

STAFF REPORT

TO: Glen Ellyn Architectural Review Commission
FROM: Michele Stegall, Village Planner *MJS*
DATE: November 6, 2015
FOR: November 10, 2015 Architectural Review Commission Meeting
SUBJECT: Crescent Boulevard Redevelopment – Pre-application Meeting

PETITIONER: The petitioner is the Springbank Real Estate Group, owner of the former McChesney and Miller property at 460 Crescent Boulevard.

REQUEST: Pre-application meeting regarding the potential redevelopment of the former McChesney and Miller property at 460 Crescent Boulevard, the Lord's Auto Clinic property at 453 Pennsylvania Avenue and the Village's Crescent/Glenwood parking lot with a new transit-oriented mixed-use residential and commercial development.

LOCATION: The subject property is bounded by Glenwood Avenue to the east, Prospect Avenue to the west and the Union Pacific railroad to the south. Pennsylvania Avenue is located north of the site (see attached map). The property is made up of 2.15 acres, of which approximately 1-acre is owned by the Village.

The site is zoned C5B Central Business District, Central Service sub-district. The surrounding zoning and land uses are as follows:

<u>Surrounding Land Uses</u>	<u>Zoning</u>
North: Commercial	C5B
South: Railroad and Prairie Path Commercial	CR C5B
East: Commercial	C5A
West: Commercial	C5B

**REVIEW
PROCESS:**

To proceed with the project, Springbank will need to submit a formal application for exterior appearance approval. They will also need to receive approval of various zoning applications and will need to enter into a development agreement with the Village.

There are numerous components to the overall project including parking, traffic, architecture, streetscape, development agreements and other items. As always, the Commission's review should be limited to the proposed

building design and materials, landscaping, streetscape, lighting and signage, with the remaining items being the jurisdiction of others.

The petitioner is scheduled to appear before the Plan Commission for a pre-application meeting on Thursday, November 12 at 7:00 pm. Preliminary discussion of items related to parking, traffic and zoning will take place at this meeting. Before filing a formal application, it is anticipated that the petitioner will then meet with the Village Board to discuss the overall project including any economic incentive requests.

PROJECT SUMMARY:

Springbank is proposing to develop a mixed use transit oriented development on the property. The concept plans included in the petitioner's pre-application packet depict 245-upper floor apartments and 76,600 square feet of new first floor commercial space. A two-level below grade parking garage with a total of 750 spaces is also proposed. The project would extend the core of the downtown west to Prospect Avenue with buildings proposed on the north and south sides of Crescent Boulevard and wrapping around the corner to Pennsylvania Avenue. More information about the project is below.

1. Building Design and Materials. The proposed buildings would be broken up into various facades with fluctuations in the roofline, colors and materials which would help break up the mass and bulk of the buildings and allow the project to appear as an extension of the downtown. The buildings would be constructed with masonry materials as encouraged by the Guidelines. A variety of architecture treatments including bay windows, balconies and dormers are also envisioned to further break up the buildings.

The project architect, Jeffery Funke, has described the proposed design as English Gothic. Mr. Funke will present an overview of the design and design inspiration at the meeting.

2. Building Height. The preliminary plans depict a 4-story building on the south side of Crescent Boulevard and a 5-story building on the north side of Crescent Boulevard. The development would revert back to 4-stories as it wraps around the corner of Prospect Avenue to Pennsylvania Avenue. A 120-foot tall tower serving as a visual focal point for the project is also proposed.

Considerable variation in roof height is contemplated throughout the development with an average height of 52 feet envisioned on the south side of Crescent Boulevard and an average height of 58 feet planned on the north side of Crescent Boulevard. The tallest roof structures (with the exception of the tower) would be 69 feet in height and would

act as bookends at the various corners of the development. Please note that the above measurements have been taken from ground level. If the petitioner proceeds with a formal application, the proposed building heights will be recalculated from the average existing grade as required by the Zoning Code.

The proposed height complies with the recommendation in the 2009 Downtown Strategic Plan which suggests that new mixed use development off of Main Street should be a maximum of 3-5 stories tall. However, the petitioner would still need to receive approval of a height deviation as part of the proposed Planned Unit Development with a maximum height of 60 feet permitted for the project.

The anticipated 9-foot height deviation (60-feet for the tower) will ultimately be reviewed by the Plan Commission and Village Board. However, given the inevitable interrelationship between architecture and building height, any thoughts the Commission may have on this issue are welcome and will be shared with the Plan Commission and Village Board.

3. Public Spaces. The building, streetscape and road designs are intended to work together to enliven the outdoor spaces of the project, create gathering areas and add vibrancy to the area. Some of the design elements that would help achieve this include the following:
 - a. Crescent Boulevard. The plans call for Crescent Boulevard to be designed as multi-purpose space that could be used as a gathering area and place to host community events. To illustrate this, the concept plans show how tents could be placed in the on-street parking spaces to accommodate special events such as the French Market.
 - b. Arcade. A first floor pedestrian arcade is proposed throughout the development adding architectural interest to the buildings and providing a covered walkway for pedestrians. The arcade could potentially also be used for outdoor seating during inclement weather.
 - c. Sidewalks. A wide, approximately 22-foot sidewalk, is currently envisioned in front of portions of the arcade that would accommodate outdoor seating as encouraged by the Downtown Plan and provide opportunities to enliven the streetscape with amenities such as plantings, pavers and benches.
4. Streetscape. The area is currently classified in the Streetscape Plan as an “urban transitional area” (see attached) with mid-level streetscape

improvements proposed. However, the project would effectively extend the core of the downtown west to Prospect Avenue, with a higher level of “urban core area” improvements therefore being appropriate. The streetscape improvements currently proposed by the developer exceed the level of improvements envisioned in the downtown core with the architecture and streetscape coming together to give the overall development a unique look, feel and identity. Among other things, the concept plan envisions the use of a cobblestone street, paver sidewalks and potted street trees. A traffic circle and fountain are also depicted at the intersection of Crescent and Glenwood Avenues.

The pavers selected for the project could potentially be used for the remainder of the downtown streetscape, a portion of which is scheduled for installation in 2017. Therefore, as the project proceeds, the Village may want to work closely with the developer on the selection of streetscape materials, particularly the selected sidewalk pavers and tree grates or pots. In addition to what is depicted on the plans, the Streetscape Plan also calls for intersection enhancements at Crescent and Prospect Avenues and Pennsylvania and Prospect Avenues. A mid-block crosswalk along Crescent could potentially also be incorporated into the project. For the Commission’s information, excerpts from the 2013 Streetscape Plan are attached.

5. Covered Walkway. A covered walkway connecting the two apartment buildings is currently proposed to extend over Crescent Boulevard. The Commission may wish to inquire about the anticipated design and materials of the walkway.
6. Rooftop Equipment. A parapet is proposed on top of the building that would presumably screen any rooftop equipment from view along Crescent, Prospect and Pennsylvania Avenues. The Commission may wish to inquire if the equipment would be visible from other areas.
7. Service Areas. The building on the south side of Crescent Boulevard would be served by an alley located behind the building. The upper floors of the building would extend over this service corridor. On the north side of Crescent Boulevard, a service area to accommodate trash and delivery vehicles is proposed north of the road. The petitioner has indicated that they plan to screen this area with large doors.

**COMMISSION
ACTION:**

The ARC is being asked to conduct a pre-application conference and provide feedback to the petitioner that will assist them in preparing a formal application. In reviewing the project, the ARC may wish to inquire/provide feedback about:

1. The appropriateness of the overall design style of the project for downtown.
2. Provide preliminary thoughts and recommendations on the streetscape elements of the plan.
3. Inquire about the petitioner's thoughts for commercial signage.
4. Clarify any concerns.

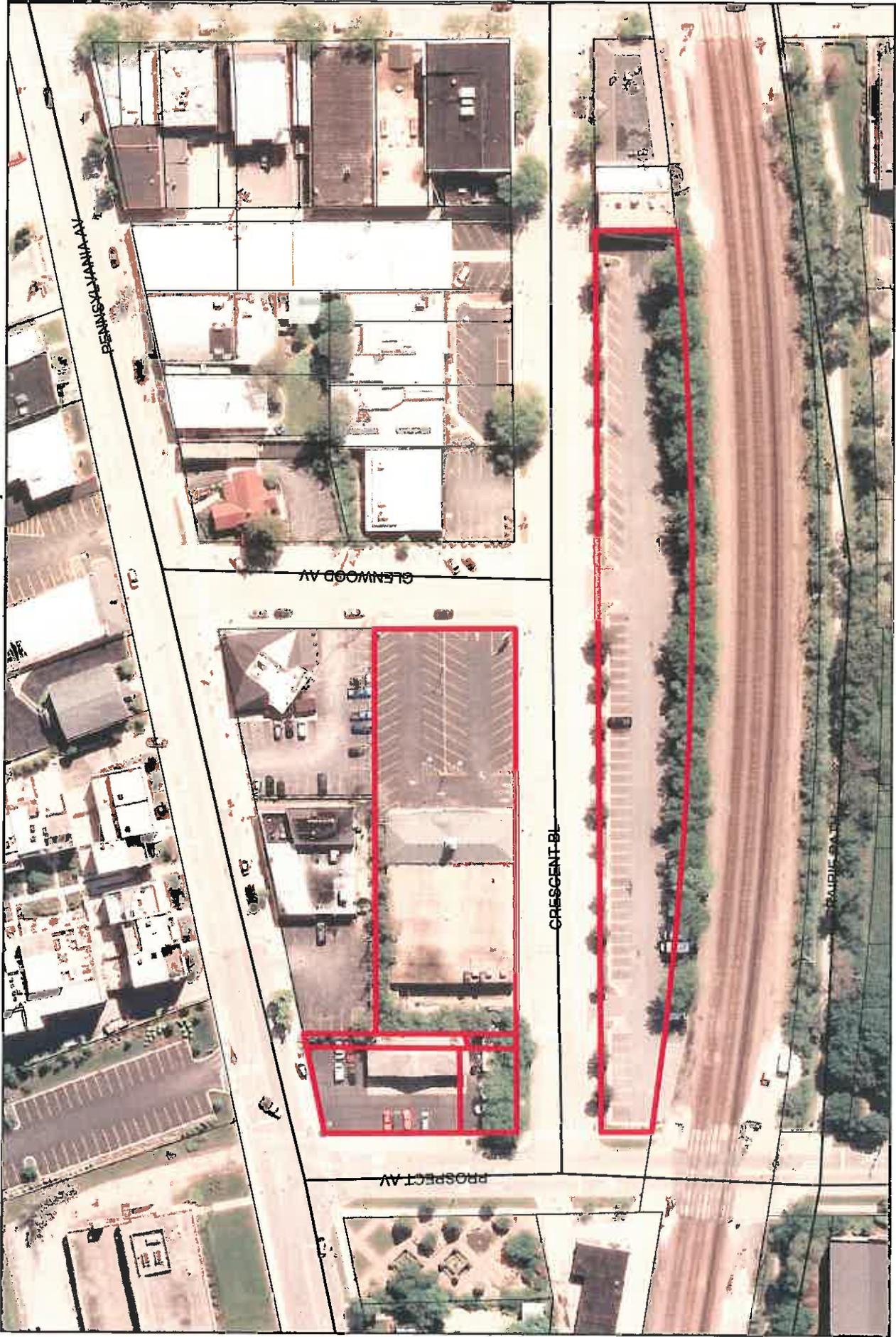
ATTACHMENTS:

- 2011 Aerial Photo
- Excerpts from Downtown Streetscape Plan (6 pages)
- Petitioner's Pre-application Package

Cc: Staci Hulseberg, Planning and Development Director
David Trandel, Chairman, Springbank Real Estate
Jeffrey Funke, Project Architect

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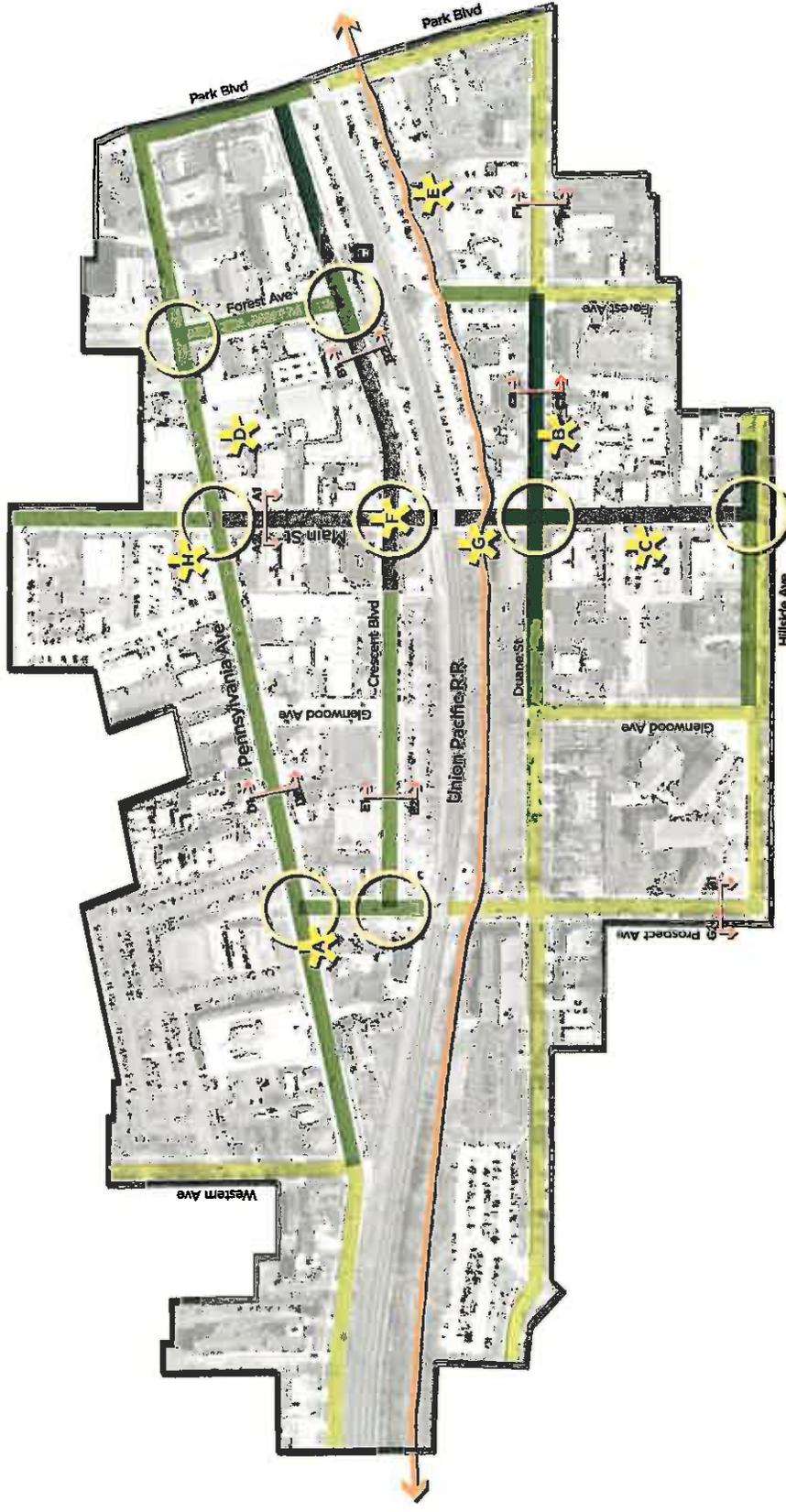
Crescent Boulevard Redevelopment Site



Prepared By: Planning and Development
Aerial Photo 2011



STREETSCAPE ANALYSIS



Legend

- Study Area Boundary
- Urban Core Character Zone
- Urban Transitional Character Zone
- Urban Residential Character Zone

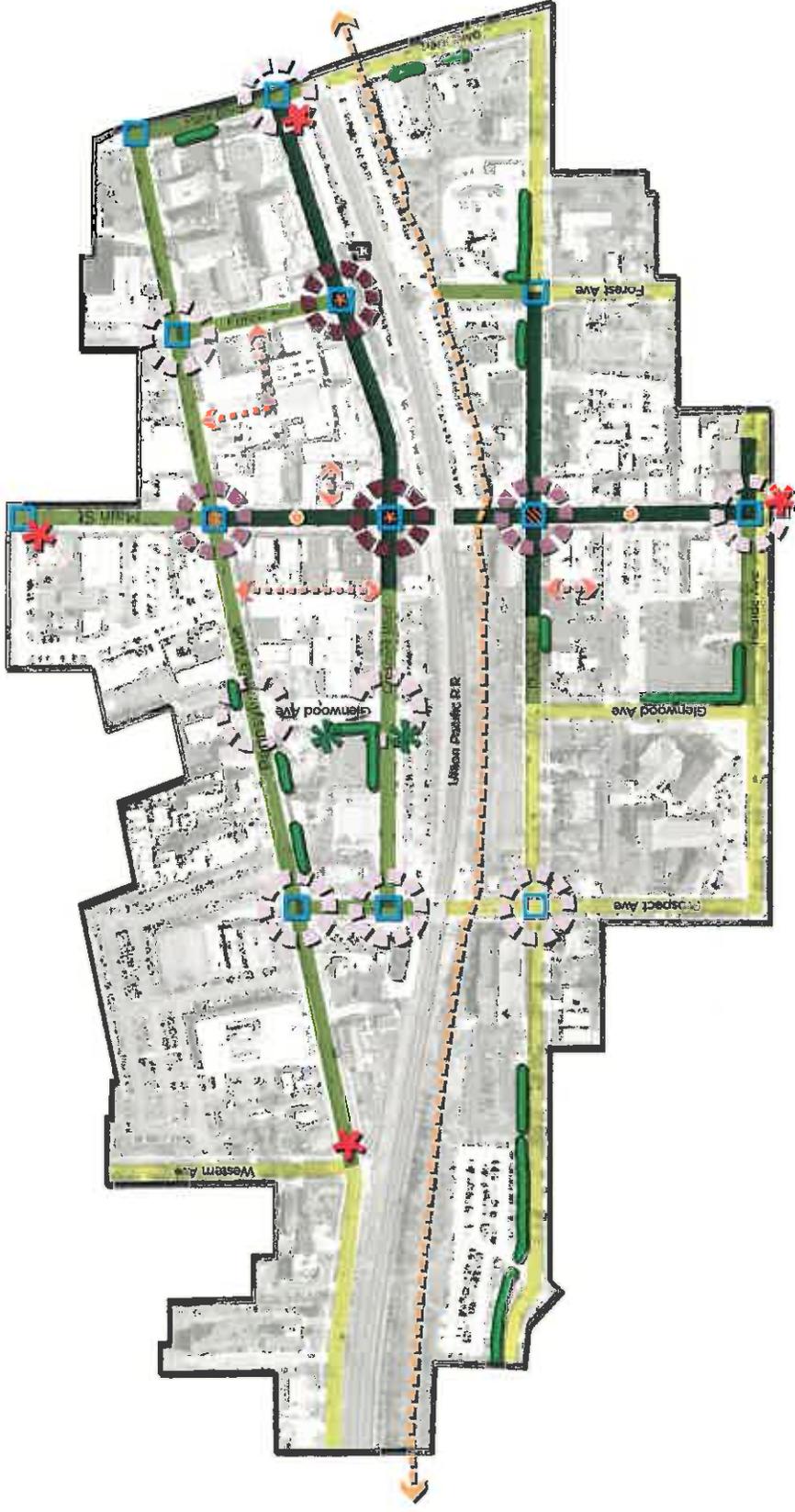
- Key Intersections
- Prairie Path
- Typical Cross Section Location

Urban Parks & Streetscape Features

- A - Volunteer Park
- B - Fountain Plaza
- C - Glen Ellyn Millennium Floral Clock
- D - School Square
- E - Prairie Path Park
- F - Horse Trough
- G - Electric Train Depot
- H - Sesquicentennial Square

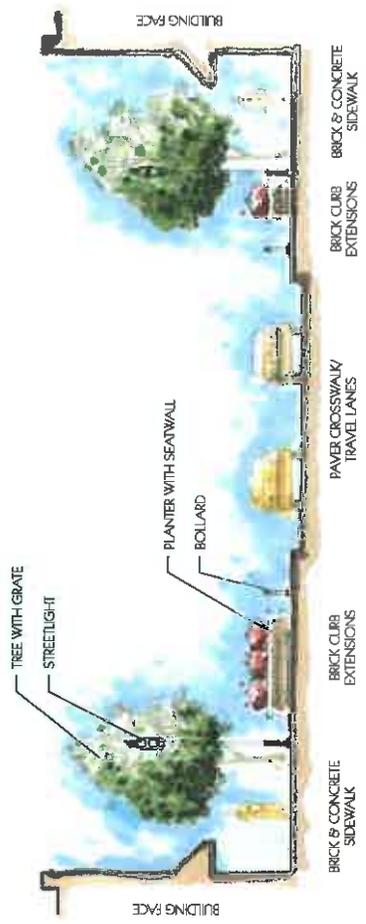
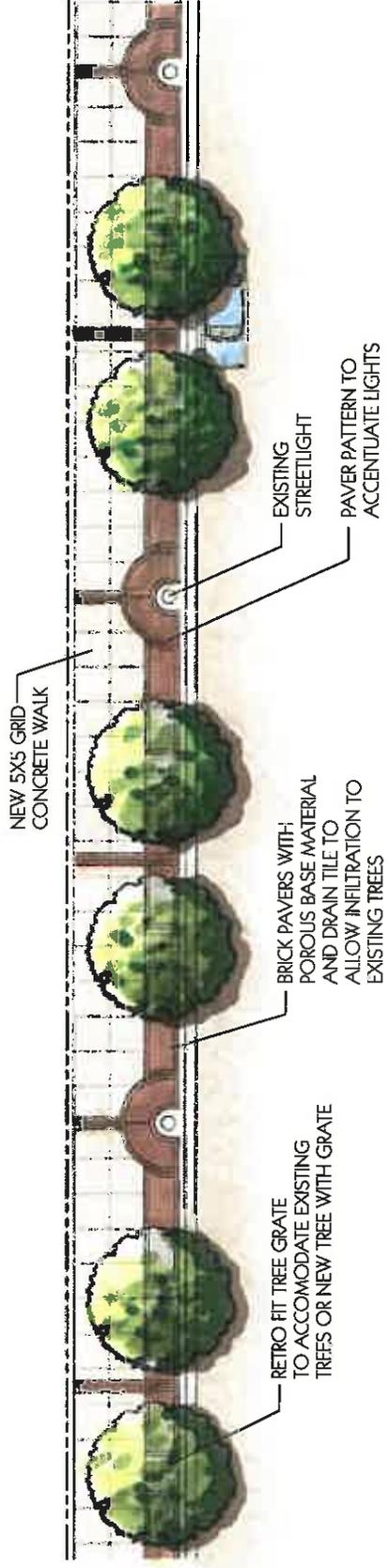


STREETSCAPE IMPROVEMENTS



Legend

-  Study Area Boundary
-  Urban Core Character Zone
-  Urban Transitional Character Zone
-  Urban Residential Character Zone
-  Downtown Gateway Feature
-  Potential Parklet Location
-  Parking Lot Screening
-  Alleyscape Improvement
-  Paver Crosswalk
-  Downtown Identity Feature
-  Paver Art Feature
-  Midblock Crossing
-  Intersection Improvement - Option A
-  Intersection Improvement - Option B
-  Intersection Improvement - Option C
-  Prairie Path Improvement

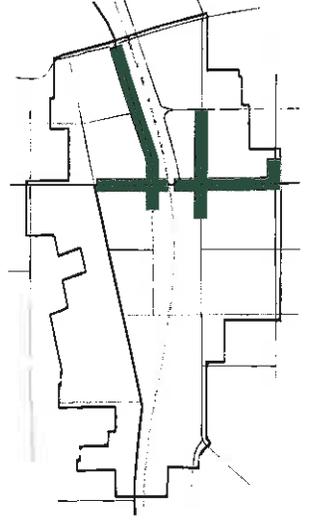


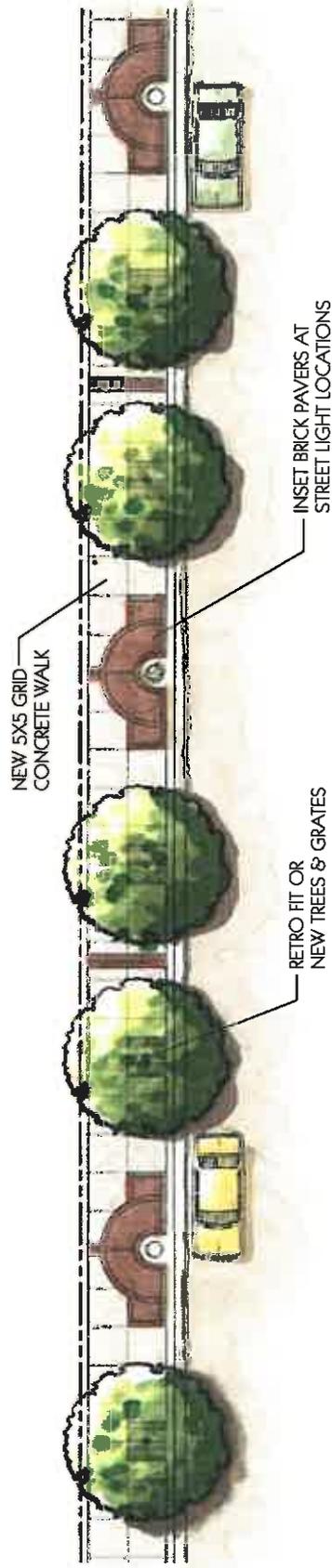
Intersection of Main and Pennsylvania facing south

URBAN CORE STREETSCAPE CONCEPT

The Urban Core is defined as essentially the middle of Downtown or the primary retailing area. This includes Main Street north to south from Pennsylvania to Hillside and portions of Crescent, Duane, and Hillside.

The Urban Core Streetscape should incorporate brick pavers installed continuously along the street side, accentuating the Village light standards and complementing street trees and site furnishings. Porous base materials will help with water infiltration to tree root systems. Openings for existing and new street trees shall be covered with iron tree grates. In key locations brick paver areas should be expanded for emphasis.



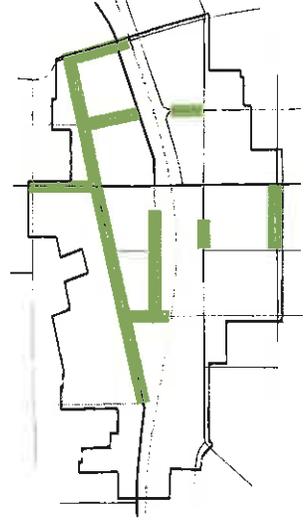


URBAN TRANSITIONAL STREETScape CONCEPT

The Urban Transitional areas begin the transition from the more dense urban core to surrounding residential neighborhoods.

These areas are active and contain businesses. The overall character is slightly different from the urban core, including the presence of parkway plantings, wider sidewalk widths, and deeper setbacks. Therefore, it is not unusual for a transitional area to begin midblock at a fixed point such as an alleyway or parking lot where the character of the block begins to change.

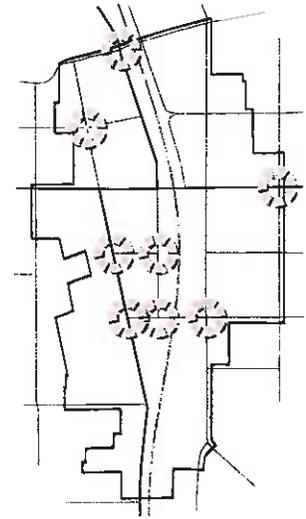
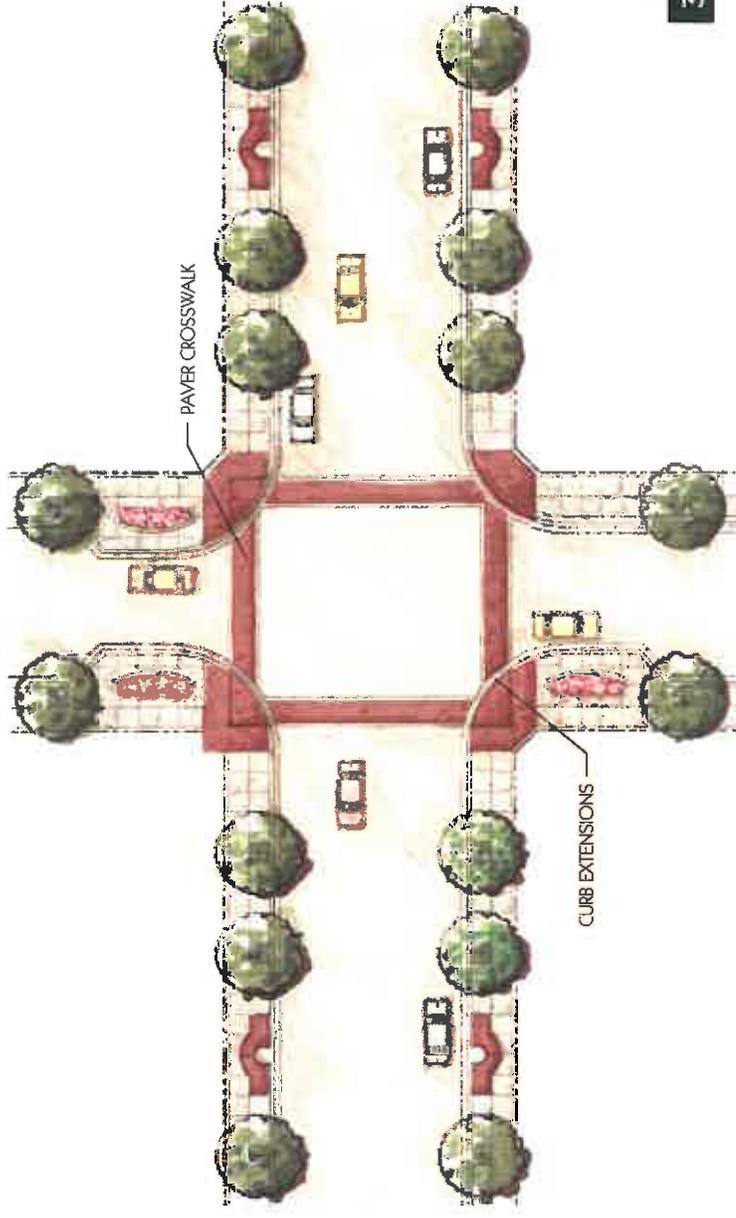
The Urban Transitional Streetscape should use materials similar to the Urban Core, but less intense. Brick pavers will be located as accent insets at street light locations. Other areas will be 5' x 5' concrete sidewalk. Street trees with iron grates should be added, or existing trees retrofitted with grates. Tree spacing will vary depending on preserved trees, light standard spacing, utility locations, etc., but should be no greater than 50' and no less than 25'.



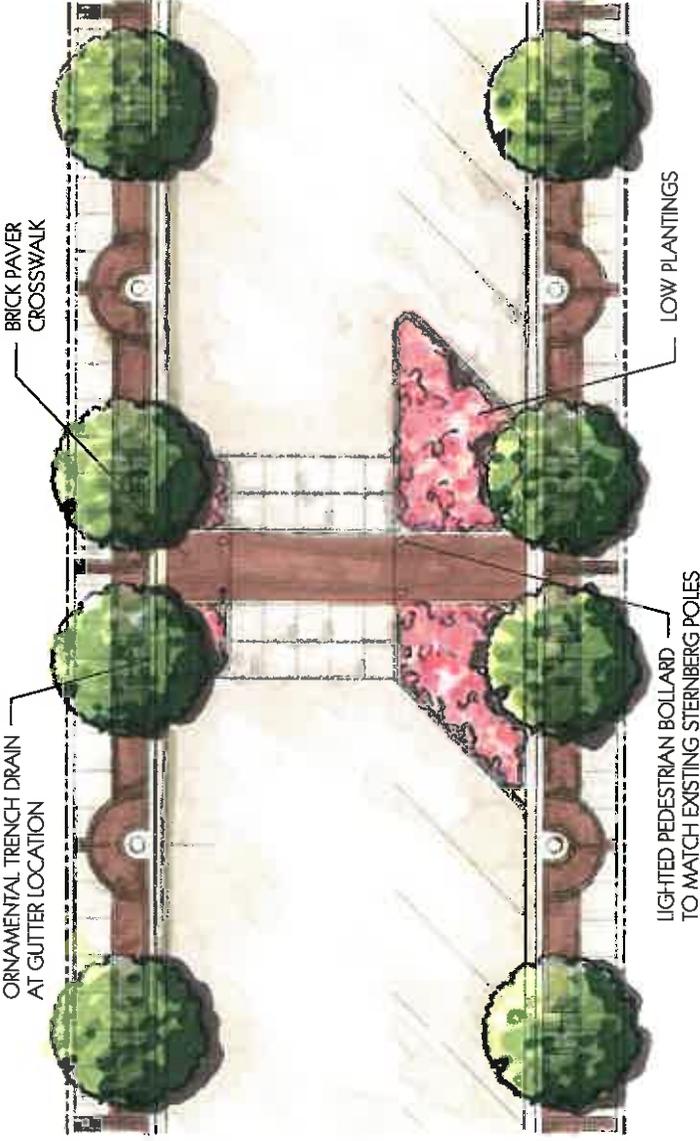
KEY INTERSECTION C

*(Pennsylvania & Prospect;
Hillside & Main; Park & Crescent;
Pennsylvania & Forest)*

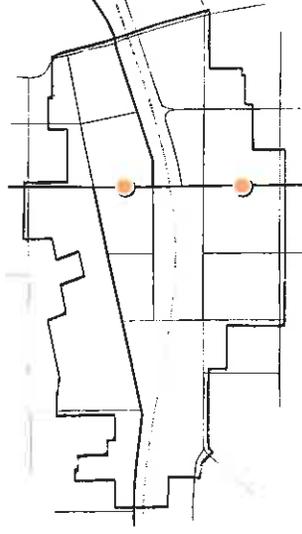
As entryways to Downtown, these intersections would include enhanced streetscape and paver features including decorative pavers and bump-outs (curb extensions).



Section 03 Streetscape Plan Recommendations



Example of mid-block crossing



MID-BLOCK CROSSINGS

Mid-block crossings are designed to safely facilitate pedestrian crossings at mid-block locations. Sites are selected where pedestrian traffic tends to be busiest and people are already crossing (as opposed to walking to marked intersections). Crossings would be delineated using brick pavers and signage alerting drivers to the presence of pedestrians. Before incorporating crossings, safety reviews should be conducted in conjunction with the Police Department and Public Works.

The Police Department indicated a desire for further analysis of midblock crossings. In general, the Department's position is to encourage pedestrian crossings at marked intersections. It is emphasized that the implementation of any new streetscape or parking elements will need to be done in collaboration with all appropriate Village departments to ensure that public safety (safe streets and sidewalks including vehicular/bicycle/pedestrian navigation) is maintained and that the efficient delivery of Village services (snow removal, street cleaning, trash pickup etc.) is not impacted.

The plan incorporates potential mid-block crossings on Main between Pennsylvania and Crescent and between Duane and Hillside. Similar treatments could be applied to crossings at Glenwood and Pennsylvania and Glenwood and Crescent.