



Agenda
Village of Glen Ellyn
Plan Commission
Regular Meeting
Thursday, May 10, 2018
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room

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

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of February 22, 2018 Plan Commission Minutes**
 - 1. Approval of the February 22, 2018 Plan Commission Meeting Minutes
- D. Pre-application Meeting - 400 & 418 North Main Street - GSP Development - Pre-Application Meeting**
 - 1. Pre-Application Meeting with petitioners Larry Debb and John Kosich of GSP Development to discuss conceptual plans for a Planned Unit Development featuring 107 luxury apartment units with 5,360 square feet of first floor commercial space
- E. Trustee's Report**
- F. Chairman's Report**
- G. Staff Report**
- H. Other Business**
- I. Adjournment**

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

cc: Glen Ellyn Plan Commission
Craig Pryde, Plan Commission Liaison Trustee
Mark Franz, Village Manager
Bill Holmer, Assistant Village Manager
Staci Hulseberg, Planning and Development Director

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John Sterrett, Village Planner
Kelly Purvis, Associate Planning
Barbara Utterback, Plan Commission Secretary
Meredith Hannah, Economic Development Manager
Lori Gloude, Administrative Assistant
Lindsey Kaminsky, Executive Assistant
Megan Plahm, Communications Coordinator
Jackie Chernesky, Administrative Clerk
Patti Turner, Administrative Clerk
Brian Baltudis, Facilities Supervisor
David Harris, Glen Ellyn Park District
Eric DePorter, School District 41
Dawn Bussey, Glen Ellyn Public Library
Emily Tammaru, Community Consolidated School District 89
Chris McClain, Glenbard School District 87



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/10/18 07:00 PM
Department: Plan Commission
Department Head: John Sterrett
Category: Minutes
Prepared By: John Sterrett

SCHEDULED

AGENDA ITEM (ID # 3298)

DOC ID: 3298

Approval of the February 22, 2018 Plan Commission Meeting Minutes

ATTACHMENTS:

- Plan Commission Meeting Minutes 2-22-18 (PDF)

DRAFT
PLAN COMMISSION
MINUTES
FEBRUARY 22, 2018

The meeting was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Angela Fanella, Phillip Hartweg, Tracy Heming-Littwin, Terra Costa Howard (left at 8:48 p.m.), Tim Loftus, Mohammed Saeed and Jamie Vondruska were present. Plan Commissioner David Rodemann was excused. Also present were Village Director of Planning and Development Staci Hulseberg, Village Attorney Greg Mathews, Village Planner John Sterrett, Associate Planner Kelly Purvis and Recording Secretary Barbara Utterback.

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

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Fanella, to approve the minutes of the January 11, 2018 Plan Commission meeting. The motion carried by voice vote with two abstentions.

On the agenda was a pre-application meeting for 491 and 495 Newton Avenue and a continued public hearing for Zoning Code Text Amendments.

PRE-APPLICATION MEETING TO DISCUSS THE RE-ZONING, RE-SUBDIVISION AND PLANNED UNIT DEVELOPMENT OF 491 AND 495 NEWTON AVENUE TO ALLOW THE CONSTRUCTION OF TWO DUPLEXES ON THE SITE
(Ray Whalen Builders, Inc.)

Staff Introduction

Associate Planner Kelly Purvis stated that the petitioner for the subject project is Ray Whalen Builders, Inc., owner of the property commonly known as 491 and 495 Newton Avenue. Ms. Purvis stated that Mr. Whalen has requested a pre-application meeting with the Plan Commission regarding the proposed resubdivision, rezoning and special use for a planned unit development of these two parcels to allow the construction of two duplexes on the site. Ms. Purvis stated that the subject properties are located on the east side of Newton Avenue between Anthony Street and Pennsylvania Avenue. She stated that the southernmost lot is zoned C5B Central Service Subdistrict and the northern lot is zoned R2 Residential Zoning District. She added that as part of the approval, the petitioner plans to request approval of R4 zoning for the entire property. She stated that the surrounding land uses are Multi-Family R4 Residential to the west, C5B Commercial to the east and south and R2 Residential to the north.

Ms. Purvis stated that the petitioner had appeared before the Plan Commission for pre-application meetings on three separate occasions. She stated that the first application was for a multi-use 3-story mixed use building on the 491 Newton Avenue site. She added that the

plans were later revised to also include the 495 Newton Avenue property that was for two similar style mixed use buildings that would be rezoned to C5B. Ms. Purvis stated that the second pre-application for this site was similar to what is being proposed tonight which is a rezoning of the property to R4 with two duplexes to be proposed on the site. She stated that in 2015, the Plan Commission was in favor of the rezoning of the property to R4 and felt it was a good transition between the single-family and commercial uses and generally a good use of the site.

Ms. Purvis stated that in order to proceed with the project, the petitioner would need to receive approval of a zoning map amendment for the rezoning, a minor resubdivision and a special use for a planned unit development which is required for attached single-family and two-family dwellings in the R4 Residential district. Ms. Purvis stated that the petitioner would like a combined review of the preliminary and final PUD.

Ms. Purvis stated that the total site is approximately 26,000 square feet and the petitioner is proposing to construct two 2-story duplexes, each consisting of approximately 2,350 square feet and each duplex would have a shared front porch and a detached two-car garage in the rear. She added that the shared driveway and landscaping on the site would be maintained by a homeowner's association. Ms. Purvis stated that the site would be resubdivided and the southern lot is C5B and the northern lot is R2. She added that the petitioner is proposing to rezone both properties to R4 Residential zoning district. She also stated there are multi-family residential uses located across the street from the subject site and staff believes this would be encouraged as a transition between the commercial and single-family zoning districts and would be an appropriate rezoning of the site. Ms. Purvis stated that the density of the project is in compliance with the density standards of the zoning code. The code requires a lot area of 4,950 square feet per unit for two-family developments in the R4 zoning district. In accordance with this requirement, five units would be permitted on the property. She added that the project has a floor area ratio of .37 and a .4 floor area ratio would be permitted. Ms. Purvis stated this site would be subdivided into four lots so that each property would have ownership of the patio and the detached garage behind it which creates smaller than normal zoning districts. She stated that the lot widths range in size from almost 35 feet in width to approximately 39 feet in width. She stated that adding Lots 1 and 2 together would result in almost 74 feet and Lots 3 and 4 would be almost 72 feet. Ms. Purvis stated that in order to complete the project as proposed, each lot would require a deviation from the interior side yard setback requirement where there is a shared lot line. A deviation would also need to be provided for the impervious surface setback as no impervious setback would be there and 2 percent is required per code. She also stated that deviations would be required to allow the garages to touch and that they take up more than 30 percent of the required rear yard. Ms. Purvis stated that the shared driveway aisle width is 18 feet on both sides and approximately 12 feet in the middle. Ms. Purvis added that the code requires that two-way drive aisles must be 19 feet wide so there is enough room for cars to pull over to the side if

necessary. She added it is anticipated that with up to eight (8) parking spaces in the rear there would not be much traffic going in and out but the drive aisle width should be considered.

Ms. Purvis stated that with planned unit developments, there is a requirement that 20 percent of the site be dedicated to common open space and since this development is being divided into four individual lots, there would not be any common open space. She added that what is required is 5,215 square feet and approximately 47 percent of the site is open green space (12,200 square feet). She added that staff feels due to the nature and the size of the development that a deviation for common open space would be appropriate for this type of project.

Regarding landscaping, Ms. Purvis stated that staff would typically recommend some type of a border or fence to provide a buffer at the northern part of the site between the single-family residences to the north and a little more of an intensive use at the subject location with duplexes. Ms. Purvis stated that the petitioner has indicated that he has spoken to the property owner to the north and the property owner would prefer landscaping instead of a fence. Therefore, large shrubs are being proposed that are listed in the plant list of the Appearance Review Guidelines as a 4-foot tall deciduous shrub variety. She also stated that the landscaping plan shows the appropriate number, size and type of tree that is required in the Supplemental Regulations of the Zoning Code. She added that the residential PUD regulations require that a 10-foot wide landscape buffer be provided along the peripheral lot lines so staff suggests that adding some additional natural groupings in front of the property might have more impact than the 10-foot buffer around the outside especially since some of the commercial uses are a more intensive use as is the multi-family use across the street. Ms. Purvis stated that this is the area that needs to be screened and the petitioner is providing screening there.

Ms. Purvis stated that a deviation from the Supplemental Regulations Table would be required to allow bay windows to encroach into the interior side yards. She stated that bay windows are permitted in the rear and front yard but not in the interior side yards.

Ms. Purvis stated that the petitioner is seeking feedback from the Plan Commission on the proposed development concept, the rezoning of the property to R4, the subdivision of the site into four (4) lots, the request for a one-step approval process for the preliminary and final PUD and the proposed deviations to complete the project.

Questions to Staff from the Plan Commission

Plan Commissioner Loftus asked if verification was received that notification was sent to the neighbors for this project and Ms. Purvis replied no. Plan Commissioner Loftus also asked if the resident who owns the property to the north has agreed to the shrubs on the north side. Ms. Purvis stated that the petitioner has indicated that he had spoken to the neighbor to the north

who stated he would prefer landscaping at that location. She added that she did not speak to the neighbor to the north. Plan Commissioner Fanella asked how staff feels about the driveway width. Ms. Purvis stated that this issue was discussed at the Village Development Committee. She stated that the driveway will be private so there is less concern regarding it meeting what staff would typically want for a two-way drive aisle. Ms. Purvis responded to Plan Commissioner Fanella that a single-family driveway can be as small as nine (9) feet for a one-way drive aisle. Ms. Purvis responded to Plan Commissioner Loftus that the petitioner is requesting approval of a preliminary and final approval at the same time for this project at a future meeting. Ms. Purvis clarified for Chairperson Loch that all four (4) bay windows would require a deviation. She added that all four (4) of the bay windows on all sides would require a deviation. She added that the windows would be permitted if they were in the rear of the duplex or in the front of the duplex but are not permitted on the sides. She also stated that an encroachment can be up to three (3) feet in the required yard in the rear or the front of the duplex, however, it is not permitted on the sides. She added that the subject encroachments would be 2-1/2 feet into the side yard.

Petitioner's Presentation

The petitioner, Ray Whalen of Ray Whalen Builders, spoke on behalf of his proposed project at 491 and 495 Newton Avenue in Glen Ellyn, Illinois. Mr. Whalen stated that when he looked at the subject parcel originally, the use would have been more of an intense use with a commercial aspect and because of market conditions, he downsized the use to single-family which fits more as a transition and more in the character of the neighborhood. He stated he looked at the adjacent homes in the area and most of them have detached garages which is why he prefers the proposed concept and will be requesting several deviations. Mr. Whalen stated that the density could have been greater as they could have included another unit on the site. He added that four (4) units was a personal preference as he wanted to have windows and a lot of open space and daylight in the units so they did not feel confining to the residents, looked better and fit in better with the character of the neighborhood. Mr. Whalen stated there is quite a bit of open space on the site and he would like the residents to feel that their units are single-family homes. He added that this project is a transition from the R2 zoning district into the Commercial and R4 zoning district across the street.

Mr. Whalen stated that he wanted to present this information to the Plan Commission so that this request can be combined into a preliminary and final Planned Unit Development. He stated he feels there is a need for this type of housing in the community for people downsizing and thinks it will help the economics of the downtown area as people will possibly shop and visit the restaurants more in the downtown. He also stated that he does not know if all of the garage space will be used or sold, however, he wanted to provide enclosed garage spaces instead of having single and two-car garages which has created a need for some of the deviations.

Mr. Whalen stated that one change that he learned about earlier today is that the ownership of the property to the north changed last summer so Mr. Whalen will get something in writing regarding that change. He added that he will be sure to do whatever the new neighbor wants regarding this property.

Mr. Whalen stated he would like bay windows on the buildings as they will enhance the look of the building, avoid long flat sides and break up some of the mass of the building. Mr. Whalen stated that he looked at the drive aisle as a private drive for the four (4) units and that the pervious surface would be reduced and there would be more green space and openness. Mr. Whalen added that the price point would be approximately \$650,000-\$750,000. He also stated the buildings will be able to have elevators with three (3) stops at the basement, first floor and second floor.

Questions from the Plan Commission

Plan Commissioner Heming-Littwin asked what the depth of the bay windows is as compared to the fireplaces. Mr. Whalen responded that the bay window is projected approximately 2-1/2 feet and the fireplace cannot exceed more than 2 feet (approximately six (6) inches greater). Mr. Whalen responded to Plan Commissioner Saeed that all of the units will have a full basement and three (3) bedrooms. Mr. Whalen responded to Plan Commissioner Loftus that they intend to have a wall separating units for privacy, security and fire issues. He also stated that all building code requirements will be met as well as the requirements for the interior of the units. Mr. Whalen stated that the studs are staggered which he would classify as two walls but they will have to comply with requirements from the Village Building Department.

Persons in Favor of or in Opposition to the Request

No persons spoke in favor of or in opposition to the subject request.

Comments from the Plan Commission

Plan Commissioner Heming-Littwin liked the proposed development which she felt is in a good transitional area. She appreciated that the petitioner took into consideration some of the items the Plan Commissioners had talked about at previous meetings. She was supportive of the re-zoning, subdividing the property into four (4) lots, combining the preliminary and final Planned Unit Development, the deviation and the bay windows. Plan Commissioner Heming-Littwin also stated that she likes that the drive aisle narrows between the two buildings because: 1. There will be room to place snow on the side. 2. It provides the effect that the drive is private because it narrows down instead of being a large drive going through. She also stated that she appreciated that the petitioner was not over-building on the subject lot and that he intends to address this project with the new resident next door. The other Plan

Commissioners were supportive of the proposed project and agreed with Plan Commissioner Heming-Littwin's comments.

CONTINUED PUBLIC HEARING – ZONING CODE TEXT AMENDMENTS

CONTINUED PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING PROPOSED TEXT AMENDMENTS TO THE GLEN ELLYN ZONING CODE.

AMENDMENTS INCLUDE CHANGES TO CHAPTERS 2, 4, 5 AND 8 OF THE GLEN ELLYN ZONING CODE THAT WILL AFFECT THE REGULATIONS FOR RESIDENTIAL AND COMMERCIAL DEVELOPMENT IN THE VILLAGE. THE PROPOSED TEXT AMENDMENTS ARE RELATED TO SUCH THINGS AS DEFINITIONS, SUPPLEMENTAL REGULATIONS, RESIDENTIAL AND COMMERCIAL USES, ACCESSORY STRUCTURE SETBACK REQUIREMENTS AND PERMITTED OBSTRUCTIONS AND STRUCTURES IN REQUIRED YARDS, AMONG OTHER ITEMS.

(Village Planner John Sterrett)

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Loftus, to open the public hearing. The motion carried unanimously by voice vote.

Staff Introduction

Village Director of Planning and Development Staci Hulseberg, Village Attorney Greg Mathews and Village Planner John Sterrett were present to speak on behalf of the subject requests. Mr. Sterrett stated that seven (7) text amendments had been deferred from previous Plan Commission meetings and will be discussed at this meeting.

4. Amend the Definitions of "Family" and "Group Homes" and make "Group Homes" a permitted or special use in various residential districts.

Introduction

Mr. Sterrett stated that the discussion on group homes had been tabled until this meeting in order to receive input from the Village attorney. Mr. Sterrett also stated that staff has provided information to the Plan Commission regarding how other communities similar to Glen Ellyn determine and regulate group homes. Mr. Sterrett stated that staff is proposing to change the proposed language for the definition of group home by taking the definition of family and specifically excluding a group home and a sheltered care facility stating that it is not subject to the definition of family because a group home would be in conflict to the way that a family is currently defined. Mr. Sterrett stated that the definition of group home has also been modified. He stated that staff previously said a group home was a residential building housing no more than eight (8) adults, however, that has since been changed to four (4) adults based on staff's findings from looking at other communities. He also stated staff has also tried to define what a group home is not, including a nursing home, a hospital, an adult day care center, child

day care center or a dwelling unit or living quarters to serve an alternative to incarceration. He stated that a reference is included about a group home having state certification. He also stated that staff is proposing to have a group home be a special use in the R2 and R2B District with four (4) or less residents instead of eight (8) or less residents as previously proposed. He added that in the R3 and R4 Districts, a permitted use would be four (4) or less residents and a Special Use in those two districts would be four (4) or more residents with the R5 District being the same.

Questions/Comments from the Plan Commission

Plan Commissioner Heming-Littwin said that staff stated group homes are for adults, however, it states “for people” per staff which she feels could be any age. She felt that it would be more appropriate if “people” was changed to “adults.”

Plan Commissioner Heming-Littwin also asked if people with criminal offenses who are transitioning back into society would be candidates to live in group homes and Mr. Sterrett responded no. Plan Commissioner Heming-Littwin also asked for a definition of who would be covered under fair housing from a disability standpoint. Village Attorney Mathews stated that regarding the rehabilitation of criminally convicted individuals, neither the FHA nor the ADA would apply to allow those persons to be considered disabled for purposes of this type of housing. Attorney Mathews responded to Plan Commissioner Heming-Littwin that the list of disabilities, including addiction, is wide-ranging and protected under the ADA and fair housing. He also stated that the people in group homes are not supposed to be specific to adults.

Plan Commissioner Loftus had concerns with wording in general. He stated that in his profession he must follow the Illinois Disability Code and that according to the definitions of the Illinois Accessibility Code, a group home is considered transient lodging and asked if transient lodging is allowed in residential areas. He then read the definition of a group home from the ADA handbook. Attorney Mathews then responded to Plan Commissioner Loftus and stated that transient lodging as viewed in the Village relates to bed and breakfasts and hotels/motels as opposed to extended stay lodging. Director Hulseberg stated that definition may include group homes. Attorney Mathews agreed with Plan Commissioner Loftus that meeting the accessibility codes would be required for transient housing in the Village. Plan Commissioner Vondruska expressed a concern regarding the populations that may end up in the group homes. Attorney Mathews stated staff is working to develop a process that does not currently exist whereby an owner of a group home could work with the Village to determine whether or not a use is appropriate for the residential district it is in. Plan Commissioner Heming-Littwin stated that the R1 zoning is not included in the zoning districts that would allow group homes, and Director Hulseberg responded that is because R2 and R2B include the vast majority of residential districts in the Village. Plan Commissioner Fanella stated that all residential districts should also have the R1 residential district. Attorney Mathews stated that group homes should be considered for all residential districts. Director Hulseberg responded to Chairperson Loch

that there could not be more than four (4) disabled adults total in a group home. Attorney Mathews responded to Plan Commissioner Heming-Littwin that the Village can require a group home to have a special use permit and other necessary documentation. Attorney Mathews stated that he will look into ADA requirements in response to Plan Commissioner Loftus. In response to Plan Commissioner Fanella, Attorney Mathews advised not discriminating among types of disabilities. He also stated that what cannot be said is that the residence does not fit within the character of the neighborhood because the residents are disabled. Chairperson Loch responded to Plan Commissioner Fanella that licensing is regulated by the state and building codes are regulated by the Village.

Persons in Favor of or in Opposition to the Request

Michael Spain, 367 Lorraine, Glen Ellyn, IL appreciated that the Village has started a process regarding group homes. He stated there are currently no requirements for group homes. He also stated the house at 373 Lorraine is not ADA compliant in any sense and was supposedly an all female establishment although there was a male living there at one time. He stated that calls have been made from the group home to the police department. Mr. Spain suggested that parking is atrocious and workers are allowed to park without a problem. He stated that cars cannot be parked where there are fire hydrants and he wondered why this has not been addressed. Mr. Spain also stated there appears to be potential abuse and the situation is devastating.

Paula Frederickson, 327 Phillips Avenue, Glen Ellyn, IL said that it has been stated that a process is not in place, however, she stated she remembered that special use permits were only allowed in R3 and R4 zoning districts and were not allowed in R2 and wondered why.

This item was tabled at this time and will come before the Plan Commission at the next meeting.

10. Original Text Amendment: Create a setback requirement for pervious paver driveways similar to impervious driveways.

Revised Text Amendment: Limit the previous surface setback requirement to five (5) feet from the property line on lots greater than 100 feet wide.

Introduction

Mr. Sterrett stated that staff was originally going to define what an impervious surface is so that it included some pervious surfaces such as Grasscrete. He stated that was to address a problem when new homes are built and driveways are constructed on predominantly large lots with large widths and that the path that is leading from the street to the garage—if it is a detached side load garage—will not be able to meet the impervious surface setback. He stated

that to be sure they meet the impervious surface setback and also have some space beyond that setback to drive a car on, they put Grasscrete down. He stated that strip of Grasscrete is unsightly and does not look good for the character of the neighborhood. He added that they had originally proposed to change the definition for impervious. Mr. Sterrett stated there were concerns regarding whether or not this would have negative impacts on other areas in the Village on smaller lots or where a small strip of Grasscrete would be installed where vehicles are driving to a detached garage in the back of a lot, and staff did not want to do anything that would impact them. He stated that instead of changing the definition to impervious surface, staff instead looked at what the problem is with larger lots which is that they have to meet this very large impervious surface setback compared to other lots and create an exemption that states that residential driveways on lots over 100 feet in width do not have to be further than five feet from the property line and this problem will be avoided. He stated staff is eliminating the definition of impervious surface.

Questions/Comments from the Plan Commission

Mr. Sterrett confirmed for Plan Commissioner Loftus that the above information regarding impervious surface setbacks only pertains to residential driveways.

11. Clarify that only emergency generators are allowed to project into the required yards, not all mechanical equipment such as HVAC units and pool equipment.

Introduction

Mr. Sterrett stated that research was done regarding how mechanical units get included in being able to be placed in a required corner side or side yard setback. He stated that up until the early part of 2014, mechanical units, including air conditioners, were never allowed in a required front or side yard setback. He stated they are still allowed on the side of a house but are not permitted in a required side yard setback, adding that took place by staff where the intention was to allow only emergency generators to be located in a corner side yard setback or required side yard setback. In December of 2013, the Plan Commission had no discussion at all regarding changing the allowances for mechanical units or air conditioners in required corner side or side yard setbacks—only emergency generators. Mr. Sterrett stated that what the Village Board ultimately approved included an allowance for mechanical units to be in a corner side yard or side yard setback. He added there had been no discussion regarding this topic to change it back to what it was four years ago and had been up until that point.

Questions/Comments from the Plan Commission

Plan Commissioner Loftus asked about noise levels in existence. Mr. Sterrett stated there are noise restrictions from commercial to residential, however, there are no noise restrictions from residential to residential.

13. Exempt primary shared driveways between two homes from the impervious surface setback requirement.

Introduction

Mr. Sterrett stated an exemption was brought forward for two residential units that share a driveway where the driveway is also going down the property line and allowing a driveway to be re-built in the same location and not have to meet the impervious surface setback. He stated that this is not being changed at this time because the Grasscrete issue could have an impact on this proposed change. He stated that with the changes to the residential driveways and not changing the definition of impervious surface, staff does not believe any issues will be created as a result of the previous text amendment.

15. Original Text Amendment: Require all accessory structures and detached garages to meet the minimum required corner side setback for principal structures.

Revised Text Amendment: Require all accessory structures and detached garages to meet the minimum required corner side yard setback for principal structures when located on a reversed corner lot. Require all accessory structures and detached garages to be at least twenty (20) feet from the corner side yard lot line when located on a corner lot.

Mr. Sterrett stated that currently per code a detached garage must be at least 18 feet from a corner side lot line. He stated that staff originally proposed that a detached garage on a corner lot would have to meet the same setbacks as a principal structure, therefore, it could not be located within that corner side yard setback. He stated that the Plan Commission recognized there are differences between detached garages that are on corner lots and detached garages that are on reverse corner lots which is where a corner side lot line is basically a continuation of the adjacent front lot line. He added that in those situations, a detached garage can be much further out than the adjacent principal structure. He stated that there is not the same concern on corner lots because the adjacent lot is not being impacted by the detached garage that might be closer. Mr. Sterrett stated staff provided a compromise that if one is on a reverse corner lot, one could not have a detached garage encroaching into the corner side yard setback, however, if one is on a regular corner lot, one could encroach into the corner side yard setback but it would have to be located at least 20 feet from the corner side lot line which is increased from 18 feet so that a car can be parked in a driveway and not overhang.

Questions/Comments from the Plan Commission

Plan Commissioner Heming-Littwin felt that this recommendation is too restrictive. Director Hulseberg stated that it is the shape of the lot and not the address that determines the location of the garage and added that three nearby communities have this in their code. Chairperson Loch was in favor of bringing garages back to the building line where the houses are because a

brand new garage in front of someone's home is intrusive. Director Hulseberg responded to Plan Commissioner Fanella that a garage is being recommended to be 20 feet from the lot line on a 50-foot lot.

16. Corner Side Yard. Add Corner Side Lot Line to the list of definitions of Lot Line. Modify the text and illustration that defines a required Corner Side Yard. Modify term used to define Reversed Corner Lot.

Introduction

Mr. Sterrett stated there is no definition for corner side lot line, however, there are definitions for front, rear and side. Staff is proposing to modify the definition for front lot line which would be that the front lot line is the front street line and the corner side lot line shall be the street line that is not the front line. Mr. Sterrett stated that staff is proposing to change the definition of a required corner side yard which is currently defined as going from the front of the house to the back of the house and in the front of the house will be the front yard setback, however, there is an area behind the house in the rear yard where there is no setback. He stated staff is proposing to extend the corner side yard from the front line of the building to the rear property line.

Director Hulseberg stated that staff is proposing to make a portion of the rear yard the required corner side yard. She added that one is allowed to cover only 30 percent of the required rear yard. She also stated that on a 50-foot wide lot, one can currently have a 600-square foot detached garage. She also stated that on smaller width lots, an accommodation will need to be made to cover more of the rear yard.

Questions/Comments from the Plan Commission

Mr. Sterrett responded to Plan Commissioner Heming-Littwin that the front yard is the shortest dimension of a lot.

18. Create a definition and regulations for turrets as a special architectural feature placing limitations on the area, height and setbacks. Current height regulations in the Code effectively prohibit turrets.

Introduction

Mr. Sterrett stated that what is currently being proposed regarding turrets is no different than what was proposed last time, however, staff could review what surrounding communities currently do if the Plan Commission wishes them to do so.

Questions/Comments from the Plan Commission

Plan Commissioner Fanella asked if a Victorian home in Glen Ellyn could currently be replicated with a turret per the existing code. She added that she would like to continue preserving the character of the Village. Chairperson Loch responded to Plan Commissioner Fanella that currently a home could not be re-built with a turret that does not meet code. Director Hulseberg stated staff feels it is a good idea to allow turrets. Director Hulseberg responded to ZBA Member Heming-Littwin that one could request a variation for a large turret at the Zoning Board of Appeals.

Persons in Favor of or in Opposition to this Request

No persons spoke in favor of or in opposition to this request.

This item was tabled at this time and will come before the Plan Commission at the next meeting.

Motion 1

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Loftus, to recommend approval of the presented text amendments as is for Text Amendment 10 regarding impervious surface setbacks, 11 regarding a/c units, 13 regarding shared driveways and 16 for the corner side yard definition.

The motion carried unanimously with seven (7) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Loftus, Fanella, Hartweg, Saeed, Vondruska and Chairperson Loch voted yes.

Motion 2

Plan Commissioner Hartweg moved, seconded by Plan Commissioner Saeed, to recommend requiring all accessory structures and detached garages to meet the minimum required setback when located on a reverse corner lot and require all accessory structures and detached garages to be at least 20 feet from the corner side lot line when located on a corner lot.

The motion carried with four (4) yes votes and three (3) no votes as follows: Plan Commissioners Hartweg, Saeed, Loftus and Chairperson Loch voted yes; Plan Commissioners Fanella, Heming-Littwin and Vondruska voted no.

Motion 3

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Fanella, to continue the public hearing regarding turret and group home text amendments.

The motion carried unanimously by voice vote.

Trustee Report

Trustee Liaison Bill Enright stated that the Village Board has recently been working on several items, including the Taylor Street underpass, the streets and sidewalks in the Central Business District, parking garages in the downtown, wayfinder signs, parking and funding. He stated that part of the reason for the budget shortfall is because the Village did not get an income tax rebate from the state. Trustee Liaison Enright also asked for feedback regarding having a parking garage behind the Civic Center which would be approximately \$60,000-\$70,000 per parking space or a parking garage near the Main Street parking lot which would be much cheaper at approximately \$30,000 per parking space.

Chairperson Report

No Chairperson Report was given.

Staff Report

Mr. Sterrett stated that the 2018 zoning map update will be on the next Plan Commission agenda.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Fanella, to adjourn the meeting at 9:20 p.m. The motion carried unanimously by voice vote.

Prepared by:
Barbara Utterback
Recording Secretary

Reviewed by:
John Sterrett
Village Planner



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/10/18 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Discussion Item
Prepared By: Kelly Purvis

REVIEWED

AGENDA ITEM (ID # 3299)

DOC ID: 3299

Pre-Application Meeting with petitioners Larry Debb and John Kosich of GSP Development to discuss conceptual plans for a Planned Unit Development featuring 107 luxury apartment units with 5,360 square feet of first floor commercial space

PETITIONER: The petitioners are Larry Debb & John Kosich of GSP Development, contract purchasers of the Giesche property at 400 N. Main Street.

REQUEST: Pre-application meeting regarding the potential redevelopment of the Main Street parking lot and Giesche properties with a new mixed use building featuring 107 luxury apartment units and approximately 5,360 sf of first floor commercial space.

LOCATION: The subject properties are located at the northwest corner of Main Street and Hillside Avenue. The total site is comprised of 1.55 acres and includes a narrow strip of permit parking that extends to Glenwood Avenue.

A majority of the property is zoned C5A Central Business District, Central Service Subdistrict. The permit parking off of Glenwood Avenue is zoned C5B Central Business District, Central Service Subdistrict. The permit parking lot would continue to be used for parking as a two-story covered parking garage is proposed in this location.



The surrounding zoning and land uses are as follows:

<u>Surrounding Land Uses</u>	<u>Zoning</u>
North: Commercial	C5A and C5B
South: Commercial, St. Petronille Parking GE Bible Church	C5B R2
East: Commercial	C5A
West: Commercial, St. Petronille	C5B and R2

LONG TERM PLANS:

The Main Street parking lot is one of the key opportunity sites identified in the 2001 Comprehensive Plan and the 2009 Downtown Strategic Plan. Both plans recommend mixed use commercial and residential development of the site. While neither of these plans incorporate the Giesche property into their recommendation, this property was not available when the plans were drafted. Both plans also recommend mixed use or residential development of the adjacent St. Petronille parking lot. The proposed project would not impede potential redevelopment of the St. Petronille parking lot in the future.

The market study conducted as part of the 2009 Downtown Strategic Plan recommends that the Village add a minimum of 450 new dwelling units to the downtown to support the existing businesses and increase the vitality of the central business district. The 2013 Streetscape and Parking Study also recommends that the Village partner with a developer to construct a parking garage in the downtown rather than constructing a stand-alone garage. The study identified the Main Street parking lot as one of three preferred sites for a parking structure on the south side of the tracks. The proposed project would meet these and a number of other goals outlined in the Village's various long term plans.

Excerpts from the 2001 Comprehensive Plan, 2009 Downtown Strategic Plan and 2013 Streetscape and Parking Study related to these and other issues are attached for the Commission's information.

PROJECT SUMMARY:

GSP Development is proposing a 5-story mixed used development on the site. The project would include approximately 5,360 square feet of commercial space on the first floor and 107 upper floor apartment units. A parking garage is also being proposed as part of the project. More information about the project is below.

Parking

The proposed parking garage would be two-stories with the ground level dedicated to public parking and the second story for residential use only. The proposal includes 147 public parking stalls which would be accessible from Main Street, Hillside Avenue and Glenwood Avenue. Access to the second story residential parking stalls would be available from Hillside Avenue. A total of 142 residential parking stalls are proposed resulting in a parking ratio of 1.3 spaces per unit.

Based upon the number of proposed units, if the site were located elsewhere in the Village, the Zoning Code would require a total of 167 parking spaces (1 space for each efficiency, 1.5 spaces for each one-bedroom unit and 2 spaces for every two-bedroom unit). While, parking is not technically required for new developments in the C5A district, the addition of 107 apartments would place a significant burden on the already constrained downtown parking inventory. Therefore, staff believes the development should provide parking for the residential units as required by Code. The lowest residential parking ratio that the Village has granted was a variation to allow 1.5 spaces per unit for the Crescent Station and Glenstone developments. Staff recommends that the developer provide further research on suburban downtown parking ratios in communities similar to Glen Ellyn to show that the proposed 1.3 parking ratio will be adequate to serve the proposed residential units.

There are 134 existing parking spaces on the property including 82 in the Main Street parking lot, 42 in the Glenwood permit lot, 4 on-street spaces and 6 on the Giesche property. A total of 147 public parking spaces are proposed for a net gain of 13 parking spaces. The proposed breakdown of public parking is below:

	Existing	Proposed	Difference
Ground Floor Main Street Lot	82	98	16
Ground Floor Glenwood Permit Lot	42	49	7
On-Street Parking	4	0	-4
Giesche Parking	6	0	-6
Total	134	147	13

Note, in order to provide the abovementioned parking spaces, the petitioners are proposing a parking stall width of 8-1/2 feet in lieu of the 9 foot requirement. In addition, a deviation will be needed for the aisle width of 22 feet in lieu of the required 24 feet for the portion of the parking lot where the Glenwood permit parking lot currently exists. As part of the project, the Village's parking lot will be reconstructed at the developers' cost.

Sidewalk Extension

The petitioners are proposing to bump out the sidewalk approximately 8 feet on the southern portion of the site along Main Street to enhance the streetscape, and to provide additional landscaping and lighting. In doing so, 4 on-street parking spaces would be removed. The Streetscape Plan recommends wider sidewalks to enhance the pedestrian environment and allow for increased outdoor seating. The Village Board will be discussing the streetscape elements that will be included as part of the downtown road reconstruction project in 2019. Staff would work with the developer to ensure that the proposed streetscaping would be compatible with the new proposed streetscape improvements selected by the Village Board for the downtown.

Public Walkway

On the first floor of the building, a pedestrian walkway is being proposed which will provide access from Main Street to St. Petronille's parking lot creating more connectivity within the downtown core.

Building Height

The project will require approval of a height deviation as part of the proposed Planned Unit Development. A total building height of 45 feet and 4-stories is permitted on these Main Street properties in the C5A district. The Zoning Code requires building height to be measured from the average existing grade. The site slopes upward from north to south approximately 6-1/2 feet. The proposed height for the majority of the building is 58-1/4 feet measured from the average grade. The corner tower element, on the high side of the site measures at approximately 63-1/4 feet. Based upon the current plans, the height deviation request would be for 18-1/4 feet from the average grade to the top of the parapet on the north side (high side) of the site.

The buildings across the street from the site on Main Street are 3-stories tall, with the tallest buildings being 45 feet measured from the average existing grade and 51 feet measured from ground level. A height exhibit is included in the petitioners' packet which compares heights of additional adjacent buildings.

The 2009 Downtown Strategic Plan recommends that new construction on Main Street be a maximum of 2-3 stories tall. The Comprehensive Plan suggests that the Village should consider a range of factors when determining the height of new downtown buildings including: the height of nearby existing buildings; the pedestrian scale and orientation of downtown; the proximity of new buildings to residential neighborhoods; topography; the economics of downtown development; and sight lines in relation to prominent visual landmarks and historic features.

The Village Board has shown interest in increasing building heights allowed in the downtown. There will be additional discussion regarding increasing the downtown height limits as part of the Comprehensive Plan update.

Commercial Space

The total square footage of the first and second floors of the Giesche building that would be demolished is roughly 15,200 sf. With the project providing 5,360 sf of retail, the total amount of downtown retail space would be reduced by approximately 9,800 sf. The market study conducted as part of the Downtown Plan recommends that the Village maintain the amount of downtown retail space at its current level. The Plan Commission may wish to discuss the total square footage of proposed residential accessory uses on the first floor in lieu of commercial storefronts.

Residential Unit Mix

Of the 107 luxury apartment units proposed, approximately 27% will be 2 bedroom apartments (29 units), 58% will be full sized 1 bedroom apartments (62 units), 10% will be convertible, or smaller 1 bedroom apartments (11 units) and 5% will be studio apartments (5 units).

First Floor Residential Accessory Uses

The proposed project will require approval of a Zoning Code Text Amendment and a Special Use Permit to allow accessory uses on the first floor of the building which will service the residential units above. These uses include a fitness center, business center, leasing office and a mail room totaling 6,500 sf. The Zoning Code lists office and health spa as Special Uses in the C5A zoning district however, the proposed uses serve only the residents within the building and would be considered accessory uses to the principal residential use. Therefore, the Zoning Text Amendment to allow residential accessory uses on the first floor as a Special Use in the C5A and a Special Use Permit for the 400 N. Main property to allow the use would be required to proceed with the proposed project.

Building Amenities

In addition to the above mentioned amenities, the building will feature several common spaces including a third floor rooftop pool, a barbeque area and a 2,000 sf clubhouse. The clubhouse will separate the more active pool area from a quiet sitting area. On the first floor, there will be dedicated spaces for washing dogs and storing bicycles.

Project Benefits

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

1. The project would result in a new mixed use development on the Main Street parking lot site as recommended by both the Comprehensive Plan and Downtown Strategic Plan.
2. The tax exempt municipal parking lot might be placed on the tax rolls resulting in increased property tax revenues. The new structure would also have greater value and therefore generate more property tax revenue than the existing Giesche building.
3. A total of 107 new apartment units would be added to the downtown, the new residents of which would support existing downtown businesses and bring new life and vitality to the area. The Downtown Plan recommends that the Village add a minimum of 450 new residential units in the downtown.
4. The project replaces the existing parking on the site and adds an additional 13 spaces in an area of the downtown with high parking demand. The Downtown Streetscape and Parking Study shows 90-100% occupancy of the Main Street parking lot and the nearby on-street spaces on Saturday evenings. Weekday evening occupancy rates are expected to be similar.
5. The plans include the construction of a new parking structure on a preferred site on the south side of the tracks in conjunction with a private development as recommended in the 2013 Streetscape and Parking Study.

**REVIEW
PROCESS:**

Based upon the preliminary plans we have at this time, we anticipate that the petitioners will require approval of the following in order to proceed with the project:

1. The Planned Unit Development of a 5-story mixed use building including commercial, residential and parking with deviations for parking stall width, parking garage aisle width and building height; and
2. A Zoning Code Text Amendment to allow residential accessory uses on the first floor of the building as a special use; and
3. A Special Use Permit to allow accessory residential uses on the first floor; and
4. Exterior Appearance of the building (reviewed by staff).

With the exception of the Exterior Appearance, all items will be reviewed by the Plan Commission at a public hearing with a recommendation to the Village Board. Discussions related to the sale or conveyance of the Village owned parking lot will be considered by the Village Board.

COMMISSION

ACTION:

The Plan Commission is being asked to conduct a pre-application conference and provide comments that will assist the petitioner in preparing a formal application. In reviewing the project, the Plan Commission may wish to consider/provide feedback regarding the following:

1. If the Commission is supportive of the overall development concept.
2. Provide feedback on the proposed parking ratio, parking stall width and parking aisle width.
3. Provide feedback on the anticipated height deviation.
4. Discuss the first floor residential accessory uses in lieu of additional retail space.
5. Discuss the widening of the sidewalk and removal of the on-street parking spaces to accommodate additional streetscaping.
6. Clarify any concerns.

Note, due to high public interest in the development of this site, staff sent a notice of this public meeting to property owners within 350 feet of the subject properties. In addition, notice of this meeting was shared with the Downtown Alliance, the Chamber of Commerce and through the Village's social media outlets.

ATTACHMENTS:

- Aerial Photo
- Zoning & Location Map
- Notice of Pre-Application Meeting
- Mailing Labels of properties within 350' of subject property
- Location Map for Notification
- Excerpts from 2001 Comprehensive Plan
- Excerpts from the 2009 Downtown Strategic Plan
- Excerpts from the Downtown Parking Study
- Petitioner's Pre-Application Packet
 - Application
 - Narrative
 - Conceptual Floor Plans
 - Elevation & Height Exhibit
 - Building Summary

Cc: Staci Hulseberg, Planning and Development Director

Larry Debb, Petitioner
John Kosich, Petitioner

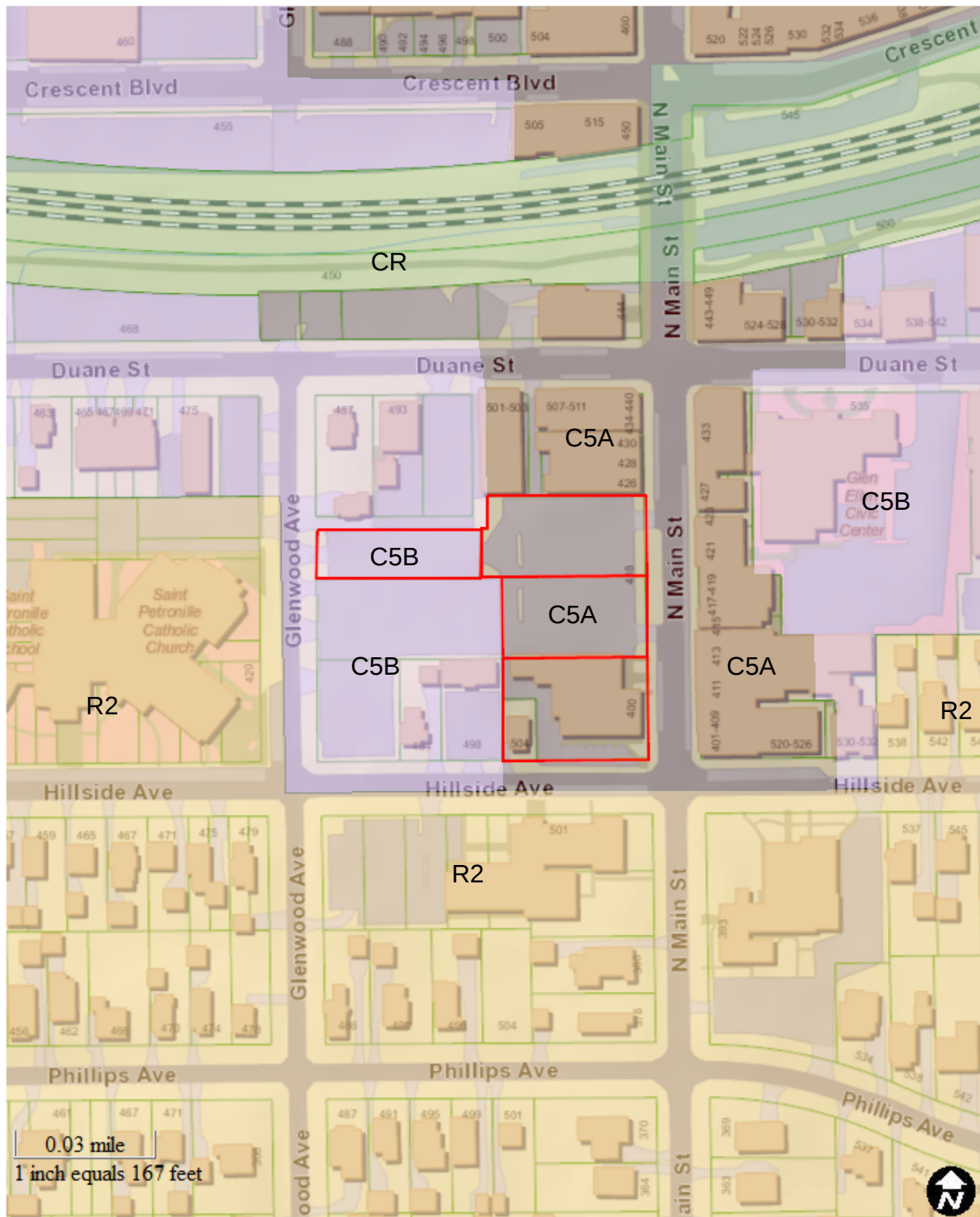


Map created on May 4, 2018.

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Map created on May 1, 2018.

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NOTICE OF PRE-APPLICATION MEETING

Larry Debb & John Koisch of GSP Development are requesting a pre-application meeting with the Glen Ellyn Plan Commission to discuss conceptual plans for the potential redevelopment of the property at 400 N. Main Street, formerly occupied by Giesche Shoes, and 418 N. Main Street, a Village owned parking lot. The petitioners are proposing a five-story mixed-use building with 107 apartment units, and approximately 5,300 square feet of commercial first floor space. The subject property is located at the northwest corner of Main Street and Hillside Avenue in the C5A Central Retail Core Sub-district. No formal application has been submitted to the Village and the purpose of the meeting is to give the applicants an opportunity to receive informal feedback from the Plan Commission on a conceptual proposal prior to designing detailed plans for formal review by the Village.

The Glen Ellyn Plan Commission will conduct a pre-application meeting on **Thursday, May 10, 2018 at 7:00 p.m.**, in the Galligan Board room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

All persons who are interested are invited to attend the pre-application meeting to listen and be heard. Plans related to the proposed development are available for public review at any time prior to or after the Plan Commission meeting in the Planning and Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the project should be directed to Kelly Purvis, Associate Planner, (630) 547-5371.

Individuals with disabilities who plan to attend the meeting and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact Brian Baltudis at (630) 547-5209 at least 24 hours in advance of the meeting.

Kelly Purvis
Associate Planner
Village of Glen Ellyn

Attachment: Pre-Application Public Notice (3299 : Pre-App Meeting for 400 & 418 N. Main Street)

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

COMMUTER RAIL DIVISION
OR CURRENT PROPERTY OWNER
547 W JACKSON BLVD
CHICAGO IL 60661

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

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

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

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

MAUDE, JOSEPH & SUSAN
OR CURRENT PROPERTY OWNER
475 DUANE ST
GLEN ELLYN IL 60137

DIOCESE OF JOLIET
OR CURRENT PROPERTY OWNER
425 SUMMIT ST
JOLIET IL 60435

FRANKLIN & KENT DESIGNS
OR CURRENT PROPERTY OWNER
155 FOREST AVE
GLEN ELLYN IL 60137

SIMMONS, KAREN
OR CURRENT PROPERTY OWNER
465 DUANE ST
GLEN ELLYN IL 60137

BAPTISTA JR, ROBERT C
OR CURRENT PROPERTY OWNER
467 DUANE ST
GLEN ELLYN IL 60137

SHANNON, JENNIFER
OR CURRENT PROPERTY OWNER
640 N MAIN ST
GLEN ELLYN IL 60137

EICHIN, RICHARD & E A
OR CURRENT PROPERTY OWNER
471 DUANE ST
GLEN ELLYN IL 60137

MJR PROPERTIES LLC
OR CURRENT PROPERTY OWNER
601 FOREST AVE
GLEN ELLYN IL 60137

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

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

ST PETRONILLE PARISH
OR CURRENT PROPERTY OWNER
420 GLENWOOD AVE
GLEN ELLYN IL 60137

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

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

JIMENEZ, MARIO
OR CURRENT PROPERTY OWNER
426 N MAIN ST
GLEN ELLYNAM IL 60137

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

SHANNON, JENNIFER
OR CURRENT PROPERTY OWNER
428 N MAIN ST
GLEN ELLYN IL 60137

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

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

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

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

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

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

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

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

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

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

VILLAGE OF GLEN ELLYN
OR CURRENT PROPERTY OWNER
535 DUANE ST
GLEN ELLYN IL 60137

SCOBEE, BRIAN & DAENON
OR CURRENT PROPERTY OWNER
471 HILLSIDE AVE
GLEN ELLYN IL 60137

JOHANSON, MATTHEW & SUSAN
OR CURRENT PROPERTY OWNER
475 HILLSIDE AVE
GLEN ELLYN IL 60137

DUDLEY, GEORGIA D
OR CURRENT PROPERTY OWNER
479 HILLSIDE AVE
GLEN ELLYN IL 60137

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

PASTERIK, MARK & WENDI S
OR CURRENT PROPERTY OWNER
486 PHILLIPS AVE
GLEN ELLYN IL 60137

SCIGOUSKY, GEORGE
OR CURRENT PROPERTY OWNER
490 PHILLIPS AVE
GLEN ELLYN IL 60137

O MALLEY, CHRIS & LEMARIE
OR CURRENT PROPERTY OWNER
496 PHILLIPS AVE
GLEN ELLYN IL 60137

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

CASAZZA, JUSTIN
OR CURRENT PROPERTY OWNER
386 N MAIN ST
GLEN ELLYN IL 60137

ATG TRUST L01-052
OR CURRENT PROPERTY OWNER
1 S WACKER DR 24FL
CHICAGO IL 60606

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

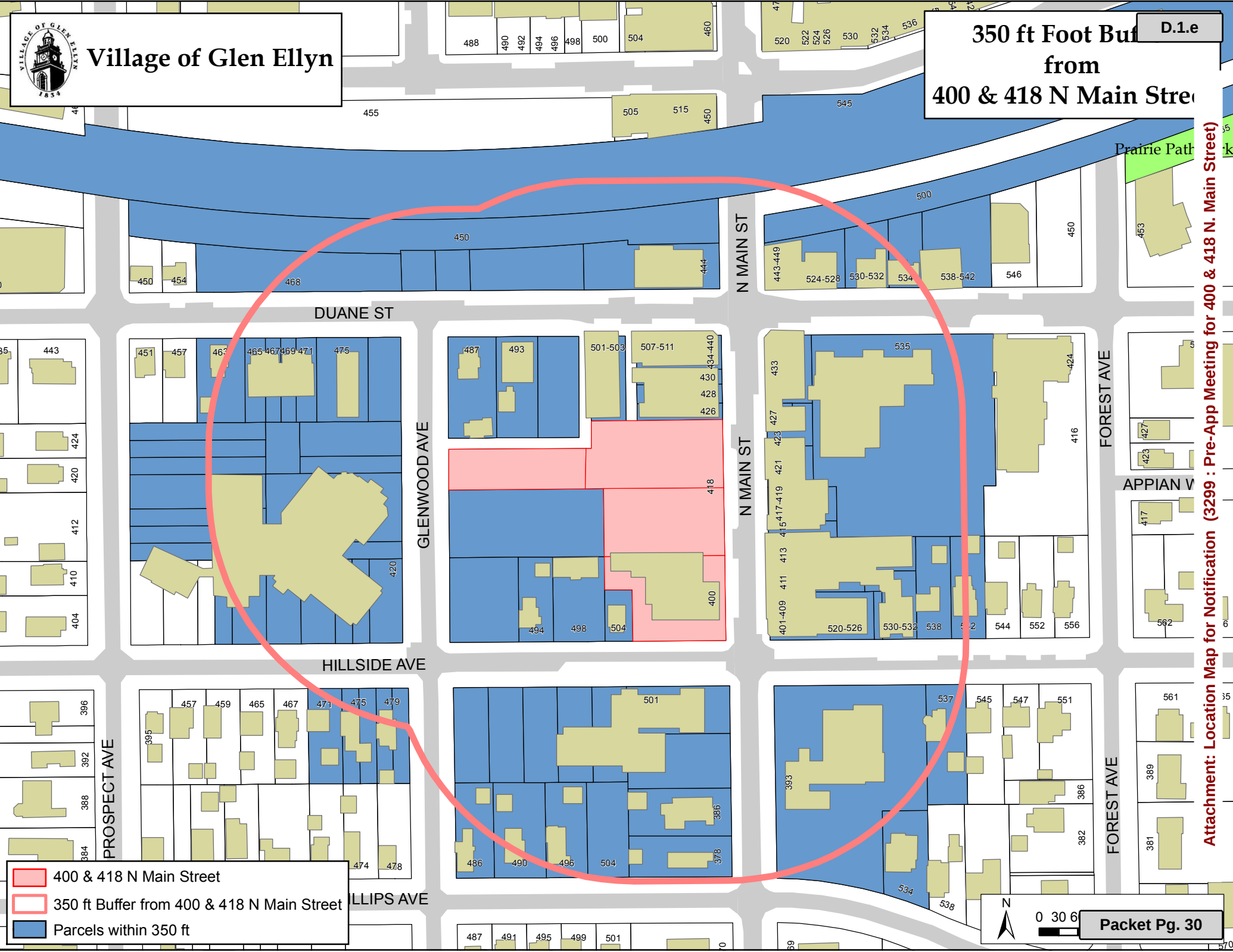
ST MARKS EPISCOPAL CHURCH
OR CURRENT PROPERTY OWNER
393 N MAIN ST
GLEN ELLYN IL 60137



Village of Glen Ellyn

350 ft Foot Buffer
from
400 & 418 N Main Street

D.1.e



- 400 & 418 N Main Street
- 350 ft Buffer from 400 & 418 N Main Street
- Parcels within 350 ft

Attachment: Location Map for Notification (3299 : Pre-App Meeting for 400 & 418 N. Main Street)

Excerpts from the 2001 Comprehensive Plan

The primary traffic issues within Downtown relate to the delays caused by rail traffic along the Union Pacific line that passes through the heart of the commercial area. While Downtown is served by three at-grade crossings, the delays at these crossings are a concern to many residents and business persons and a constraint to emergency vehicle response.

- **Parking.** Parking within Downtown is provided by a series of off-street parking lots and curb parking spaces along most streets. In addition to a number of private parking lots that serve specific businesses, the Village operates twelve municipal parking lots located both north and south of the railroad. Spaces in several municipal lots are designated for commuters.

A recent parking study undertaken by the Glen Ellyn Economic Development Corporation determined that, while there is an adequate number of total parking spaces to serve Downtown, parking is not well distributed, particularly within the heart of the commercial area. Parking concerns will increase in the future as Downtown continues to experience new development.

- **Appearance and Character.** Downtown has an attractive appearance and character due in part to its small, compact size; a number of buildings with architectural and historic interest; the area's pedestrian orientation; recent streetscape improvements along several streets and walkways; the presence of the Prairie Path; and the close proximity of attractive and well maintained in-

stitutional properties and residential neighborhoods.

However, several improvements could be undertaken to further upgrade the image, appearance and convenience of the Downtown streets, buildings, parking lots and open spaces.

Improvement and Development Guidelines

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 and enhanced, 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.

Improvement and development recommendations for Downtown Glen Ellyn are described below and highlighted in Figures 12 and 13. Recommendations relate to: a) land-use, b) existing buildings, c) new construction, d) streets and transportation, e) parking, f) streetscape and pedestrian amenities, and g) open spaces.

LAND-USE:

- Downtown should consist of an exciting mix of retail, service, entertainment, office and public uses, as well as housing units. It should continue to be oriented primarily to the needs of the Glen Ellyn community.
- Downtown should remain relatively small and compact, and the present character of the area should essentially be maintained. However, the intensity of use could be increased in several blocks through the redevelopment of vacant properties, selected parking lots and other existing uses.
- The commercial portion of Downtown should be generally bounded by the properties along the north side of Pennsylvania Avenue on the north, Western Avenue and Prospect Avenue on the west, Duane and Hillside on the south, and Park Boulevard on the east (see the Land-Use Plan in Figure 12). The Downtown commercial area should not undergo expansion into adjacent neighborhoods.
- The central portion of Downtown should continue to be reserved primarily for retail and pedestrian-oriented service uses. It should include an attractive mix of local and national stores and businesses.
- Main Street between Pennsylvania and Hillside Avenue, and Crescent Boulevard between Main and Forest, should continue to be enhanced as the "pedestrian shopping area."

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

NEW CONSTRUCTION:

- While new buildings need not be historic replicas, they should offer high quality and compatible interpretations of the predominant architectural styles now present within the Downtown. In particular, new buildings should reflect the attractive architectural detailing, quality of workmanship and traditional building materials that characterize Downtown's historic structures.
- New construction should respect the existing scale of Downtown and avoid extreme differences in building height. Two- and three-story buildings should predominate, although the height of buildings on specific parcels should continue to be governed by zoning.
- The Village should review building height requirements within the C5A and C5B zoning districts, while still supporting desirable retail and mixed-use development. A range of factors should be considered when determining the height of new Downtown buildings, including: a) the height of nearby existing buildings, b) the pedestrian scale and orientation of Downtown, c) the proximity of new buildings to residential neighborhoods, d) topography, e) the economics of

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

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

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

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

STREETS and TRANSPORTATION:

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

Potential Improvement and Development Sites

Even though Downtown Glen Ellyn is fully developed and most existing uses are sound and viable, there will continue to be interest in and pressure for new development and redevelopment. In addition, the needs and requirements of Downtown businesses and customers will also change over time.

While development and redevelopment could conceivably occur anywhere within Downtown, there are several properties that appear to be susceptible to change in the future. They include vacant parcels and buildings; marginal and underutilized buildings and properties; and properties where reuse or redevelopment is already being discussed.

It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur or that redevelopment is necessarily recommended as a part of the Comprehensive Plan. Rather, it suggests that these properties appear "susceptible" to change in the near future, or that they represent opportunities for new development. Because of this, the new Plan specifies the type and character of new development to be promoted, if change does indeed take place.

Potential improvement and development sites within Downtown, highlighted in Figure 13, include the following:

- **Projects underway or under discussion.** Several projects are either underway or being discussed within the Downtown, including:

- a) The Glenstone Condominiums, with ground-floor retail space, which was recently completed on Crescent just east of Forest;
- b) The proposed Crescent Station Condominiums on the gas station site at the north-west corner of Crescent and Park;
- c) A one-story dental office has been approved for the northeast corner of Western and Pennsylvania;
- d) Plans are being considered for combining the existing Shock Square municipal parking lot with the private parking lot to the east;
- e) The United Methodist Church intends to construct a parking lot on the vacant parcel along the west side of Forest between Duane and Hillside; and
- f) Discussions are ongoing regarding a possible mixed-use project, including a parking structure, in the block bounded by Main, Hillside, Glenwood and Duane.

- **Vacant properties.** There are a few vacant buildings and land parcels scattered throughout Downtown. Vacant properties should be reused or redeveloped for commercial or mixed-use purposes, parking or public open space.
- **Marginal or underutilized properties.** While Downtown has few truly "incompatible" uses, a few properties are occupied by uses, buildings or activities that are not ideally located in a Downtown area, or which represent an underutilization of prime Downtown land.

town land. These properties should eventually be replaced with new development.

- **Incompatible residential properties.** This category highlights isolated residential properties that are surrounded by non-residential uses. These should eventually be converted to commercial use or redeveloped for new businesses, parking or open space. If properties with historic homes are to be redeveloped, consideration should be given to relocating the historic structures to another part of the community, perhaps within the Five Corners area.

- **Surface parking lots.** Downtown has a significant amount of land devoted to surface parking. Whereas adequate parking is essential, it can represent an underutilization of land, particularly in the heart of Downtown. If replacement parking can be provided in other convenient locations, surface parking lots located along the frontage of Downtown's primary shopping streets might be better used as building sites.

- **Other sites in need of improvement.** This category includes other sites currently occupied by sound and viable businesses that would benefit from either building or site improvements in the future. It is conceivable that these properties could be redeveloped or combined with nearby properties for redevelopment.

OPPORTUNITY SITES:

Figure 13 highlights several clusters of properties within Downtown that may represent opportunities for new retail, service, office, and residential or mixed-use development during the 10-year "horizon" of the new *Comprehensive Plan*. The overall type, quality and character of new development to be considered at each location is described below. The Village should continue to review and analyze these sites in the future.

- **Site A** includes the block bounded by Main Street, Hillside Avenue, Glenwood Avenue and Duane Street. It currently contains public and private parking, Giesche Shoes, and several other small commercial and residential properties. This site is already being considered for new development, although no formal proposals have been submitted to the Village.

Site A would be an ideal location for a new mixed-use retail, residential and/or parking project to anchor the south end of Downtown. As much of the block as possible should be combined to accommodate planned new development, including church parking, municipal parking, and the retail and commercial properties along Main, Duane and Hillside.

While the entire block should be combined for planning purposes, some of the existing structures might be retained and upgraded, particularly the buildings with historic interest at the corner of Main and Duane. In addition, several existing uses in this block could become tenants in the new facility.

In general, retail and pedestrian-oriented service uses should be located along the Main Street and Duane Street frontages. Residential uses might be located along the Hillside frontage, of a scale and character compatible with the existing neighborhood to the south. A small plaza or open space might be considered along Glenwood, across from the entrance to St. Petronille Church.

This project could also include structured parking located in the interior of the block and on the upper levels. Parking should be adequate to serve adjacent churches and new tenants, as well as provide parking support to the surrounding commercial area.

Even though this project could include multiple uses, it should be designed to be in scale and character with existing buildings along Main Street in this portion of Downtown.

Site A is considered to be a key block in Downtown. Redevelopment at this location could become a true "signature" project for Glen Ellyn in the future. It is recommended that the Village approach this project with vision and creativity and not be satisfied with limited or piece-meal redevelopment.

- **Site B** includes the north side of Duane Street, across from the Civic Center. It currently contains several small commercial uses and a municipal parking lot at Forest Avenue.

Site B would be an ideal location for a new retail and pedestrian-oriented service development, perhaps with residential

units or offices on the second floor. As much of this block as possible could be combined to accommodate new development, except for the corner buildings at Main Street, which have historic interest. Several of the existing uses could become tenants in the new facility.

In general, retail and pedestrian-oriented service uses should be located along the Duane Street frontage, with parking to the rear and at the east end of the block. A small plaza or open space might be provided across from the Civic Center, perhaps framed by stores, shops and cafes. A pedestrian linkage should be provided between Duane Street and the Prairie Path, perhaps via an arcade through the new development.

New construction in this location should be designed and scaled to maintain the visual prominence of the Civic Center.

- **Site C** includes the north side of Duane Street, between Main Street and Prospect Avenue. It currently contains Citibank, underutilized parking, and a number of small residential structures, a couple of which have been converted to commercial use.

The limited depth of lots along Duane Street will be a major constraint to redevelopment. Therefore, as many properties as possible might be combined to help create a more useable site for new development.

Site C would be a suitable location for small offices, service establishments, townhouses, and/or surface parking. The small existing residential structures might conceivably be converted

Excerpts from the 2009, Downtown Strategic Plan

5

Existing Conditions of Downtown Glen Ellyn

Introduction

This section simply describes the existing conditions of Downtown Glen Ellyn. Topics include land use, zoning, physical conditions, transportation, parking, and Downtown organizations. The analysis of these – and potential future – conditions is discussed in the next chapter.

Land Use and Zoning

Nationwide, downtowns have experienced decline over the years as the use of the automobile has increased and as auto-oriented retail centers are being developed along nearby commercial corridors. Downtowns that are not located along major arterial streets generally do not have the traffic volumes to attract national retailers, resulting in a struggle to keep retail vacancies to a minimum. Downtown Glen Ellyn is no exception.

The Downtown has a mix of land uses – from mixed-use to retail to office to residential to civic – that is a great start to creating a complete TOD district. There is commuter rail service to connect commuters to Downtown Chicago and shoppers to Downtown Glen Ellyn; mixed-use buildings with first floor retail, restaurant, or office, with residential or office uses on the floors above that provides the Downtown with daytime and nighttime activity; and civic buildings such as the Glen Ellyn Train Station, Civic Center, Public Library, Post Office, and Fire Station, that service the community. Elements such as surface parking lots and one-story buildings don't provide the intensity that is needed to create a successful Downtown and TOD district.

* Information contained within this chapter is a general overview of what is contained in Appendix C: Data Collection and Analysis Report. Please reference the appendix for additional information.

Parking Analysis

Transit-Oriented Developments (TODs) – of which Downtown Glen Ellyn is an example – are about people, not cars; therefore, people must be the top priority in any development design. However, in modern American society, the need for personal automobiles cannot be ignored, and must be accommodated.

Parking should be shared whenever and wherever possible. The most straightforward example of shared parking is utilizing daytime office parking for evening restaurant and entertainment parking. Rules of Thumb for parking in TODs include the following⁵:

- Retail: 0-3 spaces/1,000 SF
- Office: 1 space/1,000 SF
- Residential: 1 space/dwelling unit
- Mixed-Use Environment: 50% shared spaces (minimum)

Since Downtown Glen Ellyn was established before the invention of the automobile, most of the properties are small in size and shallow in depth, and the historic buildings on these properties cover most – if not all – of their respective parcels, leaving little or no opportunity for on-site parking.

Parking Access

Another issue to consider in evaluating the availability of parking in the Downtown area is how easy or difficult the various parking lots are for drivers to access. Since there are a lot of one-way streets in the Downtown area, a driver needs to become somewhat familiar with the traffic flow before he/she will know how to access each parking lot. The one-way loop along Crescent Boulevard, Forest Avenue, Pennsylvania Avenue, and Main Street leads drivers past more private parking spaces than public parking spaces.

Parking Supply

The "parking supply" is the number of parking spaces available for use within the Downtown. It is important to have a "cushion" of extra spaces in the supply to account for operating fluctuations, vehicle maneuvers, improperly parked vehicles, snow cover, and minor construction, etc. A parking system operates at optimum efficiency at somewhat less than its actual capacity. It is unrealistic to expect a driver to find the last available parking space in a system without significant frustration and the resulting perception and reality that parking is inadequate.

The overall study zone provides approximately 3,030 spaces for the Downtown area. Of these spaces, 1,151 are available in "public", off-street parking lots that serve Metra commuters, customers of Downtown businesses and Downtown employees. Some of these lots require permits for parking or include meters for collecting revenue. Of the 1,151 off-street "public" spaces, 508 spaces are available all day to customers and the general public (metered, a daily fee, or free). Approximately half (247 of 508 spaces) of the all-day public parking spaces are located on the periphery of the Downtown in the Duane/Lorraine Lot, west of the Public Library, in a location that is not convenient to Downtown shopping. An added disincentive to park at the Duane/Lorraine Lot is a daily parking fee. Some free parking is available in more convenient locations within the core Downtown area.

In addition, there are approximately 414 on-street public parking spaces in the study zone. These spaces are reserved for customer parking only, and most have a three-hour time limit.

There are approximately 1,465 spaces located in various "private" business parking lots that serve individual businesses. These lots do not require permits and do not charge fees, but they are intended to be reserved for customer and employee parking of the businesses that they serve.

⁵ Source: *Transit-Oriented Development Design* Training Session. AICP Planners Training Service, Chicago, Illinois, June 6-7, 2008.

side of Wheaton. Some existing restaurants 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.

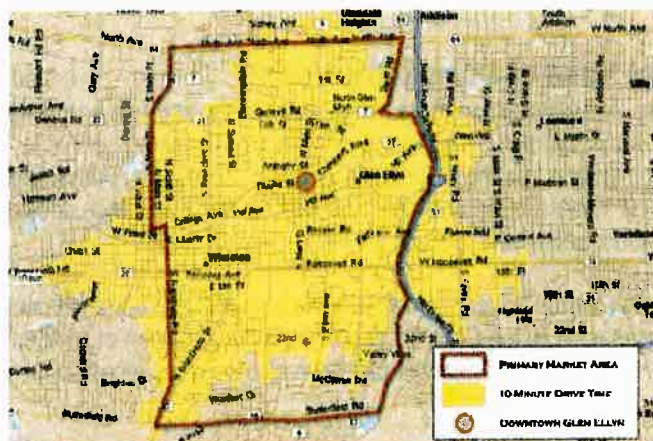


Figure 21: Primary Market Area

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.

Market Niche for Downtown Glen Ellyn

Increasing the stock of Downtown housing, and encouraging the retention and expansion of existing retail and office businesses, to create a sustainable Downtown, requires a concentration and linkage of uses and improvements to the public realm that mutually reinforce development, redevelopment, and property enhancements. Unlike the traditional sequence of development, recommended actions will begin with a program to create an increasingly magnetic mixed-use agglomeration focused on residential, eating and drinking places, entertainment, and recreational and cultural activities.

Primary Challenge: Creating a Critical Mass of Compatible Uses

Retaining and attracting unique eating and drinking, and cultural and recreational uses, in a mixed-use environment represents the primary potential market challenge for Downtown Glen Ellyn. From a consumer's perspective, a successful Downtown serves as an anti-mall agglomeration. Eating and drinking places represent a relative strength that differentiates the Downtown from standard retail formats found outside of the Downtown. Encourage additional restaurants and cafes offering opportunities for outdoor eating and drinking.

The basic building block of eating and drinking places should be augmented with the retention and enhancement of existing entertainment and recreational-oriented uses such as the Glen Art Theatre and the attraction of additional entertainment and recreational uses. The Illinois Prairie Path and nearby Lake Ellyn also serve as recreational-oriented uses.

The mixed-use aspect, including housing, (the occupants of which reinforce demand for retail and eating and drinking and entertainment establishments, and include decision-makers for professional office space demand and sources of labor), create a dynamic environment and multi-purpose visits. Adding housing Downtown is especially important given the surrounding area is substantially built-out and population growth is likely to be limited. The creation of multi-family housing will serve the needs of empty nesters and younger-aged, smaller-sized households.

Recommended Priority Strategies and Actions

Several kinds of actions will encourage the evolution of Downtown from its historic functions to the newer role that the Downtown can serve to the benefit of its residents and local economy.

Increase the Number of Downtown Residential Living Opportunities

The size or scale of the potential demand sources suggest that once confidence increases, the credit market seizure ends, and the national housing market recovers, even a relatively small capture rate within the primary market area of Glen Ellyn and Wheaton would support the development of more new housing than has been than has been created or built in Downtown Glen Ellyn in recent decades. If, for example, housing built Downtown captures 20 percent of the potential demand of the 2,300 empty-nester, younger age², and single/divorced professional households with the potential to move in the next five years, this would equate to on average approximately 91 housing units per year or a total of 456 additional units over five years.³

Encourage a Critical Mass of Restaurant, Entertainment, and Retail Uses and Events

The challenge will be to attract a critical mass of eating and drinking-related establishments, stores, and services that have unique attractions or drawing power and are not readily duplicated in competing locations. New commercial space in the Downtown will need to capture demand now being realized by existing shopping agglomerations, and should be constructed to meet the needs of modern retailers. National retailers prefer locations on Roosevelt and Butterfield Roads, and in or adjoining nearby regional malls such as Oak Brook Mall, Yorktown Center in Lombard, and specialty centers such as Wheaton Town Square which offer greater accessibility, visibility and agglomeration advantages than does Downtown Glen Ellyn. Locations in or near the regional-serving centers serve to generate spill-over benefits for retailers part of the agglomerations or cluster of retail uses.

² First-time home buyers, and 20- and 30-something young professionals.

³ See Appendix B: Market Analysis and Strategic Action Plan for Downtown Glen Ellyn, Page 53.

Opportunity Sites

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



Figure 23: Properties Susceptible to Change

Source: Town Builder Studios

North side of Pennsylvania, left to right:

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

South side of Pennsylvania, left to right:

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

North side of Duane, left to right:

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

South side of Duane, left to right:

- O. Redevelop existing multiple-family to new multiple-family with a historically-sensitive development pattern.
- P. Redevelop parking lot with a new multiple-family use.
- Q. Convert office building and parking lot into a more context-sensitive, office or mixed-use development.
- R. Redevelop funeral home (optional) and multiple family buildings into a new multiple-family redevelopment.

West side of Main Street:

- S. Redevelop parking lots to new uses such as a mixed-use building along Main Street and multiple family residential buildings along Glenwood Road, yet retain the parking supply. The building should have the same setback as the neighboring buildings.

Multi-Modal Transportation Analysis

Access to and within the Downtown is critical to its success. Streets, sidewalks, pathways and the railroad are the paths of access to the Downtown. Many residents who live near the Downtown choose to walk due to the short distance, for the exercise, and to avoid driving around Downtown looking for a parking space.

Pedestrians

Many participants in the planning process mentioned that one of the positive attributes of the Downtown is its pedestrian-friendliness. Many of these same people also mentioned that parking is not convenient, while others said that if someone is willing to walk just a block or two there is ample parking. Pedestrian-friendliness is more than just walking a block or two – the walk also needs to be enjoyable enough that a one- or two-block walk doesn't seem like a long distance.

Sidewalks and crosswalks are key components of pedestrian-friendliness – too narrow and people bump into each other as they pass by; too wide/empty and the ambiance can feel cold and uninviting; too poorly maintained and they become a safety hazard; and too much snow and ice and people might go home or shop in an enclosed mall. Not every driver yields to pedestrians in crosswalks, so crossing streets can sometimes result in an unpleasant experience.

Multiple participants mentioned issues regarding the maintenance of the sidewalks – either sections of concrete that are in need of repair/replacement or that sidewalks are not completely cleared of snow/ice. Piles of snow along the curb line also make it difficult for people to get in and out of their cars when they utilize on-street parking.

Bicycles

Finding safe routes of travel to and from the Downtown – for recreation or for transportation purposes – must be a high priority.

The DuPage County Bikeways and Trails Map, indicates a "Proposed Local Bikeway" along Lorraine Road from Duane Street, south to Roosevelt Road (via Greenfield Avenue and Lambert Avenue), past the Glen Ellyn Village Links, east on Fawell Boulevard, to points east of I-355.

Observations indicate that many more racks are needed in the Downtown due to high bicycle parking demand – especially on nice days (i.e. bikes are locked up to lamp posts, trees, and fences).

Prairie Path Park is listed as a point of interest along the Illinois Prairie Path, and a drinking fountain is the only amenity listed for Downtown Glen Ellyn in the DuPage County Trail Guide⁴. The Downtown has more than that to

⁴ <http://www.dupageco.org/bikeways/trailGuide.pdf>

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

New Mixed-Use

First floor retail with residential and/or office uses on the floors above. Complete redevelopment of these properties is expected. If a property owner chooses new construction, the building heights should be a minimum of two and a maximum of three stories along Main Street, and a minimum of three and a maximum of five stories elsewhere in the Downtown – especially along the railroad corridor. In addition, sustainable practices using Leadership in Energy and Environmental Design (LEED) standards are a must. New mixed-use buildings should be located in the existing South Main parking lot, along Pennsylvania Avenue at both Prospect Avenue and Glenwood Avenue, and at the existing Fire Station property at the northwest corner of Main Street and Pennsylvania Avenue.



Figure 31: Perspective Sketch – New Mixed-Use Building at the Northwest Corner of Pennsylvania Avenue and Main Street. Source: Town Builder Studios.

Historic Sensitivity and Preservation

A historic district has been established for the Downtown, including properties along Main Street, Crescent Boulevard, Pennsylvania Avenue, Duane Street, and Hillside Avenue. The benefits of this district include preserving the historic architecture, and making available tax credits to the property owners. The predominant building styles within this district in the Downtown are Old-English Tudor and Half-Timber, and new construction elsewhere in the Downtown are sensitive to these styles.

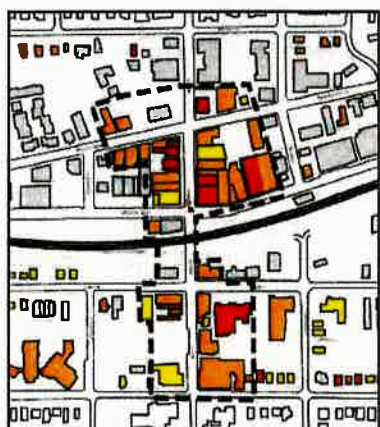


Figure 32: Historic Downtown District.
Source: Town Builder Studios and BauerLatoza Studio

The current worldwide economic recession and the new Federal policies are important because of the context that they provide to this plan. While these issues cannot be ignored for short-term implementation initiatives, this plan is long-term, promoting a vision that looks 20 years in the future. This plan assumes that the current recession will be overcome and the economy will ultimately recover. This plan identifies initiatives that must be implemented immediately in order to assist the existing merchants and business community to survive the recession. Other projects contained herein are more applicable once the economy improves. During the recession, this plan recommends that the Village undertake the foundational work necessary to ensure the economic viability of the Downtown. The plan does call for initiatives to renovate, remodel, and construct buildings, and begin other initiatives that establish relationships between the Village and its citizens, business owners, Downtown organizations, schools, and the development community. Additionally, the plan recommendations include capitalizing on the national investment in transit infrastructure, including the Glen Ellyn Train Station and associated public transportation infrastructure.

Recommended “Rules of Thumb”

When considering future Downtown reinvestment options, utilize the following “rules of thumb” when determining the appropriateness of an idea for the Downtown:

- Consider cultural and entertainment opportunities with every public and private reinvestment effort, and business plan proposal.
- Ensure that first floor commercial uses are contiguous.
- Ensure a “no net loss” of retail square footage.
- Build upon the existing restaurant environment.
- Build upon the existing historic character of the Downtown.
- Increase the number of Downtown residential units.
- Increase the parking supply for shoppers, merchants, employees, and commuters.
- Encourage the use of shared parking between shoppers, merchants, employees, and commuters.
- Do not allow buildings to “turn their backs” onto the Downtown Greenway or Downtown streets.
- Design for the safety and needs of the pedestrian first, bicyclist second.
- Begin plan implementation with low-cost, and easy-to-implement projects and initiatives, such as:
 - Create the recommended Downtown organizational structure.
 - Enhance the partnership with the College of DuPage.
 - Enhance the partnership with Metra.
 - Increase the number of merchant parking spaces in the Downtown through restriping.
 - Evaluate the Main Street and Crescent Boulevard parking timelines.
 - Consider fee-based convenient parking and free inconvenient parking, and implement accordingly.
- When a developer approaches the Village with a mixed-use or commercial development proposal, ask questions such as: Who are the anticipated tenants? What are the rent aspirations?
- If first floor commercial space in a parking structure will sit vacant for awhile, dress-up the façade with artwork while maintaining the ready-to-go retail space behind.
- Remember that the Downtown is located approximately one mile from both Roosevelt Road and St. Charles/Geneva Roads, and access is along two-lane roads with low traffic counts, through residential neighborhoods.

14. Facilitate a Private South Main Mixed-Use Development

Development

Construct a new mixed-use building on the Village-owned existing South Main public parking lot property that also accommodates tenant and public parking needs.

The Village should partner with a private entity to coordinate the construction of a mixed-use development. The building could contain approximately 18,000 square feet of retail and office space and approximately 30 dwelling units over structured parking (partially below grade). The residential dwelling units should be stepped back at least 20 feet from the storefront so the building would appear to be two stories in height. The existing public parking should be replaced in the parking structure.

Careful attention should be made to ensure that any public parking displaced to accommodate the project is replaced nearby or included in the design of the new development. In addition, the Village may wish to consider constructing the south parking structure prior to redeveloping this site to ensure that ample parking continues to be available on the south side of the railroad tracks.

Source of Funds and Resources

Village of Glen Ellyn – Potential Land Donation or Lease

Private Funding

Tax Increment Financing (TIF)

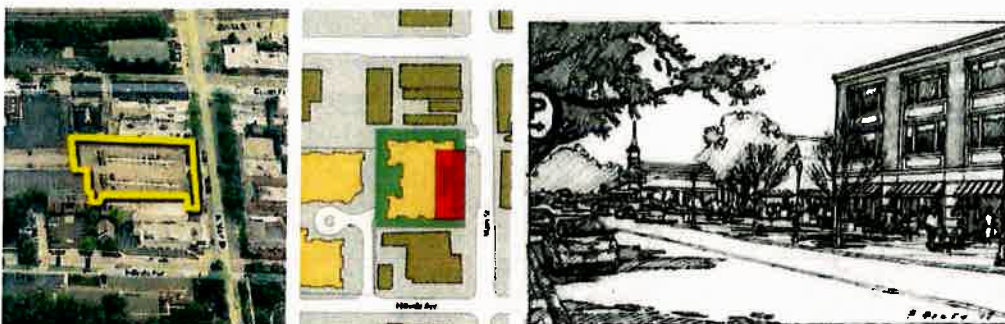


Figure 57: South Main Mixed-Use Development Area, Concept Plan, and Perspective Sketch
Source: maps.live.com with edits by Town Builder Studios, and Town Builder Studios.

15. Facilitate a Private Residential Development on Existing Church Parking Lot and Village-Owned Parking Lot

Development

Construct a new residential development at the northeast corner of Hillside Avenue and Glenwood Avenue that also accommodates tenant and Church parking needs.

The Village should work with existing business and property owners to relocate them elsewhere in the Downtown. In addition, the Church is anticipated to be a partner in this development. The multiple family residential components could include two buildings, both of which could accommodate three levels of residential living. The lowest level of parking in the north building could replace the existing Church parking stalls, and the balance of the lower level parking could accommodate the parking needs of the residential buildings. The north and south buildings could be constructed in separate phases.

Source of Funds and Resources

Village of Glen Ellyn – Potential Land Donation or Lease

St. Petronille Church

Private Funding

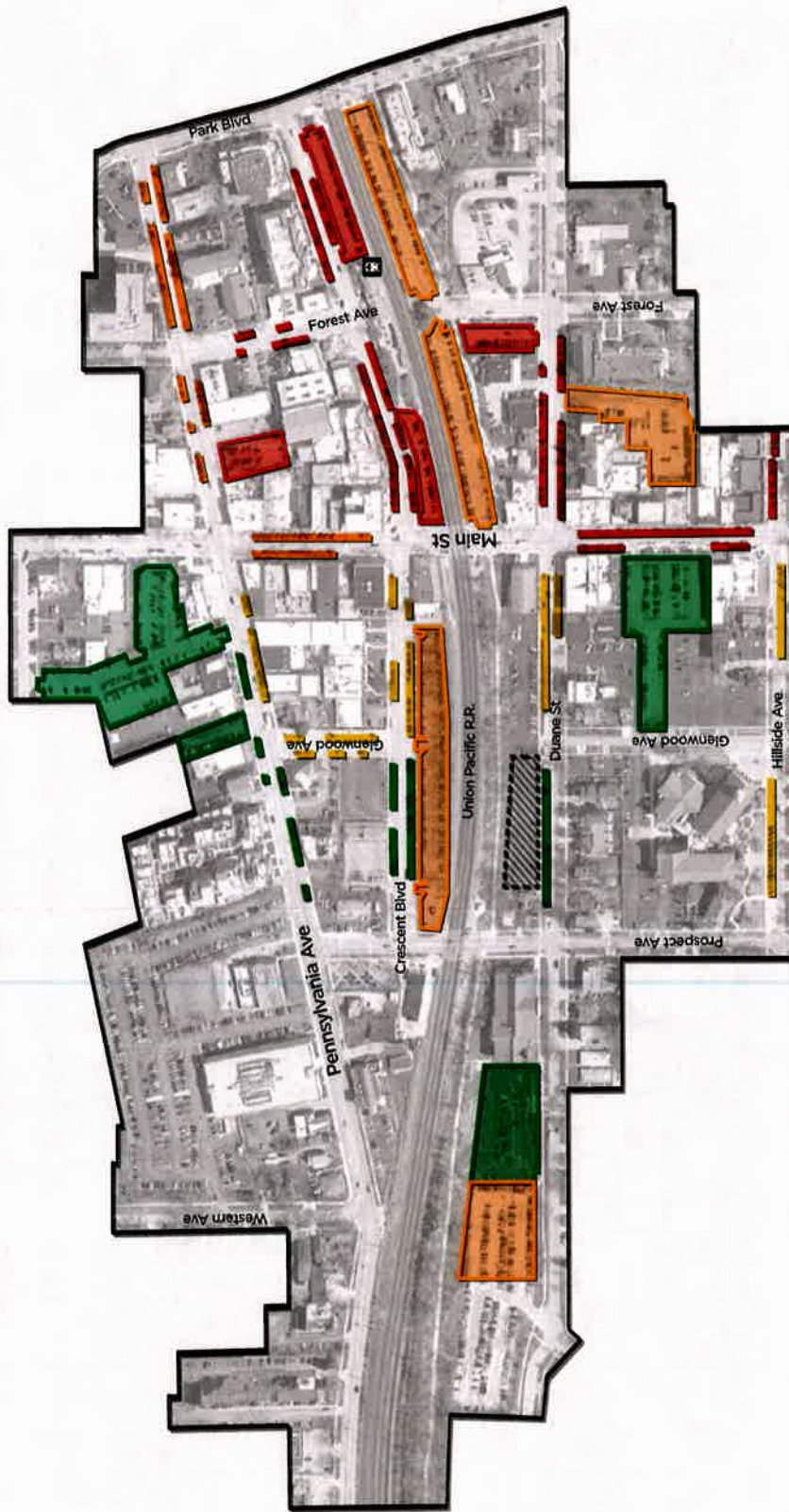
Tax Increment Financing (TIF)



Figure 58: Private Residential Area and Concept Plan

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

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY



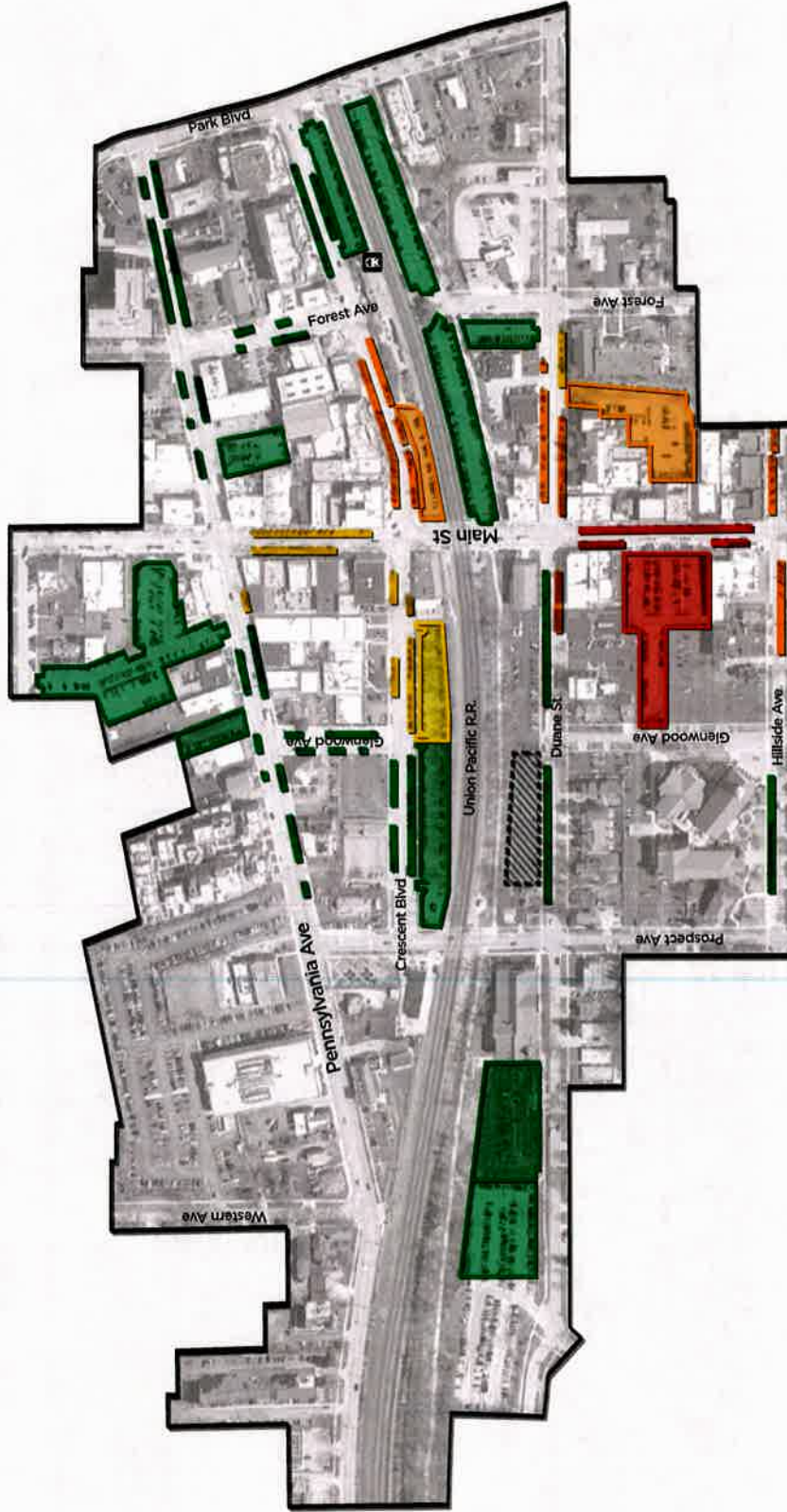
Legend

- Study Area Boundary
- 90 - 100% Occupancy
- 80 - 89% Occupancy
- 70 - 79% Occupancy
- 0 - 69% Occupancy
- Future Public Parking

Village of Glen Ellyn // Streetscape & Parking Analysis

data from 2009 Downtown Plan and 2012 Traffic Study

PUBLIC PARKING UTILIZATION // SATURDAY EVENING



data from 2009 Downtown Plan and 2012 Traffic Study

Legend

- Study Area Boundary
- 90 - 100% Occupancy
- 80 - 89% Occupancy
- 70 - 79% Occupancy
- 0 - 69% Occupancy
- Future Public Parking

STRUCTURED PARKING

Parking decks can be an effective means of addressing demand with minimal use of land. If well located, their presence can provide an attractive alternative to on-street parking, thus freeing up additional spaces in front of businesses. Well located structures can also serve as a catalyst for attracting new businesses and afford the opportunity to consolidate parking and open up surface lot sites for redevelopment.

Parking decks are also expensive. Construction costs for above grade structures can average \$70 to \$80 per square foot or \$23,000 to \$30,000 per space, not including land acquisition and site preparation. Below grade spaces run even higher. Depending on pricing, they are rarely self sustaining when factoring in debt service and maintenance cost.

The alternative to building a stand-alone parking structure is to incorporate the structure into a larger development with commercial and/or residential uses, thus defraying at least a portion of the cost of the project. An example would be a building with retail uses on the first floor and parking above; or commercial uses wrapping around the parking component.

Prior to this study, the Village evaluated potential locations for structured parking within the C5A and C5B Zoning Districts. While two sites were initially identified in the 2009 Downtown Plan, the Village later expanded the number to six potential locations for further analysis (three north and three south of the tracks).

The sites to the north are located at:

- The southwest corner of Forest and Pennsylvania
- The northwest corner of Pennsylvania and Main adjacent to the fire station
- The existing commuter lot on Crescent west of Main immediately adjacent to the tracks

The sites on the south are located at:

- The existing Main Street lot between Duane and Hillside
- The existing Civic Center lot
- The northeast corner of Duane and Forest (US Bank site)

Recommendations:

While a Downtown parking deck could provide some benefit to existing and future businesses, the costs associated with construction of a standalone structure would largely offset the benefit at this time. Although some locations are nearly 100% utilized, the overall parking supply is capable of meeting existing demand, particularly if measures are taken to improve accessibility and visibility.

The Village should continue to solicit and explore possibilities for public/private partnering opportunities in which a parking deck could be incorporated into a larger scale commercial, residential, or mixed-use development. The new Downtown TIF provides an additional funding mechanism that can be used to attract development and contribute toward the cost of parking deck construction.

Section 04 Parking Recommendations

From a location standpoint, a case can be made for locating a deck on either the north or south side of Downtown. The north side, particularly the northeast quadrant, is lacking in large contiguous parking areas even though it has a high weekday occupancy. Construction of a deck in this quadrant could accommodate a combination of commuters, shoppers (particularly for the theatre), Glenbard West events, and others.

The south side also has a high utilization of both on- and off-street spaces during peak demand hours, with the Main Street lot close to full occupancy on weekends.

Depending on proposals from the private development community, structures on either or both sides of the tracks could be feasible. However, since the Village may likely need to contribute toward the construction costs, careful due diligence of project financing will be required.

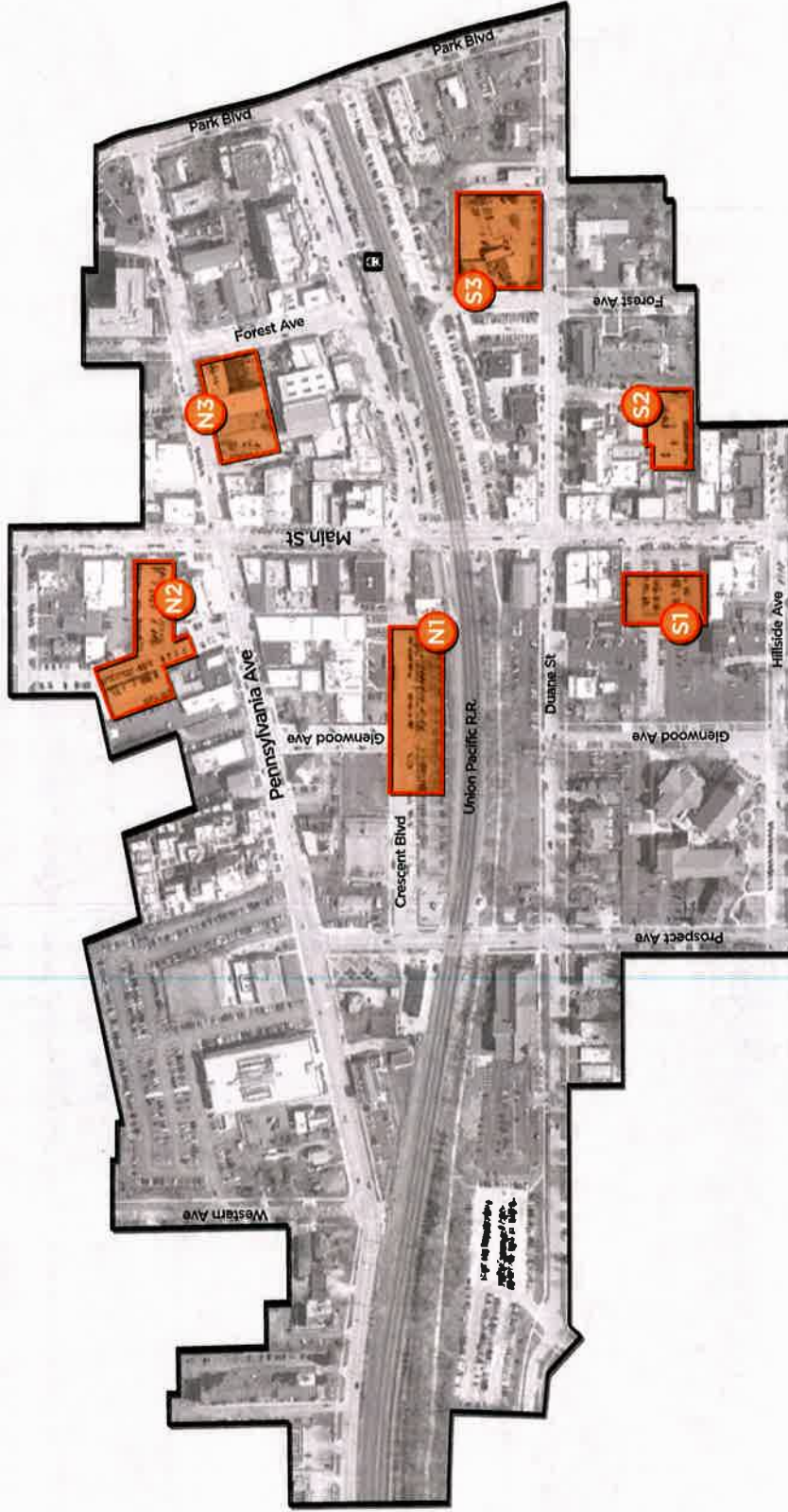
Consideration must also be given as to whether the site is under private ownership or controlled by the Village. Four of the sites (the Main Street lot; Civic Center lot; Crescent lot and fire station lot) are owned by the Village. Two (corner of Forest and Pennsylvania and Forest and Duane) are privately owned.

Construction on private property should seek to include additional private development/uses that will offset the loss of tax revenue resulting from the replacement of the existing use. A standalone parking deck owned and operated by the Village would be devoid of property tax revenue. For Village owned/controlled properties, there is no loss of property tax revenue.

In the case of Village owned property, partnering with a private developer is advantageous in that it puts (at least a portion of the property) back on the tax role. While, reportedly, developers do inquire as to the availability of Village owned properties, the Village may also consider preparing a request for qualifications/proposals to solicit potential developers, should unsolicited proposals not meet the Village's expectations. This process affords the Village the opportunity to entertain development proposals that are based on the Village's predefined requirements for both site development and parking. The only site of the six that does not have the potential for a public/private partnership is the Civic Center site.

The following section assesses the merits of each of the six locations identified by the Village for consideration. The sites are identified as N1, N2, and N3 for those north of the tracks and S1, S2, and S3 for those to the south.

POTENTIAL PARKING STRUCTURES



Legend

- Study Area Boundary
- Potential Parking Structures

Village of Glen Ellyn // Streetscape & Parking Analysis

SITE S1

South Main Street Parking Lot

This would be the preferred site for a parking structure south of the tracks, but only if incorporated into a private development. A standalone parking deck would impede the potential for other development.

Net parking gain: 165 spaces with retail component; 175 without retail component

SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 125' x 190'
- Built over existing parking lot.
- Provides about 68 stalls per level. Contains about 250 stalls in a four level structure (three supported levels).



Village of Glen Ellyn // Streetscape & Parking Analysis

- An alternate bay of parking is possible over a portion of the Glenwood Lot; will gain about 20 stalls per level.

Positives

- Located near the center of the South Main Street retail buildings and the area of highest evening demand.
- With a setback from Main Street a retail building is possible in front.
- Site size and potential to combine with adjacent properties.
- No loss of property or sales tax revenue.

Negatives

- Loss of about 75 existing surface parking stalls for parking structure.
- Loss of about 85 existing stalls for parking structure and retail building.
- Depending on size and configuration, private property may be required.
- Potential environmental issues that will need to be addressed

POTENTIAL ENVIRONMENTAL ISSUES

This location is listed as a brownfield in the Illinois Agency Facility Inventory and Information System (AFIIS) under inventory number 0430455127. The existing lot was the site of a recent Phase 1 Environmental Site Assessment

(ESA) and subsurface investigation, performed by Deuchler Environmental, Inc. The ESA showed that a gasoline station had been on the site previously. To determine the extent of soil or groundwater contamination, the Village of Glen Ellyn applied for and received a Brownfields Redevelopment Grant from IEPA. Nine borings were performed at a minimum depth of seventeen feet each; afterwards, three groundwater monitoring wells were placed at locations that displayed soil contamination. Five of the borings showed pollutant contamination at levels exceeding the Remediation Objectives (RO's) found in Title 35 of the Illinois Administrative Code Part 742 entitled "Tiered Approach to Corrective Action Objectives" (TACO). The contaminants include a Volatile Organic Compound (Benzene), Polycyclic Aromatic Hydrocarbons (benzo(a)anthracene, benzo(b)fluoranthene, benzo(a)pyrene, indeno(1,2,3-cd)pyrene, and dibenzo(a,h)anthracene), and Lead. Furthermore, one sampling well showed groundwater contamination with a VOC, PACs, and Lead.

The subsurface report identifies four major areas with contamination. The former filling station is one likely source. Deuchler Environmental suggests that a former heating oil tank or nearby auto shop may have been another source. Therefore, encountering contaminants at this site for the construction of a parking deck should be anticipated.



VILLAGE OF GLEN ELLYN

Application for Commission Pre-Application Meeting

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

CLEAR PAGE

Application for Commission Pre-Application Meeting

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

I. APPLICATION INFORMATION:

A. Date Filed: 4/19/18

B. Project Name: APEX 400

C. Project Description: 107 Apartments with First Floor Retail

D. Address of Property: 400 N. Main St.

E. Permanent Index No: 05-11-327-023 Zoning: C5A

F. Name of Applicant: Larry Debb + John Kosich GSP Development

G. Address of Applicant: 1111 E. Touhy Ave. St. 230 Des Plaines 600

H. Phone No. (Business): 847-699-2155 (Home) Larry 312-424-3997

I. Fax No. (Business): 847-699-2156 (Mobile) Larry 312-953-2493 John 630-332

J. E-mail Address of Applicant: Ldebb@gleostar.com jkosich@ctkcp.co

K. Name of Property Owner: Gary Giesche, Brian Giesche, + Gregory Giesche

L. Address of Property Owner: 3283 Hillcrest Rd., Geneva, Illinois 6013

M. Phone No. (Business): Greg Giesche 630-621-8964 (Home) 630-208-4820

N. Fax No. (Business): N/A (Mobile) 630-621-8964

O. E-Mail Address of Property Owner: gieschem@gmail.com

II. SUBMISSION REQUIREMENTS

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

Signature: John J. Kwil Date: 4/20/18

Affidavit of Authorization

April 27, 2018

To: John H Sterrett Planner Village of Glen Ellyn

From: Brian Giesche, owner of 400 N Main Street Glen Ellyn, IL 60137

Subject: Giesche Property – 400 N Main Street, Glen Ellyn, Illinois ("Property")

I, Brian Giesche, hereby gives authorization for GPS Development LLC to submit the proposal for the Property to the Planning and Development Department to be discussed at a pre-application meeting with the Plan Commission of The Village of Glen Ellyn at a public meeting on May 10, 2018.

Thank you for your consideration of this matter.

By: Brian Giesche

Brian Giesche, Owner

Subscribed and sworn to before me this

27th day of April, 2018

Jaminda S Bryant
Notary Public

OFFICIAL SEAL
JAMINDA S BRYANT
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES: 02/09/20

1111 E. Touhy Ave., Suite 200
 Des Plaines, IL 60018
 Tel: 847-699-2111
 Fax: 847-699-2111

April 19, 2018

Staci Hulseberg, AICP
 Director
 Village of Glen Ellyn
 Planning & Development Department
 535 Duane Street
 Glen Ellyn, IL 60137

Dear Staci:

On behalf of GPS Development, we propose a high-end, "condo quality" multi-family, residential development to be located on the northwest corner of Main Street and Hillside Avenue. This development is a step toward fulfilling the Village's comprehensive plan of increasing the Village's population within walking distance of downtown. Part of the land will be owned by GSP and the remainder will be owned by the Village. The ownership structure may change depending on what the Village may require.

The development will consist of 107 residential rental units: 5 studios, 63 one bedroom and 29 two bedroom units. Grade level parking will provide for 147 public spaces (25 more than what is currently there). These spaces will be behind the building's first floor commercial space and therefore not be seen from Main or Hillside streets. An open air walkway from Main Street through the building to the west property line will provide direct pedestrian accessibility from east to west. We will request stall sizes for the parking areas be at a width of 8'6". We will provide 142 exclusive parking spaces for the apartment units. This is approximately 1.33 cars per rental apartment. Loading and refuse collection will be at the back of the building away from Main Street.

The retail component will consist of approximately 5,000 sq. ft. of first floor space. The streetscape will exceed the current Village streetscape plans by incorporating brick pavers, public seating, lighting and extensive landscaping.

The Tudor look and feel of the exterior will fit well with the classic nature of the downtown buildings. The street level will be mostly full height glass windows with masonry. The second floor parking structure precast seen from the west will mirror the look and color of the nearby churches. The upper level apartments' exterior wall will articulate in and out in order to soften the 5 story building's 310 foot frontage along Main Street. Exterior balconies will provide additional relief along both streets. The roof line is broken by extended parapets on the corners and along Main Street.

The third floor will provide an exclusive, private, outdoor area consisting of a pool area, a barbeque area and a quiet, relaxing, sitting area. A 2,000 sq. ft. clubhouse with kitchen will separate the quiet sitting area from the more active pool area.

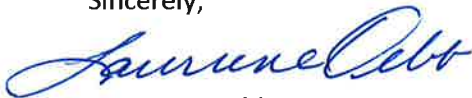
Attachment: Narrative (3299 : Pre-App Meeting for 400 & 418 N. Main Street)

This development is situated within the Central Business District TIF redevelopment project area. We will not be requesting any of these funds for our development. In addition, at our cost, we will rebuild the public parking lot using concrete and place new lighting and storm water as required. Any underground environmental issues, if needed, will be paid for by the Village.

Our proposal provides exactly what is described and needed in the Village's Comprehensive Plan and further solves those problems and issues and achieves these goals as outlined in the Central Business District TIF report at no cost to the Village.

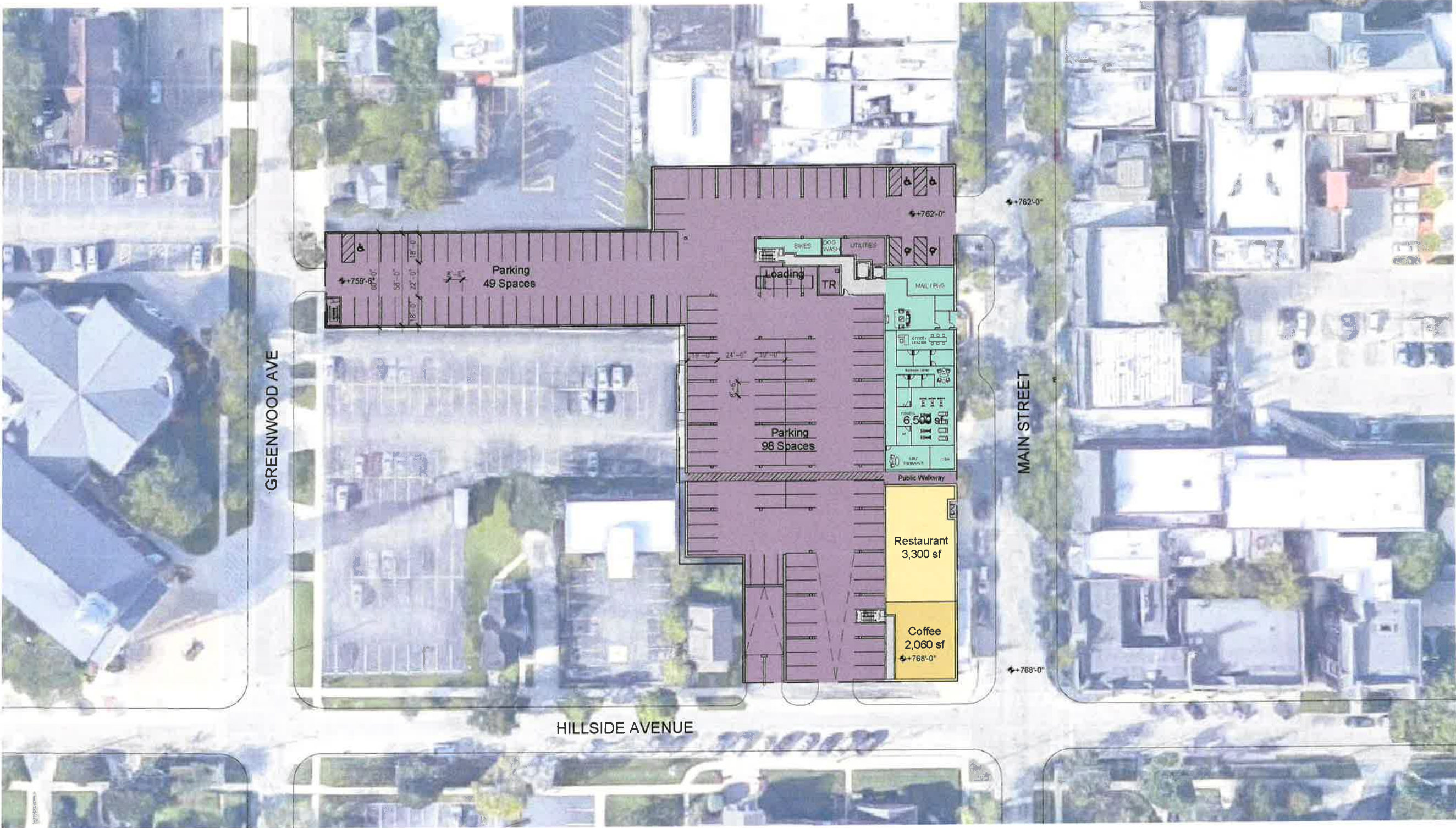
Thank you in advance for all of your assistance in this matter and we look forward to commencing the development of this property as soon as possible.

Sincerely,

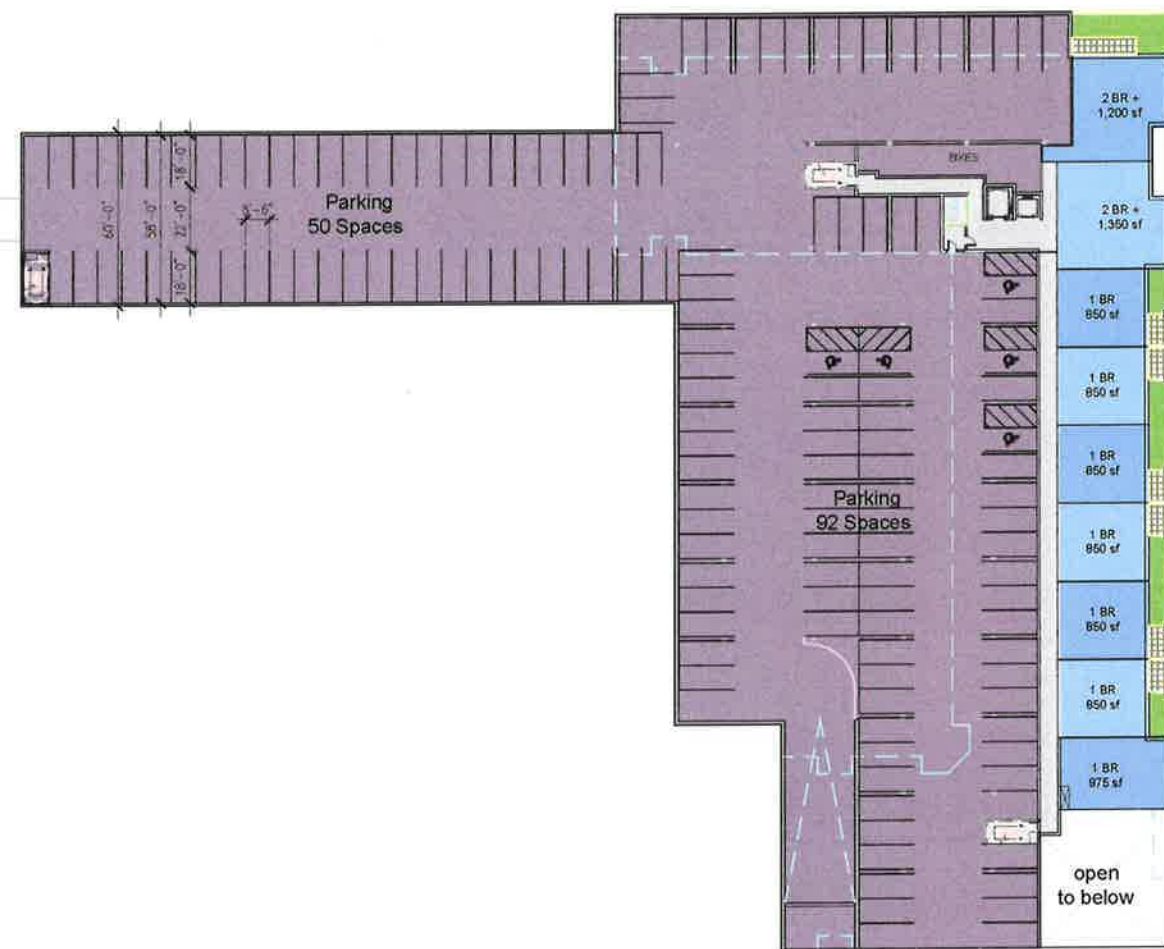


Lawrence Debb
Principal

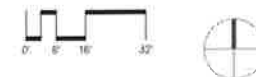
cc: John Kosich



Attachment: Floor Plans (3299 : Pre-App Meeting for 400 & 418 N. Main Street)

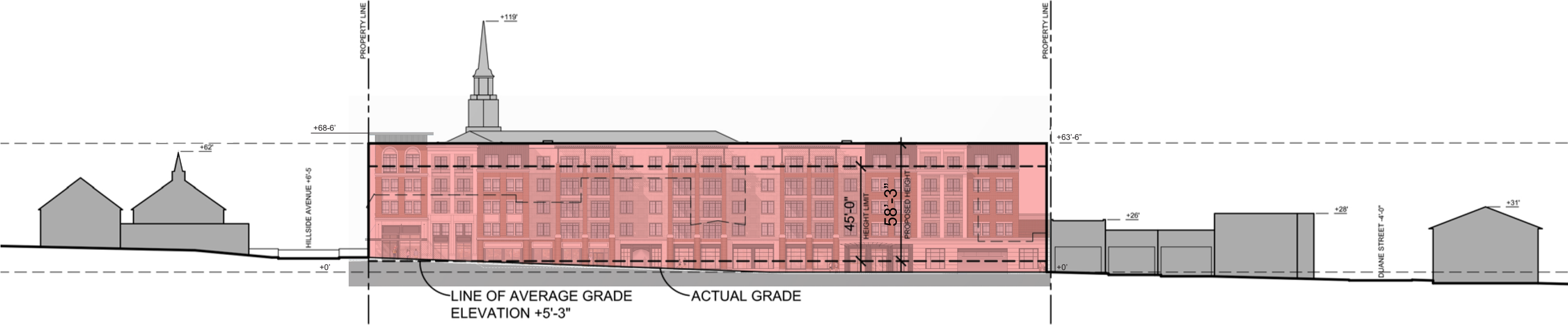








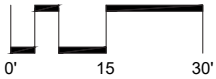
Attachment: Elevation & Height Exhibit (3299 : Pre-App Meeting for 400 & 418 N. Main Street)



Street Elevation
N.T.S.



Proposed Building Elevation
SCALE: 1' = 30'-0"



Attachment: Elevation & Height Exhibit (3299 : Pre-App Meeting for 400 & 418 N. Main Street)

Building Summary - Glen Ellyn Hillside and Main

Floor Areas		Net Areas						Parking Counts		Residential Counts										
Gross	"FAR"	Corridor		Res,		Parking &		Public	Residential										Height	Floor
Area	Area	Corridor, stair, elev	Mech	Retail	Lobby, Amenity	Loading	Dwelling*			Studio	Conv	1BR	1BR+	2BR	3BR	total	Average	EFF		
32,975	32,975	3,480					29,495			2	3	19		9		33	894	89%	10.50	5
32,975	32,975	3,480					29,495			2	3	19		9		33	894	89%	10.50	4
34,470	34,470	3,480			2,000		28,990			1	5	17		9		32	906	84%	10.50	3
63,865	11,815	3,140				52,050	8,675		142			7		2		9	964	73%	12.00	2
66,705	12,885	1,600		5,360	5,925	53,820		147											16.00	1
230,990	125,120	15,180	0	5,360	7,925	105,870	96,655	147	142	5	11	62	0	29	0	107			60	
5%10%58%0%27%0%																				