

STAFF REPORT

TO: Glen Ellyn Plan Commission
FROM: Michele Stegall, Village Planner *MS*
DATE: March 7, 2014
FOR: March 13, 2014 Plan Commission Meeting
SUBJECT: Pre-application Meeting - Main Street Parking Lot and Giesche Properties
400-424 N. Main Street

PETITIONER: The petitioner is The Opus Group, contract purchaser of the Giesche property at 400 N. Main Street

REQUEST: Pre-application meeting regarding the potential redevelopment of the Main Street parking lot and Giesche properties with a new mixed use development.

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

A majority of the property is zoned C5A Central Business District, Central Service Subdistrict including the entire portion of the site that the proposed building would be located on. The permit parking off of Glenwood Avenue is zoned C5B Central Business District, Central Service Subdistrict. This area would remain a surface parking lot.

The surrounding zoning and land uses are as follows:

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

**LONG TERM
PLANS:**

The Main Street parking lot is one of the key opportunity sites identified in the 2001 Comprehensive Plan and the 2009 Downtown Strategic Plan. Both plans recommend mixed use commercial and residential

development of the site. While neither of these plans incorporate the Giesche property into their recommendation, this property was not available when the plans were developed. Both plans also recommend mixed use or residential development of the adjacent St. Petronille property. The proposed development would not preclude potential redevelopment of the St. Petronille property in the future.

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

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

**PROJECT
SUMMARY:**

Opus is proposing to construct a 5-story mixed use development on the site. The project would consist of 8,850 square feet of retail on the first floor and 124 upper floor apartments. A parking garage is also proposed as part of the project. More information about the project is below.

Review Process

In order to proceed with the project, the petitioner would need to receive approval of a Planned Unit Development and the proposed Exterior Appearance. The Exterior Appearance would be reviewed by the Architectural Review Commission. Discussions related to the sale of the Village owned parking lot and any incentive requests are issues for the Village Board.

Parking

The proposed parking garage would have three levels including a basement level, ground floor level and 2nd floor. The 2nd level of the garage would be accessed from Glenwood Avenue and would be reserved for resident parking. Additional resident parking is also proposed on the ground floor which would be accessed from Main Street and the basement level which would be accessed from Hillside Avenue. Public parking

would also be located in the basement and ground floor levels as described further below.

Parking for the residential units is proposed to be provided at a ratio of 1.25 spaces per unit. The concept plans currently show a total of 159 residential parking spaces. Based on the anticipated unit mix, if the site were located elsewhere in the Village, the Zoning Code would require a total of 202 parking spaces (1.5 spaces for each one-bedroom unit and 2 spaces for each two-bedroom unit). However, parking is not required for new developments in the C5A district. The proposed parking ratio is not significantly less than the parking ratio of 1.5 spaces per unit approved for the Crescent Station and Glenstone developments. Staff believes that proposed parking ratio is appropriate for this type of suburban setting close to a train station and that further research will find that it is in line with similar developments being constructed in other communities.

There are 130 existing parking spaces on the property including 82 in the Main Street parking lot, 42 in the Glenwood permit lot and 6 on the Giesche property. A total of 188 public parking spaces are proposed for a net gain of 58 parking spaces. The proposed breakdown of public parking is below.

	Existing	Proposed	Difference
Parking Garage Basement Level Accessed From Hillside Ave.	0	41	41
Parking Garage Ground Floor Level Accessed From Main St.	82	91	9
Glenwood Permit Parking	42	48	6
*On-Street Parking	0	8	8
Giesche Parking	6	0	-6
Total	130	188	+58

*Assumes removal of floral clock

Please note that the plans assume a Village contribution toward the construction of the surplus customer parking in the basement level. Without the construction of the basement, the existing parking on the site could be replaced, but it is anticipated that the Village would only gain 3 public parking spaces. Again, the incentive request is an item for Village Board consideration.

Building Height

The project would require approval of a height deviation as part of the

proposed Planned Unit Development. A total building height of 45 feet and 4 stories is permitted in the C5A district. The Zoning Code requires building height to be measured from the average existing grade. The preliminary plans show a 5-story building with a height of 53 feet 11 inches measured from the average existing grade to the top of the parapet and 57 feet 1 inch measured to the top of the rooftop mechanical equipment, which would be the actual deviation request. As can be seen on page 10 of the plans, the actual area of the rooftop equipment is expected to be minimal and their location would make them almost unnoticeable. Therefore, from a practical standpoint the requested height deviation would be 8 feet 11 inches measured to the top of the parapet. The buildings across the street from the site on Main Street are 3 stories tall, with the tallest buildings being 45 feet tall measured from the average existing grade and 51 feet tall measured from ground level.

The 2009 Downtown Strategic Plan recommends that new construction on Main Street be a maximum of 2-3 stories tall. If the Commission is concerned about the proposed height, one alternative could be to step back the upper floor of the building to reduce the perceived height. Additional information regarding the proposed building height is included in the petitioner's pre-application packet including a building height perspective requested by staff showing the height of the proposed building in relation to the existing buildings in the area.

Retail Space.

The total square footage of the first and second floors of the Giesche building that would be demolished is roughly 15,200 square feet. With the project providing 8,850 square feet of retail, the total amount of downtown retail space would be reduced by approximately 6,350 square feet. The market study conducted as part of the Downtown Plan recommends that the Village maintain the amount of downtown retail space at its current level. Staff and the developer have discussed the possibility of extending the retail to the corner and wrapping it around Hillside Avenue to increase the proposed retail area and provide more of a presence at the corner. Due to the slope of the property and the need to accommodate a level floor, Opus has indicated that the building height would likely increase if retail is brought closer to the corner or that the retail entrance would need to be located below grade level. The Plan Commission may wish to inquire further about this issue.

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, including:

1. The project would result in a new mixed use development on the Main Street parking lot site as recommended by both the Comprehensive Plan and Downtown Strategic Plan.
2. The tax exempt municipal parking lot would be placed on the tax rolls resulting in increased property tax revenues. The new structure would also have greater value and therefore generate more property tax revenue than the existing Giesche building.
3. A total of 124 new apartment units would be added to the downtown, the new residents of which would support existing downtown businesses and bring new life and vitality to the area. The Downtown Plan recommends that the Village add a minimum of 450 new residential units in the downtown.
4. New retail space would be created that would be designed to meet the needs of modern day businesses as recommended by the Downtown Strategic Plan.
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 including such things as wayfinding signage, a pedestrian underpass, new train station or streetscape improvements.
6. The project replaces the existing parking on the site and adds an estimated 58 new public parking spaces in an area of the downtown with high parking demand. The recently completed Downtown Streetscape and Parking Study shows 90-100% occupancy of the Main Street parking lot and the nearby on-street spaces on Saturday evenings. Weekday evening occupancy rates are expected to be similar.
7. The plans include the construction of a new parking structure on the preferred site on the south side of the tracks in conjunction with a private development as recommended in the 2013 Streetscape and Parking Study.

**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. 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 on the anticipated height deviation.
3. Discuss the possibility of extending the retail to the corner.
4. Clarify any concerns.

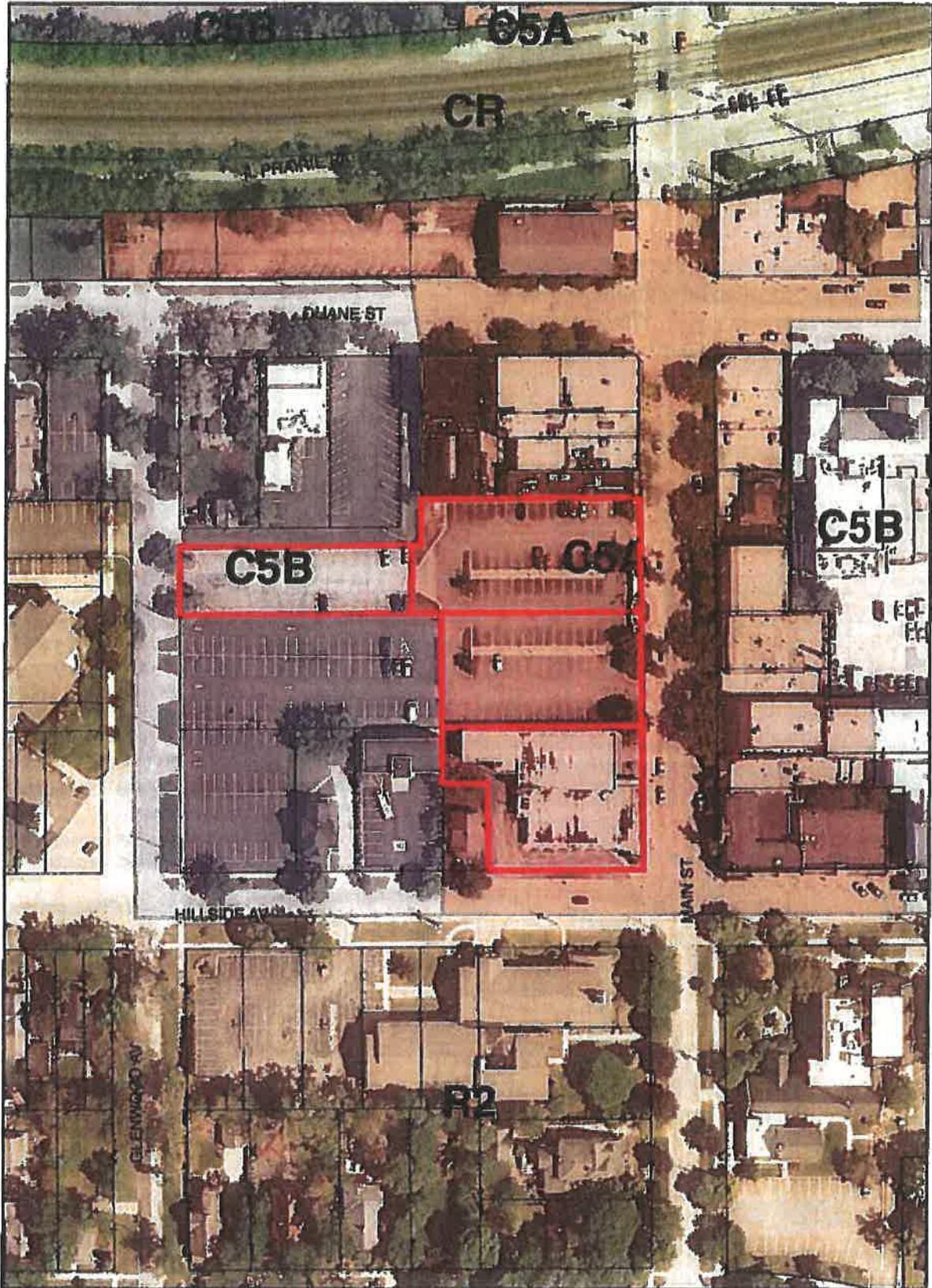
ATTACHMENTS:

- Aerial and Zoning Map
- Excerpts from Comprehensive Plan (2 pages)
- Excerpts from Downtown Strategic Plan (11 pages)
- Excerpts from Downtown Streetscape and Parking Study (5 pages)
- Petitioner's Pre-application Package

Cc: Bryan K. Farquhar, The Opus Group

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400-424 N. Main Street



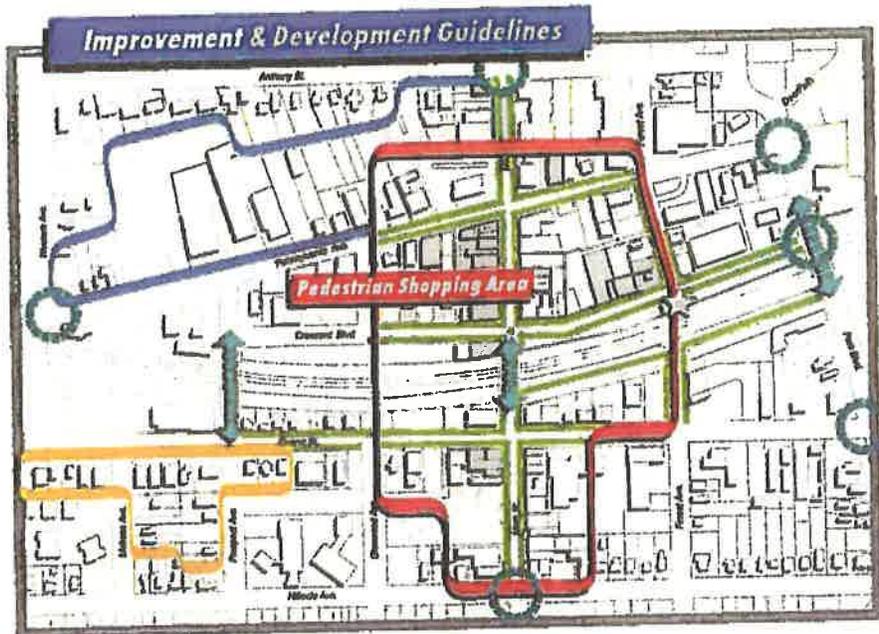
Prepared By: Planning and Development
Date Prepared: March 6, 2014
2011 Aerial Photo

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Feet



Figure 13

Downtown: Improvement Guidelines



Improvement Guidelines:

Continue to improve and enhance the heart of Downtown as a pedestrian-oriented shopping and business area.

Reorganize and redevelop the northwest quadrant of Downtown as an attractive and convenient office and service area.

Continue streetscape and other design enhancements, particularly along the east-west streets within Downtown.

Provide "gateway" design features that denote entry into the Downtown and delineate its boundaries.

Work with Metra to replace the existing commuter station with a new Downtown facility.

Improve pedestrian connections between the north and south sides of Downtown.

Promote replacement of older structures with high-quality townhomes and similar multi-family developments.

Maintain, preserve and protect surrounding neighborhoods. (See text for additional improvement and development guidelines)

Improvement & Development Sites:

Projects either underway or being discussed (see accompanying text).

Vacant buildings and land parcels should be reused or redeveloped.

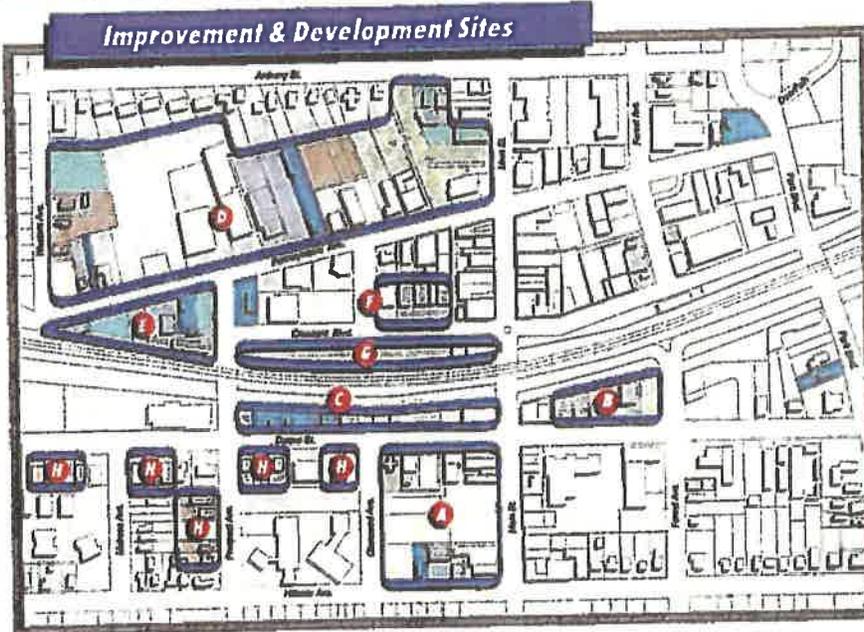
Marginal and underutilized properties should be reused and upgraded or replaced with new development.

Residential properties that may be subject to redevelopment.

Surface parking lots along the frontage of primary shopping streets should be considered for new development.

Sound and viable businesses that would benefit from building or site improvements.

Clusters of properties that may represent special opportunities for improvement or development (see text).



OPPORTUNITY SITES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Market Niche for Downtown Glen Ellyn

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

Primary Challenge: Creating a Critical Mass of Compatible Uses

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

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

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

Recommended Priority Strategies and Actions

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

Increase the Number of Downtown Residential Living Opportunities

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

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

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

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

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

Opportunity Sites

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



Figure 23: Properties Susceptible to Change

Source: Town Builder Studios

North side of Pennsylvania, left to right:

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

South side of Pennsylvania, left to right:

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

North side of Duane, left to right:

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

South side of Duane, left to right:

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

West side of Main Street:

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

Multi-Modal Transportation Analysis

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

Pedestrians

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

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

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

Bicycles

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

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

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

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

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



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.

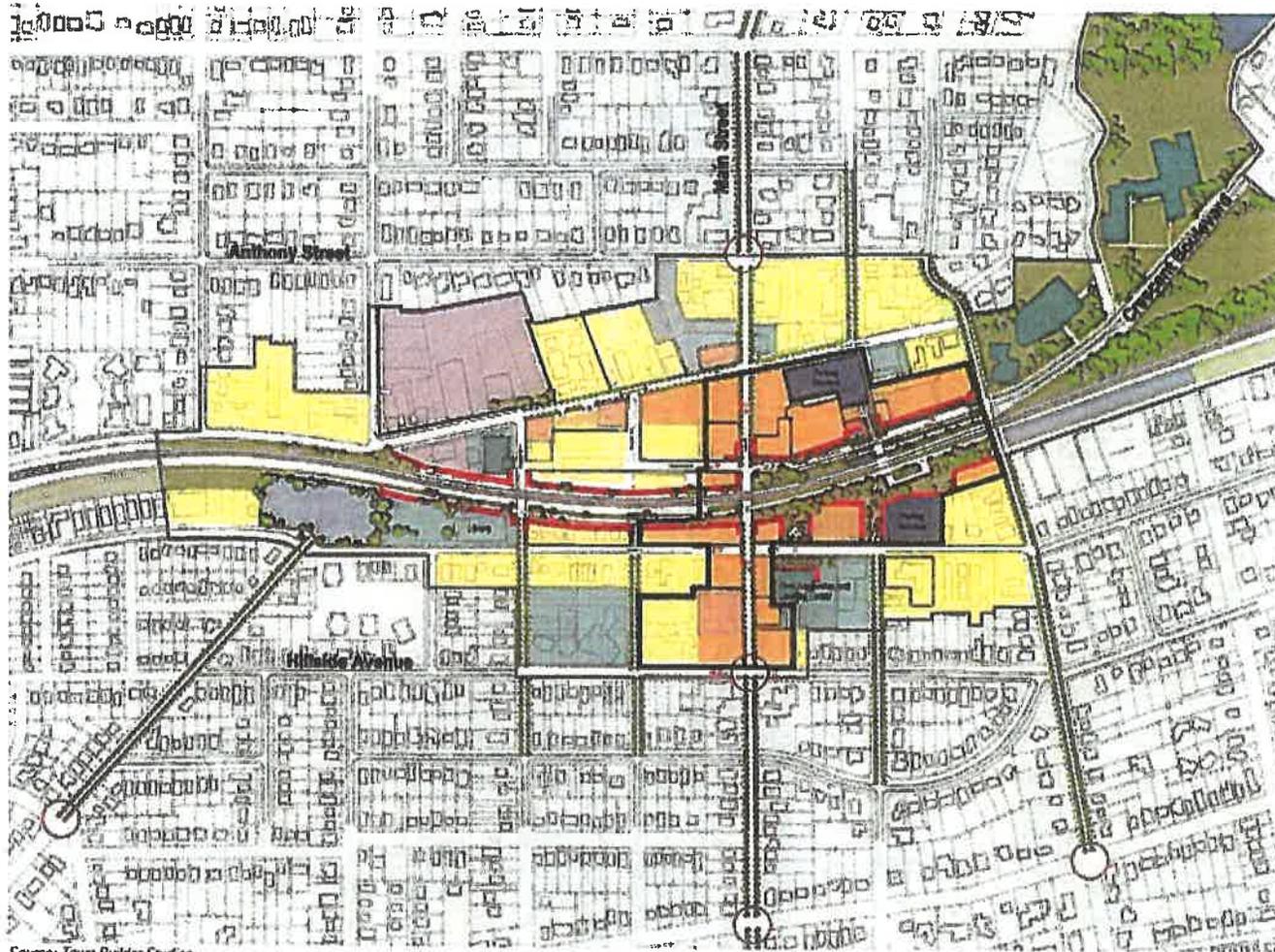
Goal

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.



Source: Town Builder Studios

Figure 29

Land Use Plan



New Mixed-Use

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

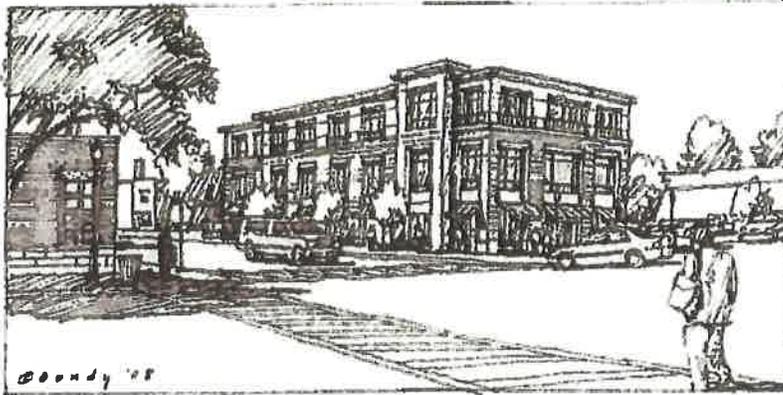


Figure 31: Perspective Sketch – New Mixed-Use Building at the Northwest Corner of Pennsylvania Avenue and Main Street. Source: Town Builder Studios.

Historic Sensitivity and Preservation

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

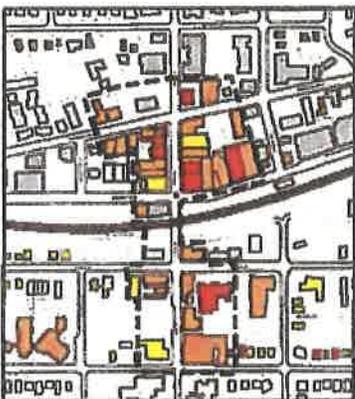


Figure 32: Historic Downtown District. Source: Town Builder Studios and BauerLatoza Studio

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

Recommended "Rules of Thumb"

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

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

14. Facilitate a Private South Main Mixed-Use Development

Development

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

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

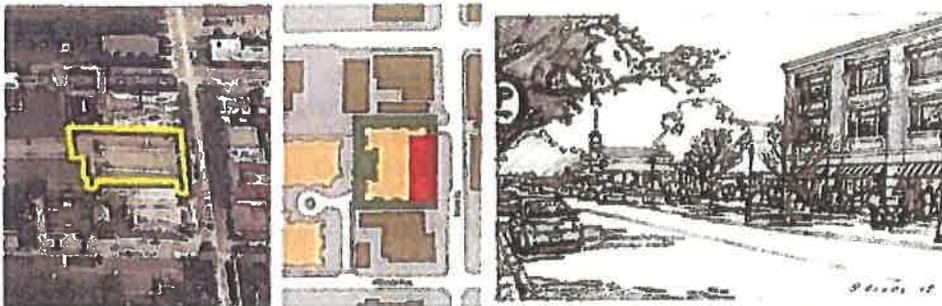
Careful attention should be made to ensure that any public parking displaced to accommodate the project is replaced nearby or included in the design of the new development. In addition, the Village may wish to consider constructing the south parking structure prior to redeveloping this site to ensure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

Source of Funds and Resources

Village of Glen Ellyn – Potential Land Donation or Lease

Private Funding

Tax Increment Financing (TIF)



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

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.

Events and Activities

Reduce the number of organizations involved in planning Downtown events, activities, and strategies, to ensure consistency and eliminate the duplication of efforts. Facilitate Downtown branding and marketing efforts.

Business Liaison ("Ombudsman")

Establish a partnership between the staff of the new Downtown organization and the Village, community organizations, business owners, and citizens, to minimize obstacles and make the Downtown vibrant.

Marketing and Branding

Establish a "brand" for Downtown Glen Ellyn and market the Downtown to the residents ("shop local"), the western suburbs ("visit our Downtown neighborhood"), and the region ("escape to Glen Ellyn").

Downtown Strategies

Strategies identify important approaches to plan implementation, and measures are tangible outcomes to ensure each strategy is fully realized. The following strategies and measures are important in achieving the vision of the *Village of Glen Ellyn Downtown Strategic Plan*.

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.

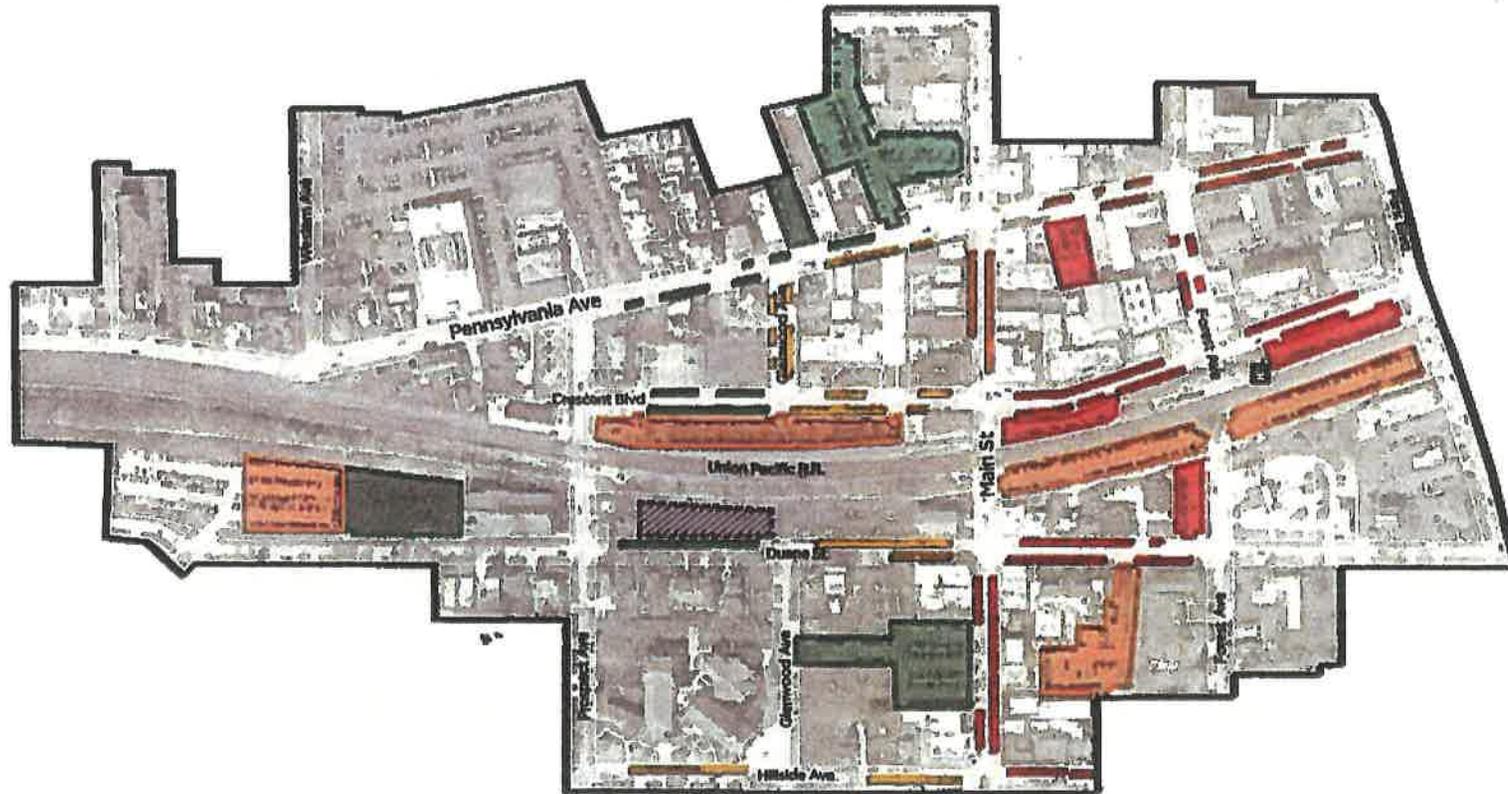
Measure: Establish a historic district in the Downtown core area. Make available financial incentives to business owners and property owners in the form of grants, low-interest loans, and/or tax credits, for building maintenance, renovations, and upgrades. This includes incentives for historic or landmarked 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

Excerpts from 2013 Parking Study

Section 04 Parking Recommendations

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY



data from 2009 Downtown Plan and 2012 Traffic Study

Legend

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

PUBLIC PARKING UTILIZATION // SATURDAY EVENING



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

STRUCTURED PARKING

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

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

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

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

The sites to the north are located at:

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

The sites on the south are located at:

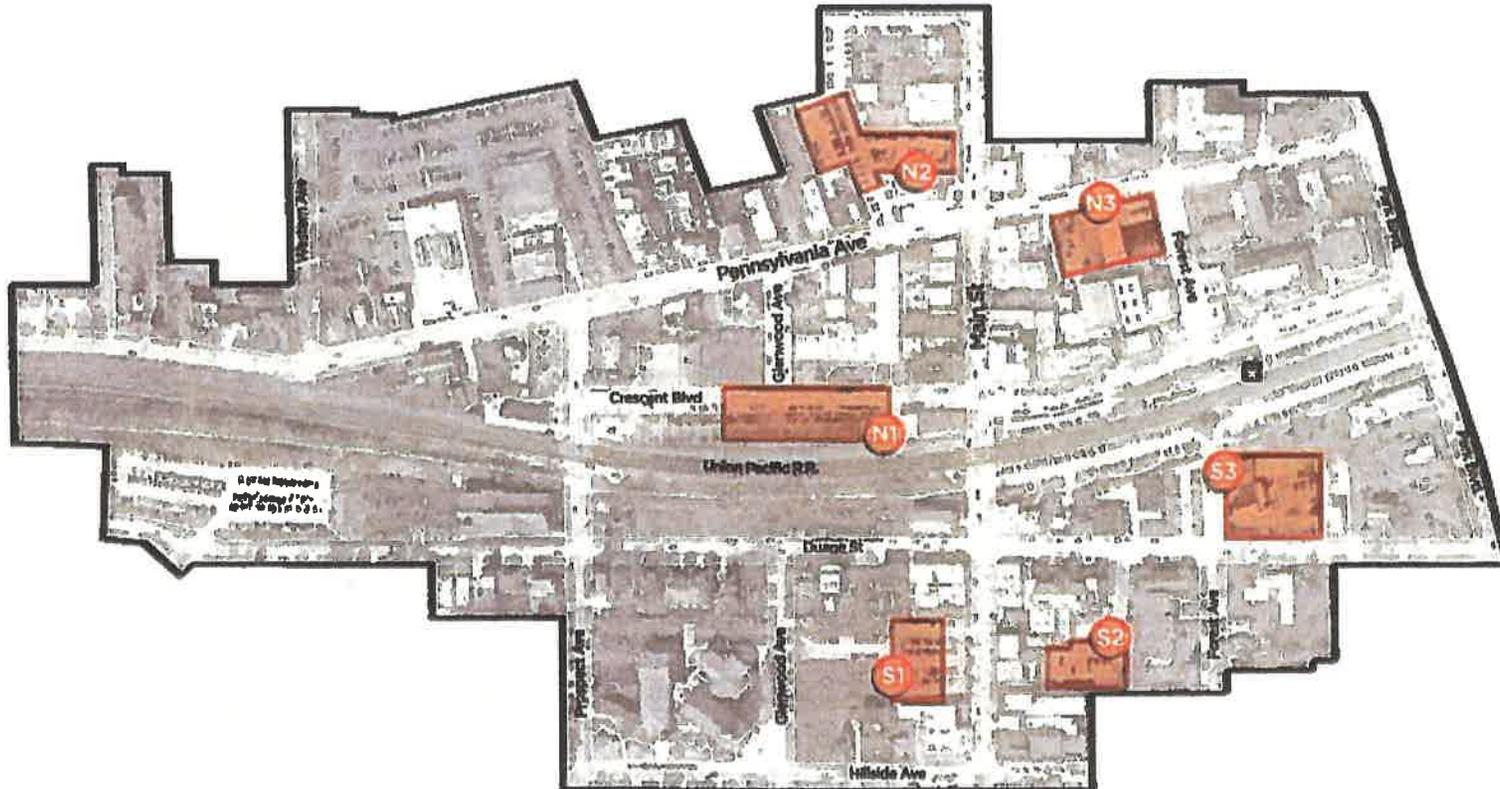
- The existing Main Street lot between Duane and Hillside
- The existing Civic Center lot
- The northeast corner of Duane and Forest (US Bank site)

Recommendations:

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

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

POTENTIAL PARKING STRUCTURES



Legend

-  Study Area Boundary
-  Potential Parking Structures

SITE S1

South Main Street Parking Lot

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

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

SUMMARY OF SITE ATTRIBUTES

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



Village of Glen Ellyn // Streetscape & Parking Analysis

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

Positives

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

Negatives

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

POTENTIAL ENVIRONMENTAL ISSUES

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

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

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



The Village of Glen Ellyn
535 Duane St,
Glen Ellyn, IL 60137

To Whom It May Concern,

On behalf of The Opus Group ("Opus"), we are extremely excited for the opportunity to introduce a new state-of-the-art development concept ("Project") at 420 N. Main Street, Glen Ellyn, Illinois for preliminary review by The Plan Commission.

Opus is a family of national commercial real estate companies headquartered in Minneapolis, Minnesota with expertise in development, project management, construction, architecture and engineering. Recognized as a national leader in office, industrial, retail, institutional, residential living and government projects, Opus delivers the highest quality buildings across multiple product types. We bring together team members with combined decades of experience in the real estate industry.

At Opus, we have a wealth of experience and expertise in "New Urbanism", Visioning and Master Planning sustainable residential projects and communities. From state-of-the-art high-rise condominiums located in urban centers to amenity-rich townhomes and apartment complexes within walking distance of shopping, working and transportation, The Opus Group creates unique and customized living experiences to meet society's ever-changing needs.

The Project Scope is as follows:

CONTEMPLATED

PROJECT:

A new, state-of-the-art, 5-story, mixed-use development concept on the northwest corner of Hillside and Main Street.

The contemplated project will consist of approximately 124 Residential Dwelling Units, comprised of 75% One (1) Bedroom Units and 25% two (2) Bedroom Units (subject to final site and space plans).

Additionally, we envision the project will incorporate +/- 8,900 SF of vibrant, highly visible and quality retail space, with depths of 40' and 60' as shown in the attached, to subsidize for the redevelopment of the current Giesche Shoe Store building.

LOCATION:

The contemplated site will be an assemblage of the following properties:

Site A:

Giesche Shoe Store - Lot 2 and Lot 3 (except the west 40.0 feet thereof) in Block 13 in County Clerk's Fifth Assessment Division in the southwest quarter of Section 11, Township 39 North, Range 10, East of the Third Principal Meridian, according to the plat thereof recorded July 5, 1906, as Document 88055, in DuPage County, Illinois.

Site B:

Village of Glen Ellyn Owned Parking Lot - Lot located on Main Street, directly to the north of, and adjacent to, the abovementioned Giesche Shoe Store.

PARKING:

Opus is able to meet the parking demand of our residents and supplement the existing Village parking stalls with new parking stalls without constructing a basement level in the parking deck. Should the Village of Glen Ellyn desire additional stalls, a basement level can be added to the development. In contemplating a basement level, parking would conceptually be allocated as follows:

- 347 Total Parking Spaces located in a 3 level parking structure, of which:
 - 159 Residential Spaces, of which:
 - 38 Residential Parking Stalls to be located on the Basement Level.
 - 11 Residential Parking Stalls to be located on the Ground Level.
 - 110 Residential Stalls to be located on the Top Level.
 - 188 Customer/Public Spaces, of which:
 - 41 Customer/Public Spaces to be located on the Basement Level.
 - 91 Customer/Public Spaces to be located on the Ground Level.
 - 48 Permit Spaces to be located off Glenwood Avenue.
 - 8 new Parallel Parking Spaces in front of the project on Main Street.



HEIGHT VARIANCE: Opus requires a height variance to allow for replacement of the existing retail, dedicated Village parking and development of new, residential units. The variance requested is:

Allowed: 45' – 0"

Requested: 53' – 11" to top of parapet (57' – 1" to top of mechanical equipment)

For your convenience, we have enclosed preliminary site plans of our contemplated concept, as well as some of our recent multi-family successes both locally and throughout the Midwest.

We appreciate the opportunity to continue our mutually beneficial, long-lasting relationship with the Village of Glen Ellyn. We are extremely excited to pursue this exciting downtown development opportunity and we are confident that our efforts and communication to date demonstrate our desire to approach this project as a "team". Opus ensures that the design and functionality of this project are consistent with the visions and goals of the Village of Glen Ellyn, while maintaining the financial metrics of our institutional investment partners.

We look forward to your feedback.

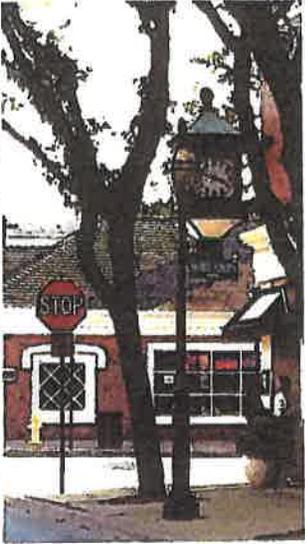
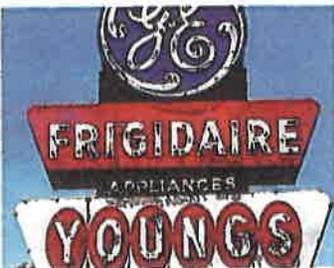
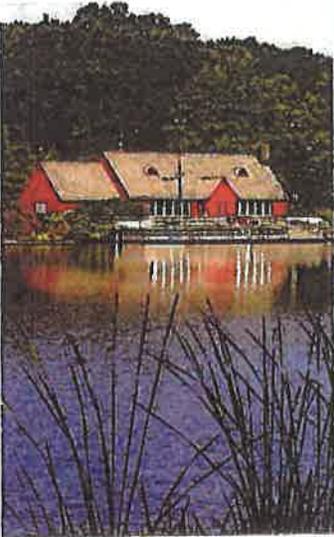
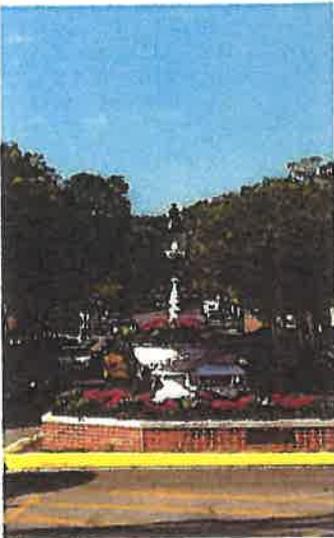
A handwritten signature in blue ink that reads "Sean T. Spillane".

Vice President and General Manager

A handwritten signature in blue ink, appearing to be "John J. [unclear]".

Real Estate Manager

RECEIVED
MAY - 6 2004
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN



Residences of Glen Ellyn



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18	BUILDING FACADE CONCEPTUAL IMAGERY



Fresh Market

Location
Glen Ellyn, IL

Building Use
Retail

Size
34,665 SF

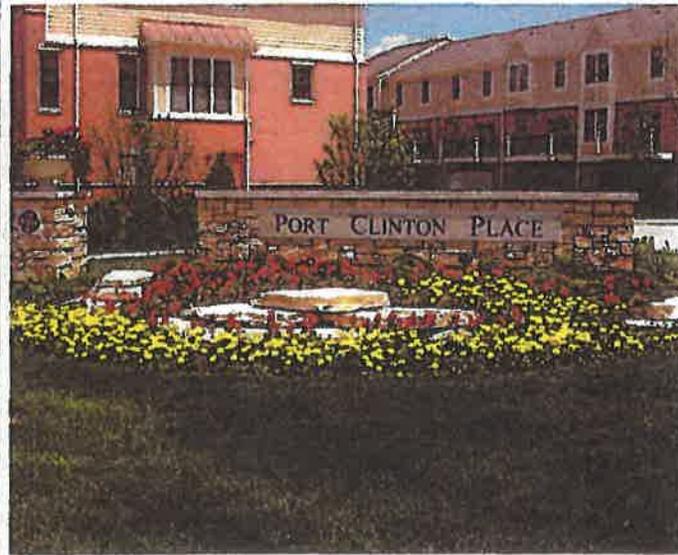


Burr Ridge Village Center

Location
Burr Ridge, IL

Building Use
Mixed-Use Residential

Size
556,433 SF



Port Clinton Place

Location
Vernon Hills, IL

Building Use
Residential

Size
299,000 SF



Avant at the Arboretum

Location
Lisle, IL

Building Use
Residential

Size
453,741 SF



Vélo

Location
Minneapolis, MN

Building Use
Mixed-Use Residential

Size
114,000 SF



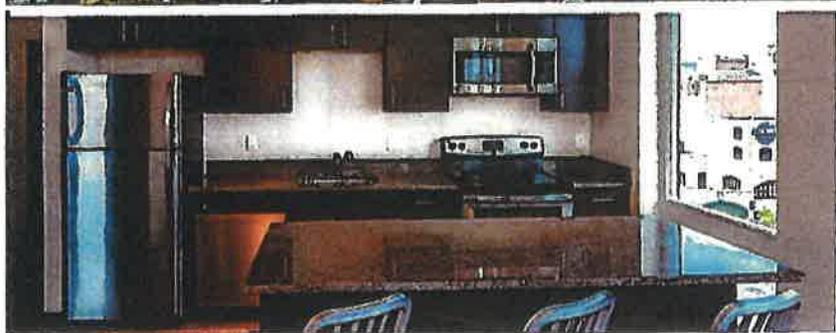


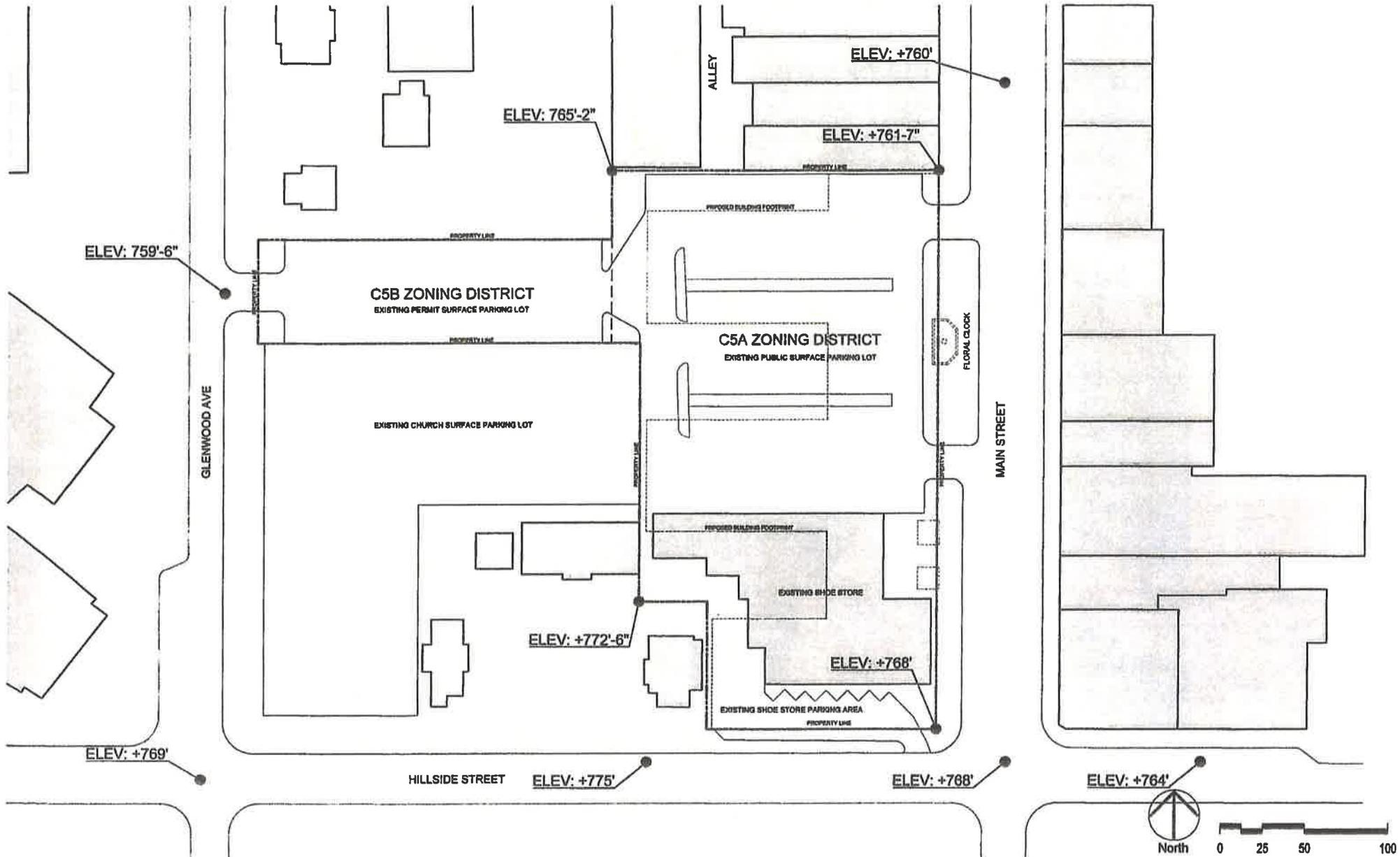
The Station on Washington

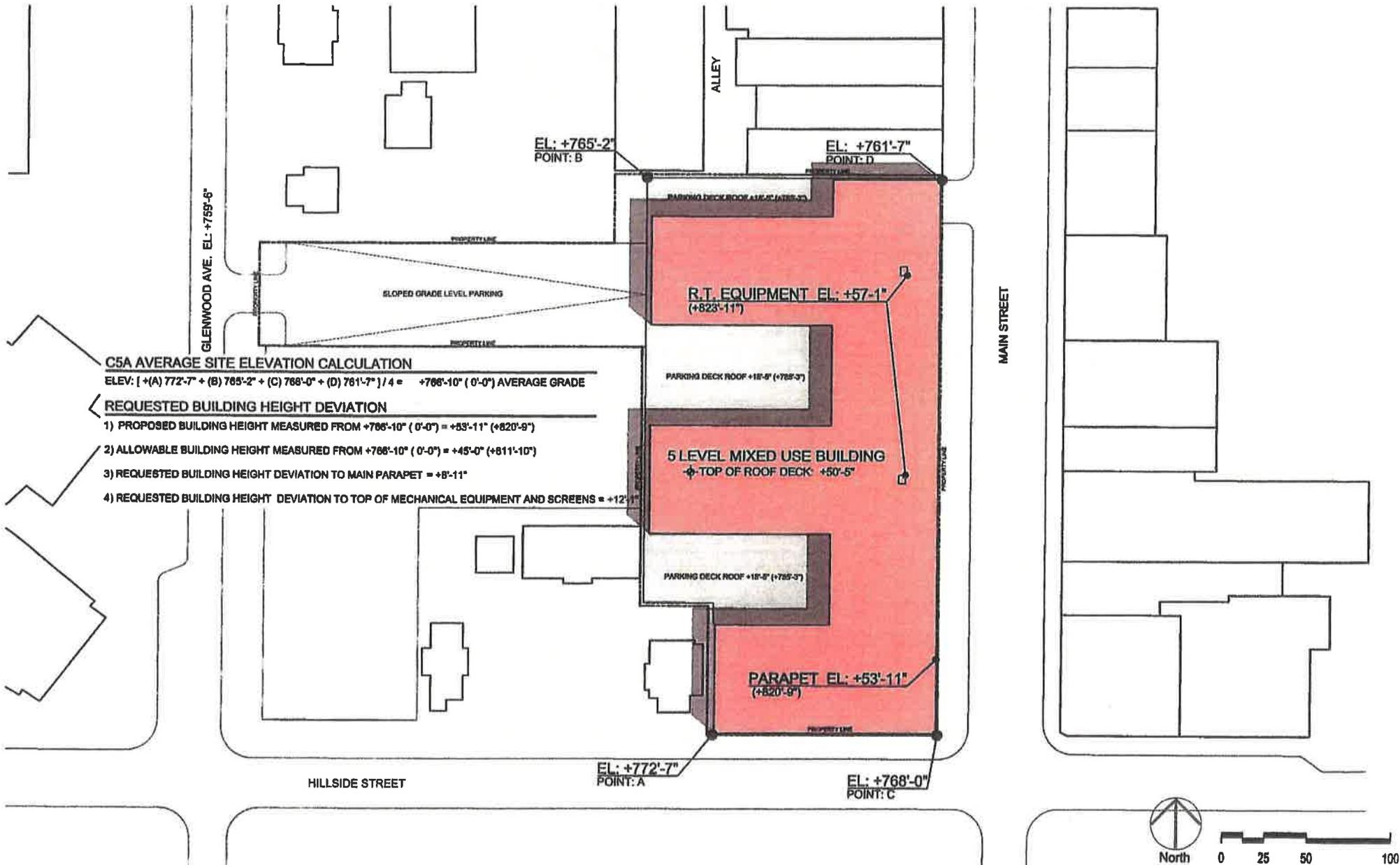
Location
Minneapolis, MN

Building Use
Mixed-Use Residential

Size
128,000 SF





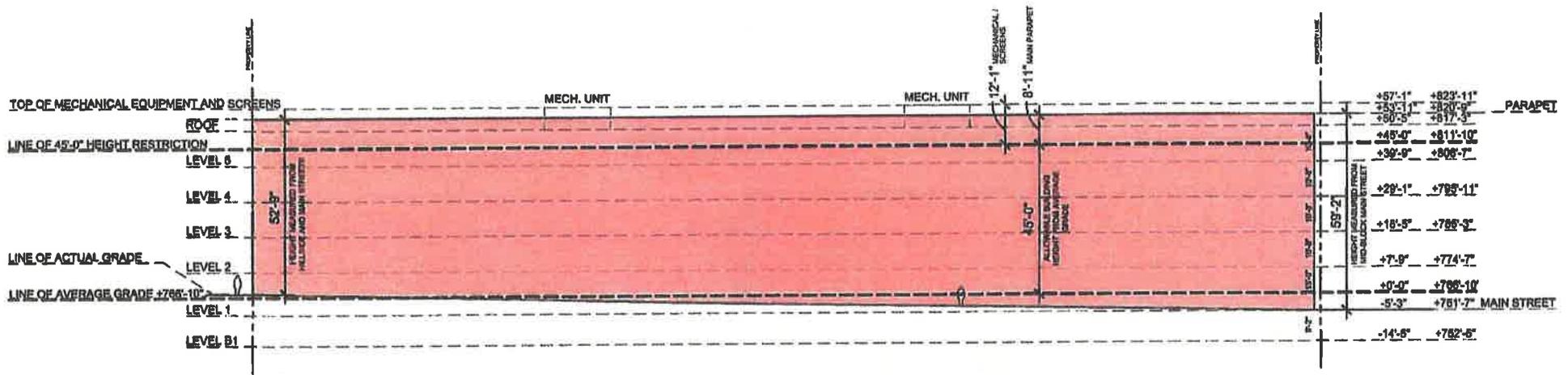


C5A AVERAGE SITE ELEVATION CALCULATION

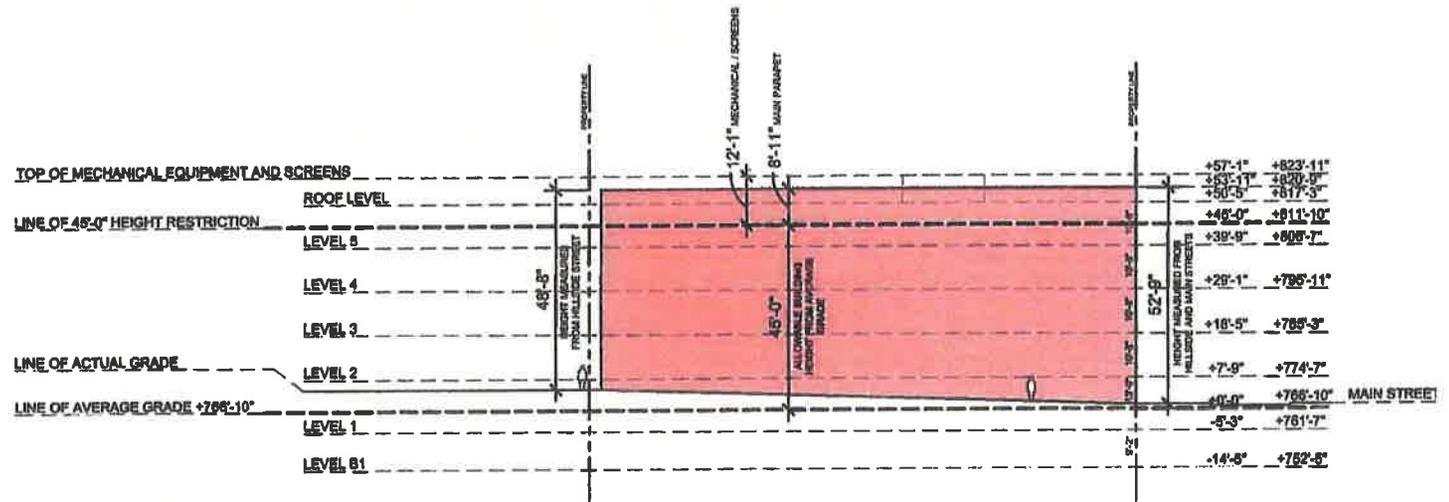
ELEV: $[+(A) 772'-7" + (B) 765'-2" + (C) 768'-0" + (D) 761'-7"] / 4 = +766'-10" (0'-0")$ AVERAGE GRADE

REQUESTED BUILDING HEIGHT DEVIATION

- 1) PROPOSED BUILDING HEIGHT MEASURED FROM +766'-10" (0'-0") = +53'-11" (+820'-8")
- 2) ALLOWABLE BUILDING HEIGHT MEASURED FROM +766'-10" (0'-0") = +45'-0" (+811'-10")
- 3) REQUESTED BUILDING HEIGHT DEVIATION TO MAIN PARAPET = +8'-11"
- 4) REQUESTED BUILDING HEIGHT DEVIATION TO TOP OF MECHANICAL EQUIPMENT AND SCREENS = +12'-11"

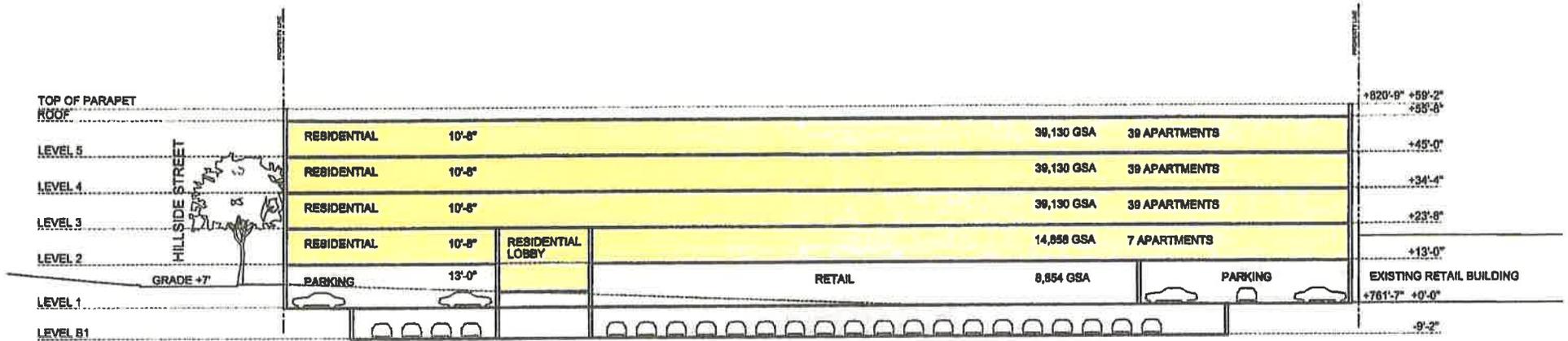


MAIN STREET EAST ELEVATION DIAGRAM



HILLSIDE STREET SOUTH ELEVATION DIAGRAM





LONGITUDINAL BUILDING SECTION

BUILDING AREA SUMMARY

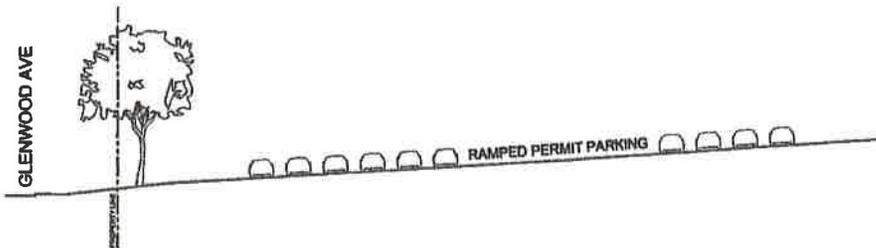
AREA TYPE	SQUARE FEET	REQUIRED PARKING
TOTAL RESIDENTIAL AREA=	132,248 GSA	165 PARKING SPACES
TOTAL RETAIL AREA=	8,854 GSA	
TOTAL BUILDING AREA=	142,048 GSA	

PROVIDED PARKING SUMMARY

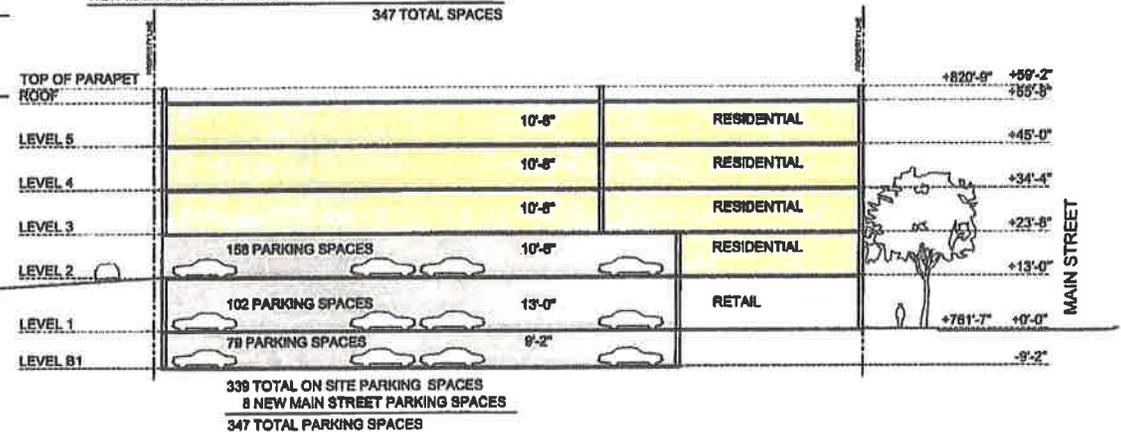
TOTAL RESIDENT PARKING PROVIDED	159
TOTAL CUSTOMER & PERMIT PARKING PROVIDED	180
TOTAL NEW PARALLEL PARKING PROVIDED	8
347 TOTAL SPACES	

PARKING BY LEVEL

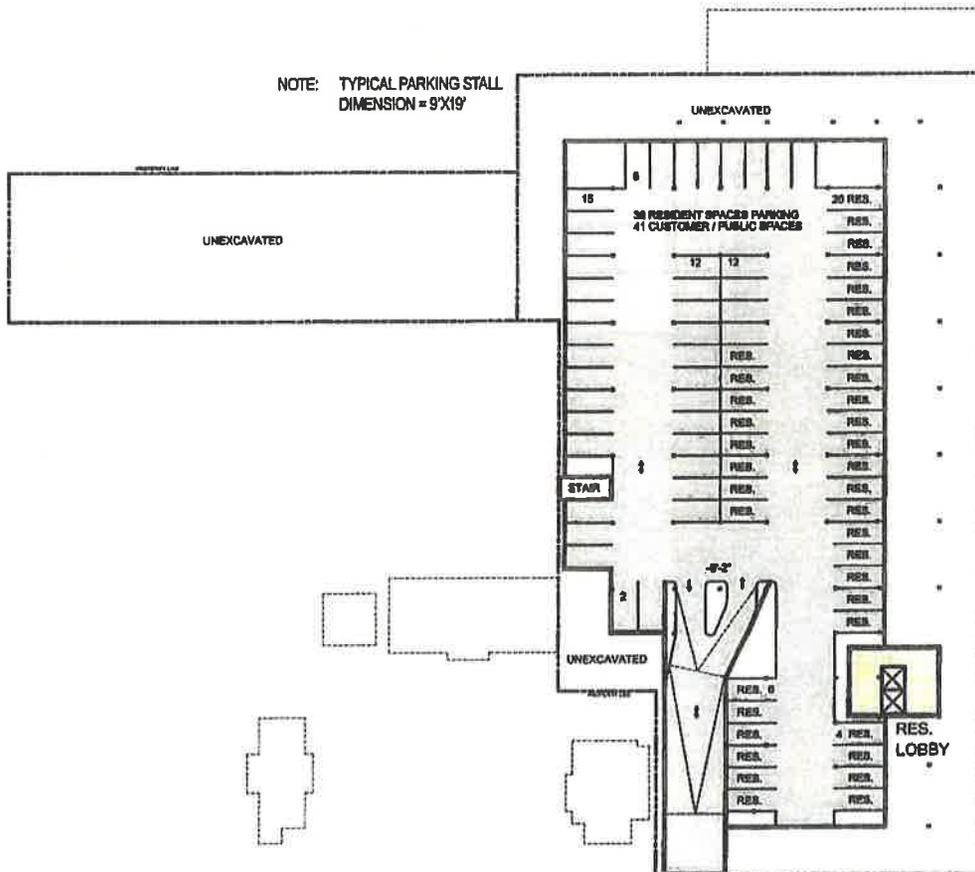
LEVEL B1	RESIDENT	38
LEVEL B1	CUSTOMER / PUBLIC	41
LEVEL 1	RESIDENT	11
LEVEL 1	CUSTOMER / PUBLIC	91
LEVEL 2	RESIDENT	110
LEVEL 2	CUSTOMER / PUBLIC	48
		339 TOTAL SPACES
NEW MAIN STREET PARKING SPACES		8
		347 TOTAL SPACES



TRANSVERSE BUILDING SECTION



NOTE: TYPICAL PARKING STALL
DIMENSION = 9'X19'



PROGRAM COLOR

- RETAIL
- RESIDENTIAL
- PARKING

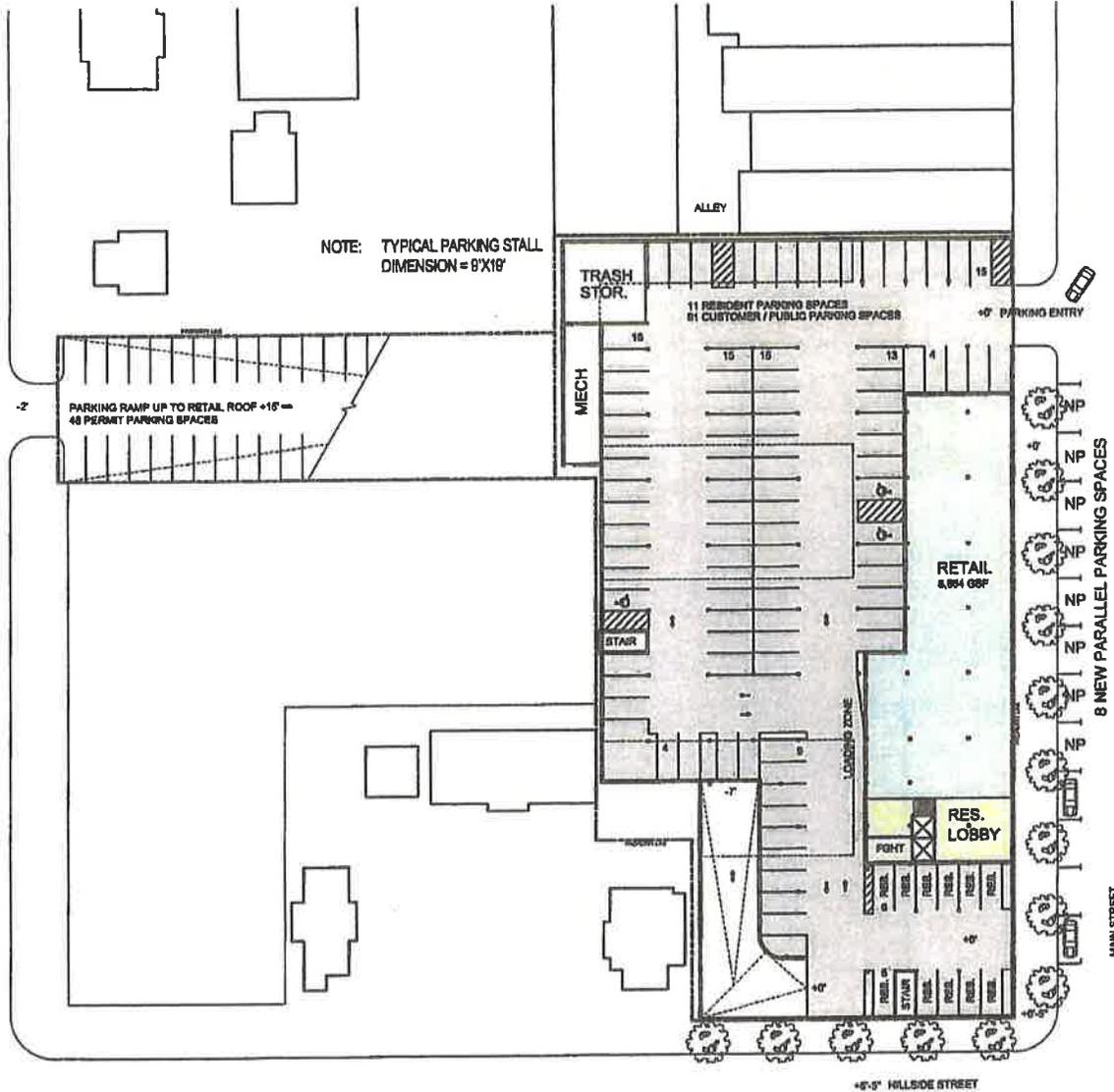


North

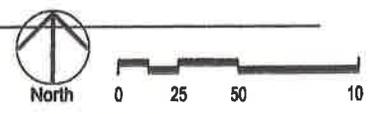


LEVEL B1 PLAN (-9'-2") 14

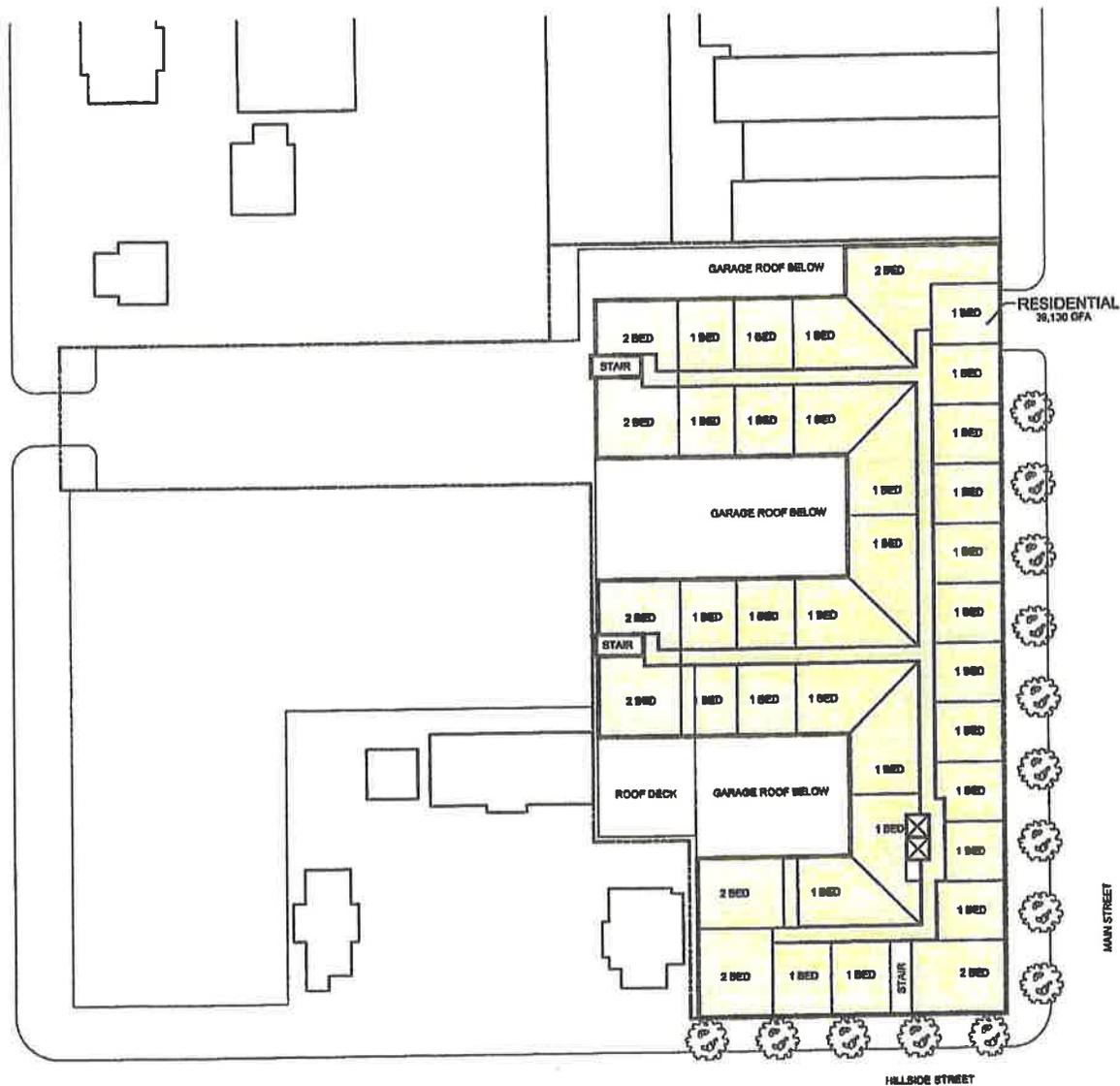
NOTE: TYPICAL PARKING STALL DIMENSION = 8'X18'



- PROGRAM COLOR**
- RETAIL
 - RESIDENTIAL
 - PARKING



GRADE LEVEL 1 PLAN (+0'-0") 15



- PROGRAM COLOR**
- RETAIL
 - RESIDENTIAL
 - PARKING

MAIN STREET

HILLSIDE STREET



LEVEL 3 - 5 TYPICAL PLAN 17

