

STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Staci Hulseberg, Planning and Development Director
Michele Stegall, Village Planner *mjs* *ARK*

DATE: November 6, 2015

FOR: November 12, 2015 Plan 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

DOWNTOWN PLAN AND

PARKING STUDY: The site is one of the key redevelopment sites identified in the 2009 Downtown Strategic Plan. The Plan recommends that the subject property be developed with a residential use and structured parking. The market study conducted as part of the Plan further recommended 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 Parking Study suggested that the Village construct a new parking garage on the north side of the tracks near the intersection of Forest and Pennsylvania Avenue across from the train station where it would be convenient for commuters and parking occupancy rates are the greatest. However, the study suggested that the Village may want to consider the subject site for additional public parking if it was constructed in conjunction with a private development.

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

REVIEW

PROCESS:

To proceed with the project, Springbank will need to receive approval of a Planned Unit Development Plan and the proposed Exterior Appearance. The Exterior Appearance would be reviewed by the Architectural Review Commission. The petitioner will also need to enter into a development agreement with the Village.

The petitioner is scheduled to appear before the Architectural Review Commission for a pre-application meeting on Tuesday, November 10 at 7:00 pm. After meeting with both Commissions, and 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 anticipated 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 of Prospect Avenue to Pennsylvania Avenue (see attached plans and maps). More information about the project is below.

1. Residential Unit Mix. The preliminary plans propose a total of 245 luxury residential apartment units, of which 70 or (29%) would be 1-bedroom units, 145 or (59%) would be 2-bedroom units and 30 or (12%) would be 3-bedroom units. The market study conducted as part of the Downtown Plan recommends that the Village add a minimum of 450 residential dwelling units to the downtown.

2. Commercial Space. The existing 12,600 square foot former McChesney and Miller grocery store and 2,090 square foot Lord's Auto Clinic building would be demolished to make way for the project. With a total of 76,600 square feet of new commercial space anticipated, the project would add roughly 61,910 square feet of new commercial space to the downtown. The new commercial space would be designed to meet the needs of modern day businesses as recommended by the Downtown Plan. The market study conducted as part of the 2009 Downtown Plan recommended no net loss or increase of commercial space.

The market study conducted as part of the 2009 Downtown Plan notes that there is a high intensity of competition for household retail expenditures in the market area from surrounding shopping centers such as Oakbrook Center, Yorktown Mall and Danada. The study suggests that any new commercial space in the downtown will therefore need to capture demand not realized by these other centers, many of which benefit from visibility on high traffic corridors and are located in close proximity to major employment centers. Therefore, having the development create a unique place that will draw customers in for the experience it provides becomes increasingly important and it is suggested that a current commercial market study be prepared and submitted as part of the project.

3. 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 be a maximum of 3-5 stories tall. However, it is anticipated that the petitioner will still need to receive

approval of a height deviation as part of the proposed Planned Unit Development. A total building height of 55 feet is permitted in the C5B district with any portion over 45 feet required to be stepped back from the front façade. The petitioner would be eligible for a 5-foot height bonus due to the proposed underground parking. Therefore, a total building height of 60 feet is permitted.

The average building height on both sides of the street would be within the height limit permitted by Code. Gabled rooflines are also proposed throughout the project that would reduce the apparent mass and bulk of the building at the higher levels as intended by the step-back requirement and the site is located off Main Street at the bottom of the hill. Therefore, staff does not have any objection to the proposed height.

4. Parking.

- a. Total. A total of 796 parking spaces are proposed with the project, including 46 on-street spaces and 750 spaces in a two-level below grade garage. There are currently 57 on-street parking spaces in the area and 129 parking spaces in the Crescent/Glenwood parking lot for a total of 186 existing parking spaces. The total net gain in parking would therefore be 610 spaces. Of the 129 spaces in the Crescent/Glenwood lot 82 spaces are permit spaces. The 2013 Parking Study shows that the Crescent/Glenwood lot currently has lower occupancy rates than other areas of the downtown (see attached).
- b. Residential. Parking for the residential units is proposed to be provided at a ratio of 1.67 spaces per unit for a total of 410 dedicated residential spaces. Based on the anticipated unit mix, a total of 455 parking spaces are required by Code for the project. Therefore, a deviation of 45 spaces for the residential use is anticipated. Parking ratios of 1.3 spaces per unit have recently been discussed for other similar downtown projects and a 1.5 space per unit parking ratio was previously approved for the predominantly 2-bedroom Crescent Station and Glenstone condominium developments. The subject project is a transit-oriented development in close proximity to the train station. Therefore, staff has no concerns about the anticipated deviation request for the residential parking.
- c. Commercial/Public Parking. A total of 386 commercial/public parking spaces are proposed for an increase of 200 public parking spaces. The additional spaces would likely be needed to serve the new proposed commercial space.

The property is located in the C5B zoning district. Therefore, the Code requires parking to be provided for the new commercial space. Parking for commercial uses is not required in the adjacent C5A district where the parking needs of businesses are instead accommodated on the street and in public parking lots.

The Code generally requires 1 space for every 250 square feet of new commercial space in the C5B district (the requirement for restaurants and some other users is more). Using this requirement, with 76,600 square feet of commercial space, a total of 307 spaces would be required, meaning that technically only 79 of the existing 186 parking would be replaced. There is however an opportunity for shared parking with any permit spaces freeing up for customer use in the evenings and on weekends when any restaurants or other uses may be at their peak.

- d. Summary. A table summarizing the proposed parking is below.

	Proposed Spaces	Required Spaces	Difference Proposed/Required
Residential	410	455	-45
Commercial/Public	386	307	+79
Replacement Spaces	79	186	-107
Total	796	948	-152
Net Public Parking Increase	200		

The proposed development would follow more of a traditional Main Street model where customers frequent multiple establishments in a single trip. Other forms of transportation are also available to reach the site and there are opportunities for shared parking. Therefore, staff believes that the commercial parking requirement for the project is high and we are comfortable with the residential parking deviation to allow 1.67 spaces per unit.

5. Crescent Boulevard Right-of-Way. The conceptual plans call for Crescent Boulevard to be designed as a multi-purpose space allowing traffic to pass through while also being used as a gathering space. Paver sidewalks, cobble-stone streets and other design elements are proposed that would establish this area as a unique space and potential location 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. A traffic circle and fountain are also depicted at the intersection of Crescent and Glenwood Avenues. If the petitioner proceeds with a formal application, a full study will be required.

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. A wide, approximately 22-foot sidewalk, is envisioned in the parkway in front of a portion 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.

6. Outdoor Sales. The petitioner has expressed an interest in allowing outdoor sales under the arcade to add additional vibrancy to the area. A special use permit would be required to allow outdoor sales in the area and could set a precedent for other similar applications.
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 the service corridor. On the north side of Crescent Boulevard a service area to accommodate trash and delivery vehicles is proposed north of the road.
8. Utilities. A number of utilities are located under Crescent Boulevard and other parts of the development site. With the proposed 2-level below grade parking structure, almost all of the below ground utilities will need to be relocated. The petitioner has met with the Village's engineering team to discuss options for utility relocations and is currently showing a majority of the utilities being moved under the rear service drive. Staff will continue to work through these issues with the petitioner as the project progresses.

**POTENTIAL
REZONING:**

As part of the project, staff is seeking Plan Commission feedback on whether the site should be rezoned from the C5B to the C5A zoning district. The C5A district is characterized by side by side buildings constructed up to the sidewalk, on-street parking and public parking lots. In contrast, many of the properties in the C5B district tend to be separated from each other, often with only one building on a lot, larger building setbacks and private parking lots. The proposed development would essentially extend the core of the downtown to Prospect Avenue and the character of the development would be more similar to the character exhibited in the C5A retail core.

The approvals required for the development under the two zoning districts would be slightly different (see below). However, in either event, the project would be reviewed as a Planned Unit Development. Therefore, the main reasons for staff's recommendation are related to the overall

character and style of the development and the difference between the uses that would be permitted in the two districts moving forward. In particular, office uses are permitted by right on the ground floor in the C5B district (see attached) along with other uses that might not encourage the level of vibrancy desired.

	C5A	C5B
Height Deviation	X – deviation greater in C5A	X
Commercial Parking Required		X
Special Use for Outdoor Sales	X	X
Special Use for Upper Floor Apartments	X	X

**PROJECT
BENEFITS:**

The project aligns with many of the recommendations in the Village's long term plans and could have a number of potential benefits as identified below.

1. The project would result in a new development on one of the top priority sites recommended in the Downtown Strategic Plan.
2. The tax exempt municipal parking lot would be placed on the tax rolls resulting in increased property tax revenues.
3. The new structure would have greater value and generate more property tax revenue than the existing McChesney and Miller and Lord's Auto Clinic buildings.
4. A total of 245 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.
5. A new development on a municipal site would generate TIF revenues that could be used to help finance some of the projects and initiatives recommended in the Downtown Plan.
6. The project could potentially add to the public parking supply on the north side of the tracks.
7. New retail space would be created that would be designed to meet the needs of modern day businesses as recommended by the Downtown Plan.
8. The project has the potential to generate new interest in the downtown and attract new customers that would support the new commercial tenants and existing downtown businesses.

**PLAN
COMMISSION****ACTION:**

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

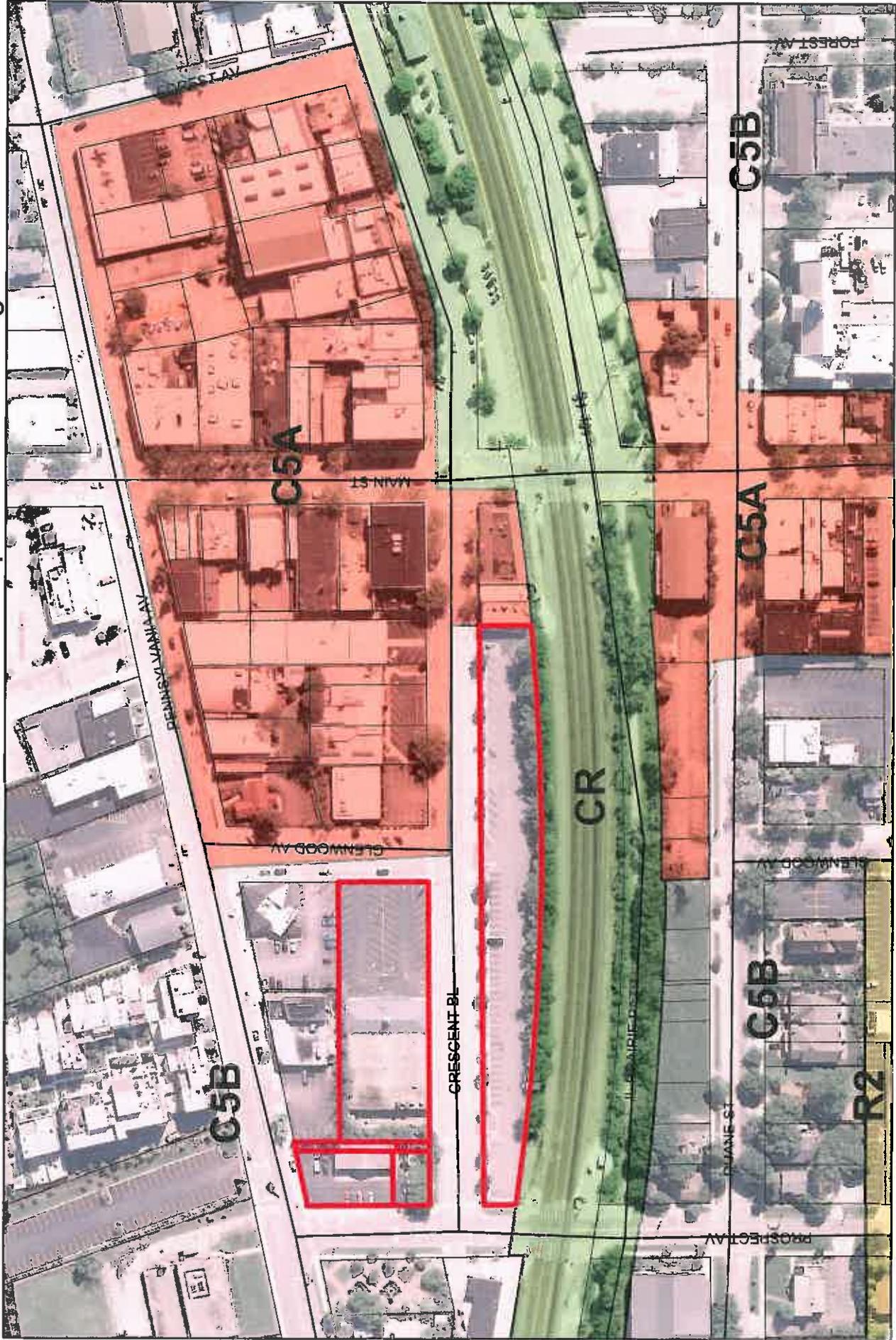
1. If the Commission is supportive of the overall development concept.
2. Provide feedback about the anticipated height deviation.
3. Discuss and provide feedback about the proposed parking.
4. Share any concerns about the anticipated request to allow outdoor sales.
5. Indicate if the Commission would be supportive of rezoning the property to the C5A district or maintaining the existing C5B zoning.
6. Clarify any concerns.

ATTACHMENTS:

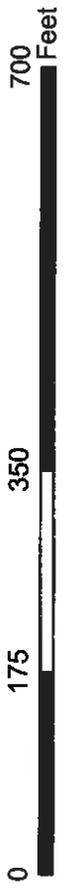
- Aerial and Zoning Map
- Downtown Plan Excerpts (17 pages)
- Parking Study Excerpts (5 pages)
- C5A District Code Excerpts (5 pages)
- C5B District Code Excerpts (4 pages)
- Petitioner's Pre-application Package

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

Crescent Boulevard Redevelopment Site - Zoning



Prepared By: Planning and Development
Aerial Photo 2011



The Goal for Glen Ellyn's Downtown

The purpose of the *Downtown Strategic Plan* process is to identify strategies to slow down and reverse the trend of increasing Downtown business vacancies, resulting in the following goal for the *Downtown Strategic Plan*:

Create an economically-viable Downtown that is attractive to citizens and businesses.

Some of the means in which to achieve this goal are:

1. Provide an appropriate mix and supply of **retail** establishments to draw consumers to the Downtown.
- * 2. Increase the Village's **population within walking distance** of the Downtown, by increasing the number of dwelling units (and thereby, consumers) in and around the Downtown.
3. Improve the condition of many Downtown **buildings**, by upgrading and modernizing building interiors and maintaining and restoring building exteriors.
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.

Downtown Strategic Plan:**Implementation**

A nationwide economic downturn was experienced in 2008 and is ongoing as of the writing of this report; however, there are ample opportunities to begin various partnerships, initiatives, and projects as soon as the *Downtown Strategic Plan* is adopted. Some changes will occur within the first year of plan adoption, others could occur 20 years into the future.

The following major short-term (0 to 5 years), mid-term (6-10 years), and long-term (11-20 years) initiatives and projects are listed in the order of anticipated implementation over the next 20 years. In general, short-term projects and initiatives are low-cost and easy to implement, while long-term projects and initiatives are higher-cost and more complicated to implement. These projects may be initiated privately, publicly, or via a public-private partnership. Regardless of the project or initiative, partnerships and relationships should be established as soon as possible, since many construction projects can take months or years to develop prior to entering the Village's review and approval process. Details about each project and initiative can be found in Chapter 10: Implementation.

InitiativesAdministration

1. Create a Permanent Downtown Organization – Short-Term and Ongoing
2. Establish a Historic Downtown District – Short-Term and Ongoing
3. Review and Make Improvements to the Zoning Code and the Development/Administrative Review Process – Short-Term and Ongoing

Public-Private Partnerships

4. Strengthen the Village of Glen Ellyn/College of DuPage Partnership – Short-Term

ProjectsInfrastructure

5. Analyze the Downtown Traffic Circulation System – Short-Term
6. Design and Install New Public Signage, Wayfinding, and Streetscaping – Short-Term
7. Design and Consider Constructing the Main Street and Crescent Boulevard Streetscapes, and the North Downtown Greenway – Short-Term
8. Maintain and Enhance the Recreational and Multiple-Use Path System – Short-Term
9. Design and Construct the Mixed-Use Forest Avenue North Parking Structure – Short-Term
10. Design and Construct New Train Station Facilities and a Pedestrian Underpass – Mid-Term
11. Design and Consider Constructing the Mixed-Use Forest Avenue South Parking Structure – Long-Term
12. Design and Construct the South Downtown Greenway – Long-Term¹

Development

13. Encourage and Facilitate Private Downtown Building Maintenance and Modernization – Short-Term
14. Facilitate a Private South Main Street Mixed-Use Development – Mid-Term
15. Facilitate a Private Residential Development on Existing Church Parking Lot and Village-Owned Parking Lot – Mid-Term
16. Facilitate a Potential Fire Department Relocation and the Redevelopment of the Existing Fire Station Site – Long-Term
17. Facilitate a Potential Police Department Relocation and the Creation of the Civic, Leadership, and Learning Center – Long-Term
- * 18. Facilitate a Private Residential and Mixed-Use Neighborhood Development in the Crescent Boulevard and Glenwood Avenue Area – Long-Term

By adopting the *Downtown Strategic Plan*, a commitment has been made by the community to begin immediately on the implementation process.

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.

Restaurants and other eating and drinking places in Downtown Glen Ellyn will help provide customer traffic to support retail tenants and appeal to residents and office-space using businesses. In addition, additional restaurants and entertainment opportunities, particularly those that occur in the nighttime, will enrich the image of the Downtown as more than just a place to shop and are likely to be able to share parking with complementary daytime uses.

Enhance the connections with other governmental and service organizations such as the College of DuPage and Morton Arboretum, and consider the following:

- Relocate the Global Art Film Festival to the Glen Art Theatre in the Downtown.
- Create a band shell in the Downtown for concerts.
- Encourage the establishment of venues for music, theatre and other performances by student groups associated with the College of DuPage, as well as touring groups arranged by McAninch Arts Center (MAC) of the College of DuPage.
- Offer facilities and/or sites in the Downtown for speaking events, performances, film screenings, and rotating art exhibits.
- Consider partnering with the Chicago Council of Global Affairs to coordinate speaking engagements, in addition to the College of DuPage and the MAC for performances and exhibits.
- Coordinate internship, co-op, and other culinary and hospitality opportunities between the College of DuPage and Downtown restaurants.

Retail stores, particularly specialty stores, depend upon foot traffic and visibility as a primary advantage in attracting customers. It is important for retailers to be near other stores, to be visible, and to offer an inviting street presence. Smaller, but specialized apparel, and accessory tenancies are examples of the kinds of tenancies, if grouped together, are more likely to succeed than general merchandise stores. If the Downtown is able to create a more significant agglomeration of such specialty tenancies it will need to attract a greater number of customers from beyond Glen Ellyn because of the availability of uniquely responsive merchandise and customer-oriented service in a fun, pedestrian-oriented, and pleasant environment. This will necessarily include the creation of more "internal" competition in the Downtown, but this internal competition will be more than offset by improving the Downtown's position in the wider market place.

- Enhance Event Programming
- Augment Parking
- Create Iconic Gathering Space and Greenway
- Integrate Additional Housing
- Enhance Way-finding and Signage
- Monitor Progress

Improve Organizational Clarity and Capacity, and Conditions for Success

Clarify roles, responsibilities, and relationships for the various community organizations; establish an independent Downtown committee; nurture existing and incubate new retail and office businesses; continue to improve the development review process; and appoint an ombudsman.

Long-Term Strategy

The *Downtown Strategic Plan* is a 20-year strategy to create an economically-viable Downtown. Implementation will occur over time, with only a few simple and low-cost initiatives recommended to commence in the months that immediately follow the adoption of the plan.

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.

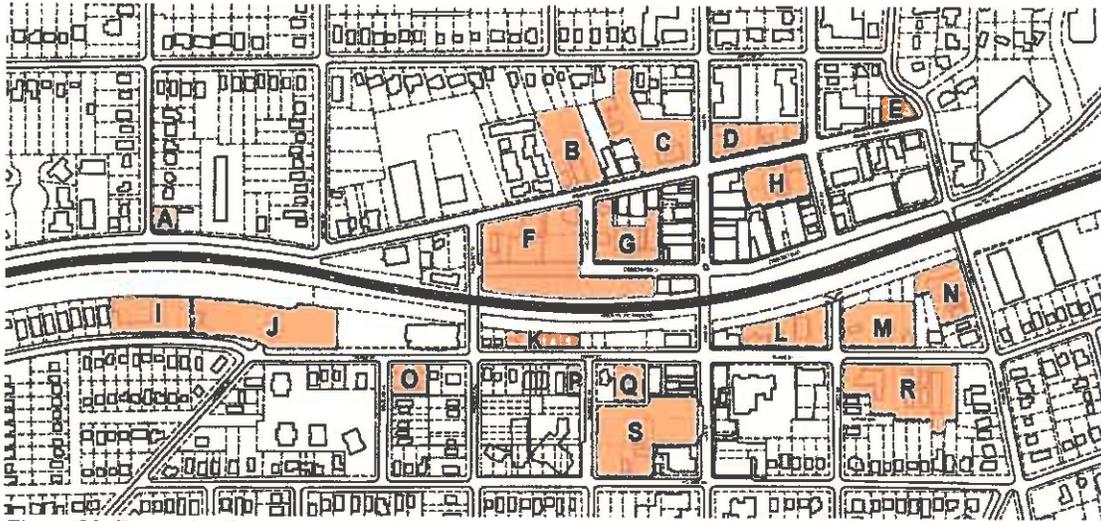


Figure 23: Properties Susceptible to Change

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.

8 Recommendations

Introduction

A new master plan and implementation strategy cannot begin until a program appropriate for Downtown Glen Ellyn is established. The vision, goal, objectives, strategies, measures, and programming contained in the following pages establish the foundation for the master plan for Downtown Glen Ellyn.

Vision

The Village of Glen Ellyn is embarking on a new era and has the desire and ambition to nurture and enhance its historic Downtown. In the future, the Downtown will serve as the hub for social, recreational, and shopping activities in the community. A primary component of the Downtown will be a Village-wide gathering place that is used on a regular basis by residents and visitors, thereby supporting businesses. Over the next 20 years, the Downtown will strive to achieve the following:

- An attractive Downtown neighborhood.
- A lush greenway in the valley along the railroad tracks.
- A refurbished Main Street.
- An attractive new train station with landmark-quality design features and commuter-friendly goods and services.
- A vibrant and safe activity center surrounding the Glen Ellyn Train Station.
- ✱ ▪ One or more parking structures to accommodate Downtown business parking and future commuter parking needs.
- A proactive business attraction and retention campaign, providing business start-up, business plan maintenance, and business closure prevention services.
- ✱ ▪ An attractive and generous supply of residential living opportunities, including a new district in the Crescent Boulevard and Glenwood Avenue area.

- A marketing campaign that focuses on Downtown access via the Illinois Prairie Path and Metra Rail.
- A wide, looped pathway connecting Lake Ellyn to the Downtown and the Illinois Prairie Path.
- An ample supply of convenient Downtown parking for bicycles and vehicles.
- A pedestrian underpass near the train station that can accommodate wheelchairs and bicycles.
- * ▪ Refurbished and new Downtown buildings that meet or exceed the needs of modern businesses and residents.
- Old-time favorites and new and exciting retail and restaurant establishments that offer a range of experiences and merchandise price points.
- A flexible Downtown office supply that can grow with a business and accommodate the characteristics of live-work studio environments.
- A new and modern Fire Station.
- A pocket park with a small outdoor amphitheater buffered from the noise of passing trains.
- A highly-organized Downtown community organizational structure that is welcoming to the business and development community.
- A community that embraces change.
- New and improved community events that draw people into the Downtown stores and restaurants.
- An attractive and inviting Main Street streetscape from Roosevelt Road to St. Charles/Geneva Roads, drawing visitors into the Downtown to discover a lifestyle center that is unique to Glen Ellyn.

The *Downtown Strategic Plan* will serve as the reference for community leaders to achieve the vision of the residents, business owners, property owners, and friends of Glen Ellyn. The result will be a showcase that is a destination for the residents of Glen Ellyn, the western suburbs, and Chicagoland.

Goal

The goal of the *Downtown Strategic Plan* is to create an economically-viable Downtown that is attractive to citizens and businesses.

Objectives

Objectives describe general actions that should be accomplished to make progress towards the overall goal.

1. Provide an appropriate mix and supply of **retail** establishments to draw consumers to the Downtown and increase sales tax revenue.
- * 2. Increase the Village's **population within walking distance** of the Downtown, by increasing the number of dwelling units (and thereby, consumers) in and around the Downtown.
3. Improve the condition of many Downtown **buildings**, by upgrading and modernizing building interiors and maintaining and restoring building exteriors.

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

*** Maintain and Build New Downtown Mixed-Use Buildings**

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

Increase Downtown Office and Service Space

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

*** Increase the Number of Downtown Residential Units**

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

Civic and Institutional

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

Circulation and Access

Maintain and Improve Infrastructure

Corridors

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

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

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

Parks and Open Space

Downtown Greenway Plaza

Forest Avenue will be transformed into a public plaza across the street from the new Glen Ellyn Train Station. Informal gatherings and street performances will keep this alcove along Crescent Boulevard active and an interesting place to visit, it will be a location for seasonal decorations, and could be constructed to accommodate events such as the farmer's market.

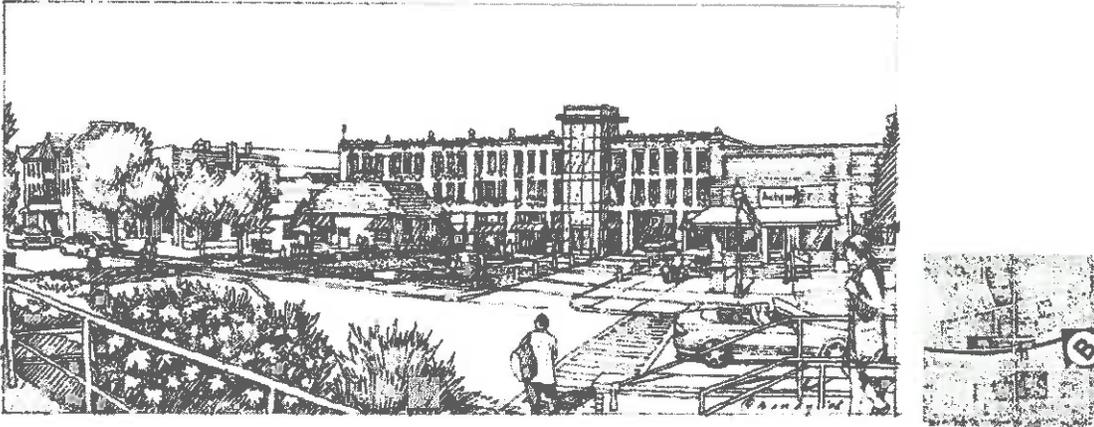


Figure 30: Perspective Sketch – Downtown Greenway Plaza. Source: Town Builder Studios.

Mixed-Use

* Mixed-Use Reinvestment

First floor retail with residential and/or office uses on the floors above. Upgrades to building interiors and maintaining building exteriors, while retaining as many of the historic features as possible, are expected and highly-encouraged. In addition, sustainable practices using Leadership in Energy and Environmental Design (LEED) standards are a must.

Renovated and newly constructed retail spaces meet the needs of both modern retailers and long-time community "legends". Improvements include additional outdoor connections, including sidewalk cafes and views to the Downtown Greenway. The transit-oriented retailers are conveniently-located next to the Glen Ellyn Train Station and commuter parking areas, including concessions within the station.

Businesses offering affordable and upper-end goods and services coexist in the Downtown core. Consumers can purchase items that include groceries, clothing, gifts, and items that meet the daily needs of Downtown residents, Village residents, and commuters.

Additional restaurants have been brought into the Downtown, building upon the success of established restaurants. In addition, many restaurateurs have incorporated College of DuPage interns and graduates into their staff.

Prominent Downtown locations are occupied by anchor retailers, assuring the success of the businesses for future generations and the Downtown as a whole. For example, if the Fire Company determines they need new facilities, the Fire Station property could be transformed into a mixed-use development with a grocery store and market occupying the first floor, with office and/or residential uses above.



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.

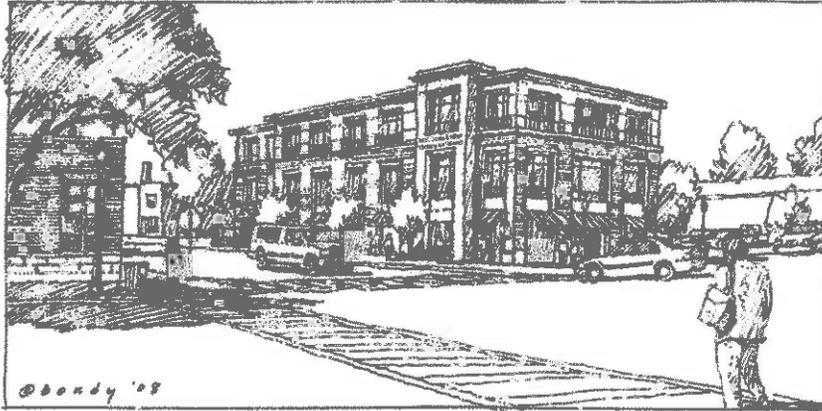


Figure 31: Perspective Sketch – New Mixed-Use Building at the Northwest Corner of Pennsylvania Avenue and Main Street. Source: Town Builder Studios.

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.

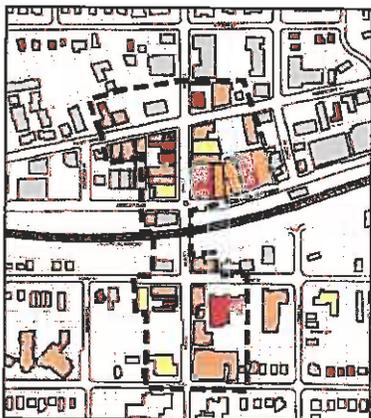


Figure 32: Historic Downtown District. Source: Town Builder Studios and BauerLatoza Studio

* Multiple Family Residential

The Downtown has been converted to a dense, mixed-use neighborhood with a variety of residential housing types and unit prices. The number of residential units in the Downtown has been maximized to ensure an active evening and weekend population. A total of 450 dwelling units have been added to the Downtown. They are smaller in size to cater to the needs of the smaller-sized households that are attracted to the downtown living concept. In addition, the young professional and empty-nester residents have the convenience of commuting into Downtown Chicago via Metra without the need for Downtown commuter parking.

Unit types include rental apartments above first floor retail in the Downtown core; mid-rise condominiums, garden condominiums, and townhouses surrounding the Downtown core; and existing single family homes with new accessory dwelling units³ on the periphery (within a quarter-mile) of the Downtown core. Pennsylvania Avenue and Glenwood Avenue have been converted into neighborhood streets.

A new urban residential neighborhood is located west of Main Street, north of the railroad tracks, south of Pennsylvania Avenue, and east of Prospect Avenue. Occupants include young professionals, empty-nesters, senior citizens, and young families. Existing businesses have been relocated to other Downtown locations, including the first floors of the buildings fronting Pennsylvania Avenue. This redevelopment was made possible with the Village's effort to assemble the property in partnership with the existing property owners and the private investment community.

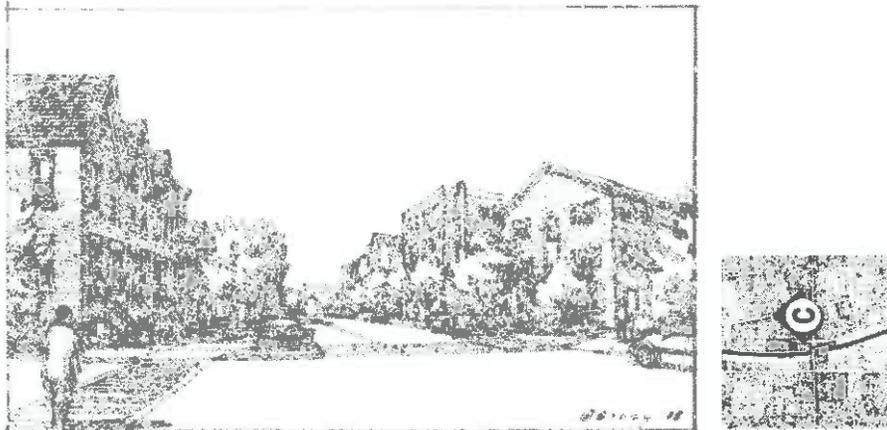


Figure 33: Perspective Sketch – Pennsylvania Avenue Mixed-Use and Residential Buildings.
Source: Town Builder Studios.

Medical Office / Service

The DuPage Medical Group's Glen Ellyn Clinic has drawn newer office users into the Downtown, especially in its northwestern periphery. This has resulted in the incubation of start-up professional office businesses, increased Downtown employment opportunities, and an increased Downtown daytime population.

³ Accessory Dwelling Unit (ADU). A small efficiency apartment that typically includes a kitchenette, a bathroom, a combination living/dining/sleeping space, and is approximately 650 square feet in size. It is usually located above a two-car detached garage; however, it could be a part of the single family home – such as in an attic or a basement – as long as the proper building codes are adhered to. The ADU option can be accomplished by creating an overlay district for the "R-2" (Single Family) Residential District, and single family homes permitted by special use in the "R-4" (Multiple Family) Residential District.

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.

Initiatives and Projects Overview

There are many projects and initiatives that will implement the vision, goal, objectives, and strategies, of the *Downtown Strategic Plan*. Some projects and initiatives are short-term (0 to 5 years), mid-term (6-10 years), and long-term (11-20 years). In addition, these same projects may be initiated privately, publicly, or via a public-private partnership. Regardless of the project or initiative, partnerships and relationships should be established as soon as possible, since many construction projects can take months or years to develop prior to entering the Village review and approval process.

Initiatives

Administration

1. Create a Permanent Downtown Organization – Short-Term and Ongoing
2. Establish a Historic Downtown District – Short-Term and Ongoing
3. Review and Make Improvements to the Zoning Code and the Development/Administrative Review Process – Short-Term and Ongoing

Public-Private Partnerships

4. Strengthen the Village of Glen Ellyn/College of DuPage Partnership – Short-Term

Projects

Infrastructure

5. Analyze the Downtown Traffic Circulation System – Short-Term
6. Design and Install New Public Signage, Wayfinding, and Streetscaping – Short-Term
7. Design and Consider Constructing the Main Street and Crescent Boulevard Streetscapes, and the North Downtown Greenway – Short-Term
8. Maintain and Enhance the Recreational and Multiple-Use Path System – Short-Term
9. Design and Construct the Mixed-Use Forest Avenue North Parking Structure – Short-Term
10. Design and Construct New Train Station Facilities and a Pedestrian Underpass – Mid-Term
11. Design and Construct the Mixed-Use Forest Avenue South Parking Structure – Long-Term
12. Design and Consider Constructing the South Downtown Greenway – Long-Term¹

Development

13. Encourage and Facilitate Private Downtown Building Maintenance and Modernization – Short-Term
14. Facilitate a Private South Main Mixed-Use Development – Mid-Term
15. Facilitate a Private Residential Development on Existing Church Parking Lot and Village-Owned Parking Lot – Mid-Term
16. Facilitate a Potential Fire Department Relocation and the Redevelopment of the Existing Fire Station Site – Long-Term
17. Facilitate a Potential Police Department Relocation and the Creation of the Civic, Leadership, and Learning Center – Long-Term
- *18. Facilitate a Private Residential and Mixed-Use Neighborhood Development in the Crescent Boulevard and Glenwood Avenue Area – Long-Term

The projects and initiatives are listed in the order of anticipated implementation over the course of the next 20 years. In general, short-term projects and initiatives are low-cost and easy to implement, while long-term projects and initiatives are higher-cost and more complicated to implement.

By adopting the *Downtown Strategic Plan*, a commitment has been made by the community to begin immediately on the implementation process.

*18. Facilitate a Private Residential and Mixed-Use Neighborhood Development in the Crescent Boulevard and Glenwood Avenue Area

Development

Transform retail and service areas into a cohesive, mixed-use residential neighborhood.

The Village will work with existing business and property owners to determine which ones would benefit from relocating to a more visible and high traffic address. Assuming that there are collective groups of property owners who desire to relocate elsewhere in the Downtown, this area could accommodate a three-phase redevelopment at the intersection of Crescent Boulevard and Glenwood Avenue.

- **Phase I.** A multiple family residential redevelopment at the northeast corner can introduce 60 new dwelling units into the Downtown, with four levels of residential living above one level of at-grade parking.
- **Phase II.** A multiple family residential development at the southeast corner can introduce 24 new dwelling units into the Downtown, with two levels of residential living above one level of at-grade parking.
- **Phase III.** A primarily residential, mixed-use development at the northwest corner can introduce 18,000 square feet of new retail development and 168 new dwelling units into the Downtown, with four levels of living space above one or two floors of lower level parking.

All phases should provide parking for the residential dwelling units and Phase III could provide approximately 124 stalls for displaced public and/or commuter parking. An estimated overall height of 55 feet for Phase I would require a zoning adjustment from C5A Central Retail Core Sub-District to C5B Central Service Sub-District with a Special Use Permit, an amendment to the C5A height requirements, or the adoption and application of a new zoning district.

Source of Funds and Resources

Village of Glen Ellyn

Private Funding

Tax Increment Financing (TIF)



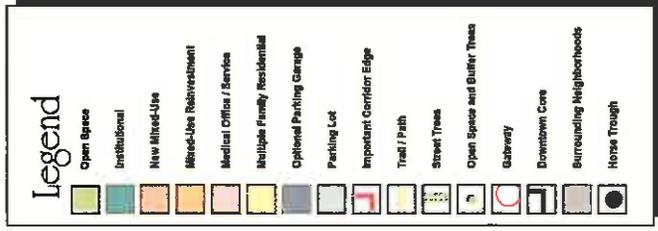
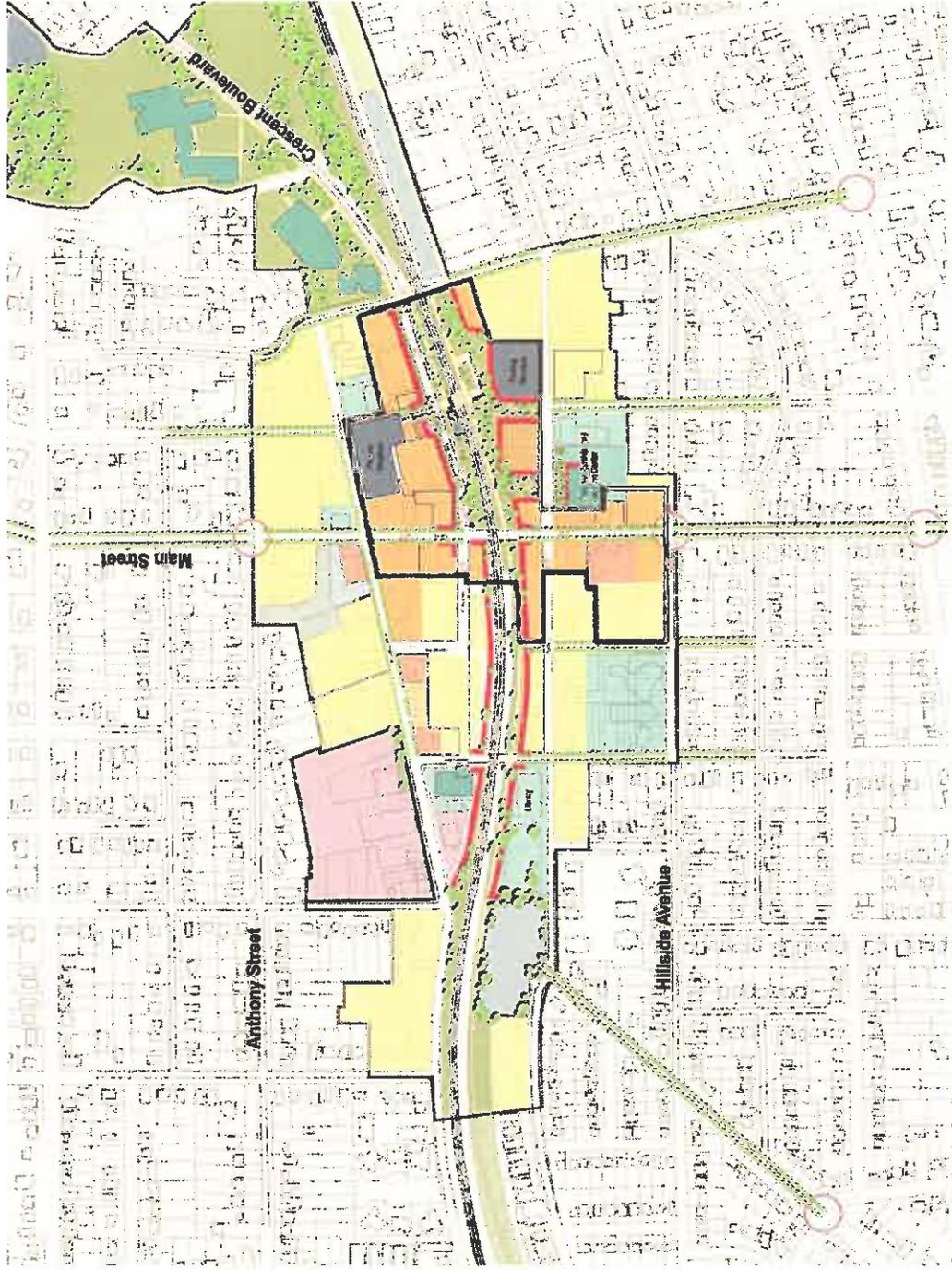
*Figure 60: Private Residential and Mixed-Use Neighborhood Development Area – Phases I, II, and III
Source: maps.live.com with edits by Town Builder Studios.*

Figure 64:
Phase IV: Public/Private Redevelopment Projects – Illustrative Plan



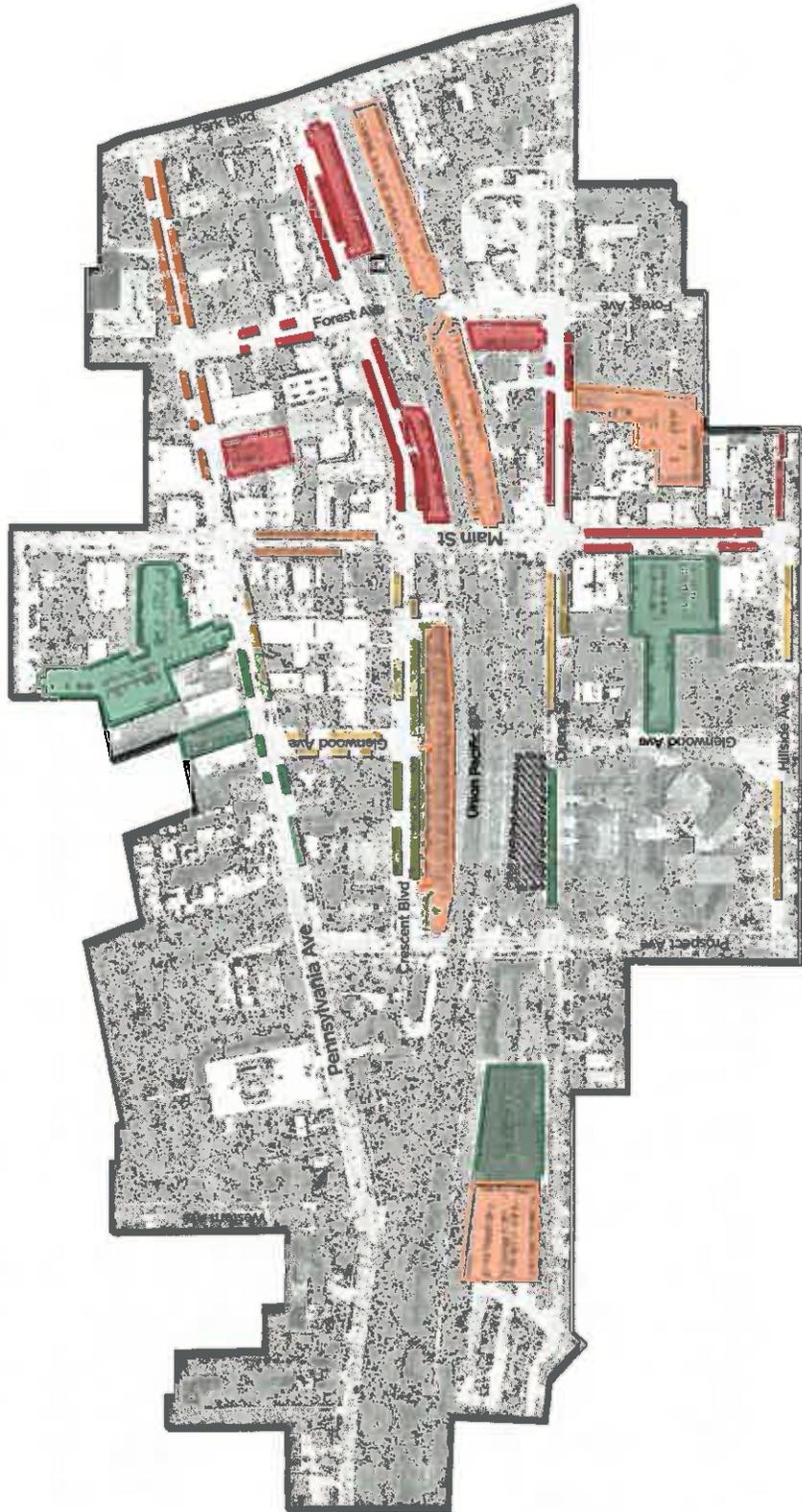
Figure 2:

Land Use Plan



Source: Town Builder Studios

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY



Legend

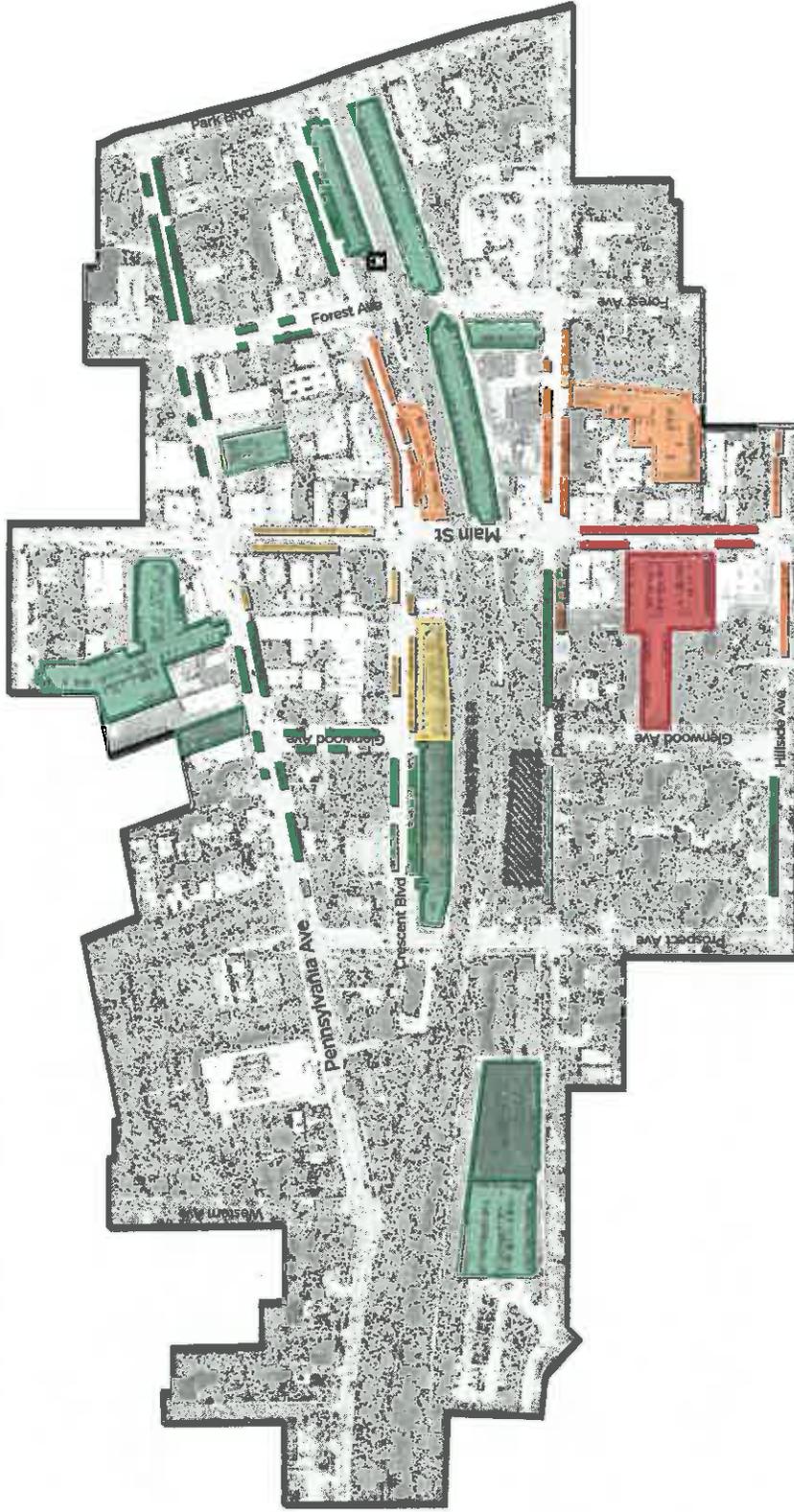
-  Study Area Boundary
-  90 - 100% Occupancy
-  80 - 89% Occupancy
-  70 - 79% Occupancy
-  0 - 69% Occupancy
-  Future Public Parking

data from 2009 Downtown Plan and 2012 Traffic Study



Section 04 Parking Recommendations

PUBLIC PARKING UTILIZATION // SATURDAY EVENING

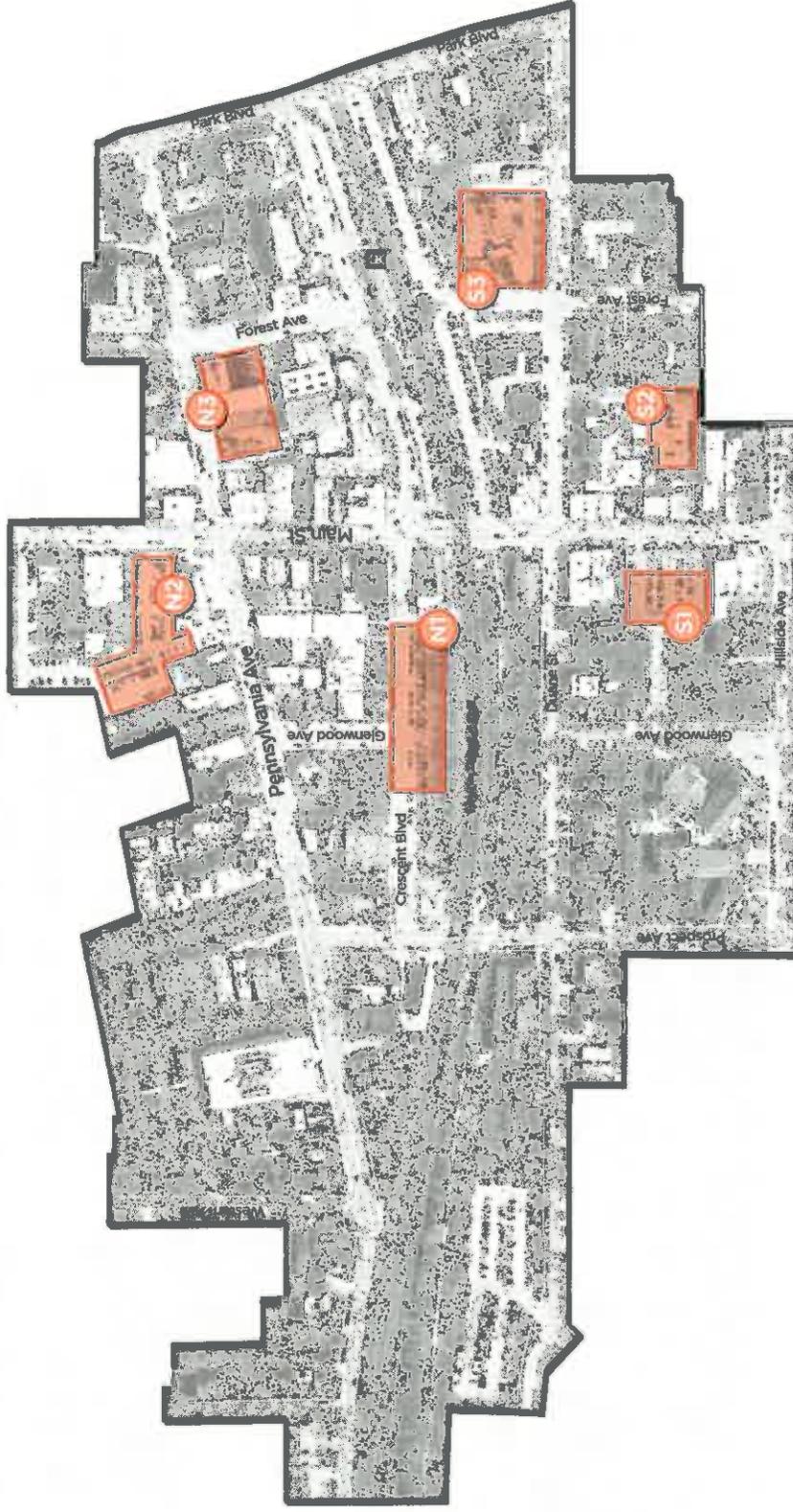


data from 2009 Downtown Pitt and 2012 Traffic Study

Legend

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

POTENTIAL PARKING STRUCTURES



Legend

-  Study Area Boundary
-  Potential Parking Structures



SITE N1

West Crescent Boulevard Commuter Parking Lot

This site is well located at a key intersection and under Village control. However, it is also a tight site and would require the use of Crescent and Glenwood right-of-way to optimize an efficient parking structure. Unless incorporated into a future private development project, this site is not recommended at this time.

Although the site is not located in one of the higher demand areas for weekend/evening parking, it is highly utilized for weekday commuter parking.

Net parking gain: 350 spaces

SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 125' x 400'.
- Built over existing parking lot and Crescent Boulevard.
- Access directly from Crescent Boulevard.
- South portion of parking structure ramps up to allow 14'-0" clearance over Crescent.
- Provides about 163 stalls per upper level.
- Contains about 445 stalls in a three level structure (two supported levels).

Positives

- Located a half block from North Main Street retail and about two blocks from Metra.
- Private property acquisition not required (no loss of property/sales tax).

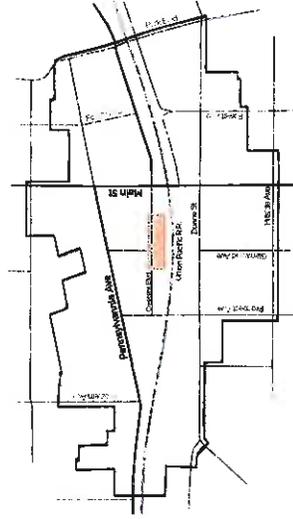
Negatives

- Loss of about 95 existing surface and street parking stalls.
- Tight site requires construction over Crescent right-of-way.

POTENTIAL ENVIRONMENTAL ISSUES

The address 469 Crescent Boulevard was registered with the Office of the Illinois State Fire Marshall (OISFM) as having two 1,000-gallon underground storage tanks for unknown materials. The tanks were registered to Nuway Cleaners and are listed as removed. The building appears to have been occupied also by Marberry Cleaners, who have since moved to 492 Crescent Boulevard. The building was likely removed to accommodate the existing Crescent Boulevard lot.

While no known or recorded contamination exists in the surface or subsurface onsite, the fact that the site formerly contained two underground storage tanks raises the possibility of encountering contaminants at this site during construction.



SITE N3

Southwest Corner of Pennsylvania Avenue and Forest Avenue

This location is the top rated site in terms of overall function and access. This is based on the potential ability to accommodate the greatest demand and serve as a catalyst for additional development within the immediate area.

Net Parking gain: 314 spaces

SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 125' X 250'.
- Shock Parking lot is used for the structure.
- Provides about 95 stalls per level.
- Contains about 350 stalls in a four level structure (three supported levels).
- Access from both Pennsylvania and Forest is feasible.
- For better access, revise traffic flow on Pennsylvania to two-way.
- Second supported level could extend over Forest.

Negatives

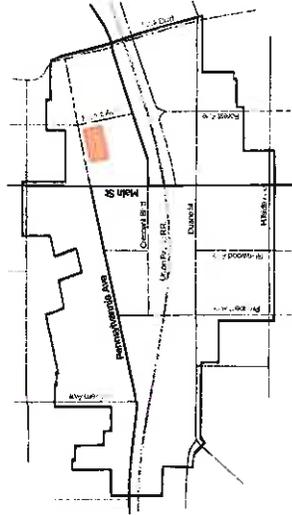
- Site acquisition required (potentially affecting property/sales tax).
- Demolition of two existing buildings required.
- Need to replace property tax revenue from existing uses.
- Loss of about 36 existing surface parking stalls (public and private).

POTENTIAL ENVIRONMENTAL ISSUES

There were no records in any of the investigated databases. Furthermore, no adjacent sites were listed with environmental records.

Positives

- Location is near the center of the quadrant with the most parking need on weekdays.
- Located one half block from North Main Street and one block from Metra.
- Could accommodate a variety of users, including commuters, shoppers, and parking for GBW events.
- Could serve as a catalyst for additional development within the immediate area.



(F) Signs, Fences And Obstructions In Yards:

1. Signs as per sign ordinance.
2. Screening required pursuant to subsection 10-5-13(L) of this title.
3. See section 10-5-5, "Yards", of this title.

(G) Parking And Loading Requirements:

1. No vehicle shall be parked within ten feet (10') of the front property line, and such unobstructed ten foot (10') setback shall be appropriately planted and landscaped. All parking areas shall be appropriately landscaped, and effectively screened from adjacent residential areas.

All buildings except those specified below	1 space for each 250 square feet of gross floor area
Bank and office	1 space for each 250 square feet of gross floor area
Broadcasting studio	1 space for each 3 spectator seats, plus 1 space for each 2 employees
Church	1 space for each 4 seats in the main auditorium
Commercial or trade school	1 space for each 2 students, based on design capacity
Congregate housing	1 space for each 2 bedrooms
Eating or restaurant establishment	1 space for each 3 seats provided in eating or drinking areas
Medical and dental clinic	1 space for each 200 square feet of the gross area used for clinic
Printing and publishing	1 space for each employee
Private school	1 space for each 4 students, based on design capacity
Sales and services within office building	1 space for each 600 square feet of gross floor area
Sheltered care facility	1 space for each 1,200 square feet of gross floor area
Warehouse	2 spaces for each 3 employees

Additional off street parking and loading requirements are found in chapter 5, "Supplementary Regulations", of this title. (Ord. 3617, 5-8-1989, eff. 6-1-1989; amd. Ord. 4331, 12-18-1995; Ord. 4673, 12-14-1998, eff. 3-1-1999; Ord. 5035, 1-14-2002, eff. 3-1-2002; Ord. 5543, 1-22-2007; Ord. 5591, 7-23-2007; Ord. 5894, 10-25-2010; Ord. 6015, 3-26-2012; Ord. 6208, 1-13-2014; Ord. 6228, 4-14-2014; Ord. 6303, 3-9-2015)

10-4-17: C5 CENTRAL BUSINESS DISTRICT:

10-4-17-1: C5A CENTRAL RETAIL CORE SUBDISTRICT¹:

(A) Permitted Uses:

Antenna attachments to existing antenna towers, buildings or other structures which do not exceed the permitted height in the zoning district or the height established by a special use permit.

Antique shop.

Apparel store.

Art and school supplies store.

1. All planned unit developments shall be considered commercial for requirements of chapter 7 of this title.

Bakery.

Bank and financial institution.

Beauty and barber shop.

Bicycle sale, repairs.

Bookstore.

Camera store.

Coin and philatelic sales.

Currency exchange.

Dressmaking, tailoring.

Drugstore and pharmacy, retail.

Dry cleaning.

Electrical and household appliance sales and repair.

Florist shop.

Food store.

Furniture, upholstery, carpet, china or glass store.

Furrier shop, storage and conditioning.

Garden supply shop.

Gift shop.

Hardware store.

Indoor theater.

Interior decorating, including making of draperies, slipcovers, and other similar articles.

Jewelry or leather goods store.

Laundry.

Liquor store.

Locksmith.

Millinery and haberdashery.

Musical instrument sales and repair.

Office supply store.

Outdoor beautification displays in compliance with the provisions in section 10-5-16 of this title.

Paint and wallpaper sales.

Pet shop.

Photographic and art studio.

Picture framing.

Printing.

Radio and television sales, service and repair.

Restaurant and eating place (except drive-in establishments) without entertainment or dancing, and including outdoor seating on private property as an accessory use provided such outdoor seating complies with the provisions in section 10-5-15 of this title.

Retail, mail order store.

Shoe repair.

Shoe store.

Sporting goods.

Tobacco shop.

Toy and hobby shop.

Typewriter shop.

The following uses shall be allowed as permitted uses only above the ground floor, below the ground floor or in ground floor spaces that are set back a minimum of forty feet (40') from a front or corner building facade and which do not have storefront windows facing public property or a public right of way:

Club and lodge, private, fraternal or religious.

Engraving, printing, publishing, lithography, blueprinting and photocopy establishment.

Health spa.

Music and dance school.

Newspaper office and distribution center.

Office: business, medical, professional or public.

Trade school.

Travel agency.

All permitted uses within the C5A district that are constructed on unimproved land and all additions to existing structures in this district must be developed as a planned unit development. All permitted uses in this district must also comply with all applicable requirements contained in chapter 5, "Supplementary Regulations", of this title, as well as all other pertinent regulations in this title.

- (B) Special Uses: No enumerated special use shall be considered to be an accessory use to any other permitted or special use, and a separate permit shall be required for each separate special use.

Adult daycare center.

Automobile and automotive sales and service uses.

Automobile car wash.

Automobile repair.

Automobile vehicle rental (or automotive vehicle rental).

Building material sales establishment, plumbing, heating, ventilating and electrical equipment and fixtures service and repair uses; machinery and equipment sales, service and rental; cabinetmaking and custom woodworking uses.

Catering service.

Church.

Club and lodge, private, fraternal or religious.

Communication exchange.

Compounding of cosmetics, toiletries, dyes and pharmaceutical products.

Congregate housing for the elderly.

Daycare center.

Drive-in commercial facility.

Drive-in or carryout eating place.

Dwelling units: above the ground floor, but only where commercial uses are located on the ground floor.

Engraving, printing, publishing, lithography, blueprinting and photocopy establishment.

Greenhouse, including retail and wholesale sale of plants.

Group home.

Health spa.

Hospital.

Hotel, motel and apartment hotel.

Indoor amusement.

Indoor recreational facility.

Laundry and dry cleaning (commercial).

Light manufacturing assembly of previously manufactured parts, fabricating, cleaning, testing, repairing or servicing.

Medical or dental clinic.

Monument establishment.

Mortuary.

Music and dance school.

Newspaper office and distribution center.

Office: business, medical, professional or public.

Outdoor merchandise, storage, promotional activities, or tents.

Private school.

Public or private garage and parking lot.

Public park or playground.

Public school.

Public use.

Public utility and public services use.

Research activities and/or laboratory.

Television and radio tower, antenna support structure, church spire, belfry, monument, tank, water and fire tower, stage tower or scenery loft, cooling tower, ornamental tower, and spire, chimney, elevator bulkhead, conveyor and flagpole which exceed the maximum height.

Trailer or boat sales.

Travel agency.

Veterinarian or animal hospital.

Wholesale merchandising and storage warehousing.

All special uses within the C5A district that are constructed on unimproved land and all additions to existing structures in this district must be developed as a planned unit development. All special uses in this district must also comply with all applicable requirements contained in chapter 5, "Supplementary Regulations", of this title as well as all other pertinent regulations in this title.

(C) Accessory Building And Uses:

1. See sections 10-5-4, "Accessory Structures And Uses", and 10-5-5, "Yards", of this title.

2. Commercial accessory buildings and uses are limited to storage garages and parking lots.

3. Commercial accessory buildings and uses must also conform to the following regulations:

(a) Area: The total area of all accessory buildings on a lot shall be limited to no more than thirty percent (30%) of a rear yard.

(b) Distance Between Structures: Accessory buildings must be separated from each other by a minimum of five feet (5').

(c) Location: Accessory buildings shall be located only in a rear yard.

The ordinance granting the special use may impose conditions where appropriate, including, but not limited to, screening and placement of any structure built as to not be visible from the ground level public right of way adjacent to the site.

(F) Signs, Fences And Obstructions In Yards:

1. Signs as per sign ordinance.
2. Screening as required pursuant to subsection 10-5-13(L) of this title.
3. See section 10-5-5, "Yards", of this title.

(G) Parking And Loading Requirements: For the purpose of minimizing disruptive curb cuts and driveways, and to encourage the consolidation of parking spaces in appropriate locations, accessory off street parking is not required within the C5A core retail area as reflected on the zoning district map. (Ord. 3617, 5-8-1989, eff. 6-1-1989; amd. Ord. 4641, 10-12-1998; Ord. 4673, 12-14-1998, eff. 3-1-1999; Ord. 5035, 1-14-2002, eff. 3-1-2002; Ord. 5365, 6-13-2005; Ord. 5543, 1-22-2007; Ord. 5591, 7-23-2007; Ord. 5650, 1-28-2008; Ord. 5785, 8-10-2009; Ord. 5886, 9-13-2010; Ord. 6015, 3-26-2012)

10-4-17-2: C5B CENTRAL SERVICE SUBDISTRICT¹:

(A) Permitted Uses Within Existing Buildings:

Antenna attachments to existing antenna towers, buildings or other structures which do not exceed the permitted height in the zoning district or the height established by a special use permit.

Antique shop.

Apparel store.

Art and school supplies.

Bakery.

Bank and financial institution.

Beauty and barber shop.

Bicycle sale, repairs.

Bookstore.

Camera store.

Catering services. *Special Use*

Clubs and lodges: private, fraternal or religious. *Special Use / Above ground floor*

Coin and philatelic sales.

Communication exchange. *Special Use*

Currency exchange.

Dressmaking, tailoring.

Drugstore and pharmacy, retail.

1. All planned unit developments shall be considered commercial for requirements of chapter 7 of this title.

Dry cleaning.

Electrical and household appliance sales and repair.

Florist shop.

Food store.

Furniture, upholstery, carpet, china or glass store.

Furrier shop, storage and conditioning.

Garden supply shop.

Gift shop.

Hardware store.

Health spa. *Special use / above ground floor*

Indoor theater.

Interior decorating, including making of draperies, slipcovers, and other similar articles.

Jewelry or leather goods store.

Laundry.

Liquor store.

Locksmith.

Millinery and haberdashery.

Mortuary. *Special use*

Music and dance schools. *Special use / Above ground floor*

Musical instrument sales and repair.

Newspaper office. *Special use / Above ground floor*

Office supply store.

Offices: business, medical, professional or public. *Special use / Above ground floor*

Outdoor beautification displays in compliance with the provisions in section 10-5-16 of this title.

Paint and wallpaper sales.

Pet shop.

Photographic and art studio.

Picture framing.

Printing.

Radio and television: service, repair and studios.

Restaurant and eating place (except drive-in establishments) without entertainment or dancing, and including outdoor seating on private property as an accessory use provided such outdoor seating complies with the provisions in section 10-5-15 of this title.

Retail mail order store.

Shoe repair.

Shoe store.

Sporting goods.

Tobacco shop.

Toy and hobby shop.

Travel agency. *Special Use / Above ground floor*

Typewriter shop.

All permitted uses within the C5B district that are constructed on unimproved land and all additions to existing structures in this district must be developed as a planned unit development. All permitted uses in this district must be developed as a planned unit development and must also comply with all applicable requirements contained in chapter 5, "Supplementary Regulations", of this title, as well as all other pertinent regulations in this title.

However, the owner of an existing single-family residence may construct those accessory buildings or conduct those uses set forth in the R2 district regulations and may maintain those permitted obstructions set forth in the supplemental district regulations without the need for a special use for planned unit development, provided such structures comply with all standards and regulations applicable to the same as if the residence were in the R2 district.

- (B) Special Uses: No enumerated special use shall be considered to be an accessory use to any other permitted or special use, and a separate permit shall be required for each separate special use.

Adult daycare center.

Automobile and automotive sales and service use.

Automobile car wash.

Automobile repair.

Automobile vehicle rental (or automotive vehicle rental).

Building material sales establishment, plumbing, heating, ventilating and electrical equipment and fixtures service and repair uses; machinery and equipment sales, service and rental; cabinetmaking and custom woodworking uses.

Church.

Compounding of cosmetics, toiletries, dyes and pharmaceutical products.

Congregate housing for the elderly.

Daycare center.

Designated historical landmark, site, or structure.

Drive-in commercial facility.

Drive-in or carryout eating place.

Dwellings: single-family attached (provided that no more than 6 units are attached), single-family detached, two-family and multi-family.

Engraving, printing, publishing, lithography, blueprinting and photocopy establishment.

Greenhouse, including retail and wholesale sale of plants.

Group home.

Hospital.

Hotel, motel and apartment hotel.

Indoor recreational facility.

Laundry and dry cleaning (commercial).

Light manufacturing assembly of previously manufactured part, fabricating, cleaning, testing, repairing or servicing.

Medical or dental clinic.

Monument establishment.

Outdoor merchandise, storage, promotional activities or tents.

Private school.

Public or private garage and parking lot.

Public park or playground.

Public school.

Public use.

Public utility and public services use.

Research activities and/or laboratory.

Television and radio tower, antenna support structure, church spire, belfry, monument, tank, water and fire tower, stage tower or scenery loft, cooling tower, ornamental tower and spire, chimney, elevator bulkhead, conveyor and flagpole which exceed the maximum height.

Trailer or boat sales.

Veterinarian or animal hospital.

Wholesale merchandising and storage warehousing.

All special uses within the C5B district that are constructed on unimproved land and all additions to existing structures in this district must be developed as a planned unit development. All special uses in this district must be developed as a planned unit development and must also comply with all applicable requirements contained in chapter 5, "Supplementary Regulations", of this title as well as all other pertinent regulations in this title.