

DRAFT MINUTES
Glen Ellyn Architectural Appearance Commission
Wednesday, July 31, 2024 at 7:00 P.M.
Glen Ellyn Civic Center
Galligan Board Room
535 Duane Street

A. Call to Order and Roll Call

Chairperson Susan Jacobson called the meeting to order at 7:00 PM and explained the Architectural Appearance Commission's function and procedures as an advisory body.

Roll was called.

PRESENT: Chairperson Susan Jacobson and Commissioners Heather Mees, Lisa Sallwasser, and Julia Smith.

ABSENT: Commissioners Pam Albrecht, Yavor Goranov and Eric Rahn.

Also in attendance: Anne Gould, Trustee; Anabel Pederson, Associate Planner; Rich Daubert, Village Engineer and Julie Settles, Recording Secretary.

B. Approval of Meeting Minutes

Commissioner Smith made a motion to approve the draft minutes of the May 22, 2024 meeting. Commissioner Sallwasser seconded the motion. The motion passed by voice vote.

C. Public Comment (non-agenda items)

None.

D. New Business

1. 551 Crescent Boulevard Discussion Item – Exterior appearance feedback prior to application for the new Metra Station in the CR Zoning District

Staff Presentation

Sworn in, Rick Daubert, Village Engineer, introduced the request: Exterior appearance feedback prior to application for the new Metra Station in the CR Zoning District. He stated that the Public Works Department is leading the project, that the current status of the project is at 30% design, and he is making sure the project gets feedback from the Commissions. He stated the Glen Ellyn Metra Station and Multimodal Access Improvement Project includes a new train station, warming shelters, an accessible pedestrian underpass, covered stairs and ramps, site improvements, parking lot reconstruction, utility replacement and streetscape improvements. He stated that the current Metra Station was built in 1966 and there have been very limited updates done. Union Pacific owns the station and maintains it then invoices Metra any repairs. Metra wants to get out of this and have Glen Ellyn take the lead. Currently the station does not comply

with Metra guidelines and building codes. He stated that the infrastructure is aging and requires increasing maintenance and there needs to be a full reconstruction done. The existing site lacks a safe and accessible connection between North and South side of the UP line, does not provide an accessible path from commuter parking to the station entrance and the shelters provide minimal weather protection.

Sworn in, Sarah Sutherlin, CDM Smith, stated the purpose is to improve the passenger experience by providing adequate covered waiting areas, provide amenities including bike parking and warming shelters and to implement pedestrian and streetscape improvements. For improved safety and connectivity this project will provide safe and accessible grade separated pedestrian crossing under the UP-West line which will unite the north and south areas of the Central Business District, provide safe and accessible intermodal connections for bus, vehicular, bike and pedestrian traffic, provide an accessible site and plaza area and improve traffic flow throughout downtown.

Mr. Duabert stated that there was a public workshop done and a survey that had over 800 responses asking how people are accessing the station and elements people think are important. He stated there were not many people at the public workshop and that most people did the online survey. During the streetscape project the Village had a design workshop and meshed this into that. This project has been in development for seven years due to it being a federal project. The plans have been changed with a reduction in size of the station due to increase in costs over the past seven years. There are various agencies including UPRR, Metra, Pace and IDOT that Glen Ellyn needs to coordinate with. The building process is going to take time, so the Village needs help from the AAC and Plan Commission to give ideas and keep moving forward. Mr. Daubert showed the slide on presentation page 7 explaining ownership of the area. He stated that the salmon colored section indicates the Village right-of-way that's under the purview of IDOT, the grey areas are UP property, dark grey is leased by the Village of Glen Ellyn and has an agreement with the railroad, green is DuPage County's right-of-way and the orange section is the Village of Glen Ellyn parking lots.

Sworn in, Matthew Aklan, CDM Smith, stated the current status is 30% design document. It was at 10% in February and 30% about a month ago and will complete 60% in October. A zoning issue came up so the zoning needs to be changed by a Special Use application and then an Exterior Appearance Review application will be submitted.

Ms. Sutherlin showed the schematic design which includes landscaping/streetscape, signage, lighting and fencing and screening on site and background, design and materials for the station. The existing plan in blue shows the existing station, the three small blue areas are partial cover areas with some bike parking. The proposed plan shows the new station, pace bus stop, plaza to the left of the depot and covered stairs and ramp down to tunnel. The south lot being reconstructed will not interfere with the Prairie Path. Both sides of the tracks will have warming shelters enclosed with seats. There is an ADA passenger drop-off adjacent to the plaza and on the Forest Ave. south side. The landscaping will include pavers, a mixture of seedlings, planters, loose furniture and more permanent furniture. By the plaza will be raised planters and loose furniture. There will be an outdoor enclosed area for Metra equipment and speaker equipment. Landscape plantings will match other plantings in the downtown area that will be low maintenance and colorful. The plaza streetscape will feature more unique planters. Streetscape amenities will have black benches, trash receptacles, bollards that match existing and bike racks.

The plaza design includes a tiered concrete wall with toe kick lighting options, a wall bench and the consultants brought samples of pavers for the plaza area to receive feedback on which paver. The plaza amenities will include moveable furniture including stackable chairs and tables so people can move into the sun or shade. Exterior signage will include Metra standard signage and more directional signage to show people where to go. Unique signage will include a historical plaque for the existing station and the existing mural that was done by students will be relocated. The historical plaque could be in the plaza and the existing mural could be placed on the floor of the new station or by the ramps when you come down the tunnel. Lighting will keep with existing standards along the platform and roadway areas. Lights will be mounted on the building. Fencing and screening will be used to enclose storage areas and there will be typical Metra fencing on the platform like there is now. The station design is inspired from the original 1926 station that was at Main and the Prairie Path. Materials will be used to blend with other buildings in downtown. Exterior material will be brick on the station that can be more standard or more rustic. Stones will be beige color toned. The roof we are looking at options in plain grey or possible a metal roof. The main entrance to the station lines up with Forest Ave. then go through the station and exit on the platform. There is a second entrance to the east that will be directly accessible to the PACE bus station. The exterior elevations will be 28' high on the platform side and 6' on the north exterior on Crescent side. There will be a stone base on the bottom of the whole station then brick and windows above that. The stair ramp will be covered with similar roof and columns. There will be warming shelters on both sides that are enclosed for after hours waiting that have a couple seats. Ms. Sutherlin asked if there were any questions or comments.

Chairperson Jacobson thanked everyone for the presentation. She stated her concern was the roof over the ramps and asked if they were completely necessary. Ms. Sutherlin answered that due to the groundwater level in Glen Ellyn they don't want more flooding in that area. Chairperson Jacobson stated there was a lot of color in the furniture and suggested maybe one color like black. She asked if it is standard that the lights in the parking lot are brighter. Ms. Sutherlin said she would have to check with her team. Chairperson Jacobson stated she would like to see mostly ballard lights.

Commissioner Sallwasser stated she would like to see the color scheme for historical signage to try and look like the original. She stated she would like to see slate somewhere to bring in with other buildings in the area. She stated that moveable furniture might be an issue with the high school kids eating there. She suggested maybe anchoring some furniture and making some moveable.

Chairperson Jacobson stated that less is more on the signage and that everyone has Google maps and can figure out where to go.

Commissioner Mees stated that the crosswalk on the north side crosses into a curb and the plans have it change to a triangle median. She asked if there would be a planter there. Ms. Sutherlin answered no. Commissioner Mees asked where the diagonal parking was going to be. Ms. Sutherlin stated it would be on the northside of Crescent between Main and Forest.

Commissioner Smith stated that she wasn't familiar with the 1926 station design, so she didn't know where the large arches were coming from. She said the new station design doesn't remind her of Glen Ellyn but more like Wheaton. She also commented on the station floor plan design. She stated that she is aware the plan had to change to a minimum setup, but if Glen Ellyn is going to own the station, can the Village add some retail opportunities to gain revenue.

Commissioner Mees stated she liked the clean new brick because it's a new building.

Commissioner Smith stated that the concrete planters do not look historic, but the Village should go with a more modern look as well.

Chairperson Jacobson asked what the Commission thought of the roof covering the ramp section. Commissioner Mees answered stated it would be beneficial, so the ramp isn't slippery and people don't get wet. Ms. Sutherlin stated that weather protection and snow control is the reason behind the coverage. Commissioner Smith stated she supports the large, covered areas.

E. Chairperson's Report

None.

F. Trustee Liaison's Report

Trustee Liaison Anne Gould stated that the angled parking on Crescent was decided by the Board and the Village has a new attorney and CD Director.

Chairperson Mees stated that she noticed movement at 606 Roosevelt which the Commission reviewed the building plans two times, and the Commission approved it, but with some hand sketches. She is wondering if the Commission has access to the sketches because we don't know if it's progressing the way we want it. She also stated that renovations on Roosevelt isn't under the purview of the AAC, but it's her understanding the AAC should be a part of any new construction. She's concerned that if the AAC isn't going to review businesses on Roosevelt, things are going to slip through the cracks. She thinks the AAC needs to change the scope of what they are to review. Trustee Liaison Gould asked if Commissioner Mees is making a recommendation to the Board. Commissioner Mees answered yes. Chairperson Jacobson asked if the recommendation goes through Staff, then to the Board. Ms. Pederson answered to change their responsibilities, the AAC would draft a recommendation and present it to the Board.

G. Staff Report

Ms. Pederson stated the next AAC meeting on August 14th will have two items. There is an application for proposed exterior changes at 580 Duane and at 515 Crescent Blvd. there is an application for a proposed walk up ATM. This would be a new special use that would go before the Plan Commission as well.

H. Adjournment

Commissioner Smith made a motion to adjourn the meeting. The motion was seconded by Commissioner Mees and the motion passed by voice vote.

The meeting was adjourned at 8:11 PM

Respectfully submitted,

Julie Settles

Recording Secretary