke, fumes, glare and odors because the use is low-impact and has not significantly created traffic, noise, or similar issues since its operation.

7. The development will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads because the site layout is not changing because of the special use permit and its current design is functional.
8. The development will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief because the property is not a flood risk and there are no changes proposed to the building or the site.
9. The development will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community because there are no major changes proposed to the building or the site that would cause any damage to the character, environment, or community resources.

**(DRAFT) MOTION TO RECOMMEND APPROVAL OF A SPECIAL USE PERMIT TO
ALLOW A REAL ESTATE OFFICE AT 515 CRESCENT BOULEVARD**

After conducting a public hearing and deliberating on the request of the petitioner, Jeff Proctor, for approval of a Special Use to allow a real estate office to operate at 515 Crescent Boulevard in the C5A Central Retail Core Subdistrict, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on January 13, 2022, which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. That the business be operated in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees.

Motion by: _____ Seconded by: _____