



Minutes
Village of Glen Ellyn
Historic Preservation & Environmental
Special Meeting
August 20, 2024
7:00PM
Glen Ellyn Civic Center Room 301

Board or Commission: Historic Preservation
/Environmental Commissions
Meeting: Special

Date: August 20, 2024

Called to Order: 7:03 p.m.

Quorum: Yes

Adjourned: 9:18 p.m.

MEMBER ATTENDANCE:

Penn French	Chairman Historic Preservation Commission	Present
Nathan Darga	Commissioner	Present
Donna Leak	Commissioner	Present
Barb Lemme	Commissioner	Present
Robert Margetts	Commissioner	Present
David Schlembach	Commissioner	Present
Christie Truitt	Chairperson of Environmental Commission	Present
Jeff Abeln	Commissioner	Present
Mark Frigo	Commissioner	Present
Barbara Kwiatkowski	Commissioner	Present

Also Present:

Jordan Frahm	Associate Planner	
Mark Franz	Village Manager	
John Hubsky	Assistant Public Works Director	
Rich Daubert	Professional Engineer	

Public Present:

Sarah Sutherlin	CDM Smith	
Pam Albrecht	Glen Ellyn Resident	
Yavor Goranov	Glen Ellyn Resident	

A. CALL TO ORDER

The August 20, 2024 special meeting of the Historic Preservation & Environmental Commissions was called to order by Chairman French at 7:03 PM at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT (Non-Agenda Items) - None

C. 551 Crescent Boulevard - Metra Station (Professional Engineer Daubert and CDM Smith) – Engineer Daubert reviews the preliminary design plans for the Metra Station and Multimodal Access Improvements project with the EC and HPC (see attached presentation). Engineer Daubert provides an update on the 30% design phase.

Key features of the project include:

- A new train station with fully enclosed warming shelters on both sides of the UP-W line.
- Replacement of public utilities, such as water mains and gas lines.
- Traditional streetscape improvements to match the surrounding downtown areas.

The project has been in the works since approximately 2017. The current station, built in 1966, has seen limited improvements, including a heating system upgrade. However, the station no longer complies with accessibility or energy codes, and the waiting room is undersized. This justifies the need for an expanded depot. Metra and Union Pacific jointly maintain the station.

Sarah Sutherlin from CDW Smith presents on the plaza's design, which will have a distinct character. The project aims to improve safety, connectivity, and access to both sides of the CBD, enhancing usability and access to nearby amenities. Additionally, pedestrian and vehicular improvements, including roadway and parking reconstruction, will improve overall circulation around the station.

Project Outreach Overview – Engineer Daubert provided an update on the outreach efforts for the project, noting that a Phase 1 public workshop and active survey were conducted, with flyers distributed at the commuter station, resulting in over 800 responses. The survey focused on how people access the train station and what components they prioritize.

In accordance with federal law, a public information meeting was held, delivering a presentation similar to the one given to the Capital Improvements Commission and Board of Trustees.

The project is estimated to cost \$20 million, excluding streetscape improvements. Due to cost increases, some compromises may be necessary.

The age of the station has triggered an inquiry into its potential historical significance, with discussions held with the Historic Preservation Commission to assess its value. Meetings have also taken place with the Architectural Advisory Commission and Plan Commission, as well as other agencies like IDOT and PACE.

A jurisdiction and ownership map has been developed, outlining the roles of DuPage County, the Village, Union Pacific (UP), and Village lease agreements within the UP right-of-way, as well as the Village-owned parking lot.

Currently at the 30% design stage, the next steps include submitting a formal application to the Plan Commission and progressing to 60% designs. The project will also require a Zoning Special Use and Exterior Appearance Review.

The competitive bidding process is expected to begin in late 2025 or Q1 2026.

Chairman French asked for clarification on what the 30% design phase entails. Daubert explained that it represents the feedback stage, while the 60% design phase is the final wrap-up before pre-engineering, which occurs at 90% design. At that point, the project is nearly complete.

Chairperson Truitt raised a question about whether the station was too large. Sutherlin explained that the size follows Metra's new ridership guidelines, as part of a volume and value engineering process. Initially, the design was reduced by 1,000 square feet, from 3,000 to 2,000 square feet. Truitt then asked if adhering to Metra's requirements was necessary. Sutherlin confirmed that, as a stakeholder and operator, Metra's guidelines must be followed to secure their funding pledge. Metra is contributing \$4 million for construction and lifetime maintenance, and will not support a smaller station design. This direction has been agreed upon with the Village Board. Engineer Daubert added that, including streetscape improvements, the project's total cost is approximately \$45 million.

Commissioner Margetts inquired whether solar panels had been considered. Sutherlin responded that solar panels were briefly reviewed and could be revisited during the lifetime maintenance process, likely in the 60% design phase.

Commissioner Lemme asked how the new structure will fit within the downtown area, expressing concern that, without a 3D model, the station could appear as a large, imposing monolith. Daubert assured that 3D digital models and more immersive renderings would be provided at a later stage to offer a better perspective.

Daubert also mentioned that vendor space will be included in the new station, and there will be no need for a ticket counter.

Commissioner Frigo inquired why the pedestrian tunnel wasn't relocated to better serve Glenbard West students. Daubert explained that the tunnel is positioned for central access, with Margetts adding that its orientation is intended for the event park. Daubert also noted that the Civic Center parking garage was also considered in the tunnel's location.

Chairperson Truitt brought up the balance between parking and greenery, suggesting that cool pavement initiatives be pursued, and highlighting areas for additional shade trees. Sutherlin responded that Metra's visibility setbacks limit certain design features, and there are no specific cool pavement strategies planned for the roof and plaza materials. However, there could be opportunities to collaborate with the Prairie Path.

Commissioner Kwiatkowski asked if a green roof had been considered. Sutherlin replied that due to the architectural design, this wasn't feasible, but rainwater runoff will be managed through a planned swale system.

Daubert states, opportunities for incorporating historic signage are being explored, including references to 1926 design elements. While the final signage design hasn't been developed yet, there are plans to integrate it thoughtfully into the site.

Regarding the historic mural, it can be reassembled and is required to remain in public view. Possible locations for the mural include a wall or even the floor of the station.

Exterior lighting will align with Glen Ellyn's standard fixtures, including matching color temperature and cutoff styles. Mark Frigo confirmed that the lighting will be directed downward to minimize light pollution.

From Crescent Boulevard, planters and integrated beds will help soften the streetscape and blend the station into its surroundings.

Research into the 1926 station revealed that the Plan Commission believes the station should better reflect the community's heritage, with the 1926 design being a significant touchpoint. Commissioner Darga mentioned that this station would resemble Wheaton's, as stations from that era were often built in a similar style along the line.

Commissioner Darga commented on the HPC's unanimous preference of distressed brick.

Engineer Daubert discussed the challenges involved in coordinating with the State and Railroad.

Daubert mentions, the project incorporates sustainable best practices, including natural daylighting, low-flow plumbing, cut-off light fixtures, an energy-efficient building envelope, sustainably harvested wood, and bio swales. He also mentioned that the warming stations will feature sensors or on-demand heating for efficiency. The materials selected for the station are designed to be compatible with other downtown buildings, ensuring a cohesive aesthetic.

During the public comment, Pam Albrecht, Glen Ellyn resident, expressed mixed feelings about the design elements. While she appreciated some aspects individually, she raised concerns about the overall cohesion. She was particularly worried about the floor plan and suggested incorporating more retail opportunities. Although she admired the inspiration drawn from the old station, she felt the design didn't fully reflect the architectural character of the original building, including the finishes. Albrecht also emphasized that, given the project's significant cost, there's a chance to make a stronger architectural statement, and some design elements could be further improved.

Glen Ellyn resident Yavor Goranov, also spoke, highlighting the importance of this design opportunity. He mentioned that the scale of the project felt mismatched with the downtown area and suggested holding an architectural competition to create a more

innovative and exciting design. Goranov was opposed to drawing too much inspiration from the 1926 station, calling those designs "cookie-cutter," and urged the village to look toward the future.

Commissioner Leak echoed Goranov's sentiments, advocating for a more unique design that could introduce meaningful change. She supported the idea of a design competition to foster a diversity of ideas but expressed doubt about whether there was enough time to implement such a process.

Commissioner Lemme shared that her priorities for the train station design are more focused on practicality than appearance. However, she felt that the exterior design seemed heavy and imposing. Lemme suggested that simplifying the number of materials used could help create a lighter, less overwhelming feel. While she appreciates the inspiration drawn from the 1926 station, she believes the charm of the original design isn't fully captured in the current plans.

Chairman French discussed the broader concept of "design," emphasizing elements like facades, columns, and materials may evolve throughout the process. He encouraged everyone not to be discouraged or disappointed by potential changes, and suggested looking back at other downtown structures and event park proposals as examples of how designs can develop and improve over time.

D. ADJOURNMENT - A motion to adjourn the meeting was made by Commissioner Lemme and Commissioner Margetts seconded the motion. The meeting was adjourned at 9:18 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Jordan Frahm & John Hubsy, Staff Liaisons