

C Data Collection and Analysis Report

The Data Collection and Analysis Report was prepared early on in the planning process. The Downtown Advisory Committee (DAC) reviewed its contents and provided comments before the concept plans were prepared by the consulting team. Excerpts from this section can be found in the main *Downtown Strategic Plan* report.

1 Overview

The "Data Collection and Analysis Report" contained in Appendix C is the report reviewed by the Downtown Advisory Committee (DAC) and distributed to the Village of Glen Ellyn Board of Trustees. A few modifications were made to the original report to fit into the format of the Appendices document of (supplement to) the *Village of Glen Ellyn Downtown Strategic Plan*. The Appendix C sections are as follows:

1. Overview
2. Community Context
3. Land Use
4. Public Policy
5. Physical Conditions
6. Circulation and Transportation
7. Civic Spaces and Events
8. Public Participation

2 Community Context

Definition

"Community Context" is the identification of the physical, demographic, and economic features of the Village as it relates to the Downtown, the Village as a whole, neighboring communities, and the region.

Overview

The Village of Glen Ellyn is a suburb approximately 20 miles west of Downtown Chicago. According to the 2000 U.S. Census, the total population is approximately 27,000 people, with a median age of 37 years. Forty-eight (48.8%) of the population is male, and 51.2% is female. The ethnic make-up of the Village includes 89.5% white, 4.7% Asian, and 2.1% black. The median household income is \$74,800, and the median value of a single family home is \$274,800. Seventy-two percent (72%) of the working population drives alone to work, while 12% takes public transportation. Fifty percent (50%) of the households have two vehicles, 33% have one vehicle, 13% have three or more vehicles, and 5% have no vehicle. The largest proportion of the Village's housing stock was built between 1940 and 1959 (22%). There are 6,742 single family owner-occupied homes Village-wide.

Although the Glen Ellyn area was first settled in 1833, the Downtown area didn't become the center of the community until the Danby Train Station was constructed in 1852 after the railroad was constructed in 1848. Historically, the Downtown has been an anchor for shopping, and over time it became surrounded by single family residential neighborhoods. In general, the Downtown has evolved from stores that met the daily needs of the community (department- and "five and dime"-types of retail) to services and specialty stores (restaurants, boutiques, etc.) The Downtown is supported by a passionate citizenry and has a loyal group of shoppers. In addition, the Downtown is impacted by newer regional shopping centers such as Danada Square East Shopping Center in Wheaton, Yorktown Mall in Lombard, local shopping corridors such as Roosevelt Road, and older community-based centers such as Downtown Wheaton. Currently, the Downtown is in another transition due to surrounding competition, efficient regional retail shopping centers, a recent nationwide economic downturn, and a lack of a cohesive economic strategy.

Downtown Glen Ellyn is traversed by a rail corridor. The Union Pacific Railway (UPRR) owns the rail right-of-way, where the rail infrastructure is both a divider and a connector for the community. It is a divider because approximately 180 freight and passenger rail trains pass through the Downtown on a typical day, resulting in the disruption of the flow of pedestrian, bicycle, and automobile traffic, and dividing the Downtown into north and south halves. It is a connector because the Glen Ellyn train station is a stop on the Metra/UP-West Line, connecting the community to Elburn to the west and Downtown Chicago to the east.

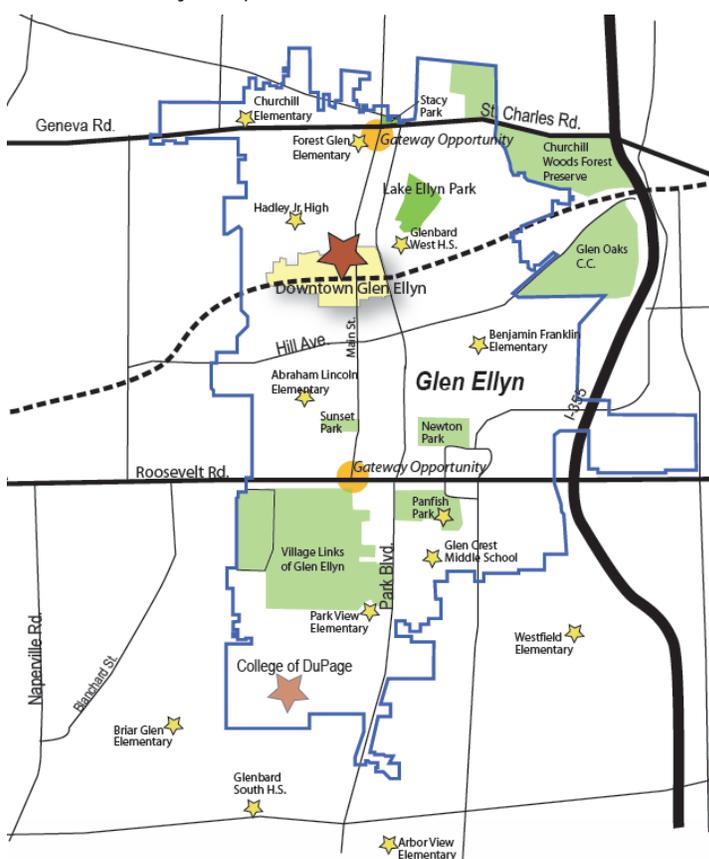
Roosevelt Road is also a divider and a connector for the greater Glen Ellyn area. It is a divider with an average annual daily traffic volume of 43,700 vehicles, resulting in a pedestrian-, bicycle-, and automobile-unfriendly corridor, where someone – if given the option – may choose not to cross if it wasn't necessary. Also, there is a higher social status associated with the homes and neighborhoods north of Roosevelt Road compared to the homes and neighborhoods to the south of Roosevelt Road. Roosevelt Road connects the Village to other local communities, and regionally through a connection with the interstate system.

Community-based organizations in the Village include the Chamber of Commerce, the Economic Development Corporation, and Go Downtown!, to name a few. In addition, the College of DuPage is willing to partner with the Village of Glen Ellyn on Downtown projects and initiatives for the mutual benefit of both parties.

Neighboring Communities

Glen Ellyn's immediate neighbors along the Metra/Union Pacific Line are Wheaton to the west, and Lombard to the east. Other neighboring communities include Carol Stream and Glendale Heights to the north, and Lisle and Downers Grove to the south.

Greater Glen Ellyn Map



Wheaton and Downers Grove are experiencing active downtown reinvestment levels. Wheaton's downtown is the future home of First Trust Portfolio's headquarters, and Downers Grove's downtown is home to many mixed-use and multiple family developments. Both have newer parking structures in their Downtowns as well.

In Wheaton, the central business district is a focus of the community representatives. The Courthouse Square development – which honors the history of Wheaton – will provide more than 200 dwelling units in the downtown when all phases are completed. The Wheaton Property Partners' retail, commercial, and parking garage development will be home to First Trust Portfolio, and provide approximately 20,000 square feet of retail space and 400 parking spaces in the downtown, resulting in more foot traffic for local merchants.

In addition, the City of Wheaton hired a retail consultant to work with City staff and Wheaton business groups to recruit and retain businesses in the downtown.

Other priorities for the City of Wheaton include a pedestrian underpass in the Central Business District, affordable housing, (for senior, young family, and other households), green initiatives, and revenue-enhancement alternatives.

Former Downers Grove Mayor Krajewski was very instrumental in bringing reinvestment into his downtown, had a developer-friendly attitude, encouraged the use of Tax Increment Financing (TIF) funds for redevelopment, and recently spoke at a Go Downtown! membership meeting. The TIF funds have primarily been used for subsidizing infrastructure improvements.

The Village of Downers Grove established an Economic Development Corporation in 2006; however, the focus of this group is on the community outside of the downtown area. The Downers Grove Downtown Management Corporation focuses on downtown issues and is funded by the Village.

Downers Grove recently completed a development “pattern book” (an existing conditions book of the downtown buildings), which will serve as a guide to the creation of Design Guidelines (expected to be adopted in January 2009).

There has been a lot of interest in housing in Downers Grove downtown area, including buildings with a potential building height of six to seven stories, townhouses (with an estimated value of \$400,000-700,000), and senior housing. A parking deck was recently constructed behind some downtown buildings (it is approximately 2.5 years old) and has helped with some of the downtown parking issues. Currently, the Village is focusing on public plazas and greenspaces in the downtown area.

Both of these nearby communities – and other communities such as Lisle – can serve as resources and inspiration for the Village of Glen Ellyn as it pursues future reinvestment in the Downtown.

Community History

From Babcock’s Grove in 1833, to DuPage Center in 1834, to Stacy’s Corners in 1835, to Newton’s Station in 1849, to Danby in 1851, to Prospect Park in 1874, and Glen Ellyn in 1891, the community has changed with its names and the times. The original settlement location for the Glen Ellyn area was at Stacy’s Corners. The center of the Village relocated when the railway was constructed and Danby Station was constructed. In 1891, Glen Ellyn was advertised as Chicago’s newest suburb and health resort. In the 1920s, the Village’s Plan Commission influenced architectural standards with Old-English Tudor and Half-Timber as the preferred architectural styles. The Downtown has transitioned over the years from a rail-oriented trading post to a full-service Downtown with retail anchors such as Sears to a struggling community shopping center that competes with auto-oriented shopping centers such as Danada Square East Shopping Center at Butterfield Road and Naperville Road in Wheaton.

Current Community

The Village of Glen Ellyn is a desirable community in which to live. The high-quality housing stock and school districts, with convenient access to neighboring communities and the region, are key features that families look for. In addition, the Downtown is a major selling-point for those who choose to buy a home nearby.

Most customers of Downtown retailers and restaurants originate from within Glen Ellyn, Wheaton, or other nearby communities. As described in the main report, more than 80% of those responding to the Downtown Glen Ellyn merchant survey indicated that they traveled fewer than ten minutes to reach their destinations in the Downtown. More than 70% of respondents reside within the Glen Ellyn zip-code (60137). The primary market area for Downtown retail uses is estimated to extend two to three miles from the Downtown, generally bounded by North Avenue and Butterfield Road to the north and south and I-355 and Naperville Road/Main Street – Wheaton to the east and west.

The perception of a parking shortage – and the reality of a less-than-ideal public parking arrangement – affects the Downtown. It keeps potential customers from considering the Downtown as a potential shopping destination, or – for those who do visit the Downtown – they may choose to shop elsewhere because there is no available parking space

within a preferred distance from their desired destination(s), they are unaware of all the off-street parking lot locations available to them, or they are unaware that they are able to park in some lots after 11:00 a.m.

The Downtown has serviced the community for over 100 years; therefore, interior and exterior maintenance of – and upgrades to – the older buildings are necessary to service the community now and for future generations. The streetscape has many positive qualities – street trees in the core area, continuous sidewalks, on-street parking, and street furnishings, to name a few items; however, it also needs to be maintained and enhanced through additional street trees outside of the core area, regular pavement safety checks, a coordinated snow removal and ice prevention system, and more frequent trash and recycling collections.

The existing vision for the Downtown in the 2001 Comprehensive Plan includes an “active, pedestrian-oriented area containing an exciting mix of shopping, entertainment, public, and residential uses”. In addition, a new commuter rail station, protection from through traffic, and safety and convenience for pedestrians and bicyclists are envisioned. A full-time “champion” of the Downtown is needed in order to infuse this vision into the Downtown.

Youths and stay-at-home-moms are primary consumers in the Downtown. Requests made during the Main Street Design Studio and Charette event included shops with basic necessities at affordable prices (including children’s clothing), men’s stores, and after school activities and events for children (especially when they have half-days off).

Downtown’s commercial competition within the community is located along Roosevelt Road and Stacy’s Corners.

Roosevelt Road is the primary commercial corridor in Glen Ellyn. It has approximately 720,000 square feet of retail, with an Average Annual Daily Traffic (AADT) for the Roosevelt Road corridor of 43,700 vehicles.

Stacy’s Corners is the first commercial center in Glen Ellyn. It has approximately 28,000 square feet of retail, with an Average Annual Daily Traffic (AADT) for the St. Charles/Geneva Road corridor of 18,500-19,200 vehicles.

Downtown is the heart of the community of Glen Ellyn. It has approximately 255,000 square feet of retail, with an Average Annual Daily Traffic (AADT) for the Main Street corridor of 9,500 vehicles.

The Downtown has many advantages, which include:

- A central location and preferred destination for the affluent and loyal residents of Glen Ellyn.
- Proximity to I-355 and its associated transportation linkages.
- A Metra station, which enhances accessibility and stimulates some demand for retail goods and services from commuters.
- The Illinois Prairie Path, connecting the Downtown to other communities with other modes of transportation.
- Glenbard West High School located just outside the Downtown area.
- Historic architecture.
- A growing number of eating and drinking establishments, a grocery store that attracts frequent visitation of local households, and a variety of unique, specialty merchants and service providers with loyal followings.

While the Downtown has many advantages, there are several trends that indicate a downturn. Recently, Downtown Glen Ellyn has experienced increasing store turnover and increased vacancy rates. Over 40% of the vacant retail space in Glen Ellyn is located Downtown. Downtown’s share of Village-wide sales decreased to 19% in 2005 from 20% in 2000 and a high of 21% in 2004. A shift in the Downtown commercial establishments – in which retail stores and associated employment opportunities are being replaced with service businesses and associated employment opportunities – is consistent with regional and national trends.

Community Organizations

The Village has many community organizations that are passionate about the success of Glen Ellyn, and for some, the health and vitality of the Downtown is its primary focus. Those organizations and other entities are willing to help the Village implement its Downtown Strategic Plan once it's adopted.

Chamber of Commerce

"The purpose of the Glen Ellyn Chamber of Commerce is to foster and promote the business and professional interests of Glen Ellyn and adjoining areas, and to promote the welfare of the Glen Ellyn Community." (Source: www.glenellynchamber.com)

Downtown Glen Ellyn Alliance

"Glen Ellyn's downtown business district, with its independent retailer base, faces enormous competition from surrounding options for shopping in metro Chicago. To help offset this competition, the Village of Glen Ellyn, the Glen Ellyn Economic Development Corporation, the Village of Glen Ellyn Central Business District Retail Merchants and the Glen Ellyn Chamber of Commerce came together in 2006 to create a central business district retail partnership, also known as the Downtown Glen Ellyn Alliance. The Downtown Glen Ellyn Alliance is a separate entity from the Village of Glen Ellyn whose goal is to increase foot traffic and sales in the central business district by planning events and heightening awareness and visibility of downtown Glen Ellyn as a destination for shoppers and diners. To reach this goal the Downtown Glen Ellyn Alliance is working with the entire central business district community to (plan events that) market and promote (Downtown) Glen Ellyn. The Downtown Alliance is also in the process of creating additional downtown events to attract additional customers in the downtown." (Source: Downtown Glen Ellyn Alliance.) A commitment to fund the Downtown Glen Ellyn Alliance was made for a temporary period of 2006 through 2009, with an option to extend its funding and responsibilities thereafter.

Economic Development Corporation

"The mission of the Glen Ellyn Economic Development Corporation (EDC) is to provide an environment that is conducive for attracting and keeping business in Glen Ellyn." (Source: www.glen-ellyn.com/edc)

Go Downtown!

"A resident-based organization dedicated to celebrating and supporting Glen Ellyn's historic downtown commercial district." (Source: www.downtownglenellyn.com)

Historical Society

"The purpose of the Society is to investigate and study the history of Glen Ellyn and vicinity." (Source: www.glen-ellyn.com/historical)

Citizens for Glen Ellyn Preservation

The mission statement for the Citizens for Glen Ellyn Preservation is:

"We are a group of citizens who want to safeguard the distinctive character, history and architectural integrity of the Glen Ellyn community through historic preservation, planning and sensible growth.

"The members of *Citizens for Glen Ellyn Preservation* came together because of their concern about the number of teardowns in the Village of Glen Ellyn, the types of buildings targeted for teardowns and the size of the structures replacing those buildings.

"We believe that Glen Ellyn can preserve its cultural history and built-environment just as other cities, towns and villages are doing throughout Illinois and the country. Our goal is not to stop teardowns altogether, but encourage the Village government to reduce the rate of teardowns of homes and buildings that are historically and architecturally significant.

"We believe that citizens joining together can make a difference and that we can bring another point of view to the Village government." (Source: glenellynpreservation.org/site/about.html)

It is recommended that these organizations be assessed and reorganized to improve their effectiveness to champion Downtown issues. These organizations can affect the business climate, create a customer-friendly place to do business, facilitate Downtown reinvestment, and organize promotions and marketing. In addition, all efforts need to be coordinated with the Village of Glen Ellyn.

Public Resources

In addition to the community organizations, other public resources protect the community, educate the students, and provide recreational opportunities for all members of the Village of Glen Ellyn.

Department of Planning and Development

"The Department of Planning and Development administers codes associated with development and building safety. The Department is responsible for coordinating, reviewing and monitoring private and public developments, primarily through the interpretation and administration of the Zoning Code, Building Code, Electric Code, Plumbing Code, Subdivision Regulations, Grading and Stormwater regulations, Appearance Review Guidelines, and Sign Code." (Source: www.glenellyn.org/plandev/plan.htm)

Glen Ellyn Police Department

The Glen Ellyn Police Department is "committed to providing a high level of law enforcement services to our residents, businesses and visitors." (Source: www.glenellyn.org/police/police.htm)

Glen Ellyn Volunteer Fire Company

"The mission of the Glen Ellyn Volunteer Fire Company is to provide timely, professional, and safe emergency service for the preservation of life and property. Minimizing fire loss and the patient's best interest are always first priority with the Glen Ellyn Volunteer Fire Company."

"We are committed to continuous improvement in providing 'state-of-the-art' fire suppression/prevention and patient care for all we serve. To that same end, we are committed to the advancement of our members while continuing our history of quality service to the community." (Source: glenellynfire.com/index.shtml)

Glen Ellyn Library

"The mission of the Glen Ellyn Public Library is to provide information, an extensive collection of materials, and programs which enrich and enhance the quality of life in the community. The Library endeavors to furnish open access to both print and electronic sources to foster life long learning and the cultural life of patrons." (Source: www.gepl.org/library/atl_m.html)

Glen Ellyn Park District

"The Park District's mission is driven to foster diverse, community based leisure opportunities, through a harmonious blend of quality recreation programs, facilities and open space which will enhance the quality of life into the future. The Park District is celebrating 85 years of meeting that mission and will continue to provide excellence in our programs and our parks for future generations." (Source: www.gepark.org/boa_board.htm)

Milton Township

"The mission of the Assessor's Office is to assess all properties in a manner that is fair, accurate, and equitable to all." (Source: www.miltontownshipassessor.com/)

Schools

Glen Ellyn is served by three public school districts and the College of DuPage.

Glen Ellyn School District 41

"It is the mission of District 41 to advocate for students enabling each one to optimize his/her potential within a culture of continuous improvement." **Vision:** Exceptional Learning in a Respectful and Supportive Environment. (Source: www.d41.dupage.k12.il.us)

Glenbard High School District 87

"Glenbard District 87 is a school community where all students are empowered to become self-directed learners who contribute to our world and are inspired to pursue their dreams." **Motto:** Inspire...Empower...Succeed. (Source: www.glenbard87.org)

Community Consolidated School District 89

"The mission of Community Consolidated School District 89 is to prepare our students for a successful future through continuous improvement of learning, satisfaction, and resource utilization." **Motto:** Learning for Life. (Source: www.ccsd89.org)

College of DuPage

"The mission of College of DuPage is to be at the forefront of higher education, serving the needs of the community. The college will be the first place residents turn to for the highest quality educational and cultural opportunities. The college will serve as a model of distinction for community college education." (Source: www.cod.edu/mission_priorities/mission.htm)

It is recommended that these resources be recruited to be more involved in the Downtown events and activities. In addition, all efforts need to be coordinated with the Village of Glen Ellyn and other community groups.

Other Resources

In addition to the community organizations and public resources, other entities are providing their resources to help the Glen Ellyn community.

How to grow your own business...
a 6 part series for small business owners

Second Tuesday of every month
6-8 p.m. Beginning May 13, 2008
Glen Ellyn Public Library
400 Duane St
For questions and registration, contact:
Tracy Kirchoff, Harris Bank Glen Ellyn
(630) 547-5711

Part 1: The first steps in starting a business
Part 2: Marketing How to
Part 3: Legal advice for business owners
Part 4: Financing Options
Part 5: Bookkeeping and Software
Part 6: Business plans

From planting the seed to nurturing for success.
Free seminars are presented by:

SCORE
Counselors to America's Small Business

HARRIS
We're here to help.

Let us help you grow your business!

Harris Bank/SCORE

Harris Bank, in cooperation with SCORE (Counselors to America's Small Business), has developed a six-month free seminar program to help small businesses get started and grow. The sessions are held at the Glen Ellyn Public Library on the second Tuesday of each month, from May 13, 2008, to October 14, 2008.

DuPage Public Action to Deliver Shelter (PADS), Inc.

The mission of DuPage PADS is "to end and prevent homelessness in DuPage County." This organization was mentioned many times throughout the public participation process. As of the writing of this report, the Glen Ellyn Police Department is investigating the homeless situation in the Downtown area.

Media

There are numerous media outlets that support communication in Glen Ellyn and the surrounding communities. These outlets need to be a part of the overall promotion and communications efforts for the Downtown. A "brand" for the Downtown should be determined during the planning process or right after the adoption of the Downtown Strategic Plan during the early stages of implementation. The brand name should be simple and have positive qualities.¹ Many of the Downtown stores and organizations currently utilize the "Glen Ellyn Style" logo and imagery. A new focus for the Downtown may result from the strategic planning process; therefore, this brand should be revisited if it doesn't emulate the new Downtown vision.

¹ The Importance of Branding – Can it Really Make a Difference? http://EzineArticles.com/?expert=Charles_Fuchs.

Internet – Village Website

www.glenellyn.org

Cable

"Glen Ellyn Television" is the Village's public access cable channel on Channel 17 (via Comcast and Wide Open West). Local interest programs such as community news, local sports, and entertainment are Glen Ellyn Television broadcasting examples. The community is allowed to make programming requests.

Local Print

Daily Herald

Chicago Tribune - DuPage Editorial Bureau

The Glen Ellyn News

Glen Ellyn Sun

Courier (College of DuPage Campus Newspaper)

Danby - Glen Ellyn Life Magazine

The Business Ledger

The Glancer Magazine

School News

Local Radio

WDCB Radio (College of DuPage Radio)

WHTN Radio (Wheaton College Radio)

Key Thoughts

The Village of Glen Ellyn has a strong history from which to build upon. It is recommended that the roots of the community be nurtured and incorporated into the branding of the Downtown; the historic character of the Downtown be maintained, enhanced, and complemented by future development; the events be enhanced to draw more residents and visitors into the Downtown, as well as be supported by the Downtown merchants; and the community organizations coordinate and/or merge with each other to streamline the communication and interaction between the Village, the merchants, the residents and the visitors, as well as eliminate duplication of efforts. These recommendations will be further refined and examined later in the full report.

3 Land Use

Definition

Land Use is the way a piece of real estate is utilized. Existing, proposed, and adopted land uses all play a role in the planning process. Once a land use plan is adopted, the next step is to take measures to ensure that the proper public policies are in place to realize the Village's vision.

Overview of Existing Land Use

A community's land use plan provides a "blueprint" from which private and public investment resources will be directed. There are different kinds of land uses, including: *existing* land use (how a piece of property is currently used), *proposed* land use (how a piece of property could be used), and *adopted* land use (how a piece of property expects to be used based on an official decision by the elected officials of a community). Words that generally describe the land uses in any Downtown area include: retail, service, restaurant, office, mixed-use (office or residential above first floor retail), residential, transportation, and vacant. Words that more specifically describe the uses in the Downtown that reflect the character and ambiance of the Downtown include: specialty stores, sit-down restaurants, movie theater, architectural office, multiple-family residential, and train station.

The existing land uses in Downtown Glen Ellyn are consistent with a very successful and vibrant suburban core. Glen Ellyn is the beneficiary of a renowned historic Downtown heritage with accompanying land uses that are the result of over a century-long development pattern and progression. The Downtown is a current suburban commercial destination that is recognized for the volume and quality of its retail and restaurant establishments. The diversity of the Downtown uses that are in the adopted Village of Glen Ellyn Comprehensive Plan include: Downtown Commercial, Public/Governmental, Church, Medium-Density Residential, Low-Density Attached Residential, Single-Family Residential, and Park/Open Space.



Hardware



Street Vendor



Mixed-Use

The core retail (C5A) area includes retail, service, office, restaurant, residential, and parking uses. There is a range of one- to three-story buildings, with a large concentration of two-plus-story buildings on Main Street (between

Pennsylvania Avenue and Crescent Boulevard) and on Crescent Boulevard (between Main Street and Forest Avenue). Other than a few buildings with residential uses between Duane Street and Hillside Avenue, the uses in the core area are commercial in nature.

The service (C5B) area includes civic and institutional uses such as the Civic Center, Fire Station, Post Office, Library, and several churches. In addition, it includes retail, service, general office, medical office, restaurant, residential, parking and park uses. Recently, several new, large-scale developments have been constructed, including a medical clinic and multiple family residential developments on Pennsylvania Avenue. Other recent developments include a new bank and a remodeled/expanded insurance office on Pennsylvania Avenue, and two mixed-use buildings near the intersection of Crescent Boulevard and Park Boulevard. Several newer developments have received mixed reviews by the public, and any negative comments have been primarily due to the modern building designs that have few if any ties to the historic character of some of the older Downtown buildings.

The Prairie Path Park (less than a ½-acre) and Volunteer Park (less than a ¼-acre) are small enough to accommodate passive recreational uses (sitting, reading, eating, etc.); however, they are unable to accommodate a central gathering space for a community of 27,000 people. A “rule of thumb” for transit-oriented development (TOD) design is to create a civic space of real importance adjacent to transit and declare its importance in the design.¹

Most of the multiple family developments are located on the outer “four corners” of the Downtown study area. A few dwelling units can be found in the core and service areas as well. General “rules of thumb” for residential densities include 50 to 100 dwelling units per acre to accommodate Metra rail, and 20 dwelling units per acre to reduce dependency on the automobile and increase transit ridership. There are no density standards in the C5A or C5B districts related to the number of permitted dwelling units on a given property. The “R4” (Multiple Family) Residential District on the periphery of the Downtown study area allows up to a maximum of 17 dwelling units per acre.

The rail corridor is a dominant feature of the Downtown. It serves as a passenger connector to the Chicagoland region, a freight corridor to locations across the country, and a divider of the Downtown when the trains pass through and/or stop in the Downtown area. In addition, the Illinois Prairie Path connects bicyclists and pedestrians from the region to Downtown Glen Ellyn.

Private, public off-street, and public on-street parking is provided throughout the Downtown; however, it is not conveniently-distributed and/or it creates a gap in the primary Downtown streetscape (e.g. the “South Main” lot by the flower clock).

Many of the Downtown parcels are small; therefore, any redevelopment efforts will likely require the merger of two or more parcels to make the reinvestment financially-feasible for the developer and property owner(s).



Downtown Panoramic View – Northeast Corner of Main Street and Railroad Tracks

¹ Transit-Oriented Developments (TODs) are mixed-use neighborhoods focused around a transit station. Information provided at a two-day Transit-Oriented Development Design seminar hosted by AICP Planners Training Service.



Existing Land Use



Village of Glen Ellyn
Downtown Strategic
Plan

June 2, 2008



Adopted Land Use

The Village of Glen Ellyn Comprehensive Plan, prepared by Trkla, Pettigrew, Allen & Payne, Inc. with Parsons Transportation Group, was adopted on April 9, 2001, by Ordinance Number 4930. It serves as an update to the Village's 1986 Comprehensive Plan.

Village of Glen Ellyn Comprehensive Plan and Summary

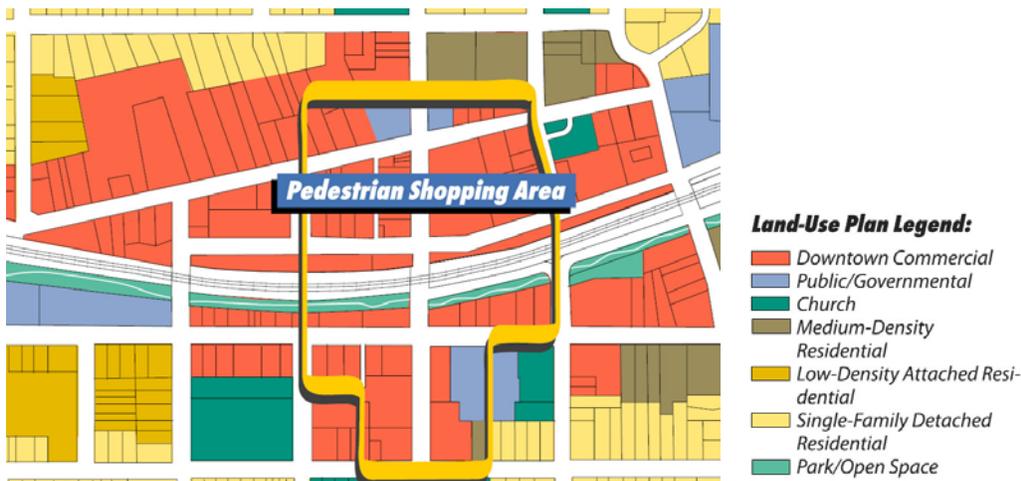
Many of the issues that were considered for the Downtown in 2001, continue to affect the Downtown today.

Sample of Comprehensive Plan Issues

The following list contains a sample of the full list of the Village's Comprehensive Plan issues for the Downtown area:

- The Downtown is the "historic commercial and multi-purpose focal point" for the Village of Glen Ellyn community.
- The Downtown could be enhanced and compatible, high-quality redevelopment should be promoted in the area. New buildings should be compatible with the existing, predominant architectural styles found in the Downtown.
- Rail traffic causes delays in vehicular, bicycle, and pedestrian traffic.
- Parking is not well distributed in the Downtown.
- The Downtown should consist of an "exciting mix of retail, service, entertainment, office and public uses, as well as housing units."
- The Glen Art Theater should be maintained and enhanced.
- Multiple family residential could serve as buffers between commercial uses and single family neighborhoods, and add "life and vitality" to the character of the Downtown.
- Maintenance and repairs are needed, including buildings and surfaces (pavement).
- Storefront façade improvements are needed.
- Metra riders base their impressions on the community by what they see from the train.
- Pedestrians should be a priority.
- A small new "forecourt" to the Glen Ellyn Civic Center should be constructed along the north side of Duane Street.

In general, the update to the 1986 Comprehensive Plan scales back the intensity of development around the periphery of the Downtown, ensuring the protection of existing single family homes and focusing the commercial closer to the heart of the Downtown.



Source: Comprehensive Plan, Glen Ellyn, Illinois (April 2001)

Prepared by: Trkla, Pettigrew, Allen and Payne, Inc. with Parsons Transportation Group

Summary of Comprehensive Plan Implementation Recommendations

Since the adoption of the Comprehensive Plan in 2001, several sites have been redeveloped, have been given consideration of being redeveloped, or have remained as-is without any potential redevelopment activity:

Redeveloped

Site D: The DuPage Medical Clinic (west of Prospect Avenue) and The Mews (residential between Glenwood Avenue and Prospect Avenue) developments are near completion. In addition, a new dental office is located at the intersection of Pennsylvania Avenue and Western Avenue, and a new statue has been erected near the Fire Station, (at Main Street), commemorating the 100-year anniversary of the Glen Ellyn Volunteer Fire Company.

Site E: Harris Bank completed and operating.

Received Village Approval

Site C: Approval for seven units of "rowhouses" on Duane Street between Glenwood Avenue and Prospect Avenue. The units will be divided between two buildings.

Considered for Redevelopment

Site A: Main Street parking lot and "Flower Clock" site.

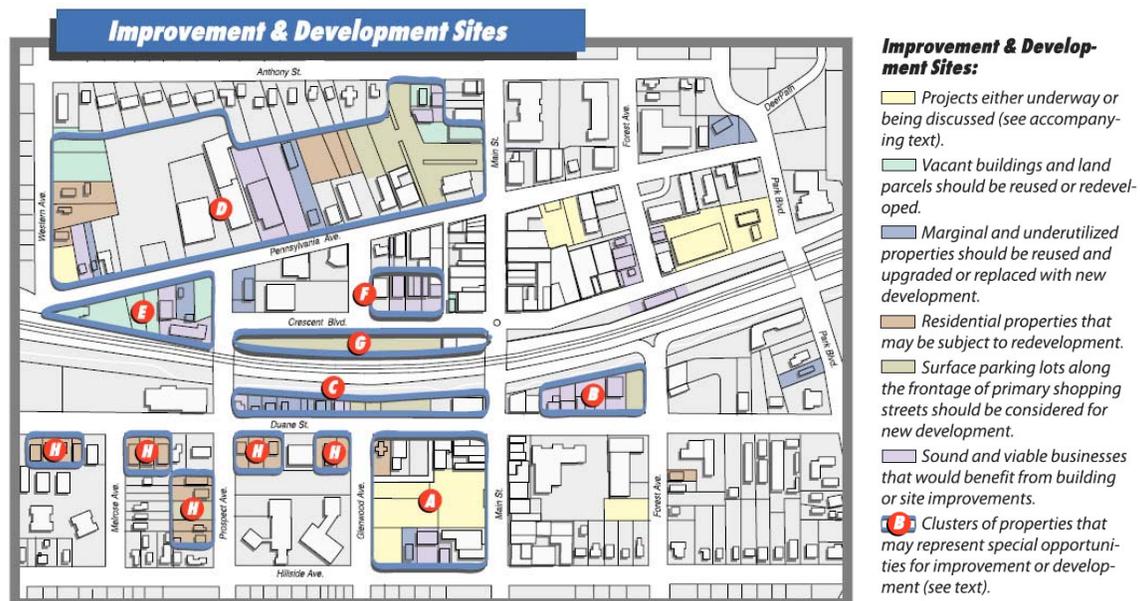
Status Quo

Site B: No redevelopment; however, new businesses have moved into the existing structures in this area and in the building at the corner of Main Street and Duane Street.

Site G: No redevelopment; however, new businesses have moved into the existing structures near Main Street.

Site F: No redevelopment; however, new businesses have moved into this area.

Site H: The property at 475 Duane Street was redeveloped into first floor office and residential above.



Source: Comprehensive Plan, Glen Ellyn, Illinois (April 2001)

Prepared by: Trkla, Pettigrew, Allen and Payne, Inc. with Parsons Transportation Group

Much of the redevelopment activity has occurred along Pennsylvania Avenue since 2001.

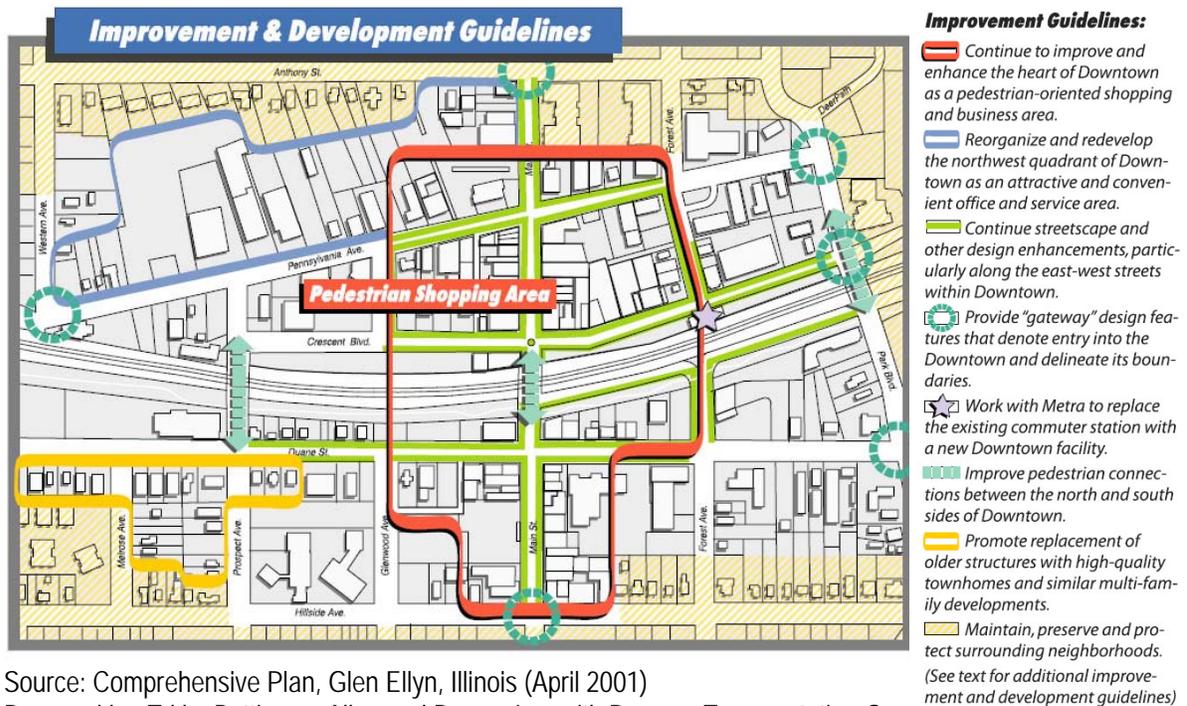
Core Pedestrian and Shopping Area

The core pedestrian and shopping area is generally bound by Pennsylvania Avenue to the north, Hillside Avenue to the south, Glenwood Avenue to the west, and Forest Avenue to the east. The Glen Ellyn Depot is located along the eastern edge of the shopping area and should be replaced.

Streetscaping expansion and enhancement opportunities are located along the rail corridor and Duane Street, in addition to the entire pedestrian and shopping area.

Redevelopment opportunities are identified in the northwest and southwest corners of the overall Downtown area, while the residential neighborhoods surrounding the Downtown are identified to be maintained, preserved, and protected.

Gateways into the Downtown include Main Street, Park Boulevard, and Pennsylvania Avenue. Internal circulation enhancements for pedestrians include the rail crossings at Prospect Avenue, Main Street, and Park Boulevard.



Source: Comprehensive Plan, Glen Ellyn, Illinois (April 2001)

Prepared by: Trkla, Pettigrew, Allen and Payne, Inc. with Parsons Transportation Group

In general, many of the features identified in the 2001 Comprehensive Plan still hold true today. Some observed differences include: the possibility that the core shopping area is more focused along Main Street and Crescent Boulevard west of Forest Avenue, and less so on other side streets and periphery streets; other gateways and wayfinding features should include the Main Street intersections with Geneva Road, Hill Avenue, and Roosevelt Road, and Park Boulevard intersections with Hill Avenue and Roosevelt Road;

Key Thoughts – Proposed Land Use

Potential future land uses will be considered later in the Downtown Strategic Plan process after the data collection and analysis phase is complete; however, based on the recommendations of Glen Ellyn’s residents, merchants and stakeholders who gathered throughout the public involvement process – and the recommendations of the *Market Analysis and Strategic Action Plan for Downtown Glen Ellyn*, prepared by Gruen Gruen + Associates – the proposed land uses which should be considered for the Downtown Strategic Plan include the following:

Proposed Land Use	Purpose
Community Greenspace	Provide a large area for the citizens of Glen Ellyn to gather in the Downtown for recreation and socialization (picnics, concerts, events, etc.) This urban park should be an iconic space designed as trophy landscape that is recognized internationally for its character and charm. The success of the park will spill over to the Downtown economics by functioning as a magnet for people who also will be consumers for Downtown retail.
Mixed-Use	While retail and restaurant uses should be reserved for first floor space throughout the core of the Downtown, it is important to increase the overall density and activity in the Downtown. This additional 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. Although mixed-use can be described as office above first floor retail, ensure that any new developments accommodate residential dwelling units above first floor retail (in the core shopping district) and above first floor office (on the periphery of the Downtown). In addition, ensure that existing buildings are remodeled and new infill development is historically-sensitive.
Office and Service	The infusion of additional service businesses and professional and medical offices 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.
Multiple Family Residential	There is a demand for Downtown residential living for people who want to enjoy the benefits of the Downtown including charm, convenience, and the cluster of services available within a comfortable walk from home; therefore, the opportunity exists to provide additional dwelling units for all sectors – particularly empty-nesters (couples who no longer need a big house but want to remain in Glen Ellyn) and young professionals (individuals and couples with good salaries who want to live in Glen Ellyn but don’t need or want a house at this stage in their lives).

Single Family Residential with
Accessory Dwelling Unit

There are a limited number of single family residential homes in the Downtown study area, several of which have charm and historic value. The opportunity exists to provide single family property owners the option to add on to their homes, to add on the top of their garages, or to remodel a portion of their existing homes to accommodate an accessory dwelling unit. (An accessory dwelling unit is similar to an efficiency apartment, and the unit size is approximately 600 square feet in area.)

Civic and Institutional

The charm and architectural richness of Glen Ellyn's Downtown exists partly because of the elegance of many civic and institutional buildings. These buildings and the viewsheds to these buildings must be recognized and either preserved or enhanced. New civic and institutional uses should also be considered and be accompanied with the strictest standards of architectural excellence.

Parking

Provide additional parking to accommodate the needs of future development, including the event and recreation programming for the community greenspace. Parking improvements should be coupled with efficient traffic circulation recommendations. Additionally, the Village may opt for a parking garage, which could liberate existing parking fields for higher and better uses.

4 Public Policy

Overview of the Village Code

Public policies are official actions by the Village Board and President, and are usually documented by ordinances and resolutions. The Village Code contains all local laws for Glen Ellyn, including rules and regulations for: the Village Board, commissions, fire safety, police protection, buildings, health, public rights-of-way, parks, and zoning.

Zoning

Zoning is a tool that helps implement the adopted land use plan for a community. It contains regulations to provide consistency with the adopted land use plan and with neighboring properties within the same district. Zoning codes should contain a purpose statement, a variety of districts that address each land use contained within the land use plan (including the placement, size, and spacing of land and buildings), and definitions to clarify terms within the regulations. In addition, an official zoning map is required in order to tie zoning regulations to the properties within a community.

Zoning Code

The Glen Ellyn Zoning Code (Title 10, "Zoning Code") was adopted by Village Ordinance Number 3617-Z, and has been amended 27 times since its adoption on May 8, 1989. The purpose of the Zoning Code is to protect and promote the health, safety, morals, comfort, and general welfare, of the public. The Zoning Code is included in the Village Code by reference.

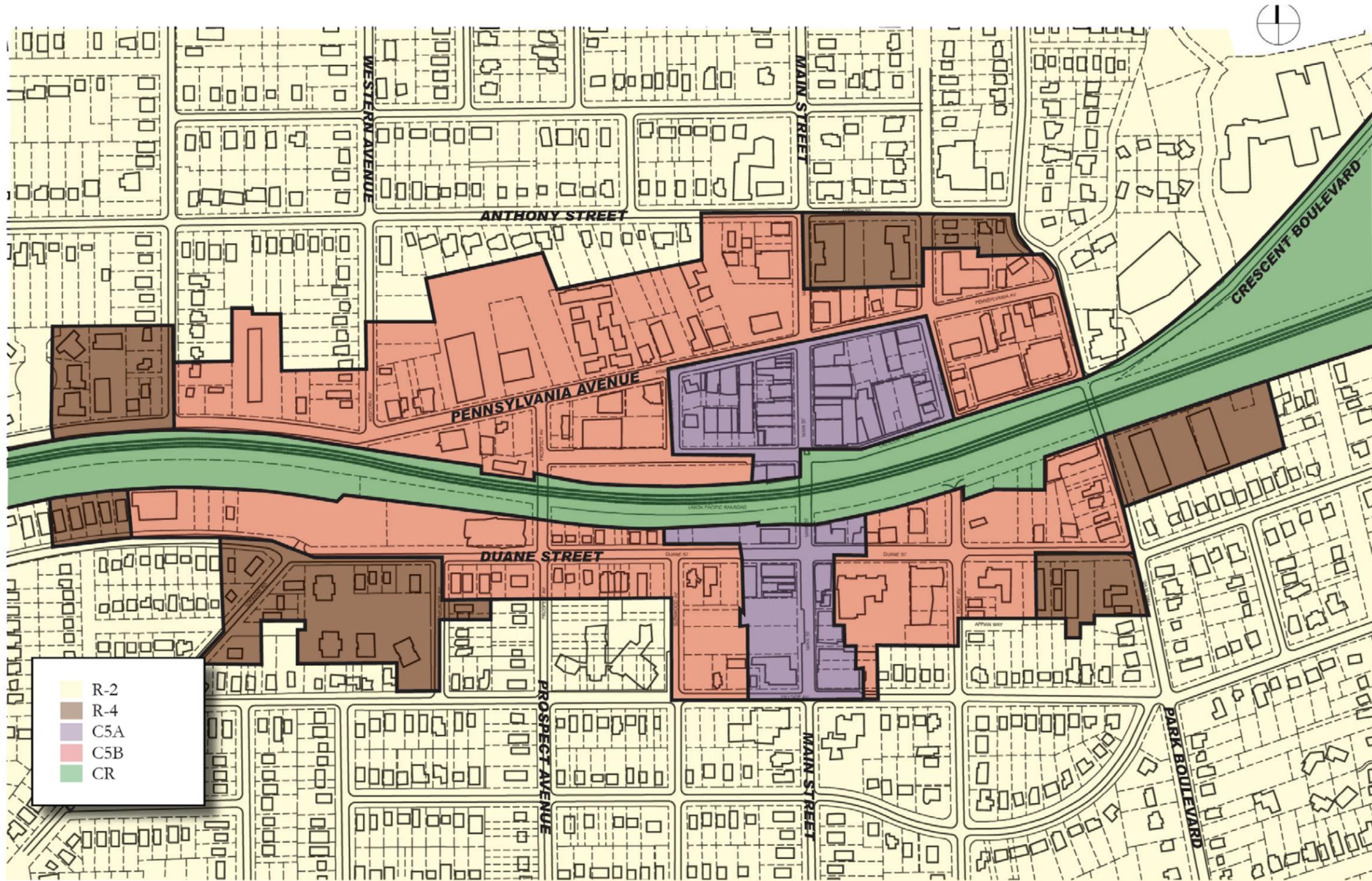
Zoning Code Highlights

Some of the elements sought in the purpose statement of the Zoning Code include:

- Development Design Flexibility
- Innovation
- Comprehensive Plan Implementation

Key items of the Zoning Code include:

- The regulations are minimum standards to be achieved.
- Each zoning district (e.g. "R4" Residential District, "C5A" Central Business District, etc.) stands alone, and its regulations are not cumulative and do not apply to other "District Regulations"; however, they do cross-reference "Supplementary Regulations" and other chapters within the Zoning Code.
- Land uses not specifically identified in the Zoning Code shall be compared to the uses listed in the Standard Industrial Classification (SIC) Code to determine whether or not the use in question is compatible with – or similar to – uses specifically identified in the Zoning Code language.



Existing Zoning



Village of Glen Ellyn
Downtown Strategic
Plan

June 2, 2008



Zoning Districts within the General Study Area:

“CR” Conservation/Recreation District

Within the general study area, the “CR” Conservation/Recreation District is centered around the Union Pacific Railway corridor, and includes the railway, commuter parking, the train station (“Glen Ellyn Depot”), the Illinois Prairie Path, and Prairie Path Park.

Only open space and passive recreation uses are permitted by right in this district. Buildings, structures, and principal activity areas need a Special Use Permit prior to the construction of and/or amendment to their facilities. Cemeteries, nurseries, outdoor merchandise displays, recreational facilities, and public utilities also require Special Use Permits in this district.

“R2” Single-Family Residential District

The “R2” Single-Family Residential District is located along the edges and around the periphery of the general study area, and includes single-family dwellings, and church- and school-related functions.

Single-family dwellings, public parks, playgrounds, and schools are permitted by right in this district. Thirteen (13) use categories require a Special Use Permit, including adult day care centers, child day care centers, nursery schools, churches, and public uses (such as buildings, parking lots, and facilities, owned, used, or operated by any governmental agency).

“R4” Multiple-Family Residential District

The “R4” Multiple Family Residential District is located on the outer corners of the general study area, and the multiple-family uses generally serve as buffers between the “C5B” and “R2” districts.

Attached single-family dwellings (six (6) units maximum), multiple-family dwellings, public parks, playgrounds, and schools are permitted by right in this district. Twenty (20) use categories require a Special Use Permit, including hospitals, single-family dwellings, and two-family dwellings.

“C5” Central Business District

There are two sub-districts within this district: “C5A” Central Retail Core Sub-District (centered along the Main Street corridor between Pennsylvania Avenue to the north and Hillside Avenue to the South), and “C5B” Central Service Sub-District (generally surrounding the “C5A” sub-district, but does not extend beyond Anthony Street to the north, Hillside Avenue to the south, Newton Avenue to the west, and Park Boulevard to the east). There are numerous uses permitted by right and through a Special Use Permit for both districts. The core of the Downtown (“C5A”) is intended to have buildings with a maximum height of 45 feet (three or four stories), while the periphery (“C5B”) is intended to have buildings with a maximum height of 55 feet (or 65 feet with zoning bonuses).

“C5A” Central Retail Core Sub-District – Section 10-4-17.1)

There are 47 permitted uses and 45 special uses allowed to occupy this sub-district. Although many are appropriate for a downtown shopping area (bakery, book store, florist shop, etc.), consideration should be given to adjusting some of Section 10-4-17.1(A) “Permitted Uses within Existing Building”, including the following:

Permitted Uses within an Existing Building – Section 10-4-17.1(A)

Laundry. Does not seem like an appropriate use for “Main Street” retail – especially if it is self-service. If it is in conjunction with a dry cleaning establishment where a patron could also visit other stores just before or just after pick-up, it might seem appropriate. Recommendation: If “Laundry, Retail”, shift to “Special Uses” section. If “Laundry, Commercial”, there is time to shop between drop-off and pick-up; therefore, the existing language could be retained.

Locksmith. Seems like an appropriate use “incidental” to another business use, such as a hardware store. Recommendation: Add “if incidental to other permitted uses”.

Shoe Repair. Seems like an appropriate use “incidental” to another business use, such as a shoe store. Could be a good storefront activity for passers-by to stop and observe a shoe being repaired if there is a cobbler working during peak shopping hours. Recommendation: Consider adding the language: “if in conjunction with other permitted uses”.

Tobacco Shop. If the Downtown’s “brand” becomes health and fitness-oriented, this is would be an inappropriate use. Recommendation: Shift to “Special Uses” section or delete altogether.

Antennas. The smaller satellite television dishes are inappropriate “utility” devices that should not be seen from the street in the primary Downtown area. The “Glen Ellyn Appearance Review Guidelines” may not be strong enough to keep these dishes from appearing on building facades – especially buildings with residential above retail. Recommendation: Shift to “Special Uses” section.

Dwelling Units: Above the Ground Floor. Dwelling units above first floor commercial are appropriate uses in this district. Recommendation: Consider relocating this use from the “Special Uses” section to the “Permitted Uses” section, to encourage Downtown living. In addition, consider whether or not providing off-street *and* off-site parking within 300 feet (see Section 10-5-8(B)(2)) of a mixed-use building with residential uses is appropriate.

Internet Cafe. Food and beverage establishments may want to provide wireless internet services to their customers. Recommendation: Add this use to “Permitted Uses” and “Definitions”.

Special Uses – Section 10-4-17.1(B)

Inappropriate. The following list of uses seems inappropriate to be allowed in a “C5A” Main Street setting, and should be considered to be removed from Section 10-4-17.1(B) “Special Uses”:

- (2) Automobile and automotive sales and service uses.
- (3) Automobile car wash.
- (5) Automobile vehicle rental (or automotive vehicle rental).
- (14) Drive-in commercial facility.
- (15) Drive-in eating place.
- (21) Hospital.
- (26) [First floor] medical or dental clinic.
- (27) Monument establishment.
- (28) Mortuary.
- (30) Newspaper office and distribution center.
- (41) Television and radio tower and antenna support structure.
- (42) Trailer or boat sales.
- (44) Veterinarian or animal hospital.

Clarify. The following list of uses need points of clarification to ensure large buildings are not located in the retail core and that there is ample retail-related activity on the street:

- (6) Building material sales establishment, plumbing, heating, ventilating and electrical equipment and fixtures service and repair services; machinery and equipment sales, service and rental; cabinet-making and custom wood working uses. Recommendation: If the Village is comfortable with the "Special Use" process of being able to prohibit a reduced-size, "big box" home improvement retailer from consolidating an entire block of Downtown parcels, then ensure that the listed uses are incidental to a primary use, such as a hardware store or interior design shop.
- (7) Catering Service. Recommendation: Ensure the service is incidental to a primary restaurant use or other retail business.
- (9) Club and lodge, private, fraternal or religious. Recommendation: Ensure the premises is utilized frequently, preferably six or seven days per week, or the use is located above the first floor.
- (10) Communication Exchange. Recommendation: Clarify term in Section 10-2-2: Definitions.

Other. The following list of uses should be considered to be amended as follows:

- (16) Dwelling units: above the ground floor, but only where commercial uses are located on the ground floor. Recommendation: Allow as a "Permitted Use".
- (32) Outdoor merchandise, storage, promotional activities, or tents. Recommendation: Consider allowing administrative approval of previously-approved events by the Village Board if the event is similar to prior events.
- (45) Wholesale merchandising and storage warehousing. Recommendation: Modify to read "Wholesale merchandising and storage warehousing may be considered as a special use, provided the use is incidental to a permitted use and not within the first 20 feet of a storefront."
- (46) Take-Home Dinner Establishments. Food establishments where all the ingredients are ready for the patron to prepare multiple dinners to take home and store in the freezer and/or refrigerator until ready to use for an evening meal. Recommendation: Add this use to the "Special Use" section.

Maximum Height – Section 10-4-17.1(E)

The maximum height requirements are the most restrictive for properties along Main Street and several properties along Crescent Boulevard, Pennsylvania Avenue, Hillside Avenue, and Forest Avenue (the specific addresses and PINs are listed in this section), where the maximum height is 45 feet (3 stories). Other properties not listed in this section are allowed a maximum height of 45 feet (4 stories). Recommendation: Consider establishing a *minimum* height of two (2) or three (3) stories.

Parking and Loading Requirements – Section 10-4-17.1(G)

There are no minimum parking requirements in the C5A district. Recommendation: Consider establishing minimum and maximum parking requirements for new residential uses, with parking locations behind or inside the building.

Floor Area Ratio (FAR) and Lot Coverage

The absence of Floor Area Ratio (FAR)¹ and Lot Coverage² requirements seem appropriate for this zoning district.

“C5B” Central Service Sub-District

There are 55 permitted uses and 37 special uses allowed to occupy this sub-district. Although many are appropriate for a “C5B” peripheral downtown shopping area (bakery, book store, florist shop, etc.), consideration should be given to adjusting some of Section 10-4-17.2(B) “Permitted Uses within Existing Buildings”, including the following:

Permitted Uses within an Existing Building – Section 10-4-17.2(B)

Laundry. Does not seem like an appropriate use for a downtown service – especially if it is self-service. If it is in conjunction with a dry cleaning establishment (i.e. “Laundry, Commercial”) where a patron could also visit other stores just before or just after pick-up, it might seem appropriate. Recommendation: Shift to “Special Uses” section.

Locksmith. Seems like an appropriate use “incidental” to another business use, such as a hardware store. Recommendation: Add “if incidental to other permitted uses”.

Shoe Repair. Seems like an appropriate use “incidental” to another business use, such as a shoe store. Could be a good storefront activity for passers-by to stop and observe a shoe being repaired if there is a cobbler during peak shopping hours.

-
- ¹ Floor Area Ratio (as defined in Section 10-2-2: Definitions): The numerical value obtained through dividing the floor area of a building or buildings by the net area of the Zoning Lot on which the building or buildings are located or intended to be located.
- ² Lot Coverage Ratio (as defined in Section 10-2-2: Definitions): The numerical value obtained through dividing the sum of the gross horizontal area of the footprint of all buildings and covered or roofed structures on a Zoning Lot by the area of the Zoning Lot on which the buildings are located or intended to be located.

Tobacco Shop. If the Downtown's "brand" becomes health and fitness-oriented, this is would be an inappropriate use. Recommendation: Shift to "Special Uses" section or delete altogether.

Antennas. The smaller satellite television dishes are inappropriate "utility" devices that should not be seen from the street in the secondary Downtown area. The "Glen Ellyn Appearance Review Guidelines" may not be strong enough to keep these dishes from appearing on building facades – especially buildings with residential above retail, service, or office. Recommendation: Shift to "Special Uses" section. If roof-mounted and fully screened by parapet roofs, consider allowing by right or writing and adopting a separate telecommunications ordinance to address this issue.

Dwelling Units: Above the Ground Floor. Dwelling units above first floor commercial are appropriate uses in this district. Recommendation: Consider relocating this use from the "Special Uses" section to the "Permitted Uses" section, to encourage Downtown living. In addition, consider whether or not providing off-street *and* off-site parking within 300 feet (see Section 10-5-8(B)(2)) of a mixed-use building with residential uses is appropriate.

Internet Cafe. Food and beverage establishments may want to provide wireless internet services to their customers. Recommendation: Add this use to "Permitted Uses".

Take-Home Dinner Establishments. Food establishments where all the ingredients are ready for the patron to prepare multiple dinners to take home and store in the freezer and/or refrigerator until ready to use for an evening meal. Recommendation: Add this use to "Permitted Uses".

Catering Services. Catering services that just prepare food and beverages won't draw a lot of people into the Downtown area. Recommendation: Ensure the service is incidental to a primary restaurant use.

Club and lodge, private, fraternal or religious. Recommendation: Ensure the premises is utilized frequently, preferably six or seven days per week, or the use is located above the first floor. Consider shifting to "Special Uses".

Communication Exchange. Unknown whether or not this term is a "substation", "wifi" or other concept. Recommendation: Clarify term in Section 10-2-2: Definitions.

Mortuary. May or may not be an appropriate use for the Downtown due to the varying visitation times and number of vehicles per service. In addition, people may not be of the mindset to visit area merchants while they're in the area.

Special Uses – Section 10-4-17.2(B)

Inappropriate. The following list of uses seem inappropriate to be allowed in a “downtown” setting in the “C5B” district, and should be considered to be removed from Section 10-4-17.2(B) “Special Uses”:

- (2) Automobile and automotive sales and service uses.
- (3) Automobile car wash.
- (5) Automobile vehicle rental (or automotive vehicle rental).
- (13) Drive-in eating place.
- (18) Hospital.
- (24) Monument establishment.
- (35) Trailer or boat sales.

Clarify. The following list of uses needs points of clarification:

- (6) Building material sales establishment, plumbing, heating, ventilating and electrical equipment and fixtures service and repair services; machinery and equipment sales, service and rental; cabinet-making and custom wood working uses. Recommendation: If the Village is comfortable with the “Special Use” process of being able to prohibit a reduced-size, “big box” home improvement retailer from consolidating an entire block of Downtown parcels, then ensure that the listed uses are incidental to a primary use, such as a hardware store or interior design shop.

Other. The following list of uses should be considered to be amended as follows:

- (14) Dwellings: single-family attached (provided that no more than 6 units are attached), single-family detached, two-family and multiple family. Recommendation: Keep this requirement in “Special Uses” for residential-only developments; however, allow dwelling units as a “Permitted Use” above if they are above first floor commercial. In addition, consider removing single-family detached uses from the “Special Uses” subsection.
- (23) Medical or dental clinic. Recommendation: Carefully consider relocating this item into the “permitted use” section to streamline the approval process for the spin-off medical uses associated with the DuPage Medical Group anchor tenant in the Downtown
- (32) Outdoor merchandise, storage, promotional activities, or tents. Recommendation: Consider allowing administrative approval of previously-approved events by the Village Board if the event is similar to prior events.
- (37) Wholesale merchandising and storage warehousing. Recommendation: Modify to read “Wholesale merchandising and storage warehousing may be considered as a special use, provided the use is incidental to a permitted use and not within the first 20 feet of a storefront.”

Maximum Height – Section 10-4-17.2(E)

The maximum allowable height is 55 feet; however, any building taller than 45 feet must step back the front façade by 15 feet (between 45 and 55 feet) to reduce the appearance of a large building mass. A bonus of an additional 5 feet is allowed, as long as a minimum of 75% of the below grade floor area is used for parking. Recommendation: Consider establishing a *minimum* height of two (2) or three (3) stories.

Residential-Only Structures

In addition to the requirements above, an additional five (5) feet is allowed if a residential-only structure is set back an additional 15 feet from its base minimum setback requirement of 20 feet. Recommendation: Consider changing the requirements for this bonus measurement to maximize the number dwelling units in the Downtown area, and not require an additional setback.

Parking and Loading Requirements – Section 10-4-17.2(G)

Parking requirements as identified in this section for select uses are as follows:

Commercial	1.0 stall/250 SF	or	4.0 stalls/1,000 SF
Office	1.0 stall/250 SF	or	4.0 stalls/1,000 SF
Movie Theater	1.0 stall/3 seats		
Restaurant – Carry-Out	1.0 stall/40 GSF	or	25.0 stalls/1,000 GSF
Restaurant – Sit-Down	1.0 stall/3 seats		
Residential – Efficiency	1.0 stall/unit		
Residential – 1 Bedroom	1.5 stalls/unit		
Residential – 2 or More Bedrooms	2.0 stalls/unit		
Church	1.0 stall/4 seats		

For comparison purposes, parking requirements for other communities for the same select uses are as follows:

	Downers Grove <i>Section 28.1410</i>	Wheaton³ <i>Article XXII</i>	Naperville <i>Section 6-9-3</i>
Commercial	3.5 stalls/1,000 SF	5.0 stalls/1,000 SF	
Office	3.3 stalls/1,000 SF	4.0 stalls/1,000 SF	
Movie Theater	0.33 stall/seat	not specified	1.0 stall/2.5 seats
Restaurant – Carry-Out	16.0 stalls/1,000 SF	13.0 stalls/1,000 GSF	17.0 stalls/1,000 GSF
Restaurant – Sit-Down	1.0 stall/4 seats	13.0 stalls/1,000 GSF	10.0 stalls/1,000 GSF
Residential – Efficiency	1.4 stalls/unit	2.25 stalls/unit	2.0 stalls/unit
Residential – 1 Bedroom	1.4 stalls/unit	2.25 stalls/unit	2.0 stalls/unit
Residential – 2 or More Bedrooms	1.4 stalls/unit	2.25 stalls/unit	2.0 stalls/unit
Church	0.12 of capacity ⁴	1.0 stall/3 seats	1.0 stall/3 seats

In general, Glen Ellyn's parking standards for the C5B district are consistent with other neighboring communities' standards. Recommendation: Although a parking shortage has been mentioned by almost every participant in the planning process thus far, maximum amounts should also be considered for the Downtown area to ensure that there is not a large number of unutilized parking stalls in the Downtown.

³ The number of total stalls could be reduced by up to a maximum of 66.67%, as long as certain conditions are met as outlined in the code.

⁴ For existing churches within 1,000 feet of the Downtown Business District (DBD). If outside the DBD, 0.25 of church capacity.

Floor Area Ratio (FAR) and Lot Coverage

The absence of Floor Area Ratio (FAR)⁵ and Lot Coverage⁶ requirements seem appropriate for this zoning district to accommodate redevelopment efforts.

Study Area – Existing Zoning Matrix

Zoning District	Use	Lot Area	Lot Width (Interior)	Lot Width (Corner)	Lot Depth	Front Yard	Side Yard (Interior)	Side Yard (Corner)	Rear Yard	Height (maximum)	Lot Coverage (maximum)	Notes
CR	Conservation/ Recreation	18,000 SF (1)	100' (1)	120' (1)	n/a	50'	25' or 15% lot width (3)	40'	60'	35'	n/a	Through lots must meet front yard requirements for both boundaries along the rights-of-way.
R2	Single-Family Residential	8,712 SF	66'	80'	110'	30' (2)	6.5' or 10% lot width (3)	30' or 30% lot width (4)	40'	37' (5)	35% (one-story); 20% (two or more stories)	If a through lot has frontage on a street and an alley, the alley frontage is given rear yard consideration.
R4	Multiple-Family Residential	2,500 SF (6)	75' (6)	90' (6)	100' (6)	30' (2)	6.6' or 10% lot width (3)	30' or 30% lot width (4)	30'	35' (7)		If a through lot has frontage on a street and an alley, the alley frontage is given rear yard consideration.
C5A	Central Retail Core Sub-District	n/a	n/a	n/a	n/a	5' maximum	0' (8)	5' maximum	0' (8)	45'	n/a	
C5B	Central Service Sub-District	n/a	n/a	n/a	n/a	n/a (9)	n/a (8)(9)	n/a (9)	n/a (8)(9)	55' (10)	n/a	

Footnotes:

- (1) If there are no buildings or structures on a lot, no minimum requirements apply.
- (2) The principal structure shall be no closer to the street than the closest principal structure on either adjacent lot; however, the maximum distance is 50'.
- (3) Whichever is the greater dimension.
- (4) 30% lot width applies to properties with non-conforming lot widths.
- (5) This measurement is for lot widths greater than 90' without bonuses. Many other factors apply. See 10-4-8(F) Maximum Height for
- (6) This measurement is for multiple-family dwellings. Several other dwelling scenarios apply. See 10-4-11(D) for details.
- (7) Taller maximum heights are allowed for Special Uses and other factors. See 10-4-11(E) for details.
- (8) Minimum yard depth of 20' required if adjacent to residential zoning.
- (9) Other dimensions apply to residential-only uses, and schools/other special uses. See 10-4-17.2(D) for details.
- (10) Setback provisions apply to the portions of structures above 45'; height bonuses are available; and churches and other uses have additional regulations. See 10-4-17.2(D).

General Notes:

- 1) Other regulations may apply.
- 2) Dimensions apply to the principal building, unless otherwise noted. Accessory building regulations are included in the code.
- 3) Dimensions are minimum standards, unless otherwise noted.
- 4) Off-Street parking regulations apply to all districts except for the "C5A" Central Retail Core Sub-District.

⁵ Floor Area Ratio (as defined in Section 10-2-2: Definitions): The numerical value obtained through dividing the floor area of a building or buildings by the net area of the Zoning Lot on which the building or buildings are located or intended to be located.

⁶ Lot Coverage Ratio (as defined in Section 10-2-2: Definitions): The numerical value obtained through dividing the sum of the gross horizontal area of the footprint of all buildings and covered or roofed structures on a Zoning Lot by the area of the Zoning Lot on which the buildings are located or intended to be located.

Other Zoning Regulations:

Chapter 5: Supplementary Regulations

The purpose of this Chapter is to “set specific conditions for various uses, classification of uses, or areas where problems are frequently encountered.” Elements that may impact the Downtown area include:

Section 8: Off-Street Parking Regulations

This section identifies general parking regulations, including allowing neighbors to share a parking facility, and identifying minimum stall and aisle dimensions. **Recommendation:** The idea of shared parking is appropriate for the Downtown area and the dimensions for parking stalls, aisles, etc. are consistent with general parking standards.

Section 11: Driveway and Access Regulations

This section allows one driveway approach per Zoning Lot. There are exceptions that allow more than one driveway per zoning lot; however, there are no exceptions that indicate where the use of driveway approaches are inappropriate. **Recommendation:** In order to protect the Village from requiring driveway and access to each zoning lot in the Downtown area, consider adding a section describing situations where driveways are discouraged. (This is a low-priority item.)

Section 14: Temporary Live Entertainment in Restaurants

This section allows administrative approval for two (2) temporary live entertainment events per year in restaurants. Additional events are allowed through the “Special Use” process.

Recommendation: Any new mixed-use development should include live entertainment in its proposed plan of operation – even if tenants are unknown at the time of application. Outlining the method of controlling future live events gives neighbors notification of what to expect if a restaurant or retail establishment would occupy the first floor tenant space, and gives the building designers the opportunity to include additional noise-reducing elements in the building design before it is constructed, if necessary. A similar concept could apply to tenant space reoccupancies. The Village may also wish to consider allowing administrative approval of temporary live entertainment applications in lieu of requiring a “Special Use” permit.

Section 15: Outdoor Seating for Restaurants

This section allows outdoor seating for restaurants. Basic requirements include locating the seating on private property, (or entering into a license agreement with the Village to allow seating on public property), and ensuring a five-foot (5') wide clear pedestrian and handicapped passage area. **Recommendation:** Since most outdoor café seating will be located on public property in whole or in part, this requirement seems reasonable. As concept plan alternatives are created later on in the planning process, sidewalk widths and other circulation dimensions should be considered for potential alteration.

Section 16: Outdoor Beautification Displays

This section allows outdoor displays in the C5A and C5B districts. A display of statues, sculptures, or similar works of art, requires an annual permit with – and a fee payment to – the Village. In addition a certificate of insurance must be submitted to the Village. Live or imitation plant displays do not require a permit or fee. A maximum of two (2) outdoor displays of statues or art, for a maximum of 10 square feet, are allowed without a “Special Use” permit. **Recommendation:** Simplify the process of adding “life” to a street for both the business owners and the Village, by considering an alternative such as creating an “Outdoor Beautification Master Plan” (where zones for beautification items are identified and one application and one certificate of insurance is submitted by a business association). In

addition, encourage the use of live (versus imitation) plants in the displays – they provide a more “lively” ambiance. Local florists could coordinate with their suppliers on obtaining a coordinated variety of plants and containers for the different business owners to choose from, similar to what the Chamber has done in the past. This will provide an overall theme to the streetscape, and minimizes the amount of effort a non-plant-based business owner needs to put into beautifying his/her storefront.

Painted Plant Pots

The painted planters program (plant pots painted by different members of the community) is a great program for the Downtown.



McChesney and Miller Painted Pots in 2008

Other Village Regulations (Title 4: Sign Code)

The Village's Sign Code was originally adopted on March 25, 1993, by Ordinance Number 3995-VC. The primary purpose of signage in general is “to help people find what they need without difficulty or confusion.”

The intent and purpose of the Sign Code is to establish “standards and regulations for the erection, display, safety and maintenance of signs”, encourage “the general attractiveness of the community”, and protect property values. The objectives of the Sign Code are:

- (A) Effective Communication. A reasonable, orderly and effective display of signs.
- (B) Public Welfare. Preserve, protect, and promote the public's health, safety, and welfare.
- (C) Zoning Ordinance. Compatibility with the land use objectives in the Zoning Ordinance purpose statement.
- (D) Conflicting Regulations. The most restrictive of the rules, regulations, and ordinances – or the sign code – shall prevail in the event of any conflict.

C5A and C5B Regulations

The C5A and C5B districts allow for the types of signs listed below (unless otherwise specified). In addition, any recommended changes to the sign code are listed after the sign description.

- Awning. May project up to two (2) feet from the curb line.
- Canopy. Must provide a minimum nine-foot (9') clearance above the sidewalk.
- Under Canopy. Must provide a minimum 7'-6" clearance above the sidewalk. Recommendation for change to the Sign Code: Do not allow internal illumination.
- Freestanding. A sign not attached to a building. Recommendation for change to the Sign Code: Although most businesses in the core Downtown shopping area do not have the room for this type of sign, consider not allowing them in the C5A district.
- Incidental. An “accessory” sign that is secondary to the principal signage and communicates information regarding goods, prices, services, products or facilities on the premises. In a Main

Street setting, an example would include a restaurant displaying its menu on the exterior of the building.

- Institutional. A sign communicating governmental, educational, charitable, or religious institution information.
- Office Complex Directory. A sign that displays a list of office tenants within a complex or building, maximum 20 square feet in area, and must be set back 40 feet from any property line. Recommendation for change to the Sign Code: Remove this item as an allowable sign in the C5 district.
- Permanent Large Scale Development. This sign is only allowed for a development of twenty (20) or more acres, is strictly for the purpose of identifying the development, and shall contain no commercial advertising. Recommendation for change to the Sign Code: Remove this item as an allowable sign in the C5 district.
- Shopping Center Identification. A freestanding sign identifying a multiple-tenant retail building. Recommendation for change to the Sign Code: Remove this as an allowable sign in the C5 district.
- Wall Sign. The sign may not project beyond the top or ends of the wall surface, or 12" beyond the wall to which it is attached. Bonuses are allowed, including a 10% increase in sign area for individual letters mounted directly on the building surface and, and a 10% increase in sign area if more than 50% of the sign face and support structure matches the materials on the façade of the building. Recommendation for change to the Sign Code: Review code requirements to ensure signs are in a proper proportion to the building façade. If it is found that the 10% or more bonus signage is too big for building facades, concepts such as individual letters and materials that match the building should be required without the 10% bonus – it makes for a cleaner, more attractive building facade.
- Portable. A six (6) square foot sign, allowed to be displayed on private property during business hours.
- Projecting. A four (4) square foot sign, with a clearance of seven (7) feet above the sidewalk and a maximum projection of 2'-8" from the building (and no closer than two (2) feet from the curb line), may be placed at the entrance to a business in the C5 district.
- Window Sign. A window sign affixed to the interior of a window to be viewed from outside the building. Recommendation for change to the Sign Code: Consider minimizing the overall window coverage to 10% for safety reasons, and to ensure that shoppers can see inside the store as they walk by and merchants can see out of the store to keep an eye on the activities on the street. In addition, do not allow neon "open" signs or LED changeable copy window signs.

Recommendation: Public and private signage in the Downtown area should complement the character of the historic buildings in the Downtown. Features such as wood or metal signage, external illumination, prohibition of neon lighting and automatic changing signs, simple graphics, earth tone colors, legible and easy-to-read text, proportions appropriate to the building façade, etc., should be elements of the Downtown signage requirements. If the Village would like to consider allowing bonuses for applicants who choose to abide by all the aforementioned regulations, please ensure that a size bonus does not increase the sign size to a point that it overpowers the building façade or is out of proportion with the building façade or the streetscape.

Glen Ellyn Appearance Review Guidelines

The most recent guidelines titled the *Glen Ellyn Appearance Review Guidelines* were adopted on October 9, 2006, by Ordinance Number 5508. The intent of the guidelines is to document principles and approaches to development and landscaping – not to list standards or formulas. The guidelines apply to both permitted uses and special uses within the Village’s zoning, subdivision, sign, and building codes. Design review is carried out by the Architectural Review Commission (ARC); however, the recommendations by the ARC are only advisory, and no recommendation is final until it is approved by the Village Board.

Designs based on historic architectural principles are encouraged within the “C5A” Central Retail Core Sub-District, generally centered along Main Street, between Hillside Avenue and Pennsylvania Avenue.

High aesthetic standards are a top priority for Village residents.

Chapter 1: General Design Principles

This chapter focuses on design-compatibility with the surrounding context, building materials, building design, classic design elements, roof elements, entrance features, “four-sided” architecture, color palette, and building articulation.

Chapter 2: Site Design

This chapter focuses on landscaping, light fixtures, accessory structure-compatibility with the principal building, signage aesthetics, site furnishings, and public art.

Chapter 3: Central Business District

In addition to applying Chapters 1 and 2 to the Downtown area, this chapter focuses on the following elements:

1. “Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” (U.S. Department of the Interior, National Park Service)
2. Roofline
3. Nearby Structures
4. Building Materials
5. Distinctive Architectural Treatments
6. Color Scheme
7. Awnings
8. Utilities (minimize visibility)
9. Entrances
10. Rear Customer Entries
11. Expansion, Additions, and Remodeling
12. Wall Signs
13. Neon Signs (discourage the use of)

Chapter 4: Highway Commercial

This chapter focuses on development along major arterials, such as the Roosevelt Road corridor.

Chapter 5: Stacy's Corners

This chapter focuses on development in the historic Stacy's Corners area near Main Street and Geneva Road. It cross-references with the Central Business District regulations, yet understands that auto-dominated and pedestrian safety issues apply that aren't a part of the Chapter 3 regulations. Although it does not directly impact the Downtown area, new standards could be added to the guidelines for implementing gateway design features that would direct traffic to the Downtown area.

Chapter 6: Institutional

This chapter focuses on historically-significant civic and religious buildings, including Village Hall (the "Glen Ellyn Civic Center").

Chapter 7: Multi-Family and Single-Family Attached Residential

This chapter focuses on accentuating building entrances, maximizing the use of masonry, and minimizing the dominance of automobile storage.

Photo Resource Directory

This resource is a supplement to the “Appearance Review Guidelines” adopted in October 2006. The images are intended to represent “positive design characteristics” for the Village as a whole. New examples may be submitted to the Architectural Review Commission through the Planning and Development Director for consideration and potential inclusion in a future edition of the Photo Resource Directory. **Recommendation:** Identify which images represent exemplary development examples for the Downtown area, and expand the image library to ensure future Downtown redevelopment is sensitive to the recommendations of the Downtown Strategic Plan.

Images for the Downtown area to be included in the Photo Resource Directory should include images that illustrate:

- Vibrant Street Life
- Attractive Storefronts
- Two-, Three-, and Four-Story Massing
- Signage without Internal Illumination or Neon Illumination
- Building Materials
- No Parking Lots between the Building and the Street
- No Large Building Setbacks

Images from the existing Photo Resource Directory that could be identified as examples for any reinvestment in the Downtown area include:



Façade, Awnings, and Signage
(Wheaton) – Page 10



Mixed-Use Commercial and Theater
(Geneva) – Page 48



Mixed-Use Commercial and Condos
(Lombard) – Page 40



Metra Station
(West Chicago) – Page 62



Signage and Streetscape
(Naperville) – Page 42



Signage
(Glen Ellyn) – Page 74

Department of Planning and Development Review Procedure Improvements

The Department of Planning and Development has put forth great effort in improving the development review process in the Village of Glen Ellyn. Part of this process included understanding the current review procedures, an existing inventory of the status of all projects, and learning the procedures of other communities.

A selection of improvements to the development review and approval process since February 2004 (as identified in an attachment to an April 2006 memo prepared by the Director of Planning and Development) are as follows:

- Reduced Plan Commission and Architectural Review Commission staff review times to four weeks.
- Reduced building permit review times to two weeks.
- Began sending development review applicants a single comment packet containing remarks from all Village reviewers, and reviewing letters for conflicts before forwarding such packets to the applicants.
- Created new transmittal forms with due dates to ensure staff and consultant reviews of applications are completed in a timely manner.
- Made adjustments to financial processes such as the collection and distribution of developer donation fees, revisions to escrow billing procedures, and the creation of a template for letters of credit
- Guided the adoption of comprehensive amendments to the Subdivision Code.
- Began the preparation of new Appearance Review Guidelines (eventually adopted in October 2006).
- Became more explicit in offering suggestions and identifying development issues in staff reports and review letters.
- Placed application forms and codes on the Village's website.
- Began to spread engineering review to an additional engineering firm to improve plan review times and consultant availability.

The Department is continually reviewing its processes and procedures, and should continue to do so.

Summary of Key Recommendations

Below is a summary of the key recommendations of this chapter.

Zoning

There are multiple zoning classifications in the Downtown area; however, the “C5A” Central Retail Core Sub-District and the “C5B” Central Service Sub-District are the primary zoning categories. Key preliminary recommendations for changes to the Zoning Code identified earlier in this section include:

- Consider shifting “dwelling units above the ground floor” to the “permitted uses” section.
- Consider establishing minimum and maximum parking requirements for mixed-use buildings – especially to ensure residential tenants have parking for their personal automobiles.
- Consider establishing a minimum height requirement for Downtown buildings.
- Consider establishing a different bonus incentive other than increasing the setback for a residential-only structure.
- Consider making adjustments to off-street parking, driveway and access, temporary live entertainment in restaurants, outdoor seating for restaurants, and outdoor beautification displays in the “supplementary regulations” section.

Signs

Many different types of signs are allowed in the Downtown; however, the regulations should go one step further and ensure public and private signage in the Downtown area complements the character of the historic buildings in the Downtown. Preliminary recommendations for amendments to the Sign Code identified earlier in this section include:

- Allow only wood or metal signage
- Allow only external illumination
- Prohibit neon lighting and automatic changing signs
- Allow only simple graphics, by limiting the maximum allowable sign size
- Allow only easy-to-read text, by ensuring the text is large enough to be legible from the street curb line
- Allow only proportions harmonious with the building façade, by ensuring that signage does not cover up significant architectural building features

Appearance Review Guidelines – Photo Resource Directory

It is recommended that the Photo Resource Directory identifies the characteristics and images appropriate for Downtown development, or that a Downtown-specific guide be produced.

General Public Policy

In general, minor to moderate adjustments to the Village’s rules, regulations, guides and organizations are recommended to improve the performance and outcomes of Downtown reinvestment. Adjustments to existing public policies will have the potential to allow for the most immediate changes in the Downtown for the least amount of cost.

The key to the Downtown Strategic Plan will be to add more activity, entertainment, and beauty to the streetscape, in addition to the ease of finding one’s way in and around the Downtown. Sidewalk widths may be reduced with the addition of more sidewalk cafes; however, the benefits of outdoor dining and the ability for pedestrians to easily adjust to narrower passageways far outweigh the costs of a narrower passageway. Additional outdoor beautification displays, artwork, and wayfinding signage also will enhance the Downtown experience.

5 Physical Conditions

Overview

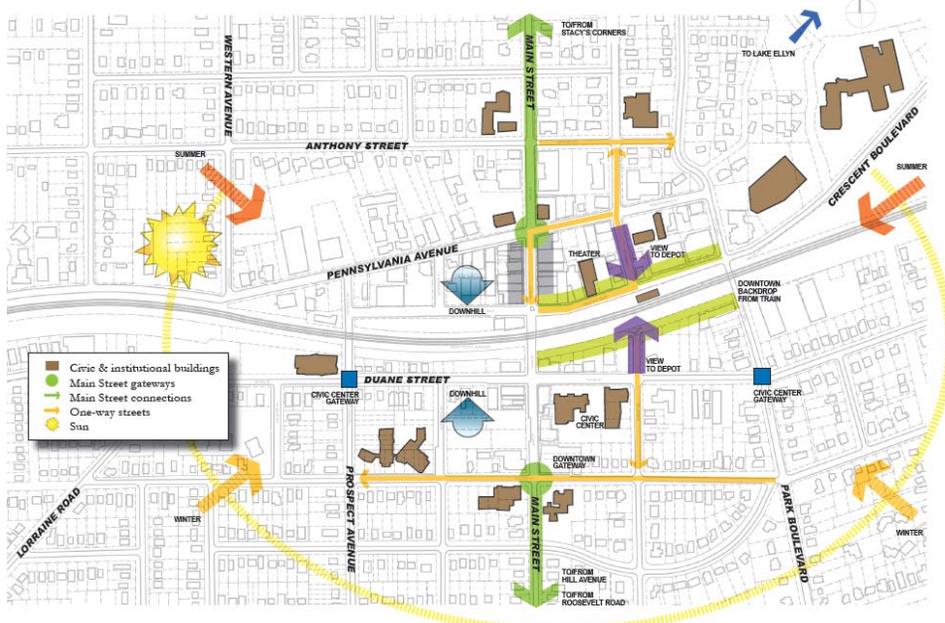
The Village of Glen Ellyn has a Main Street in its Downtown that has many of the elements that come to mind when someone envisions a small town main street – storefronts next to wide sidewalks, on-street parking, street trees, historic architecture, awnings, etc. This section discusses the existing conditions and opportunities of Downtown Glen Ellyn, as well as concepts and ideas that could be incorporated into future Downtown reinvestment efforts.

Observations

Existing Environment

Overall, the size of the Downtown study area is a pedestrian-friendly scale. The average pedestrian walking along the longer east-west access should be able to walk from Prospect Avenue to Park Boulevard in less than 10 minutes. Each street and block has its own characteristics, as highlighted in the following text.

Existing Built Environment



Main Street

The area in the Downtown that has the most “Main Street USA” feel is a one-block segment along the aptly-named Main Street, between Pennsylvania Avenue and Crescent Boulevard. Both sides of the street have continuous walls of retail storefronts, plus other pedestrian-friendly amenities such as street trees, on-street parking, etc. This segment is one-way southbound, while the balance of the entire length of the street (north of St. Charles/Geneva Road to south of Roosevelt Road) carries two-way traffic. Main Street south of the railroad tracks and north of Hillside Avenue has some “Main Street USA” features; however, the parking lot on the west side of the street creates a disconnection between the retail storefronts along Main Street, resulting in a less-than-ideal environment for shoppers and pedestrians. Access to the Downtown from St. Charles/Geneva Road and Roosevelt Road passes through single family neighborhoods (a distance of approximately one mile in each direction).

Anthony Street

This northernmost border of the study area is primarily single family residential with a few churches. At its intersection with Main Street, office and service uses can be found at the southwest corner, and higher-density residential at the southeast corner. The segment between Main Street and Park Boulevard is one-way eastbound.

Pennsylvania Avenue

This wide avenue has a variety of land uses along its length. The north side primarily has multiple family residential and office buildings, a few retail and vacant buildings, and two civic buildings – the Fire Station and Post Office. Although the south side contains more retail and restaurants, the “Main Street USA” ambiance within a half-block in either direction from Main Street isn’t as strong as Main Street itself. The segment of Pennsylvania Avenue between Forest Avenue and Main Street is one-way westbound.

Crescent Boulevard

The block of Crescent Boulevard between Main Street and Forest Avenue boasts a “Main Street USA” atmosphere. In addition, this street segment has one-way eastbound traffic. Although the block east of Forest Avenue contains mixed-use buildings with residential uses above first floor commercial, it doesn’t have the same ambiance as the block to its west – primarily due to wider building facades and some office uses. The area from Prospect Avenue to just west of Main Street, contains parking lots and “strip mall” retail (developments with parking between the building and the street) uses, a big, blank building façade, and a retaining wall in need of repair or replacement.

Duane Street

The Civic Center - a historic community showcase – is located just east of Main Street on the south side of Duane Street. The neighbors of the Civic Center include retail to the west, retail and office to the north, a church to the east, and residential to the south. The front façade faces north, towards the railroad tracks. The balance of this street includes the Library at Prospect Avenue, several redevelopment efforts west of Glenwood Avenue, and single family and multiple family residential uses, and a few office uses.

Hillside Avenue

Hillside Avenue is the southernmost boundary of the study area, and has one-way westbound traffic from Park Boulevard to Prospect Avenue. A few retail uses turn the corner from the Main Street intersection; however, this street can be primarily characterized as single family residential, with some multiple family, office, and parking uses, and a church (St. Petronille) anchoring the western end of the study area.

Newton Avenue

Newton Avenue is the westernmost street in the study area, and contains residential uses. A vacant office building stands at the northeast corner of Pennsylvania Avenue.

Western Avenue

Western Avenue near Pennsylvania Avenue is primarily single family residential to the west and medical parking to the east. A mixed-use house conversion is located at the northwest corner and a new medical office building is located at the northeast corner.

Prospect Avenue

Prospect Avenue is the first north-south street that crosses the railroad at the western end of the study area. It ends in a "T" intersection at the AT&T utility building on Pennsylvania Avenue. Civic uses along this street include the Library and Volunteer Park. Other uses include car repair, office, single family residential, and St. Petronille Church at the southern end of the study area.

Glenwood Avenue

North of the tracks, Glenwood Avenue is home to a restaurant, a grocery store, a bank, and a strip mall; south of the tracks, it is home to St. Petronille Church, parking lots, and a single family home. This street does not cross the Union Pacific Railroad (UPRR) tracks.

Forest Avenue

North of the tracks, Forest Avenue is home to commercial, and multiple family and single family residential uses; south of the tracks, it is home to parking, office, service, church, funeral, and single family residential uses. Forest Avenue has one-way northbound traffic from Crescent Boulevard north to Hawthorne Boulevard (a distance of four blocks), and one-way southbound traffic from the commuter parking area south to Hill Avenue (also a distance of four blocks).

Park Boulevard

Park Boulevard is the first north-south street that crosses the railroad at the eastern end of the study area. It is another major access road to Downtown Glen Ellyn from Roosevelt Road. Like Main Street, this access passes through single family neighborhoods.



Main Street – North



Main Street – North



Main Street – South



Duane Street



Crescent Boulevard

Properties Susceptible to Change

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.



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. Preliminary PUD approved for a row house development between Prospect and Glenwood.
- L. Retrofit properties to historically-sensitive, mixed-use building designs, and include some greenspace.
- M. Retrofit bank property into a mixed-use parking structure with a pedestrian-friendly and historically-sensitive development pattern.
- N. Convert low-activity corner to new uses that cater to Illinois Prairie Path users.

South side of Duane, left to right:

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

West side of Main Street:

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

Projects and Permits

Downtown Glen Ellyn has seen a lot of change in the past couple of years. Some of the current developments, pending developments, and new tenants are highlighted below.

Projects and Permits



- A. Construction Completed. Glen Ellyn Clinic. Demolition of the old clinic is complete, and it has been replaced by a new 90,000 square-foot clinic.
- B. Construction Completed. The Mews of Glen Ellyn. Eight condo units and 24 townhouse units.
- C. Construction Completed. Spillman Wotyla. Post-fire reconstruction.
- D. Special Use Permit – Physical Fitness/Health Spa. The Yoga Place occupancy at 488 Crescent Boulevard.
- E. Special Use Permit – Physical Fitness/Health Spa. Curves occupancy at 515 Crescent Boulevard. Business has been relocated to the first floor of the Glen Ellyn Clinic due to a roof collapse at its 515 Crescent Boulevard location.
- F. Restaurant. Two Toots tenant build-out at 515 Crescent Boulevard.
- G. Restaurant. Honey Café occupancy at 499 Main Street.
- H. Retail. The Glen Ellyn Bike Shop occupancy at 495 Main Street.
- I. Special Use Permit – Acting and Public Presentation School. Curtain Up Classroom occupancy at 548 Crescent Boulevard.
- J. Special Use Permit – Church Addition. Grace Lutheran Church. Four thousand square-foot addition at 453 Forest Avenue.
- K. Preliminary PUD Approved. 20-unit townhouse development at 350 Duane Street (three lots). The developer will not be moving forward with this project.
- L. PUD Approved. Duane Street Rowhouses. Seven-unit townhouse development at 460-478 Duane Street.
- M. Retail. Puparazzi occupancy at 449 Main Street.
- N. Construction Completed. US Bank. Two thousand square-foot addition at 493 Forest Avenue.
- O. Special Use Permit – Snackery and Family Entertainment. Bells and Whistles tenant build-out at 401-405 Main Street.

Building Architecture and Character

The core of Glen Ellyn's Downtown can be described as "historic". Many buildings were built in the late 1800s or in the 1920s – most of the later in Old-English Tudor and Half-Timbre architectural styles.

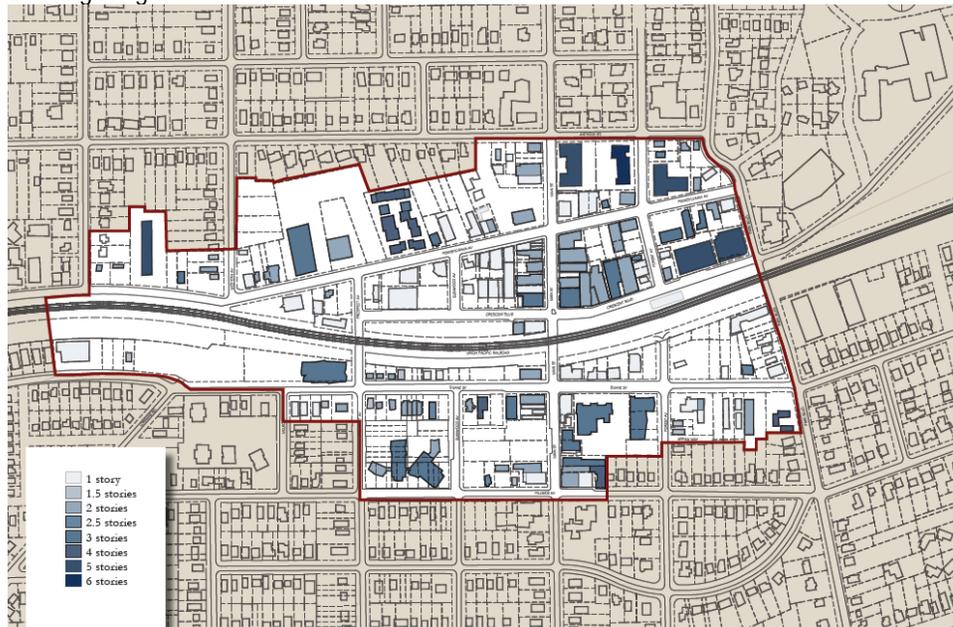
Existing Building Stock

Existing buildings in the Downtown are generally in good condition with a need for some maintenance and interior upgrades.

Massing

Factors that contribute to the massing of buildings include height, width, depth, and roofline features (i.e. a two-story building with a parapet – or flat – roof will appear much taller than a two-story building with a gable – or sloped – roof, even if all the other dimensions are the same). Most of the "Main Street USA" buildings in the Downtown are two to three stories in height. Taller buildings – such as the newer mixed-use developments at Crescent Boulevard and Park Boulevard and several older multiple family buildings – are located on the periphery of the Downtown study area. Concentrations of primarily one-story buildings can be found west of Main Street and south of Pennsylvania Avenue, and east of Main street and north of Duane Street.

Building Heights



Materials

Dominant materials include brick, cut stone, and some half-timber detailing on the upper floors of many 1920s-era buildings. The recently-constructed buildings include the brick and cut stone elements, but with more modern designs.



Classic materials with historic design elements.



Classic materials with modern design elements from different eras.

Awnings

Awnings can be found on many of the buildings on Main Street. Some have deep canopies and some are made of metal. Consideration should be given to retractable awnings and the use of fabric-only awnings.



Awnings of different shapes, sizes, colors and materials.

Signage

Signage in the Downtown includes private business, public decoration, and wayfinding signage. Requests by the public have been made for more legible signage for public parking. In addition, the public is split on the use of the "Glen Ellyn Style" banners.



Public information, wayfinding, and decorative signage.



Private business signs.

Historic Preservation

Downtown Glen Ellyn has a rich collection of historic and culturally significant buildings. A majority of the buildings are all well preserved, in good condition, and are occupied. This is a very positive contributing feature towards the Village of Glen Ellyn's overall character.

The Downtown area consists of mostly commercial structures, with single family homes situated at the perimeter of the study area. New condominiums have made their way closer to the center of the Village, including mixed-use buildings at Crescent Boulevard and Park Boulevard, and The Mews on Pennsylvania Avenue. A handful of single family homes on Duane, Pennsylvania, and Forest have been converted into commercial uses. There are still a few single-family homes mixed in with commercial, which disrupts the flow of public-access vs. private buildings, and reduces the privacy typically available for single family homes in strictly residential neighborhoods.

The Downtown is separated north-to-south by railroad tracks which appears to disrupt the historic character of the commercial buildings on downtown's north-south artery, Main Street. The north side of the tracks has a very dense historic section along Main Street and along Crescent Boulevard, facing south towards the tracks. The rear elevations of buildings face the tracks on the south side, creating the appearance that the south side is less significant to the north.

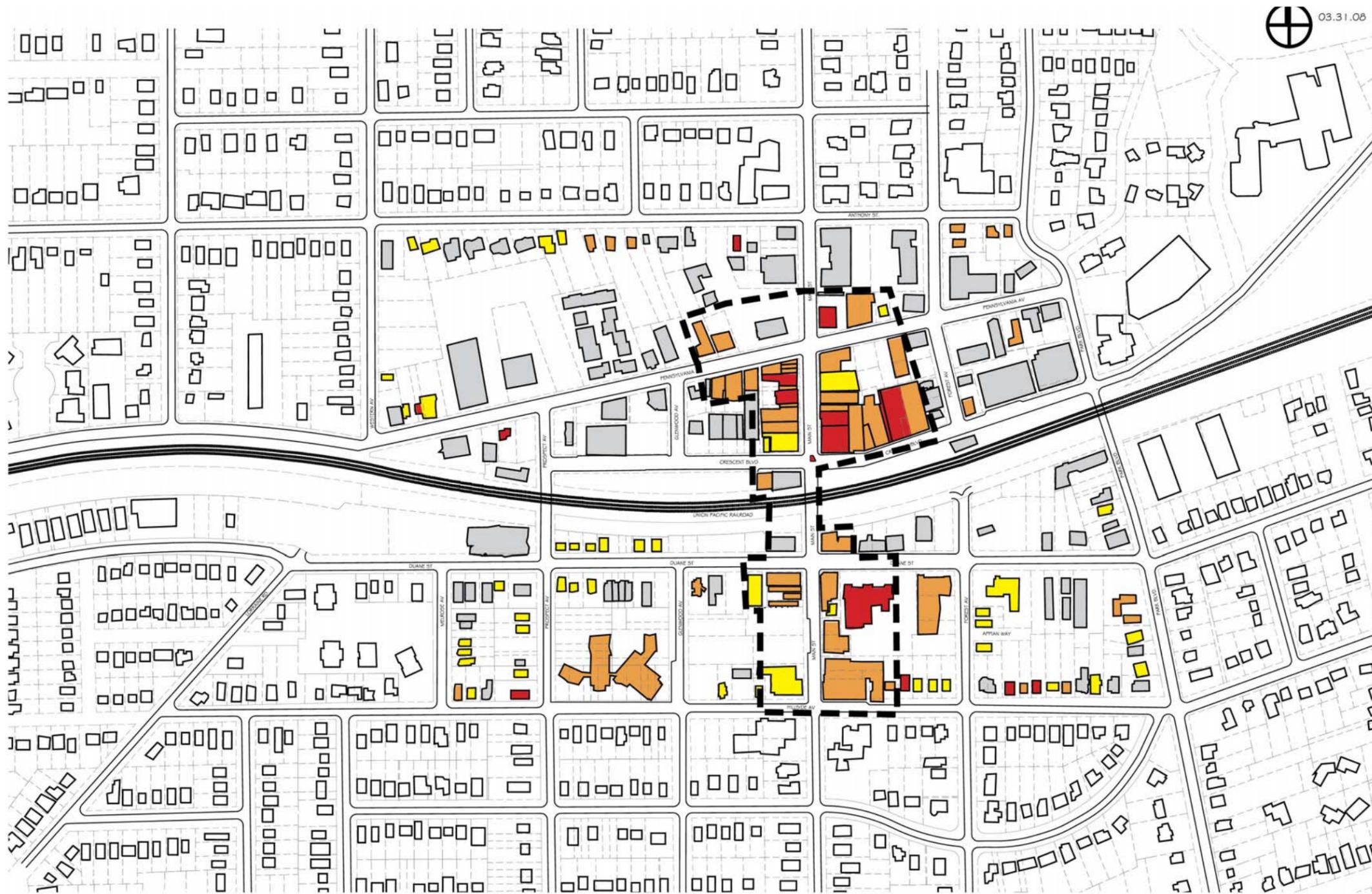
Inventory and Assessment

A field observation was conducted in March of 2008 to examine the condition of the historic buildings within the Downtown Strategic Plan Study Area. In addition to field observations, interviews were conducted with Village officials, members of the Glen Ellyn Historical Society, and members of Citizens for Glen Ellyn Preservation. The following past reports and documents were also referenced during this assessment:

- 1986 Glen Ellyn Comprehensive Plan
- 2001 Glen Ellyn Comprehensive Plan
- 2002 "Before It's Too Late" Preservation Plan and Study conducted by students in the Historic Preservation Graduate Program at The School of the Art Institute of Chicago
- 2007 Architectural Resources in the Village of Glen Ellyn: A summary and Inventory, Prepared by Granacki Historic Consultants
- Images of America book Series "Glen Ellyn" by Russ Ward

After field observation and historical research, the buildings were given ratings and have been color coded on the accompanying map based on the following criteria:

- **Outstanding (Red):** The building has a great amount of historic integrity, is eligible for or on the National Register of Historic Places, is designated a Village Landmark, or is a Historical Society "plaqued" house.
- **Notable (Orange):** The building is above average in historic and cultural importance. The building may also be eligible to be listed as a Local Landmark or National Register nomination.
- **Contributing (Yellow):** All buildings at least 50 years old that contribute to the continuity of an area's historic fabric and character but did not earn the merit of a "Notable" or "Outstanding" rating.
- **Non-Contributing (Gray):** All buildings less than 50 years old or older buildings that were in disrepair or altered and therefore no longer contribute to the historic fabric or character of the neighborhood.



-  PROPOSED HISTORIC DISTRICT
-  "OUTSTANDING" HISTORIC STRUCTURES
-  "NOTABLE" HISTORIC STRUCTURES
-  "CONTRIBUTING" HISTORIC STRUCTURES
-  "NON-CONTRIBUTING" STRUCTURES



Village of Glen Ellyn Downtown Strategic Plan

April 6, 2008



WALKER
PARKING CONSULTANTS

BauerLatoza
STUDIO



GRUEN GRUEN + ASSOCIATES

Historic Structures Inventory

Historic Timeline

- 1833 First Name for Glen Ellyn: Babcock's Grove (for the first settlers, Ralph and Morgan Babcock)
- 1834 Second Name for Glen Ellyn: DuPage Center
- 1834 Deacon Winslow Churchill and his large family arrive in present day Glen Ellyn as first white settlers, build first building.
- 1835 Third Name for Glen Ellyn: Stacy's Corners
- 1840 Roads/Trails begin to run through north section of the village, create "The 5-Corners" consisting of St. Charles Road, Geneva Road, and Indian Creek Road (now Main Street)
- 1846 Moses Stacy builds a tavern at "Five Corners" to support the heavy traffic passing through town, known as Stacy's Tavern, still stands today.
- 1848 Galena & Chicago Union Railroad opens, tracks located one mile south of Stacy's Tavern
- 1849 Fourth Name for Glen Ellyn: Newton's Station
- 1851 Fifth Name for Glen Ellyn: Danby
- 1852 Danby Station was built at the tracks, the community and commercial district began to grow around this area.
- 1874-82 Sixth Name for Glen Ellyn: Prospect Park
- 1889 Thomas E. Hill (real estate mogul, politician, and author) led the effort to raise the dam and created Lake Ellyn. Natural Springs were discovered east of Lake Ellyn. The mineral water was said to have healing qualities and was bottled and sold by the Apollo Bottling company. The Victorian style Glen Ellyn Hotel was built along the lake as a hotel resort (with 100 rooms).
- 1891 Major fire destroys west side of Main Street commercial district
- 1891 The Village was renamed Glen Ellyn
- 1900s At the turn of the century, Victorian era starts to dwindle. Glen Ellyn hotel begins having disappointing seasons, changes hands many times in a few years.
- 1901 Aurora, Elgin, & Chicago electric railroad opens allowing direct commuting to Chicago Loop. Commercial and Residential districts begin to grow rapidly. Streets paved, utilities (gas, water, electric, telephone) installed, and automobiles begin to replace horses.
- 1904 Apollo Springs Bottling plant burns down
- 1906 Glen Ellyn hotel struck by lightning, fire destroys building in less than two hours
- 1920s New architectural boom. Planning Commission creates Architectural Guidelines with Old-English Tudor and Half-Timber as preferred style for new construction in the Downtown.
- 1930 U.S. Post Office at corner of Pennsylvania and Main, one of few buildings built in the 30's. Still stands today with well-maintained WPA mural in lobby.
- 1950s Post-war growth reflected smaller, more modest homes compared to the large Victorian homes still standing.
- 1960 Village Board passes ordinance prohibiting any two houses of identical exterior designs to be located on the same block to discourage the popular prefabricated housing styles showing up in suburbs all around the country.
- 1968 Glen Ellyn Historical Sites Commission created.
- 1970 Glen Ellyn Master Plan leads to creation of Architectural Review Commission and adaptation of Appearance Guide and Criteria Ordinance.
- 1972 Historical Society begins Plaque Program for historically significant homes. The first home to receive such a plaque was built in 1884.
- 1991 Architectural Sites Commission replaced by Historic Preservation Commission. New Comprehensive Plan addresses residents concerns about preserving the central business district.
- 1989 Appearance Guide amended.
- 2001 Non-profit organization Citizens for Glen Ellyn Preservation established after a growing number of historic homes are replaced with large out-of-scale homes in historic neighborhoods.
- 2006 Comprehensive Update to Appearance Review Guidelines.

Survey Area – Main Street from Anthony Avenue South to Hillside Avenue

Main Street is the main artery of Downtown Glen Ellyn and contains one of the densest sections of historic structures in the entire village. Main Street also has a great amount of historic properties outside of the focus area. Beginning at the north end is the 5-cornered intersection of Geneva Road, St. Charles Road, and Main Street known as Stacy's corners. This is the location of History Park which includes the Historical Society Headquarters and Stacy's Tavern, one of the oldest buildings in the Village. Further down south from Stacy's corners is the National Register of Historic Places Main Street Historic District between Cottage Avenue and Hawthorne Street. This district consists of a collection of historic single-family homes.

Beginning at the north end of the focus area the buildings at the corner of Anthony Street and Main Street are not historic. They do have some Tudor Revival architectural features which lends to the historic character that is found further south on Main Street. At the northeast corner of Main and Pennsylvania is the Glen Ellyn Post Office. This interior of the Post Office has a 1930's mural titled "Settlers" that was designated a Local Landmark. The building is one of the few buildings in Glen Ellyn that was built in the 1930's and therefore has a very important historical value and should also be included as one of the Village's Local Landmarks.

The next block south between Pennsylvania and Crescent is the most dense historic area in the Downtown. The buildings are all in generally good condition and all contribute to the historic character of Downtown. Beginning with the east side is a list of the following buildings:

- **493-499 Main St.**, Painted Yellow brick, built 1921, partially empty, good condition, non-historic material above storefront, no awning- just frame
- **485 Main St.**, One-story building, built 1955, not many historic features, would only be considered contributing, wood siding above aluminum storefront in fair condition
- **481-483 Main St.**, Tudor Revival Style, built 1921, stone façade at street level does not seem original, also metal awning instead of typical fabric, nice detailing at second level
- **479 Main St.**, Two-Story cream colored brick with limestone detailing, good condition
- **477 Main St.**, One-story, attached to 475 but not built at same time
- **475 Main St.**, Old McChesney Grocery Store, built 1890, recently plaqued (by Preservation Commission) in fair condition, some brick painted, non-original stone at base



493-499 Main



475 Main

The following is a list of buildings on the west side of Main Street:

- **496 Main St.**, One-story cream colored brick, simple detailing, good condition, needs cleaning
- **488-490 Main St.**, Old Wagner Grocery Store, built 1903 or earlier, very good condition, stained glass windows at top bays protected
- **486 Main St.**, Very small, limestone façade in good condition
- **482 Main St.**, Former Boyd brothers building, built 1892, good condition, existing façade unrecognizable, remodeled to current Eclectic (Venetian) style in 1926, terracotta accents in good condition
- **480 Main St.**, Very small, maybe six feet wide, limestone façade, "J" emblem above door
- **478 Main St.**, Two-story simple brick, painted white
- **476 Main St.**, One-story simple brick, built 1920, fair condition, partially empty, non-original marble at store level
- **460-466 Main St.**, Corner building, built 1911, replaced original McChesney grocery store and built as DuPage County State Bank Building, used to be two-story, now three-stories and barely recognizable,



488-490 Main



482 Main



460-466 Main

All of the structures on Main Street listed above contribute to a cohesive historic character that makes the Downtown recognizable and inviting. Unfortunately, the Railroad tracks break the character of Main Street and it appears that the commercial historic district does not continue past the south side of the tracks. Almost all of the buildings on the south end of Main Street were built in the 1920's which is a representation of the rapid growth of Downtown's commercial district. The following is a list of notable buildings on the east side Main Street between Duane and Hillside:

- **445-449 Main St.**, Northeast corner at Duane, 1-story brick building with multiple storefronts, built 1925, partial facade at 449 has stucco over brick façade, standing seam "awning" above storefront, covering parapet, remainder of building in original condition, area at 449 should be restored to match original
- **433 Main St.**, SE corner, One-story brick with small limestone accents, built 1926, in very good condition, simple/elegant style black awning w/ accent lighting @ corner, fits in very well with historic character, section of adjacent building storefront and awning located on/in the building
- **427 Main St.**, One-story Mission style, built 1926, green clay tile at "roof" level, white brick, limestone accents, red awning for retail store distracting, large for historic façade, storefront glass and base quality okay
- **423-425 Main St.**, One-story small brick building built 1896 (oldest on block), not many features, large yellow awning appears not to match historic features on Main Street or Appearance Guidelines, aluminum storefront needs updating, non-historic stone at storefront base
- **421 Main St.**, Three-story English Tudor style, built 1927, replacement windows and built-in A/C units slightly diminish historic integrity, no awnings, storefront signage appears to be out of place, requires some updating to bring back historic character, otherwise in good condition
- **419 Main St.**, Three-story Eclectic French style, built 1927, all limestone façade, iron faux balcony at upper level, needs cleaning, awning appears distracting to historic character, aluminum storefront could be updated, generally in good condition
- **415-417 Main St.**, Small one-story building, built 1929, completely covered in stucco, tall blank gable above small slate roof, likely stucco façade and storefront not original, slate possibly

- **413 Main St.**, Three-story brick English Tudor, built 1927, good condition, limestone detailing at entrance and storefronts, slate roof, two small simple awnings, different styles
- **411 Main St.**, Two-story English Tudor, built 1927, very good condition, nice brick and half-timber detailing, no awnings but signage and lighting fit character, original casement windows
- **401 Main St.**, Two-story English Tudor, built 1926, very good condition, new awning, large but consistent on entire building, marble at base of storefront, limestone quoins at windows and corners, roof and windows not original but legit replacements



445-449 Main



427 Main



419 Main



413 Main



401 Main

The following is a list of notable buildings on the West side of Main Street:

- **434-440 Main St.**, Two-story brick corner building, built 1927, good condition, freshly painted, accent at details near parapet, awnings for separate businesses, all similar style
- **428-430 Main St.**, Simple one-story brick building with two storefronts, built 1919, painted two different colors to distinguish businesses, no awnings, well kept storefronts, continuous feature to historic Main street, accent lighting appears to fit Appearance Guidelines
- **426 Main St.**, One-story brick building with side gables (English cottage style), built 1919, small proportional awning, good condition, diagonal tile at street level below storefront

The west side of Main Street is significantly less dense because a public parking lot fronts a good portion of the street. To the south of the parking lot is a modern retail store “Gieshe Shoes” that was built in 1973. The building is one-story and does not fit in with the typical historic character of downtown Glen Ellyn’s commercial district. However, the building represents a specific commercial era with some typical modern details and landscaping that if well maintained, the building should still be considered historically important to the downtown.



434-440 Main



428-430 Main



426 Main

Survey Area – North of Railroad Tracks, not Including Main Street

Aside from Main Street, a majority of the historic structures found on the north side of the Railroad tracks are located on Crescent Boulevard and Pennsylvania Avenue. In some instances the Village has recognized buildings that are no longer standing by placing a plaque where they use to stand. Two examples would be the Danby House at 515 Crescent Avenue and the Mansion House at 520 Crescent Boulevard. Both of these buildings were some of the earliest buildings built in Glen Ellyn and played a significant role in the development of downtown.

Another historically significant structure in the downtown that is not necessarily a standing building is the historic Horse Trough. The cast iron horse trough was donated to the Village in 1907 by William C. Newton, son of Glen Ellyn's first doctor, who was also known as Glen Ellyn's first town planner. The trough has be relocated from its original location near the railroad tracks and is now located at the center of the intersection of Crescent Boulevard and Main Street.

While Main Street boasts the most dense and well kept historic commercial sections in the downtown area, the buildings along Crescent Boulevard are the first glimpse of historic downtown by visitors traveling to Glen Ellyn on the train. The train station is located at Forest Avenue, which is also the eastern-most section of historic buildings on Crescent. The following buildings on Crescent have some of the most notable features in the downtown:

- **544-548 Crescent Blvd.**, Two-story brick building, built 1890, limestone and brick detailing in good condition, storefronts multiple styles/colors
- **538-540 Crescent Blvd.**, Glen Ellyn Theatre Building, Tudor Revival, built 1903, Marquee sign remains in good condition, brick and half-timbering details also in good condition but some alterations have been made, building to receive plaque by Historic Preservation Commission
- **536 Crescent Blvd.**, Tudor Revival, built 1922, in very good condition, multiple awnings
- **532-534 Crescent Blvd.**, Simple two story brick building, built 1914, brick and limestone detailing in good condition, storefronts empty
- **530 Crescent Blvd.**, One-story brick with decorative brick detailing above storefront, built 1926, partial storefront covered in stucco, remainder in good condition
- **526 Crescent Blvd.**, Small two-story brick Tudor Revival, built 1929, very good condition
- **520-524 Crescent Blvd.**, Glen Ellyn State Bank Building, Neoclassical limestone façade, built 1929, opened one month before stock market crash, limestone in fair condition, some non-original infill materials at windows
- **505 Crescent Blvd.**, Greek Revival brick and limestone original home of the Newton-Baethke Company, built 1924, painted details in good condition, sensitive addition to the north



Horse Trough



544-548 Crescent



538-540 Crescent



536 Crescent



520 Crescent



505 Crescent

The following are a list of notable historic buildings on Pennsylvania Avenue:

- **569 Pennsylvania**, Tudor Revival multi-family, fair condition, needs some repairs
- **543 Pennsylvania**, Two-story brick and limestone, built 1949, currently empty, one limestone urn missing at parapet, remainder in good condition
- **530-534 Pennsylvania**, One-story white terra cotta building, some of original façade covered but still remains behind new siding, one of few terra cotta buildings downtown
- **505-507 Pennsylvania**, One-story brick building, built 1919, brick and limestone detailing in very good condition
- **501-503 Pennsylvania**, Simple one-story brick building, built 1925, painted white, non-historic wood siding above storefront
- **500 Pennsylvania**, One address but two brick buildings, built 1925, limestone detailing at parapet, one story building has newer federal style entry
- **499 Pennsylvania**, One story brick with angular parapet, built 1913, painted gray, good condition
- **491 Pennsylvania**, One-story cream-colored brick, built 1928, linear brick detailing, could use tuck-pointing
- **490 Pennsylvania**, One-story brick, built 1925, similar to 500 Pennsylvania, in fair condition, appears to be currently unoccupied
- **439 Pennsylvania**, Victorian, built 1890, Plaqued by Historical Society
- **416 Pennsylvania**, Small one story building, built 1850, plaqued by Historical Society

The north side of the Railroad Tracks has a larger collection of historic buildings compared to what will be discussed on the south side. There are areas of disconnection between some of the historic buildings, especially on Pennsylvania, such as parking lots, multiple setbacks, and non-contributing buildings, that create a bit of an issue with the continuity of downtown's commercial district.



569 Pennsylvania



530-534 Pennsylvania



490-500 Pennsylvania



499 Pennsylvania



439 Pennsylvania

Study Area – South of Railroad Tracks, not Including Main Street

The eastern boundary of the study area, Park Boulevard (west side only), consists of both commercial and residential properties. A few buildings along this block have contributing features to the historic character to Glen Ellyn such as the Park Boulevard Apartments at the corner of Duane and Park Boulevard. The building evokes the English Tudor Revival style that was a popular in Glen Ellyn in the 1920's.

On the North Side of Hillside between Park Boulevard and Main Street there is an impressive collection of historic single-family homes with only four non-contributing structures. Two of the homes have been plaqued by the Glen Ellyn Historical Society and many others homes have notable features that contribute to the character of these two blocks. The styles range from bungalows to Victorian and are all in generally good condition. The following single-family homes are the most notable on this portion of Hillside:

- **582 Hillside Ave.**, American Four-Square, built 1906, shingles in good condition, elegant features, very nice exterior painting
- **574 Hillside Ave.**, Traditional Gable-Front, built 1905, unique oval shaped windows at gable
- **570 Hillside Ave.**, Traditional Gable-Front, built 1905, enclosed porch with original wood windows, overall very good condition
- **586 Hillside Ave.**, Victorian Second Empire, built 1894, plaqued by Historical Society, in very good condition
- **542 Hillside Ave.**, Victorian Queen Anne, built 1891, plaqued by Historical Society
- **538 Hillside Ave.**, Dutch Colonial Revival, built 1930, very good condition

Just before Main Street, is the Tudor Revival "Hillside Apartments" building at 430-432 which was built in 1928. One of the few commercial structures on Hillside is located just to the west of the Hillside Apartments at 520-526 Hillside. This one story brick building has notable commercial features such as a marble base, a half timbered gable, and a slate roof.

Hillside Avenue, west of Main Street is a less cohesive group of buildings that consists of commercial, residential, religious, and institutional buildings. Two single family homes are separated by a parking lot in front of a setback commercial building between Main Street and Glenwood Avenue. One of the homes, 504 Hillside, has since been converted into a commercial structure while the other may still be a single family home.

St. Petronille Church and Catholic School occupy the entire block of Hillside between Glenwood and Prospect. There are multiple buildings, which have been built at different periods, but all follow the Classical Revival style with limestone pediments, quoins, and Palladian windows.



582 Hillside



570 Hillside



586 Hillside



Hillside Apartments

The remaining single-family homes in the south side of the study area can be found on Hillside between Prospect and Melrose, on Melrose between Hillside and Duane, and on Duane between Prospect and Glenwood. Most of the homes contribute to the historic character of Glen Ellyn but lack the integrity that would consider them to be "Notable." Regardless, the single family homes in this area (some of which have already been converted into commercial use) are located in an area that was designated in the 2001 Comprehensive plan as "clusters of properties that may represent special opportunities for improvement or development." The following single-family properties are among the more notable homes in this area:

- **404 Prospect Ave.**, Queen Ann Victorian, built 1893, Designated Village Landmark by the Historic Preservation Commission
- **426 Hillside Ave.**, Traditional Gable-Front, built 1902, Revival Style pediment and pilasters at main entry, home in very good condition
- **487 Duane St.**, Victorian, built 1890, good condition, surrounded by parking and commercial, listed as "residential property that may be suitable for redevelopment" in the 2001 Comprehensive Plan, may be in danger of being a future tear-down



404 Prospect



487 Duane

Like Hillside Avenue, Duane Street has a mix of building styles and uses within the focus area. The most notable historic buildings are located between Main and Forest Avenue. This includes the following:

- **Village of Glen Ellyn Civic Center** (535 Duane St.), Designated Village Landmark, built 1927
- **First United Methodist Church** (424 Duane St.) Gothic Revival, built 1957

The remainder of Duane is a mix of non-contributing commercial structures. Across from Civic Center, there are three commercial buildings that are a mix of various styles, and multiple additions. The buildings may be older than 50 years old, but they lack historic integrity that could contribute to the historic character of downtown Glen Ellyn. This location would be one of few areas in the downtown that could be a potential area for redevelopment that would help revive the south side of the downtown commercial district.



Village of Glen Ellyn
Civic Center

Conclusion

From a historic perspective, the buildings in Downtown Glen Ellyn are in good condition overall and provide an in-depth look at the history of the Village. Because the dates of the buildings range from the later 1800's to early 1900's a glimpse of Glen Ellyn's past will always be present as the buildings are maintained. In order to maintain the historic character of the Downtown, while still providing new infill development and modern technology, there are several recommendations that will assist in the revitalization of Glen Ellyn's Downtown commercial district.

Historic Recommendations

1. Complete a National Register Nomination for the Downtown Historic Commercial District including areas on the south side of the Railroad Tracks.
2. Educate building owners on the Federal tax credits available towards renovating and restoring historic buildings listed on the National Register of Historic Places and other economic incentives offered by the Village.
3. Nominate the Downtown Historic Commercial District as a Local Village Landmark.
4. Consider reducing the percentage of owner consent required for designation of a local landmark districts as currently required in the Preservation Ordinance, as long as it does not impact the Village's Certified Local Government (CLG) status.
5. Incorporate the information about the historic buildings in downtown with the existing shopping maps created by the Economic Development Corporation (EDC).
6. Appropriately infill buildings between historic structures to provide a continuous flow in the downtown commercial district. The buildings should have similar setbacks and proportions but do not have to mimic the exact same historic character.
7. Remove non-historic materials from the original facades that will not require intensive repairs.
8. Create a standard for awnings and signage that will not distract the historic detailing of the building facades. Large out-of-place awnings that are inoperable should be replaced with smaller scale fabric awnings that may also be operable.

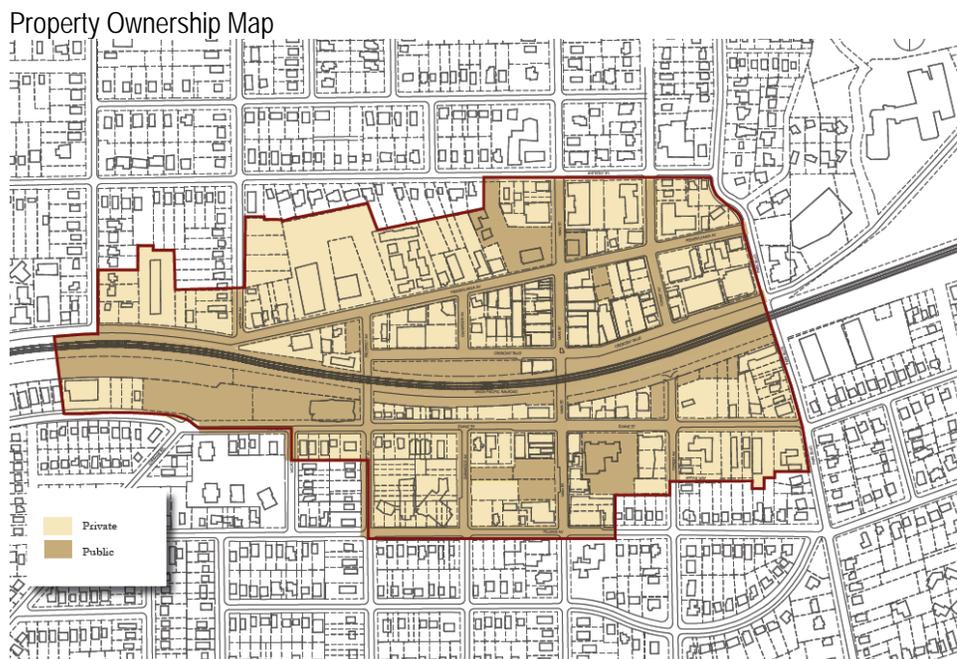
9. Provide additional incentives to historic buildings in the EDC's Commercial Façade Improvement Grant program, including increasing the amount available to provide a stronger incentive to upgrade.
10. Conduct a thorough Historic Resources Survey for the entire downtown area based off of the rating system provided in this assessment.
11. Consider developing drawings of "after" façade examples of buildings that need low-cost, context-sensitive upgrades, to fit in with the historic character of the Downtown.

Building Amenities

Ambiance and history need to be balanced with modern amenities to ensure the merchants and professional office owners are able to run their businesses efficiently and effectively, and be more responsive to their customers; to allow the conversion of upper floors in buildings to be utilized for residential purposes and be a desirable place to live, thereby populating the Downtown with residents; and to enhance the shopping and entertainment experience of visitors to the Downtown.

Ownership

All of the streets and many of the properties in the study area are publicly-owned. Private properties have Glen Ellyn residents and non-resident owners. In general, investors who are not active in the Glen Ellyn community on a daily basis do not reinvest in their buildings.



Building Interiors

Amenities and necessities such as high-speed and wireless internet access; maintenance and replacement of heating, ventilation, and air conditioning (HVAC) systems; upgrades to electrical services; conversion of upper floors to residential; and general maintenance of the floor, wall, and ceiling surfaces are necessary. All of these features will help businesses remain viable and provide the opportunity for seniors and young professionals to live in the Downtown.

Concepts and Precedents

There are several ideas that should be folded into the implementation section of the final Downtown Strategic Plan, including pedestrian features and amenities, and environmentally-friendly development practices.

Walk Score¹

This website is intended for real estate agents, potential homebuyers, and potential renters, to find properties in neighborhoods that have – or don't have – easy access to amenities such as grocery stores, restaurants, and fitness centers. Glen Ellyn's Civic Center at 535 Duane Street achieved **97 points** out of a possible 100 points, making this location a "walker's paradise" (a location in which "most errands can be accomplished on foot and many people can get by without owning a car").

The map to the right highlights the features and locations that are factored into the walkability score. Since many icons are overlapping each other in the Downtown area, one can conclude the Downtown is walkable just by looking at the image. The "outlying" icons in the map are still within walking distance; however, it just takes longer to walk to Glen Ellyn's Downtown area.



Downtown Glen Ellyn Walk Score Map
Source: www.walkscore.com

Walkable Neighborhood Characteristics²

"You lose weight each time you walk to the grocery store. You stumble home from last call without waiting for a cab. You spend less money on your car—or you don't own a car. When you shop, you support your local economy. You talk to your neighbors." Walkable communities tend to have the following characteristics:

- **A center:** Walkable neighborhoods have a discernable center, whether it's a shopping district, a main street, or a public space.
- **Density:** The neighborhood is dense enough for local businesses to flourish and for public transportation to be cost effective.
- **Mixed income, mixed use:** Housing is provided for everyone who works in the neighborhood: young and old, singles and families, rich and poor. Businesses and residences are located near each other.
- **Parks and public space:** There are plenty of public places to gather and play.
- **Accessibility:** The neighborhood is accessible to everyone and has wheelchair access, plenty of benches with shade, sidewalks on all streets, etc.
- **Well connected, speed controlled streets:** Streets form a connected grid that improves traffic by providing many routes to any destination. Streets are narrow to control speed, and shaded by trees to protect pedestrians.
- **Pedestrian-centric design:** Buildings are placed close to the street to cater to foot traffic, with parking lots relegated to the back.
- **Close schools and workplaces:** Schools and workplaces are close enough that most residents can walk from their homes.

Information compiled from [Cool Town Studios](#) and [Walkable Communities, Inc.](#)

¹ www.walkscore.com

² The text in this section is an excerpt from <http://www.walkscore.com/walkable-neighborhoods.shtml>.

Sustainability

Sustainability can be defined as approaches to planning for community investment and reinvestment that benefits the economy, the quality of life, and the environment. An example includes concentrating mixed-use and multiple-family buildings near a train depot to allow residents of the buildings to walk to goods and services within their neighborhood, and to walk to the train depot to take mass transit to other locations without needing to drive an automobile.

Green Infrastructure

Green infrastructure can be defined as a system of natural features that helps reduce the risk of flooding and improves water quality. An example includes an interconnected network of parks, open spaces, greenways, and wetlands that channel excess water away from buildings and filtering the water as it reenters the ecosystem.

Renewable Energy

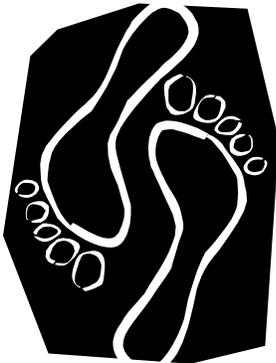
Renewable energy can be defined as energy resources that can be replenished naturally. Examples include an ever-present source of wind and solar power, and planting new trees for use by future generations.

Energy-Efficiency

Energy-efficiency can be defined as utilizing a minimal amount of energy to produce a maximum level of output. An example includes a commuter train carrying 1,000 passengers from "Point A" to "Point B" which is more fuel-efficient than 1,000 cars carrying one passenger each.

Smart Growth

Smart growth can be defined as considering the many elements that make up a community's characteristics – people, businesses, different types of land uses, transportation options, housing alternatives, utilities, community facilities, natural and cultural resources, economic development, intergovernmental cooperation, and implementation strategies and follow-through – and ensuring that each element is coordinated in such a way that maximum community benefits are achieved with minimal efforts. An example includes allowing additional business and residential development around an existing train station to accommodate an increase in the population of a metropolitan region, in lieu of building additional business and residential development in a farm field in an area where a train station is in the planning stages or – worse yet – not anticipated at all.



Carbon Footprint

Many of our daily activities produce pollution, and pollution – in turn – harms the environment and the world in which we live. Although some of our activities are naked to the eye or the impacts of our activities might not be noticed immediately, other activities can be seen or noticed immediately, such as jet contrails (the visible white lines in the sky behind a plane) and car exhaust (the fumes that produce an unpleasant odor).

A "carbon footprint" is defined as "a 'measure of the impact human activities have on the environment in terms of the amount of green house gases produced, measured in units of carbon dioxide'. (<http://www.carbonfootprint.com>) It is meant to be useful for individuals and organizations to conceptualize their personal (or organizational) impact in contributing to global warming. A conceptual tool in response to carbon footprints are carbon offsets, or the mitigation of carbon emissions through the development of alternative projects such as solar or wind energy or reforestation. A carbon footprint can be seen as a subset of earlier uses of the concept of ecological footprints." (Source: http://en.wikipedia.org/wiki/Carbon_footprint.)

Leadership in Energy and Environmental Design (LEED)

The LEED program is a “Green Building Rating System” which is a “voluntary, consensus-based national rating system for developing high-performance, sustainable buildings. LEED addresses all building types and emphasizes state-of-the-art strategies in five areas: sustainable site development, water savings, energy efficiency, materials and resources selection, and indoor environmental quality.”³ Recommendation: Provide incentives in the Zoning Code to encourage the use of this program’s concepts and features.

Summary of Key Recommendations

Below is a summary of the key recommendations of this chapter.

Historic Preservation

The history of Downtown Glen Ellyn is an element to preserve and build upon. Several historic recommendations for the Downtown include:

- Pursue a National Register nomination for a Downtown historic district to preserve the ambiance of the Downtown, and to direct appropriately-designed infill.
- Educate building owners regarding Federal tax credits and other economic incentives offered by the Village.
- Nominate the Downtown Historic Commercial District as a Local Village Landmark.
- Incorporate the information about the historic buildings in downtown with the existing shopping maps created by the Economic Development Corporation (EDC).
- Remove non-historic materials from the original facades that will not require intensive repairs.
- Create standards for awnings and signage.
- Consider developing drawings of “after” façade examples of buildings that show low-cost, context-sensitive upgrades that can be made to existing buildings so they fit in with the historic character of the Downtown.

Streetscape

Consider installing streetscape improvements that will make the Downtown an experience, and build upon the existing features to make the Downtown a destination. In addition, ensure the Downtown is pedestrian-friendly for all seasons. Policies regarding snow and ice removal should be reviewed. Short-term, there are areas that are in need of immediate repair. Long-term, the use of brick pavers, tree grates, and street furnishings would have a positive impact on the Downtown.

Financing

Utilize a Downtown Retail Grant Program for Business Recruitment to attract new retailers into the Downtown and assist existing retailers with their expansion plans. In addition, utilize the Façade Improvement Grant Program to increase the number and quality of exterior improvements in the Downtown.

Sustainability

Ensure the Downtown is – and the paths leading to the Downtown are – walkable, healthy, sustainable, and green.

General Physical Conditions

Downtown Glen Ellyn has a great foundation from which to build upon. Historic architecture, growing street trees, classic building materials, and interconnected networks of streets and sidewalks, are all features that should be retained, maintained, expanded, and enhanced.

³ www.usgbc.org

6 Circulation and Transportation

Overview

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.

Streets allow for vehicular and some bicycle access to and from the Downtown. Main Street is the primary street corridor through the community, and connects the Downtown to St. Charles/Geneva Roads to the north, Roosevelt Road to the south, and to points beyond. High traffic volumes along these two east-west corridors provide the opportunity for increased Downtown exposure by enhancing and/or expanding the wayfinding signage and materials at these intersections with Main Street.

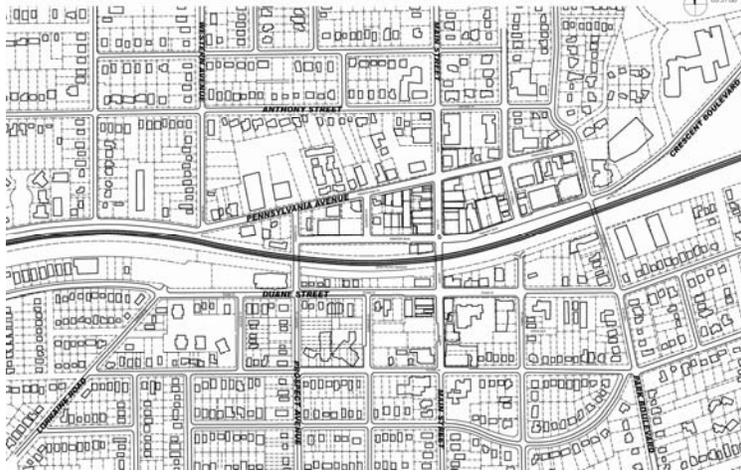
The primary pathway through Glen Ellyn is the Illinois Prairie Path. Many bicyclists, runners, walkers, and families utilize this path. The meandering path passes through Downtown along the south side of the railroad tracks and easily connects the users to the Downtown shopping, services, and amenities – including the Prairie Path Park between Forest Avenue and Park Boulevard.



Photos along the Illinois Prairie Path.

The Galena and Chicago Union Railroad opened in 1848, connecting the area (now known as Glen Ellyn) to the region with rail service. Today, three railroad tracks pass through Downtown Glen Ellyn, connecting the community to Downtown Chicago 20 miles to the east and Elburn 22 miles to the west. Travel times between Glen Ellyn and Downtown Chicago are generally 48 minutes via a local train, and 36 minutes via an express train.

Glen Ellyn Street Map



Pedestrian

Many participants in the planning process have mentioned that they feel that one of the positive attributes of the Downtown is its pedestrian-friendliness. Many of these same people also mention that parking is not convenient, while others say 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 very far at all.

Sidewalks and Crosswalks

Sidewalks are a key component 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.

Crosswalks are another component to pedestrian-friendliness. Unfortunately, not every driver yields to pedestrians in crosswalks, so crossing streets can sometimes result in an unpleasant experience.

Multiple participants have mentioned issues regarding the maintenance of the sidewalks – either sections of concrete are in need of repair/replacement or the sidewalks are not completely cleared of snow/ice (including piles of snow along the curb line, making it difficult for passengers to get out of cars that utilize the on-street parking).

Railroad Crossings

The study area has three railroad crossings for pedestrians – one each at Prospect Avenue, Main Street, and Park Boulevard. The crossings at Main Street and Park Boulevard have decorative planters and benches so that pedestrians can take a seat and rest if the wait for trains gets too long.



Bicycle

A very fuel-efficient alternative to the automobile can get the bicyclist to his or her destination faster than walking. Finding safe routes of travel – for recreation or for transportation – is a high priority.

Bicycle Routes



Illinois Prairie Path

The Illinois Prairie Path is a 61-mile trail that connects Forest Park to Elgin. The main stem of the Illinois Prairie Path passes through Downtown Glen Ellyn. To the west, the Elgin Branch (with a Geneva Spur) and the Aurora Branch (with a Batavia Spur) split off from the main stem just west of Main Street in Wheaton. To the east, the main stem of the path connects to the Great Western Trail (between Villa Park and Elmhurst), and continues to Forest Park.

Amenities along the Illinois Prairie Path as listed in the [DuPage County Trail Guide](#)¹ include: a swimming pool, restored archaeological site, a museum, picnic areas, an 1890's living history farm, restrooms, concession stands, equestrian trails, pavilions and parking lots. Prairie Path Park is listed as a point of interest along the Illinois Prairie Path. The only amenity in the Prairie Path Park listed on the brochure is a drinking fountain. Recommendation: Make a request to update the brochure to include a gazebo and rest area benches, and consider adding amenities to the park and along the pathway to entice users of the trail to stop in Glen Ellyn.

On-Street Routes

According to the [Illinois Official Bicycle Map: Chicago/Northeastern Illinois Map 1](#), indicates that caution is advised for bicyclists who choose to ride their bikes on Main Street between Roosevelt Road and Geneva/St. Charles Roads. In addition, Roosevelt Road is not a recommended route for bicycling, and caution is advised on Geneva Road and St. Charles Road (both west of Main Street); however, St. Charles Road east of Main Street is deemed "most suitable for bicycling". Participants in the planning process have also mentioned the difficulty of riding a bicycle along Park Boulevard.

¹ <http://www.dupageco.org/bikeways/trailGuide.pdf>

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 Glen Ellyn Village Links, east on Fawell Boulevard, to points east of I-355.

Recommendation: Consider marketing the Downtown to bicyclists who travel along St. Charles Road east of Main Street, and consider future upgrades to the “caution” routes to encourage bike ridership outside the Downtown area and entice that ridership to visit Downtown Glen Ellyn. In addition, be supportive of DuPage County’s “Proposed Local Bikeway” that could safely connect residents living in the southern portion of the community to Downtown Glen Ellyn.

Bike Racks

Bike racks are provided at the Glen Ellyn Train Station, in Volunteer Park, and several locations along Main Street. In-person observations indicate that many more racks are needed due to high bicycle parking demand on nice days (i.e. bikes are frequently locked up to lamp posts, trees, and fences). Recommendation: Establish a coordinated street furniture scheme (i.e. benches, lamp posts, bike racks, etc.) and install bicycle racks along Main Street and adjacent to the Glen Ellyn Train Station first (Phase I), followed by side streets that intersect Main Street (Phase II), and other Downtown streets (Phase III).

DuPage County Trail Plan

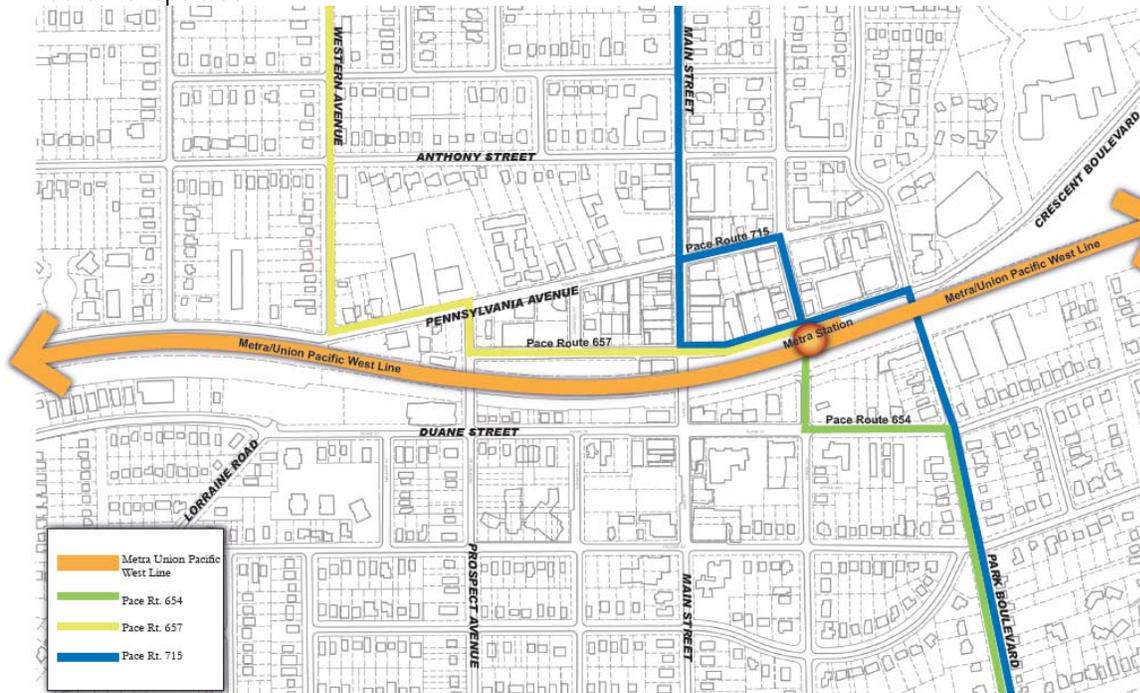
The DuPage County Trail Plan (2003) identified three improvement projects in the Village of Glen Ellyn, one of which is located just outside the study area at the southwest corner of Park Boulevard and the railroad tracks. The Park/Montclair “Commuter Parking Lot and Illinois Prairie Path Improvement Project” includes adding low-growing and low-maintenance shrubs to separate the path from the parking area. This project is complete.

Transit

Mass transit moves large numbers of passengers for great distances with greater fuel-efficiency than a large number of personal automobiles moving the same individuals from their points of origin to their points of destination. Freight rail moves large quantities of goods and services for great distances with greater fuel-efficiency than a large number of trucks moving the same inventory from their points of origin to their points of destination.

Although there are other means of mass transportation, rail (freight and commuter) and bus service are the primary types discussed in this report.

Public Transportation



Rail

The railroad is both a divider and a connector. It is a divider because commuter and freight trains pass through the Downtown more than 100 times in a 24-hour period, interrupting travel for pedestrians, bicyclists, and drivers. Yet the railroad is also a connector – Metra passengers can connect to Downtown Chicago, Elburn, or anywhere in between², and they don't need to drive to get there.

Metra

Metra Rail is a passenger rail system of 495 miles of tracks and 230 stations, and services Cook, DuPage, Kane, Lake, McHenry, and Will Counties. After the Regional Transportation Authority was created in 1974, Metra (along with Pace Bus and the Chicago Transit Authority) was created in 1983, to address the commuter rail needs in northeastern Illinois.

Each train accommodates ADA passengers, and the off-peak hour transport of bicycles.



Source: www.metra.com and enhanced by TBS.

² Metra's Suburban Transit Access Route (STAR) Line could potentially provide additional connections for Glen Ellyn residents in the future - from a transfer point in West Chicago – to places such as Naperville, Plainfield, and Joliet (to the south) and Barrington, IKEA, and an O'Hare transfer point (to the north). <http://metraconnects.metra.com/star.php>

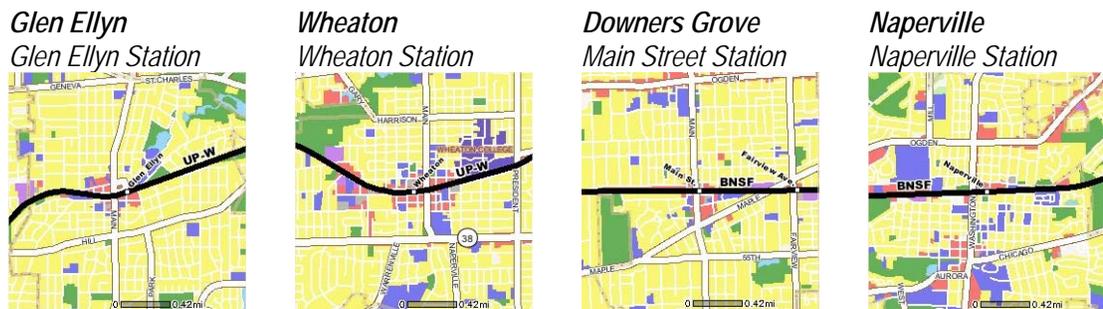
Train Station

The original train station was built in 1852 and was known as Danby Station. The current station is located on the north (inbound) side of the tracks. Improvements to the station area in 2008 included the replacement of the retaining wall between the station and the sidewalk along Crescent Boulevard. Any facility upgrade or replacement requests should be made in writing to Metra's Executive Director.

The existing wood fencing along the tracks is in disrepair. Consider replacing this fencing with a decorative metal fencing to match the historic and urban atmosphere of the Downtown.

During the public participation process, communities such as Wheaton, Downers Grove, and Naperville, were mentioned by citizens and business owners when they were discussing Downtown Glen Ellyn; therefore, the following discussion includes a side-by-side comparison of commuter-related items.

As with all good station areas, the four stations are surrounded by residential neighborhoods. Residents of these neighborhoods tend to be the primary clientele of the station and the merchants in the station area. Glen Ellyn has a small downtown and is completely surrounded by residential neighborhoods. By comparison, Wheaton has a larger downtown and a college campus (Wheaton College) nearby. Currently, Downers Grove has a small downtown; however, extensive mixed-use and multiple family developments will change the character and the vibrancy of this downtown in the near future. Naperville has a larger downtown settled along the DuPage River. This comparison community is different than the other three in that the station is on the outskirts of the downtown area, and the railroad crossing is separated from Washington Street (the "main" street connection to Downtown Naperville).



The rail line is a thick, black line; the primary roads are white with thin white borders; the yellow/light shading is residential; the red/medium shading is commercial; and the blue/dark shading is institutional. All maps are illustrated at the same scale. Source: www.rtams.org.

According to the Regional Transportation Asset Management System (RTAMS)³, within a ½-mile of the Glen Ellyn Train Station, the population is 3,866, and within one mile, the population is 14,667. In addition, within a ½-mile of the Glen Ellyn Train Station, employment is 2,129 employees, and within one mile, employment is 3,470. Downers Grove has the largest population within a ½-mile of its station; Wheaton has the largest population within one mile of its station; and Naperville has more jobs than population within ½-mile and one-mile radii of its station.

³ Also referencing the 2000 U.S. Census Population Count and the Northeastern Illinois Planning Commission (NIPC) 2000 Employment Estimates.

Station Area	Glen Ellyn		Wheaton		Downers Grove		Naperville	
	½-mile	1 mile	½-mile	1 mile	½-mile	1 mile	½-mile	1 mile
Population	3,866	14,667	3,665	15,178	4,301	13,766	3,907	13,487
Employment	2,129	3,470	5,135	13,408	2,291	5,244	4,678	14,416

Source: 2000 U.S. Census Population Count; NIPC 2000 Employment Estimates.

Ridership

Metra ridership for weekday boardings⁴ at the Glen Ellyn Train Station has averaged 1,987 passengers per day, with an all-time high of 2,506 boardings in 1979 (the first year data was available), and an all-time low of 1,537 boardings in 2006 (the last year data was available). Similarly, Downers Grove's ridership peaked in 1979 with nearly the same number of passengers as Glen Ellyn. Wheaton reached its maximum ridership in 1993, while Naperville reached its peak in 2006.

Weekday Boardings	Glen Ellyn		Wheaton		Downers Grove		Naperville	
	Number	Year	Number	Year	Number	Year	Number	Year
Maximum	2,506	1979	2,188	1993	2,529	1979	4,112	2006
Minimum	1,537	2006	1,655	2002	1,830	1983	2,571	1983
Average	1,987	-	1,967	-	2,169	-	3,431	-

Source: Metra Biennial Boarding and Alighting Counts.

Mode of Access

Mode of Access data was collected in 1999 and 2002. In Glen Ellyn, walking, biking, and carpooling decreased; driving alone and being dropped off increased; and utilizing Pace Bus remained constant. Wheaton was the only community that saw an increase in Metra passengers accessing the train station by walking; Downers Grove had the lowest rates for driving alone; and Naperville had the highest utilization of bus service.

Mode	Glen Ellyn		Wheaton		Downers Grove		Naperville	
	1999 (%)	2002 (%)	1999 (%)	2002 (%)	1999 (%)	2002 (%)	1999 (%)	2002 (%)
Walking	29	25	19	22	25	21	9	9
Driving Alone	36	42	49	51	34	36	47	47
Dropped Off	19	22	15	20	18	19	19	18
Carpooling	5	3	3	3	6	4	4	5
Bus	7	7	7	3	11	12	18	17
Biking	2	1	3	1	2	2	1	2

Source: Metra 1999 & 2002 On-Board Passenger Survey.

Commuter Parking

Currently, Metra is conducting a Preliminary Engineering phase on the Union Pacific West Line Core Capacity Upgrade, which is a part of the Federal Transit Administration's (FTA's) New Starts program. This study will look into increasing capacity of the line, including adding a third track between Elmhurst and River Forest to allow for more express service. In addition, an Alternatives Analysis study has identified a need

⁴ Source: Metra Biennial Boarding and Alighting Counts.

for an additional 1,658 commuter parking spaces between the Glen Ellyn Train Station and West Chicago Station areas (including the College Avenue, Wheaton, and Winfield Stations) by 2011. A specific number has not been identified for Downtown Glen Ellyn; however, the consideration for future parking must be considered during the concept plan development, plan refinement, and implementation phases of the Downtown Strategic Plan process. In addition, if the plan identifies the need for more dwelling units within walking distance of the Glen Ellyn Train Station, the case for a reduced number of commuter parking stalls must be made to Metra during the Core Capacity Upgrade planning and implementation processes.

The most recent commuter parking data was collected in 2007. Glen Ellyn – as well as Wheaton and Downers Grove – had a parking utilization rate of 93%, while Naperville is at full capacity (100%).

	Glen Ellyn		Wheaton		Downers Grove		Naperville	
	Number	%	Number	%	Number	%	Capacity	%
Parking								
Utilization	717	93	747	93	924	93	1,350	100

Source: Metra 2007 Parking Capacity and Utilization Count

Union Pacific Railroad (UPRR)

The railway helped plant the roots for what is now Downtown Glen Ellyn. Union Pacific Railroad (UPRR) owns the rail right-of-way that traverses Downtown Glen Ellyn. The mission statement of the UPRR is: “Union Pacific works for the good of our customers, our shareholders and one another. Our commitment defines us and drives the economic strength of our company and our country.” The UPRR system has connections across the western two-thirds of the country.

An “average freight trains per day” was not shared by the UPRR due to safety reasons; however, it is known that freight trains have come to a complete stop in the Downtown, blocking north-south pedestrian, bicycle, and automobile traffic.

A potential solution – to keep pedestrian activity alive in the Downtown area even when trains are blocking access between the north side and south side of the tracks – is a pedestrian overpass or underpass in the downtown area.

A vehicular overpass or underpass in the Downtown might be desirable as well; however, the ramifications of how it impacts the ambiance of the history of the Downtown – especially Main Street – should be carefully considered. Recommendation: Consider pursuing pedestrian overpass or underpass concepts in the Downtown.

Bus

Glen Ellyn is served by Pace Bus, a division of the Regional Transportation Authority (which also oversees Metra passenger rail, and the Chicago Transit Authority’s rail and city bus services).

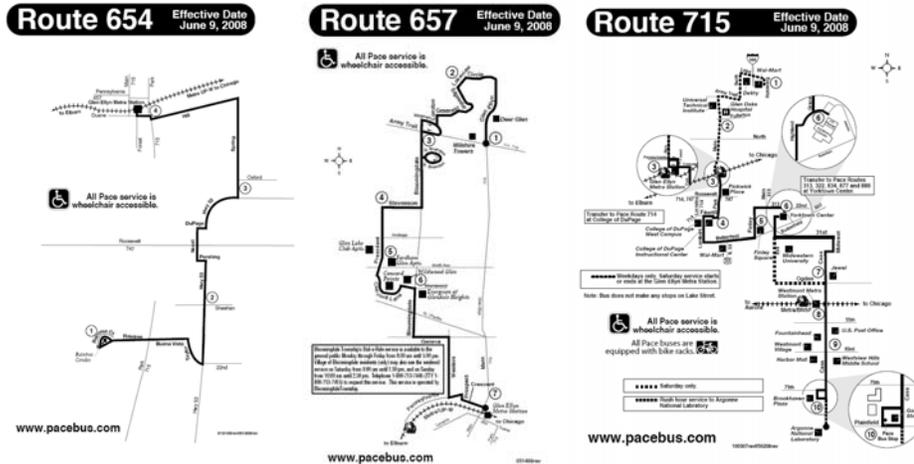
Pace Bus

Like Metra, Pace Bus was created in 1983, to address the suburban bus needs in northeastern Illinois. Each bus is ADA-accessible and has bike racks. Pace Bus oversees several travel programs:

- Ride Share. Find potential carpool or vanpool matches with pacerideshare.com.
- Metra Feeder. Ride to a Metra station from local neighborhoods.
- Fixed Route. There are 230 routes throughout Pace Bus’ service area.

Routes⁵

Glen Ellyn is served by three (3) rush hour feeder bus routes and one (1) full-service bus route; however, only Routes 654, 657, and 715 service Downtown Glen Ellyn. As of June 9, 2008, Route 653 – Bloomington/Glendale Heights, has been changed to/merged with Route 657.



Source: www.pacebus.com

- **654 – South Glen Ellyn**
Provides rush hour feeder service from south Glen Ellyn to the Glen Ellyn Metra Station. Serves Butterfield West and Raintree subdivisions.
- **657 – Bloomingdale/Glendale Heights**
Provides rush hour feeder service from western Glendale Heights to the Glen Ellyn Metra Station. Some of the residential areas served are: Glen Lake Club Apartments, Evergreen of Glendale Heights, Deer Glen, Fordham Glen Apartments, Concord Pointe, and Wildwood Glen.
- **715 – Central DuPage**
Provides service between Addison and Darien. Serves Glen Oaks Hospital, Finley Square, Yorktown, College of DuPage, and the Glen Ellyn Metra and Westmont Metra Stations. Rush hour service is provided to Argonne National Labs.

Ridership

Weekday ridership on Route 715 – a “Suburban Link” service – has been steady, with a range of averaging 493 passengers for the month of April over the past 12 years. The peak ridership level of 539 was recorded in 2005.

Weekday ridership on the “Metra Feeder” routes (Routes 653, 654, and 657) serving the Glen Ellyn Train Station has been in general decline since the first data was collected in 1997. All-time ridership lows recorded for the month of April occurred in 2007 and 2008, one-half to one-third of the peak ridership levels for each respective routes. Route 653 recorded 59 passengers, Route 654 recorded 28 passengers, and Route 657 recorded 55 passengers. Although 142 passengers doesn’t appear to be a significant number, if we would assume that the other alternative was to drive alone, 142 vehicle trips have been saved through Pace Bus’ Metra Feeder program.

⁵ Descriptions of all four routes were obtained from www.pacebus.com.

Recommendation: Although the routes were recently reorganized on June 9, 2008, continue to consider how to incorporate the Pace Bus service into the community by working with Pace Bus representatives, neighboring community leaders, College of DuPage administration and students, and citizens, to increase ridership by reducing the time between pick-ups and drop-offs.

Automobile

The personal automobile is one of the faster means of reaching a destination for local and regional trips, assuming there is no congestion, road construction, etc. The primary market area of the Downtown – generally defined as North Avenue to the north, Butterfield Road to the south, Main Street (Wheaton)/Naperville Road to the west, and I-355 to the east – contains transportation alternatives other than the personal automobile; however, many suburbanites consider using their cars first, other modes (such as bus, bike, walk) second. Traffic, access, circulation, parking supply and parking demand are addressed in this report.

Traffic & Circulation

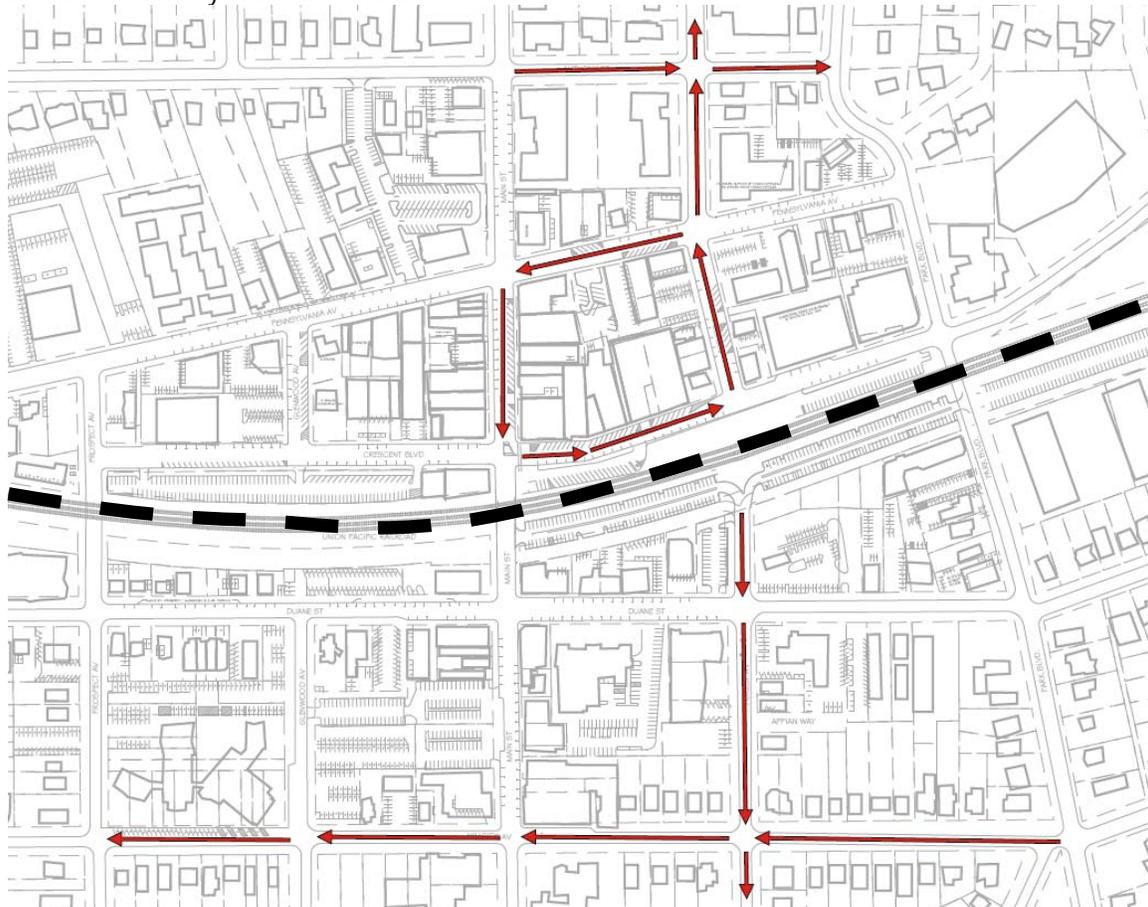
Downtown Glen Ellyn has some unique traffic patterns that may initially confuse drivers who are searching for a parking space. One example is the Horse Trough at the intersection of Main Street and Crescent Avenue. Because it is located in the intersection it forces one block of Main Street to have one-way traffic heading south, whereas the rest of Main Street has two-way traffic. Therefore, northbound drivers are forced into a one-way loop, which can be inconvenient whether they are looking for a parking space or are intending to head north of the Downtown area.

According to information provided by the Village of Glen Ellyn, there has been an average of 8.8 traffic accidents per year within one hundred feet of this intersection, in 2003 to 2007. In 2008 there have already been 14 accidents through the end of June. Some of these accidents involved cars that were parked on Main Street, while other accidents happened at the intersection itself and were most likely due to drivers not understanding who has the right-of-way because of the location of the Horse Trough. In fact, some accidents have involved drivers crashing into the Horse Trough itself, causing damage to it. Relocating the Horse Trough may help reduce confusion at this intersection. If the Horse Trough is relocated then this intersection would need to have its traffic signage updated to further clarify the traffic pattern to drivers. Northbound drivers who have just crossed the railroad tracks should still be prohibited from making a left-hand turn from Main Street onto Crescent Avenue. If a left-hand turn was allowed at this intersection then it would create a potential traffic back-up on Main Street across the railroad tracks, and this situation should be avoided. Therefore, to reiterate, if the Horse Trough is to be relocated then Walker Parking Consultants recommends installing new signage at the intersection to make the traffic patterns very clear to drivers because of the proximity of the train tracks.

As mentioned above, the one-way block of Main Street just north of the Horse Trough also poses an inconvenience to drivers. Changing this block back to two-way traffic flow may also help reduce confusion at the Horse Trough intersection. A number of years ago many cities converted their downtown two-way streets to one-way streets to improve upon roadway traffic flow. Now, however, moving vehicles swiftly through the Downtown area may be counter-productive to providing a vibrant and prosperous Downtown that the Village of Glen Ellyn is seeking. A number of cities are now studying their one-way streets and are converting them back to two-way to improve upon wayfinding and property access. If the Village pursues a two-way traffic option, the angled parking would need to be converted to parallel parking to ensure that drivers don't try to attempt a U-turn into an on-street parking stall. A potential benefit of converting angled parking stalls into parallel parking stalls is to increase sidewalk widths that could accommodate outdoor dining, beautification displays, artwork, etc. The existing daily traffic counts for Glen Ellyn, all fewer than 10,000 vehicles per day (vpd) with Main Street at 9,500 vpd north of the tracks and 8,600 vpd south of the tracks, suggest that two-way streets could be easily accommodated throughout the Downtown study area. The rule of thumb for daily traffic counts is that a typical street can handle 5,000 vpd/lane, which means that a street with two lanes can handle 10,000 vpd. This is not to say that a roadway could not carry more than 5,000 vpd/lane satisfactorily, but it does say that if the traffic volumes are less than 5,000 vpd/lane then the traffic Level of

Service (LOS) will be satisfactory. Many factors weigh into LOS including street width, mix of vehicles, traffic signal timing, roadway grade, etc.; therefore, more analysis is needed when the traffic volumes exceed 5,000 vpd/lane. If the daily traffic counts were to exceed 10,000 vpd then it might warrant keeping the one-way traffic flow on certain streets or increasing the number of lanes in some of the two-way streets. Currently, the Downtown streets only appear to be congested during special events or while traffic is stopped for a train crossing. Two-way streets are recommended in the Downtown to improve business access, to avoid confusion for first-time visitors, and to relieve potential gridlock associated with train traffic. A full traffic engineering study of Downtown streets would determine the types of infrastructure components such as signage, turning lanes, on-street parking adjustments, etc. needed to make the conversion from one-way to two-way traffic a reality.

Circulation Inventory and Traffic Access



Study Zone

The main zone that the parking assessment was performed in is bounded by Anthony Street to the north, Park Boulevard to the east, Hillside Avenue to the south and Western Avenue to the west. The Park/Montclair parking lot and the parking lot and street spaces for Glenbard West High School were also included in the assessment, since they impact parking in the study area. An attached map labeled "Overall Site" shows the main study zone broken up into smaller color-coded zones which are each enlarged on subsequent maps. The purpose of color-coding these zones is to help orient the reader to which part of the Downtown area they are looking at when they compare the enlarged maps to the overall Downtown map.

Circulation

The Downtown area is an isolated neighborhood lacking an arterial. Main Street has an Average Annual Daily Traffic (AADT) count of only 8,600-9,500, and Park Boulevard has an AADT of 9,700; whereas, Roosevelt Road has an AADT of 43,700 and St. Charles/Geneva Road has an AADT of 18,500-19,200. Other area communities with more active downtown centers include: Wheaton (16,800 AADT), Downers Grove (17,100 AADT), and Naperville (26,000 AADT).

Traffic Volume

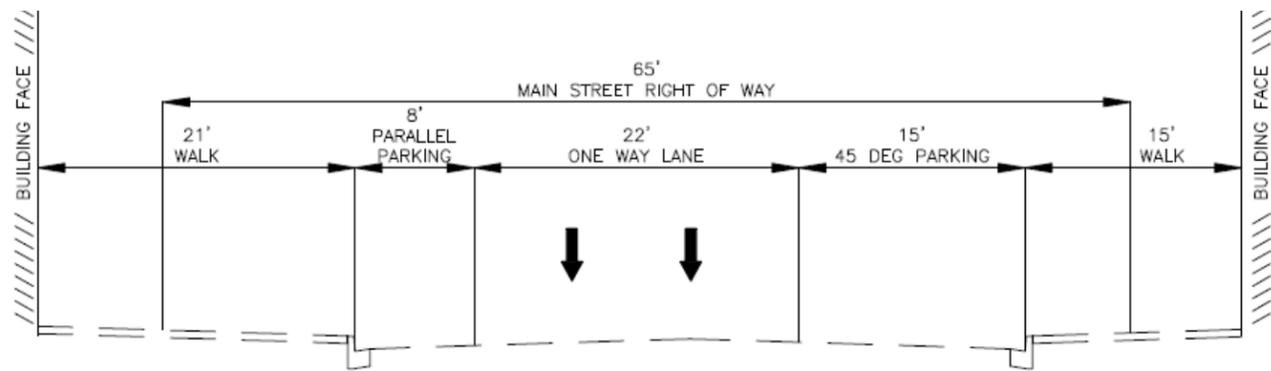
Volume and location of commercial, retail, office, and residential uses have impacts on any downtown or shopping area. Most national chain retailers look for 20,000 vehicles per day (minimum) before considering a site, and Washington Street in Downtown Naperville exceeds the threshold; whereas, Main Street in Downtown Glen Ellyn falls short of the threshold by more than half.

	Glen Ellyn		Wheaton		Downers Grove		Naperville	
	<i>Main Street</i>		<i>Main Street</i>		<i>Main Street</i>		<i>Washington Street</i>	
	North	South	North	South	North	South	North	South
Average Annual Daily Traffic	9,500	8,600	16,800	16,800	17,100	17,100	26,000	26,000

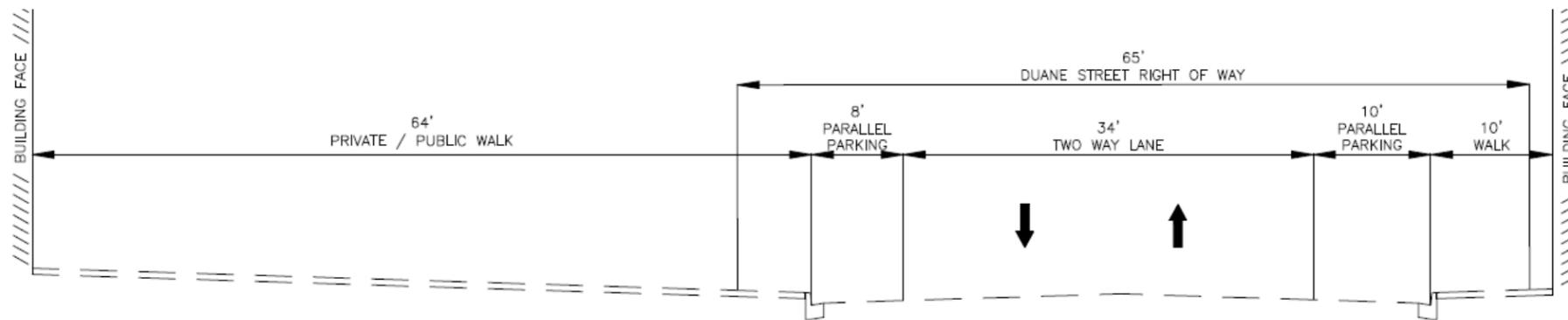
Source: www.gettingaroundillinois.com

Streets

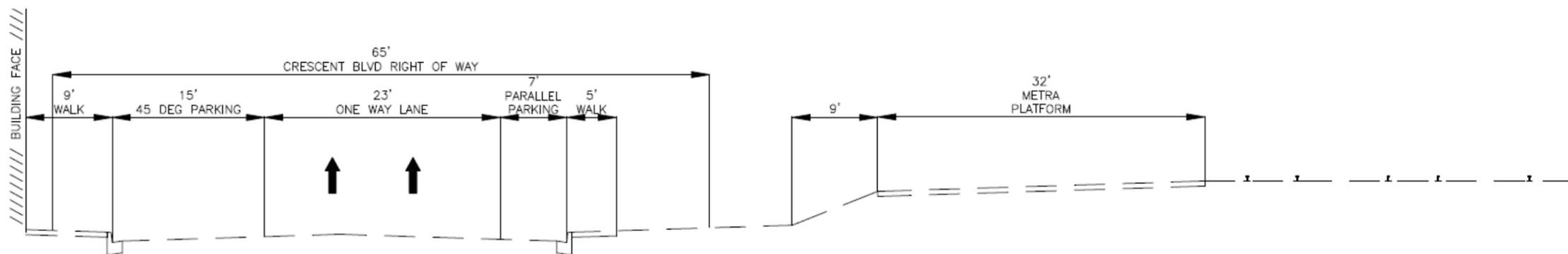
Vehicular traffic is circulated within the Downtown along critical one-way corridors, which creates a circular circulation route. Transit-Oriented Developments (TODs) prefer a grid of interconnected, two-way streets that provide many circulation options to get from "Point A" to "Point B"; however, all personal vehicle circulation is secondary to pedestrian, bicycle, and transit (bus and train) modes of transportation.



MAIN STREET CORRIDOR SECTION A



DUANE STREET CORRIDOR SECTION B



CRESCENT BLVD CORRIDOR SECTION C



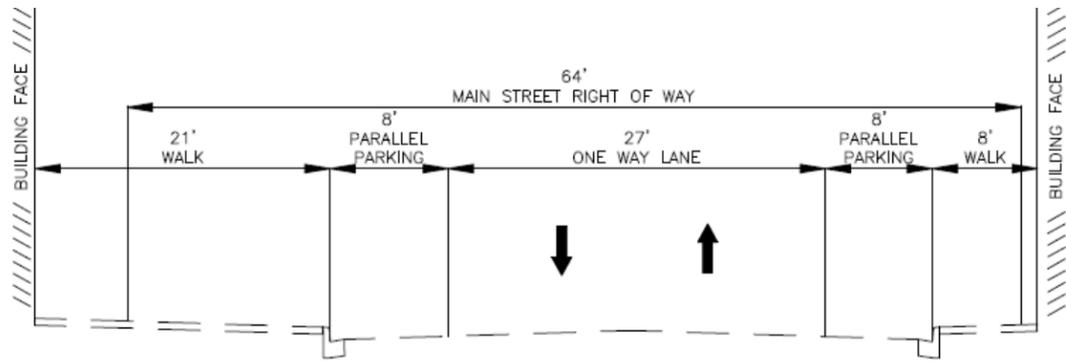
Street Sections



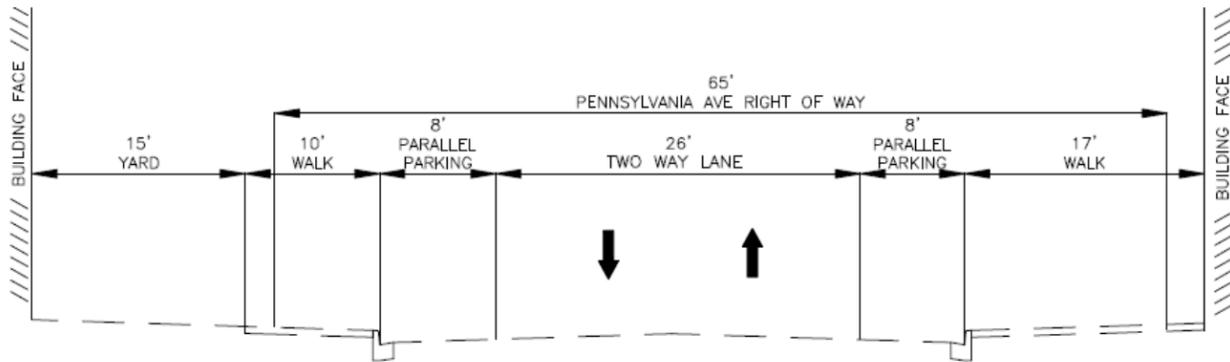
Village of Glen Ellyn Downtown Strategic Plan

April 6, 2008





MAIN STREET CORRIDOR SECTION D



PENNSYLVANIA AVE CORRIDOR SECTION E



Street Sections



Village of Glen Ellyn Downtown Strategic Plan

April 6, 2008



GRUEN GRUEN + ASSOCIATES

Railroad

The Union Pacific Railroad (UPRR) bisects the Downtown into north-south segments, and the rail corridor interrupts the flow of pedestrian, bicycle, and vehicular traffic each time a train passes through the Downtown.

Parking

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

Parking should be shared whenever and wherever possible. The most straightforward example of shared parking is utilizing daytime office parking for evening restaurant and entertainment parking. Rules of Thumb for parking in TODs include the following⁶:

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

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

Parking Availability

An attached map labeled “Major Downtown Public Parking Lots” shows the locations of the major public parking lots in the Downtown area. Each of these lots is then shown enlarged on a subsequent map. During field observations Walker noted how full each lot was at the time of day it was visited, which is indicated as a percentage on the map. Walker observed that most of the lots serving Metra commuters were at least 75% full on a typical weekday in April 2008. A more detailed supply/demand study conducted by Metra in 2007 showed that on a typical weekday the parking lots serving the station were 93% full. Therefore, what Walker observed on April 9, 2008, of their field observations seems to support the data from the past Metra study showing that the train lots were nearly full. Walker’s field observation data is shown in the “Parking Inventory Matrix”. This matrix shows how full the parking lots in the Downtown area were observed to be during various times of day. Glen Ellyn’s Parking Enforcement Officer provided the night/evening parking count data, and Walker provided the daytime counts.

The matrix also includes data on all of the smaller business lots and street parking in the Downtown area, indicating a percentage of how full they were at the times of day they were visited. The areas with the highest percentage of occupied parking spaces were the Blue and Green Zones with 70% and 83% full. The area with the lowest percentage of occupied spaces was the Purple Zone with 45% full. It is interesting to note that the Purple Zone has the largest number of total parking spaces, while the Blue and Green Zones have the smallest numbers of total parking spaces. This indicates that public and private parking is not evenly distributed within the study zone. It is likely that the largest number of retail businesses are located in the Blue and Yellow Zones, which accounts for why there is a higher number of occupied parking spaces in the Zones located to the east of Main Street. Overall, the parking supply in the Downtown area appears to be unevenly distributed between public and private parking, which contributes to the perceived shortage of parking in the area. This is discussed in more detail in the “Parking Supply” section of this report.

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

Hours of Operation

Many of the public parking lots in Downtown Glen Ellyn require a permit to park in them during the main business hours of the day, but are also available to non-permit holders at off-peak hours. Therefore, the parking supply varies throughout the day. Table 1 also includes a list of the hours of availability for street parking and public parking lots.

The following information about downtown parking permits was obtained from the Village of Glen Ellyn:

There is a long waiting list for parking permits: two years is the average wait time. The wait time tends to be a little shorter for merchant permits than for commuter permits. Of 896 total permit holders, 656 are commuters and 240 are merchants. The CBD Employee Lot is reserved for merchants only, while the Main Street, Park-Montclair and Pennsylvania Lots are reserved for commuters only.

The breakdown of costs for permits is as follows:

Train lots (residents of Glen Ellyn):	\$340 per year
Train lots (non-residents):	\$580 per year
Train lots (merchants):	\$220 per year
Other lots (residents):	\$280 per year
Other lots (non-residents):	\$520 per year
Other lots (merchants):	\$160 per year

Permits are renewed on either a quarterly or annual basis. It is very rare for a permit-holder to give up their permit once they've got one; most people will keep their permits for as long as they live in Glen Ellyn.

Permits are assigned to specific lots. Between all of the lots there are 644 total available spaces; therefore, with a total of 896 permits sold, the lots are approximately 39% oversold. The tables below give a breakdown by lot.

There are no other types of parking permits in the Downtown area than what is discussed above.

Public Parking Permits

	Permits			Stalls	Stalls
	Commuter	Merchant	Leased	Available*	Total
Duane/Lorraine	-	-	-	247	247
Crescent/Glenwood	16	107	0	-42	81
Main/Pennsylvania	63	0	25	-10	78
CBD Employee	0	82	25	-56	51
Train Lots	247	51	0	-72	226
Park/Montclair	255	0	0	-89	166
South Main	50	0	0	-8	42
Total	631	240	50	-30	891

* Note: A negative number indicates that the lot is oversold.

Parking Access

Another issue to consider in evaluating the availability of parking in the Downtown area is how easy or difficult the various parking lots are for drivers to access. Since there are a lot of one-way streets in the Downtown area, a driver would need to become somewhat familiar with the traffic flow before they will know how to access each lot. As previously discussed in the "Traffic & Circulation" section, one area which appears to be particularly confusing to drivers is the one-way counterclockwise loop from Main Street heading east on Crescent Avenue to Forest Avenue and Pennsylvania Avenue. Drivers heading north on Main street are forced to take this route, but it doesn't lead

them past any of the larger public parking lots. The *Circulation Inventory and Traffic Access Map* on Page 6-12 illustrates which streets in the Downtown area have one-way traffic flow, and how the one-way loop from Main Street leads driver past more private parking than public parking.

Parking Supply – General Overview

In layman's terms, the "parking supply" is the number of parking spaces available for use within a given area. In this case the area in question is the Downtown study zone. It is important to have a "cushion" of extra spaces in the supply to account for operating fluctuations, vehicle maneuvers, mis-parked vehicles, snow cover, and minor construction, etc. A parking system operates at optimum efficiency at somewhat less than its actual capacity. It is unrealistic to expect an arriving parker to find the last available parking space in a system without significant frustration and the resulting perception that parking is inadequate.

Description of Parking Supply in Downtown Glen Ellyn

The overall study zone provides approximately 3,030 stalls for the Downtown area. Of these spaces, 1,151 are available in "public", off-street parking lots that serve Metra commuters, customers of Downtown businesses and Village employees. Some of these lots require permits for parking or include meters for collecting revenue. Of the 1,151 off-street "public" stalls, 508 off-street stalls are available all day (metered, a daily fee, or free), an additional 45 off-street stalls are available (on average) in the Train A/B/C/D commuter lots immediately surrounding the Glen Ellyn Train Station after 11:00 a.m. Monday-Friday, and an additional 66 off-street stalls are available (on average) in the Park/Montclair commuter lot after 2:00 p.m. Monday-Friday.

Approximately half (247 of 508 stalls) of the all-day public parking stalls are located on the periphery of the Downtown in the Duane/Lorraine Lot west of the Public Library, in a location that is not convenient to Downtown shopping. An added disincentive to park at the Duane/Lorraine Lot is a daily parking fee. Free parking is available in more convenient locations within the core Downtown area.

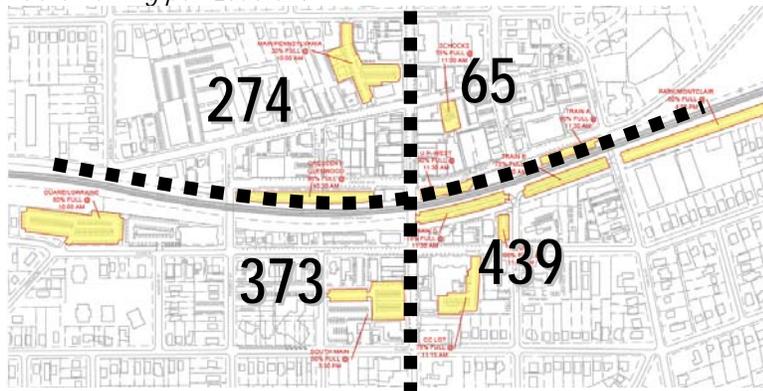
The Park/Montclair commuter lot stalls are also on the periphery of the Downtown, west of Park Boulevard and south of the tracks. Although these stalls are slightly more convenient location-wise than the Duane/Lorraine Lot, they are not as convenient to the Downtown restaurants as the South Main Lot on Main Street between Duane and Hillside.

There are also approximately 1,465 stalls located in various "private" business parking lots that serve individual businesses. These lots do not require permits and do not charge fees, but they are intended to be strictly reserved for customer and employee parking of the businesses that they serve and therefore are not included in the same count as public parking.

The third parking category is on-street "public" parking. There are approximately 414 on-street stalls in the study zone. These stalls are reserved for customer parking only, and most have a three-hour time limit.

Please note that Glenbard West is just east of the Downtown study area, yet it impacts parking at the east end of the Downtown. Parking is available for faculty and student use, and it includes 166 off-street and 50 on-street parking stalls. In addition, some private property owners lease out parking spaces to high school students.

Public Parking per Quadrant



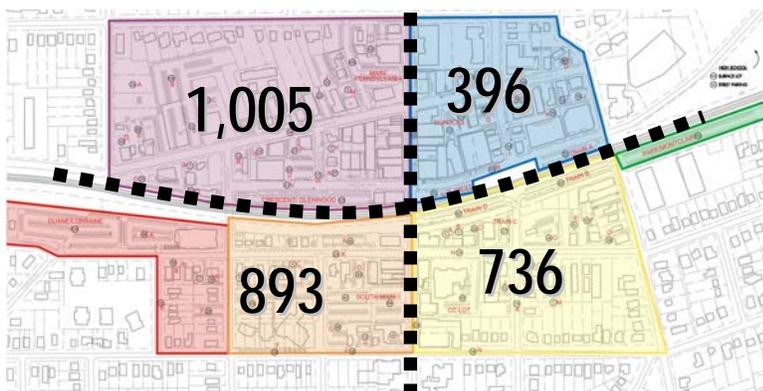
Public Parking = 1,151 stalls



Private Parking = 1,465 stalls

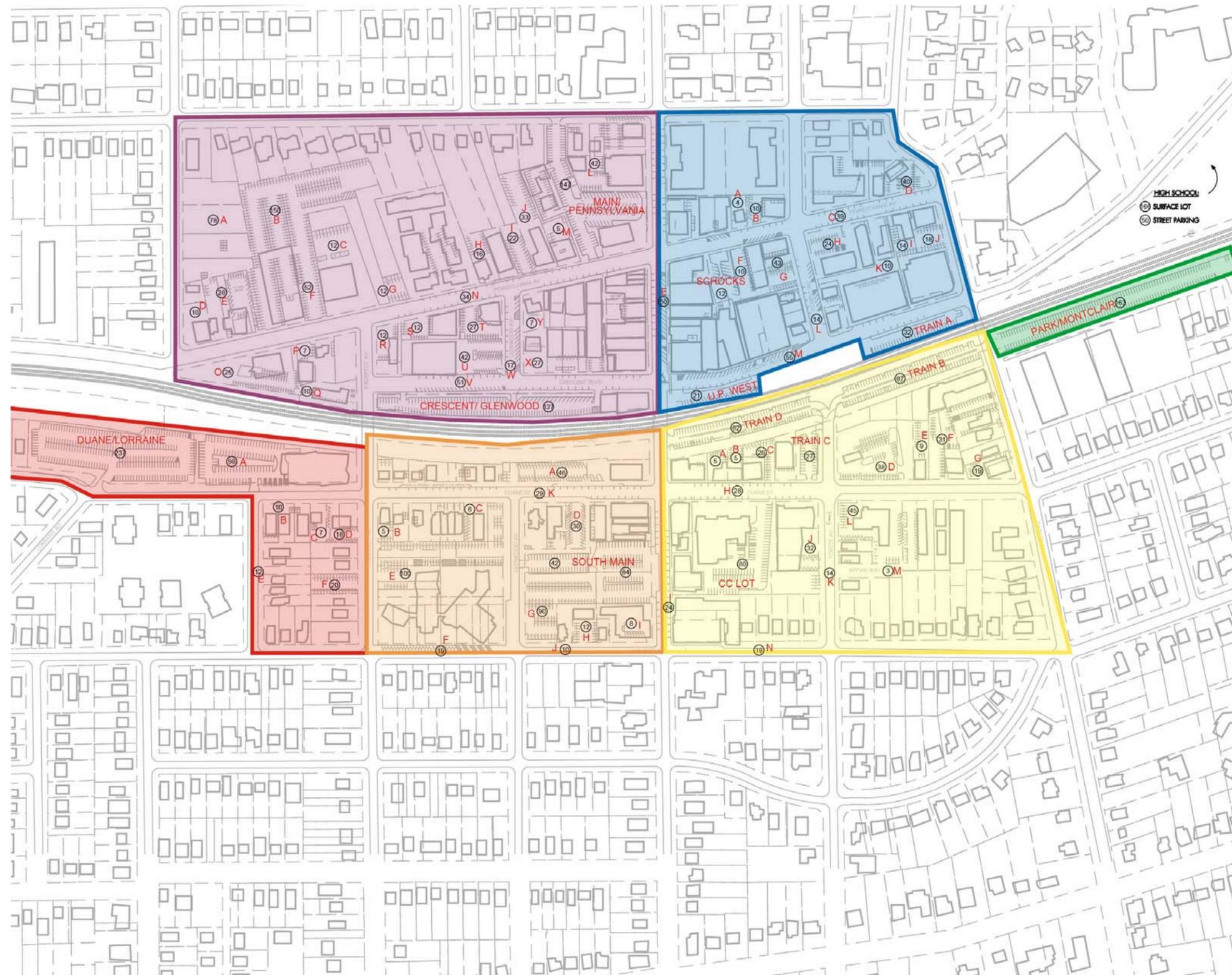


On-Street Parking = 414 stalls



Total Parking = 3,030 stalls

Parking Inventory



OVERALL SITE

PUBLIC SPACES =	1,099
BUSINESS SPACES =	1,723
STREET SPACES =	414
TOTAL SPACES =	3,236



Village of Glen Ellyn
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PURPLE ZONE SPACES

PUBLIC SPACES = 274
 BUSINESS SPACES = 629
 STREET SPACES = 102
 TOTAL SPACES = 1,005



Village of Glen Ellyn
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BLUE ZONE SPACES

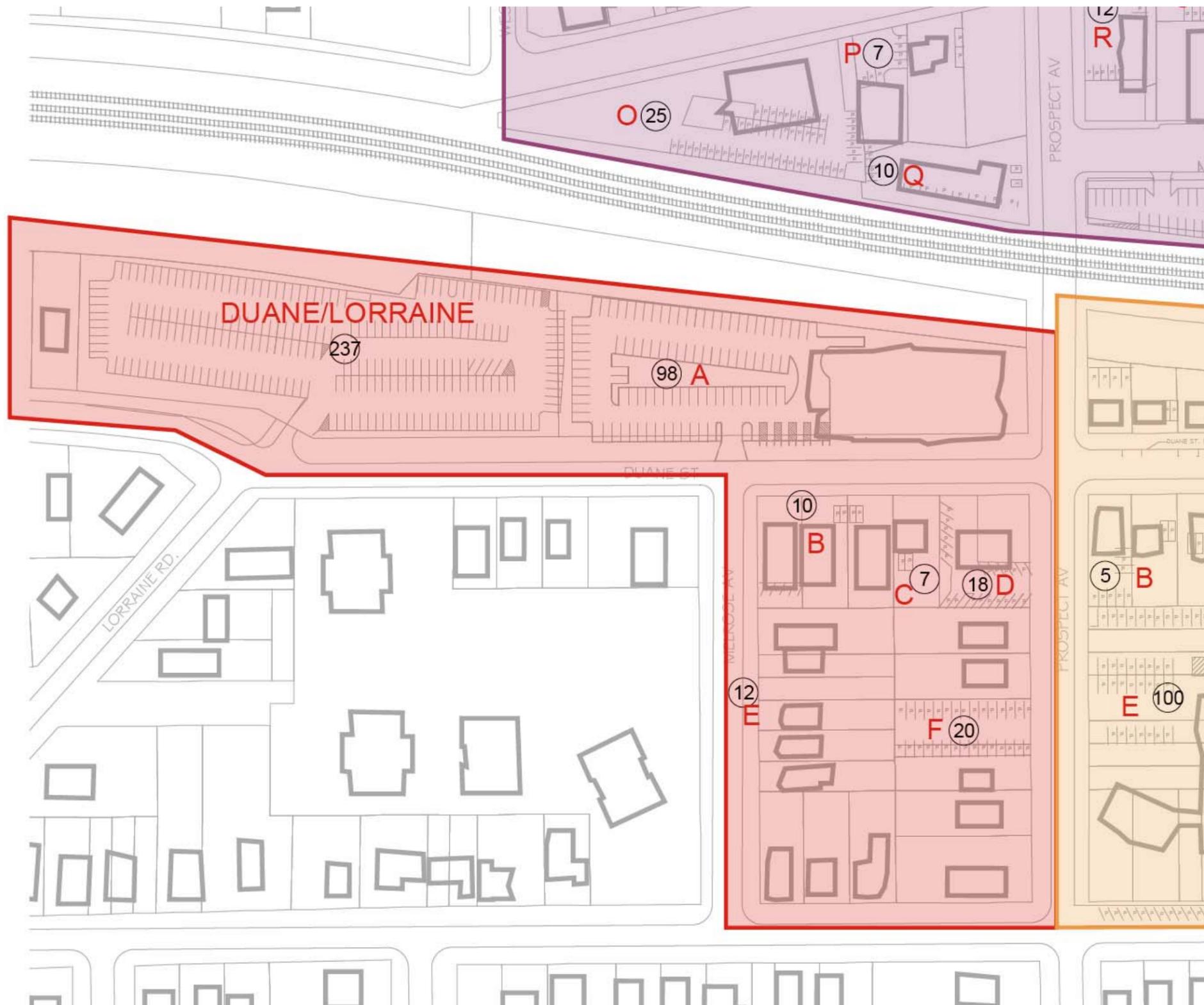
PUBLIC SPACES =	65
BUSINESS SPACES =	173
STREET SPACES =	158
TOTAL SPACES =	396



Village of Glen Ellyn
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RED ZONE SPACES

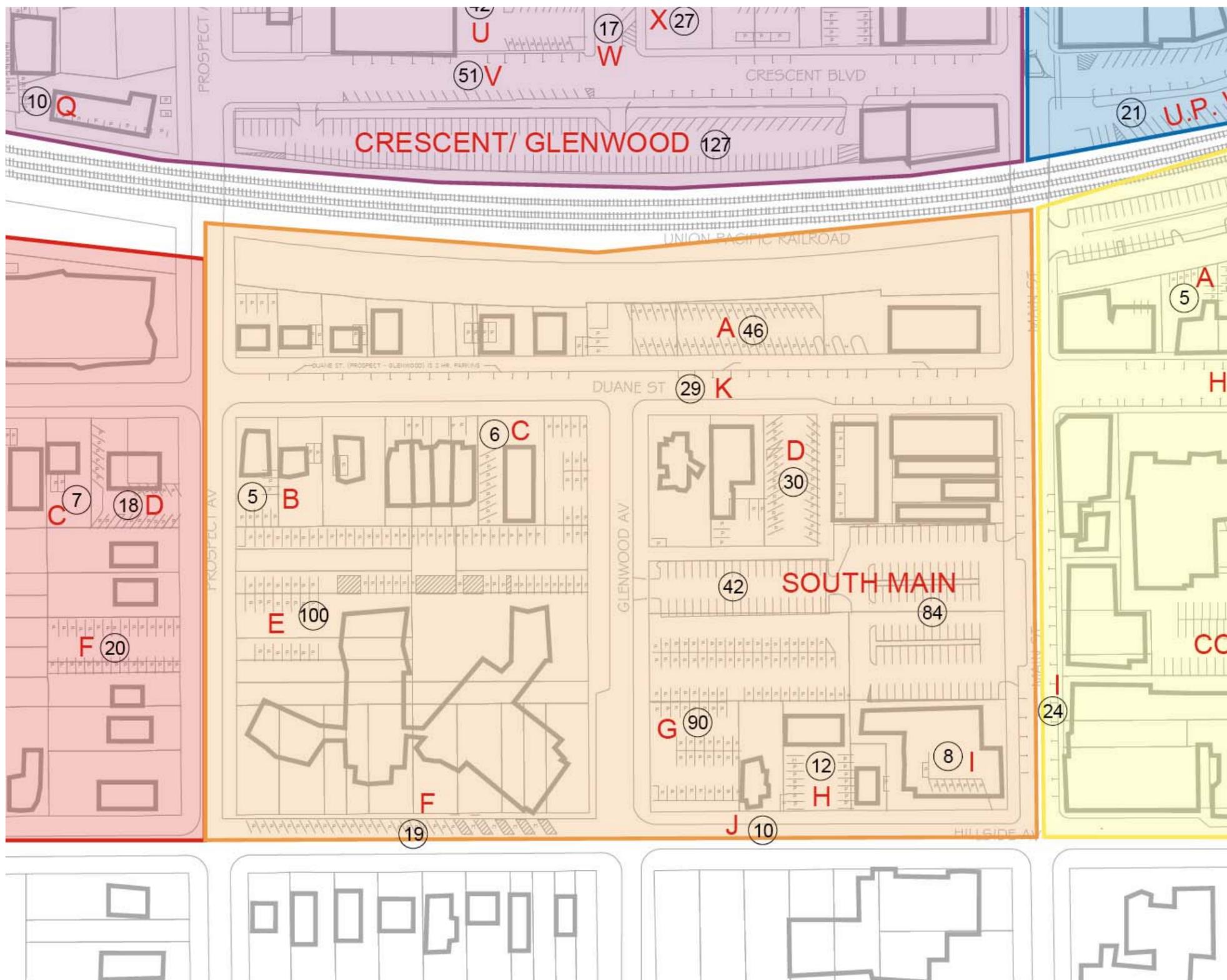
PUBLIC SPACES =	237
BUSINESS SPACES =	153
STREET SPACES =	12
TOTAL SPACES =	402



Village of Glen Ellyn
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ORANGE ZONE SPACES

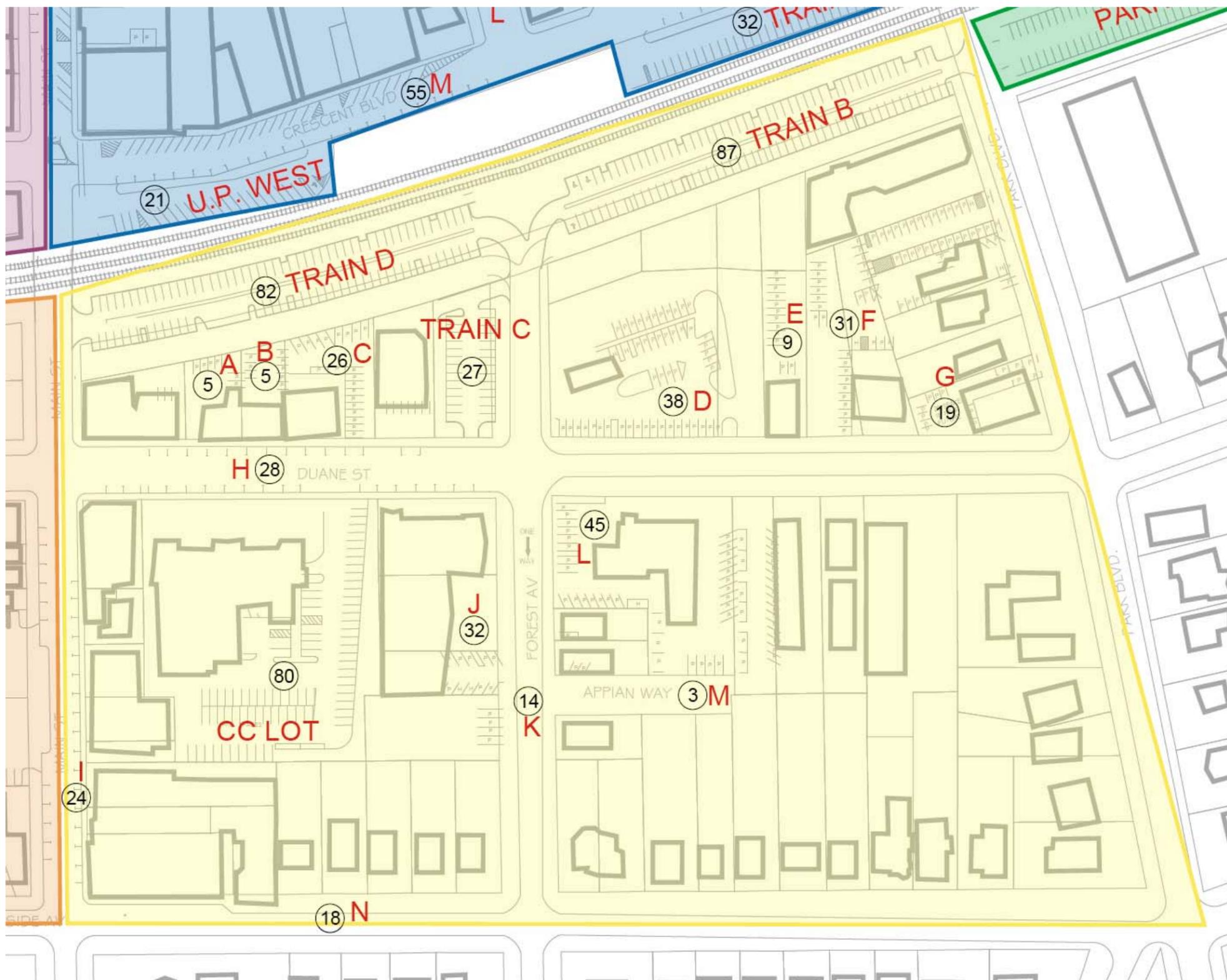
PUBLIC SPACES	=	126
BUSINESS SPACES	=	339
STREET SPACES	=	58
TOTAL SPACES	=	513



Village of Glen Ellyn
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YELLOW ZONE SPACES

PUBLIC SPACES =	276
BUSINESS SPACES =	213
STREET SPACES =	84
TOTAL SPACES =	573



Village of Glen Ellyn
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VILLAGE OF GLEN ELLYN
1834

GREEN ZONE SPACES

PUBLIC SPACES =	163
BUSINESS SPACES =	216
STREET SPACES =	0
TOTAL SPACES =	379

TOWN BUILDER STUDIOS

Village of Glen Ellyn
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WALKER PARKING CONSULTANTS

BauerLatoza STUDIO

GRUEN GRUEN + ASSOCIATES

Parking Inventory Matrix

Lot Name or Street Segment	Type	Total Parking Stalls	Field Observation #1: April 9, 2008			Field Observation #2: June 26, 2008			Field Observation #3: June 27, 2008			Field Observation #4: June 28, 2008			Parking Restrictions
			Number of Stalls Occupied	Percent of Stalls Occupied	Time	Number of Stalls Occupied	Percent of Stalls Occupied	Time	Number of Stalls Occupied	Percent of Stalls Occupied	Time	Number of Stalls Occupied	Percent of Stalls Occupied	Time	
Purple Zone:															
Main/Pennsylvania	public lot	147	44	30%	10:00 a.m.	48	33%	6:32 p.m.	17	12%	7:01 p.m.	19	13%	6:40 p.m.	3-hour limit (parking meters)
Crescent/Glenwood	public lot	127	114	90%	10:30 a.m.	42	33%	6:37 p.m.	34	27%	7:05 p.m.	14	11%	6:50 p.m.	3-hour & 6-hour limit (parking meters)
Lot "A"	business lot	78	39	50%	9:30 a.m.										
Lot "B"	business lot	150	30	20%	9:30 a.m.										
Lot "C"	business lot	12	1	10%	9:30 a.m.										
Lot "D"	business lot	10	5	50%	9:45 a.m.										
Lot "E"	business lot	28	14	50%	9:45 a.m.										
Lot "F"	business lot	52	52	100%	9:45 a.m.										
Lot "G"	business lot	12	3	25%	9:45 a.m.										
Lot "H"	business lot	16	8	50%	10:00 a.m.	2	13%	6:49 p.m.	2	13%	7:09 p.m.	2	13%	6:55 p.m.	
Lot "I"	business lot	22	2	10%	10:00 a.m.										
Lot "J"	business lot	33	3	10%	10:00 a.m.										
Lot "L"	business lot	42	14	33%	10:00 a.m.	3	7%	6:48 p.m.	1	2%	7:09 p.m.	1	2%	6:48 p.m.	
Lot "M"	business lot	5	3	50%	10:00 a.m.										
Pennsylvania Avenue ("N")	street parking	34	20	60%	10:15 a.m.	26	76%	6:34 p.m.	31	91%	7:05 p.m.	31	91%	6:49 p.m.	3-hour parking limit
Lot "O"	business lot	25	13	50%	10:15 a.m.										
Lot "P"	business lot	7	0	0%	10:15 a.m.										
Lot "Q"	business lot	10	5	50%	10:15 a.m.										
Lot "R"	business lot	12	6	50%	10:30 a.m.										
Lot "S"	business lot	12	0	0%	10:30 a.m.	12	100%	6:20 p.m.	12	100%	7:10 p.m.	12	100%	6:47 p.m.	
Lot "T"	business lot	27	14	50%	10:45 a.m.	24	89%	6:34 p.m.	27	100%	7:10 p.m.	27	100%	6:47 p.m.	
Lot "U"	business lot	42	2	5%	10:45 a.m.	3	7%	6:35 p.m.	13	31%	7:08 p.m.	9	21%	6:51 p.m.	
Crescent Blvd. ("V")	street parking	51	31	60%	10:30 a.m.	19	37%	6:39 p.m.	17	33%	7:07 p.m.	12	24%	6:53 p.m.	3-hour parking limit
Glenwood Avenue ("W")	street parking	17	14	80%	10:45 a.m.	13	76%	6:35 p.m.	17	100%	7:08 p.m.	17	100%	6:57 p.m.	3-hour parking limit
Lot "X"	business lot	27	14	50%	10:45 a.m.	25	93%	6:36 p.m.	25	93%	7:06 p.m.	3	11%	6:53 p.m.	
Lot "Y"	business lot	7	2	33%	10:45 a.m.										
Total for Purple Zone:		1,005	452	45%		217	22%		196	20%		147	15%		
Blue Zone:															
Schocks	public lot	12	9	75%	11:00 a.m.	9	75%	6:18 p.m.	4	33%	6:52 p.m.	7	58%	6:35 p.m.	
U.P. West	public lot	21	19	90%	11:30 a.m.	15	71%	6:30 p.m.	20	95%	7:02 p.m.	19	90%	6:40 p.m.	3-hour limit (parking meters)
Train A	public lot	32	29	90%	11:30 a.m.	21	66%	5:58 p.m.	15	47%	6:46 p.m.	29	91%	6:24 p.m.	Permit only until 11:00 a.m. Mon - Fri
Lot "A"	business lot	4	3	75%	11:15 a.m.										
Lot "B"	business lot	10	5	50%	11:15 a.m.	0	0%	6:43 p.m.	0	0%	6:57 p.m.	3	30%	6:34 p.m.	
Pennsylvania Avenue ("C")	street parking	39	23	60%	11:15 a.m.	26	67%	6:05 p.m.	12	31%	6:50 p.m.	8	21%	6:45 p.m.	3-hour parking limit
Lot "D"	business lot	40	13	33%	11:15 a.m.										
Main Street ("E")	street parking	50	40	80%	11:00 a.m.	40	80%	6:10 p.m.	38	76%	6:50 p.m.	46	92%	6:40 p.m.	3-hour parking limit
Lot "F"	business lot	10	0	0%	11:00 a.m.	3	30%	6:06 p.m.	0	0%	6:51 p.m.	0	0%	6:34 p.m.	
Lot "G"	business lot	43	34	80%	11:00 a.m.	26	60%	6:05 p.m.	16	37%	6:50 p.m.	39	91%	6:32 p.m.	
Lot "H"	business lot	24	12	50%	11:45 a.m.										
Lot "I"	business lot	14	7	50%	11:45 a.m.	1	7%	6:01 p.m.	2	14%	6:56 p.m.	0	0%	6:30 p.m.	
Lot "J"	business lot	18	9	50%	11:45 a.m.	0	0%	6:02 p.m.	0	0%	6:43 p.m.	0	0%	6:34 p.m.	
Lot "K"	business lot	10	5	50%	11:45 a.m.	4	40%	6:02 p.m.	0	0%	6:43 p.m.	7	70%	6:34 p.m.	
Forest Avenue ("L")	street parking	14	14	100%	11:30 a.m.	14	100%	6:00 p.m.	14	100%	6:49 p.m.	14	100%	6:26 p.m.	3-hour parking limit
Crescent Blvd. ("M")	street parking	55	55	100%	11:30 a.m.	45	82%	5:59 p.m.	45	82%	6:54 p.m.	43	78%	6:42 p.m.	3-hour parking limit
Total for Blue Zone:		396	278	70%		204	52%		166	42%		215	54%		

Lot Name or Street Segment	Type	Total Parking Stalls	Field Observation #1: March 14, 2008			Field Observation #2: June 26, 2008			Field Observation #3: June 27, 2008			Field Observation #4: June 28, 2008			Parking Restrictions
			Number of Stalls Occupied	Percent of Stalls Occupied	Time	Number of Stalls Occupied	Percent of Stalls Occupied	Time	Number of Stalls Occupied	Percent of Stalls Occupied	Time	Number of Stalls Occupied	Percent of Stalls Occupied	Time	
Green Zone:															
Park/Montclair	public lot	163	98	60%	4:00 p.m.	108	66%	5:52 p.m.	25	15%	6:19 p.m.	2	1%	6:02 p.m.	Permit only until 2:00 p.m. Mon - Fri
Glenbard West High School	surface lot	166	166	100%	4:00 p.m.	9	5%	6:25 p.m.	6	4%	6:45 p.m.	1	1%	6:22 p.m.	
Glenbard West High School	street parking	50	50	100%	4:00 p.m.	10	20%	6:25 p.m.	0	0%	6:46 p.m.	0	0%	6:23 p.m.	
Total for Green Zone:		379	314	83%		127	34%		31	8%			0%		
Yellow Zone:															
Train B	public lot	87	65	75%	11:30 a.m.	32	37%	5:49 p.m.	45	52%	6:26 p.m.	66	76%	6:19 p.m.	Permit only until 11:00 a.m. Mon - Fri
Train C	public lot	27	27	100%	11:15 a.m.	9	33%	5:47 p.m.	9	33%	6:24 p.m.	23	85%	6:18 p.m.	
Train D	public lot	82	62	75%	11:30 a.m.	56	68%	5:47 p.m.	30	37%	6:25 p.m.	31	38%	6:18 p.m.	Permit only until 11:00 a.m. Mon - Fri
CC Lot	public lot	80	60	75%	11:15 a.m.	65	81%	7:00 p.m.	20	25%	7:34 p.m.	18	23%	7:04 p.m.	
Lot "A"	business lot	5	1	20%	11:15 a.m.										2-hour parking limit
Lot "B"	business lot	5	1	20%	11:15 a.m.										
Lot "C"	business lot	26	7	25%	11:15 a.m.	8	31%	5:37 p.m.	13	50%	6:10 p.m.	1	4%	6:00 p.m.	
Lot "D"	business lot	38	19	50%	11:00 a.m.										
Lot "E"	business lot	9	5	50%	10:45 a.m.										
Lot "F"	business lot	31	16	50%	10:45 a.m.	20	65%	5:57 p.m.	1	3%	6:22 p.m.	0	0%	6:01 p.m.	
Lot "G"	business lot	19	10	50%	10:45 a.m.	1	5%	5:58 p.m.	1	5%	6:21 p.m.	0	0%	6:01 p.m.	
Duane Street ("H")	street parking	28	28	100%	11:00 a.m.	12	43%	5:37 p.m.	20	71%	6:12 p.m.	15	54%	6:14 p.m.	3-hour parking limit
Main Street ("I")	street parking	24	24	100%	11:00 a.m.	20	83%	5:42 p.m.	24	100%	6:15 p.m.	24	100%	6:17 p.m.	
Lot "J"	business lot	32	11	33%	11:00 a.m.	1	3%	5:40 p.m.	0	0%	6:14 p.m.	0	0%	6:03 p.m.	
Forest Avenue ("K")	street parking	14	11	75%	11:00 a.m.	4	29%	5:21 p.m.	2	14%	6:00 p.m.	1	7%	6:18 p.m.	4-hour parking limit
Lot "L"	business lot	45	5	10%	11:00 a.m.	5	11%	5:39 p.m.	2	4%	6:13 p.m.	0	0%	6:01 p.m.	
Lot "M"	business lot	3	3	100%	11:00 a.m.										
Hillside Avenue ("N")	street parking	18	16	90%	11:00 a.m.	8	44%	5:24 p.m.	7	39%	6:01 p.m.	2	11%	6:06 p.m.	3-hour parking limit
Total for Yellow Zone:		573	368	64%		241	42%		174	30%		181	32%		
Orange Zone:															
South Main	public lot	126	63	50%	3:30 p.m.	106	84%	5:44 p.m.	126	100%	6:15 p.m.	126	100%	6:17 p.m.	3-hour & 6-hour limit (parking meters)
Lot "A"	business lot	46	35	75%	3:30 p.m.	18	39%	5:26 p.m.	9	20%	6:07 p.m.	0	0%	6:11 p.m.	
Lot "B"	business lot	5	1	25%	3:15 p.m.										
Lot "C"	business lot	6	3	50%	3:15 p.m.										
Lot "D"	business lot	30	15	50%	3:30 p.m.	9	30%	5:36 p.m.	2	7%	6:08 p.m.	0	0%	6:11 p.m.	
Lot "E"	business lot	100	100	100%	3:15 p.m.										
Hillside Avenue east ("F")	street parking	19	14	75%	3:45 p.m.	8	42%	5:23 p.m.	19	100%	6:10 p.m.	10	53%	6:05 p.m.	3-hour parking limit
Lot "G"	business lot	90	9	10%	3:30 p.m.	2	2%	5:28 p.m.	18	20%	6:07 p.m.	84	93%	6:09 p.m.	
Lot "H"	business lot	12	9	75%	3:30 p.m.	0	0%	5:25 p.m.	6	50%	6:01 p.m.	0	0%	6:04 p.m.	
Lot "I"	business lot	8	4	50%	3:45 p.m.	3	38%	5:25 p.m.	1	13%	6:01 p.m.	0	0%	6:04 p.m.	
Hillside Avenue west ("J")	street parking	10	5	50%	3:45 p.m.	4	40%	5:23 p.m.	10	100%	6:02 p.m.	8	80%	6:05 p.m.	3-hour parking limit
Duane Street ("K")	street parking	29	15	50%	3:15 p.m.	13	45%	5:27 p.m.	15	52%	6:11 p.m.	27	93%	6:12 p.m.	
Total for Orange Zone:		481	273	57%		163	34%		206	43%		255	53%		
Red Zone:															
Duane/Lorraine	public lot	237	190	80%	10:00 a.m.	141	59%	5:33 p.m.	60	25%	6:05 p.m.	8	3%	6:08 p.m.	Daily parking for \$1.50
Lot "A"	business lot	98	49	50%	9:30 a.m.	16	16%	5:34 p.m.	3	3%	6:05 p.m.	0	0%	6:09 p.m.	
Lot "B"	business lot	10	8	80%	10:15 a.m.										
Lot "C"	business lot	7	0	0%	10:15 a.m.	1	14%	5:30 p.m.	2	29%	6:06 p.m.	0	0%	6:10 p.m.	
Lot "D"	business lot	18	2	10%	10:15 a.m.										
Melrose Avenue ("E")	street parking	12	1	10%	10:00 a.m.	2	17%	5:30 p.m.	3	25%	6:09 p.m.	2	17%	6:07 p.m.	3-hour parking limit
Lot "F"	business lot	20	15	75%	10:15 a.m.										
Total for Red Zone:		402	265	66%		160	40%		68	17%		10	2%		
Grand Total:		3,236	1,948	60%											

It should be noted that all of the above parking inventory counts are approximate. This is due to the fact that some of the lots do not have paint stripes, which mostly applies to the business parking count category. Of the public lots, the only lot that wasn't striped at the time of the parking counts is the Park/Montclair lot. It has since been reconstructed, and it contains 167 stalls.

The maps on Page 6-20 illustrate the proportion of public parking spaces to private parking spaces in the Downtown area. It can easily be seen that there is a larger area of private spaces than public spaces. As noted above, there are 1,723 private spaces and 1,513 public spaces (including street parking). This means that more than half of the parking spaces in the Downtown area are reserved for private use. Again, it is important to note that the private spaces are in privately owned lots that are reserved for patrons of each particular business. The public is not allowed to park in these spaces while going to other businesses or events, or else the business owners can have their cars towed. Therefore, the supply of parking spaces that is available to the general public is much lower than the overall Downtown parking supply. If the private businesses did not have their own parking lots then there would only be 1,513 parking spaces available in the entire Downtown area. This is why there is a perceived parking shortage in the Downtown area: there is not an "even" supply of both public and private parking.

One reason for the public parking supply being lower than the private parking supply is that the C5A zoning district (which the Downtown area belongs to) does not require parking spaces to be provided at all for downtown businesses – these businesses are allowed to rely on street parking to meet their supply needs, and street parking only makes up about 13% of the overall Downtown parking supply. One component of parking that the Downtown area lacks is a "shared parking" supply, in which a person could park in a single parking lot or structure and then walk to multiple businesses in the Downtown area without having to worry about re-parking in each business's private lot or on the street.

Supply Characteristics of a Typical Downtown

Most successful downtowns have parking hassles – if they didn't, they wouldn't be successful. Parking demand is highest at the point of destination, and the demand decreases as the distance of the parking stall from the desired destination increases; therefore, parking meters are generally found in the most desirable parking locations and not in the outlying parking areas.

On-street parking is a part of the downtown. If there is enough right-of-way, angled parking is a good choice because it provides more stalls per block length; if sidewalk space is limited, parallel parking can maximize the sidewalk dimension while still accommodating flow-through traffic. An added bonus to parallel parking is that it serves as a protective physical barrier between the pedestrian and the vehicular through-traffic, providing peace of mind for the pedestrian.

Surface lots are minimized, due to the higher land values associated with downtown locations and the noticeable physical gaps they can create in the streetscape.

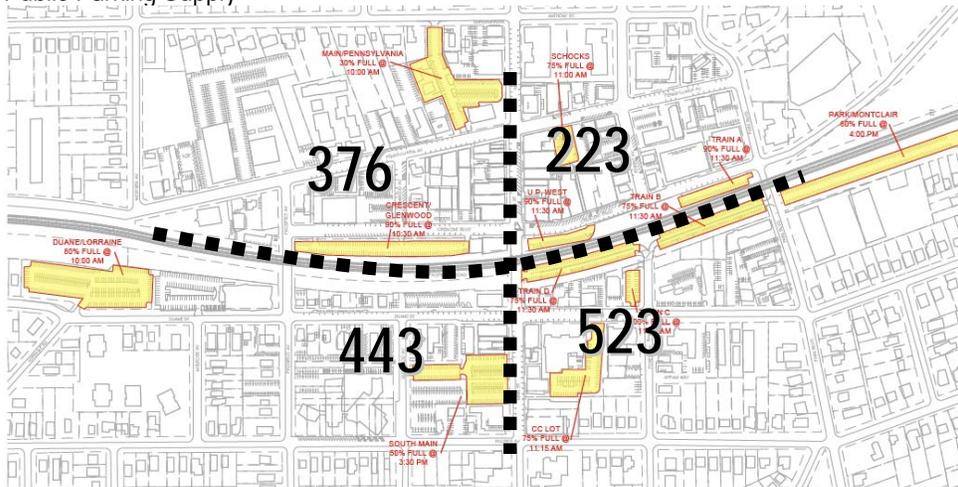
In general, the costs associated with structured parking can be justified and better-absorbed where the demand for parking is the highest – within or near the heart of the downtown..

Supply Characteristics of Downtown Glen Ellyn Parking

The public off-street parking is concentrated primarily along the rail corridor. All public parking – commuter, general public, and on-street – is maintained by the Department of Public Works and enforced by the Police Department.

- **Commuter Lots.** In general, these lots are located on lands owned by the railway and are maintained and enforced by the Village's Department of Public Works and Police Department, respectively.
- **Public Lots.** In general, these lots are owned by the Village. A few lots are one block off the rail corridor, with two adjacent to civic buildings (the Civic Center and the Fire Station) and one stand-alone lot (the South Main lot).
- **Private Lots.** These lots are spread throughout Downtown, with a greater number of stalls in the northwest quadrant of the Downtown, due to the DuPage Medical Clinic parking needs. Private lots serve the properties on which they are located, and are utilized by building owners, business owners, employees, and customers of the establishments.
- **On-Street Parking.** These parallel and angled stalls are located in public rights-of-way under the Village's jurisdiction.

Public Parking Supply



Private Parking Supply





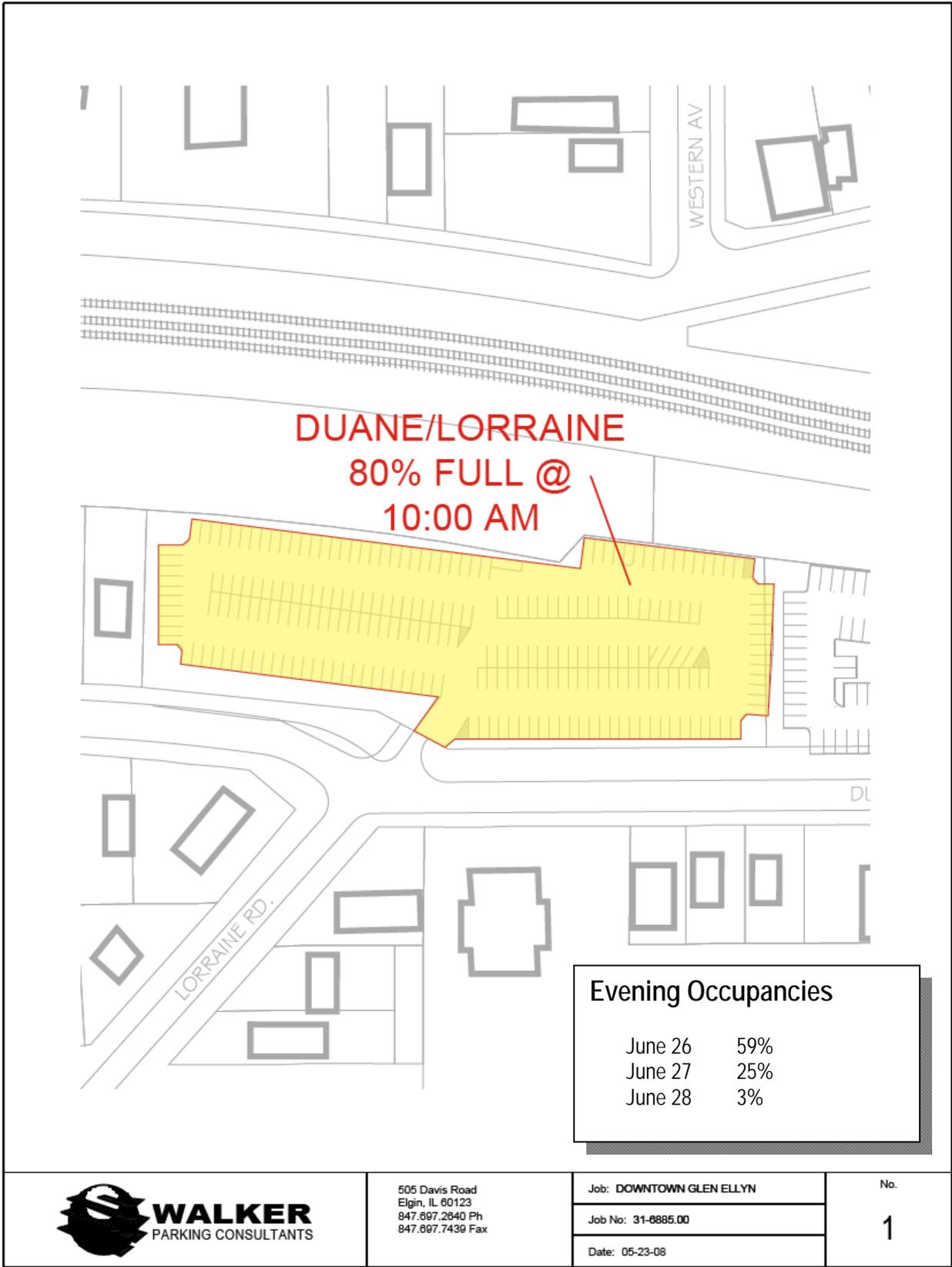
**MAJOR DOWNTOWN
PUBLIC PARKING LOTS**

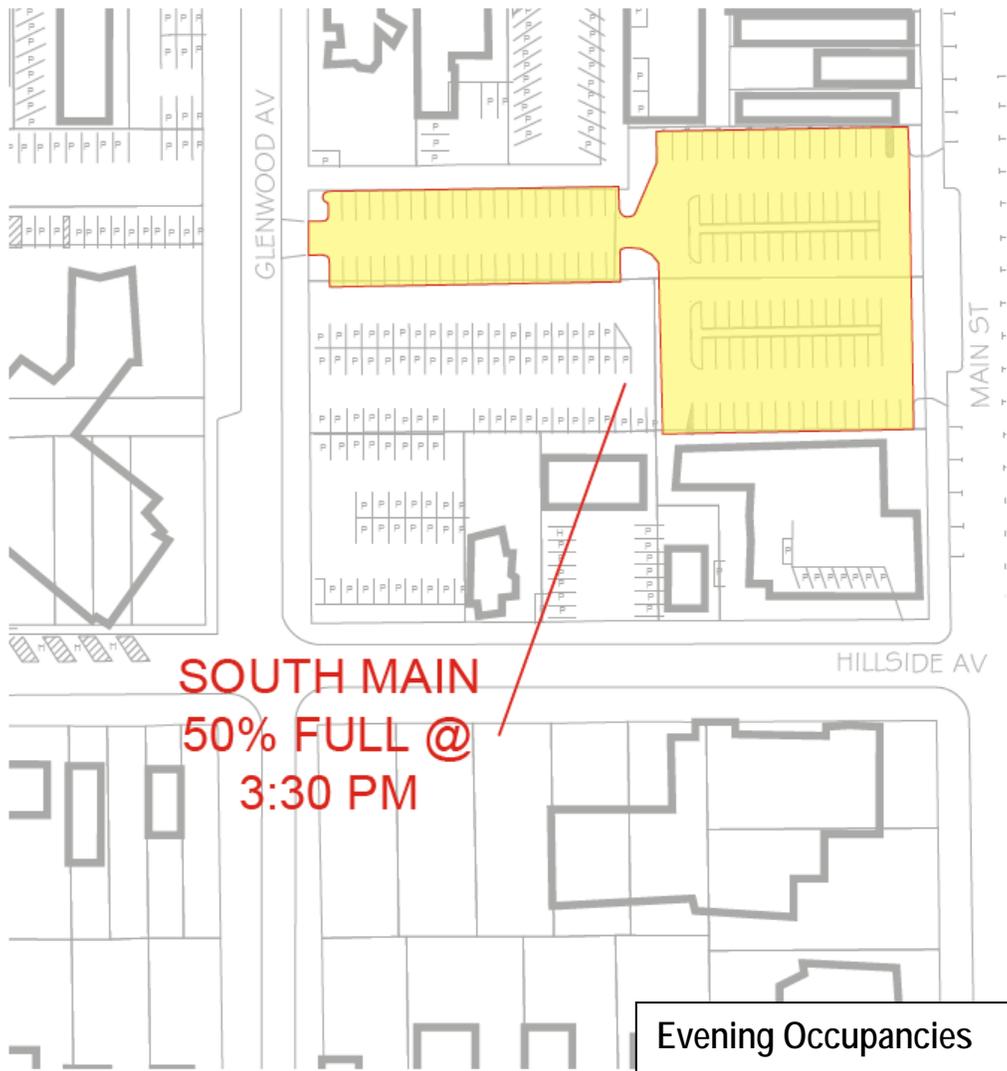


Village of Glen Ellyn
Downtown Strategic
Plan

April 6, 2008







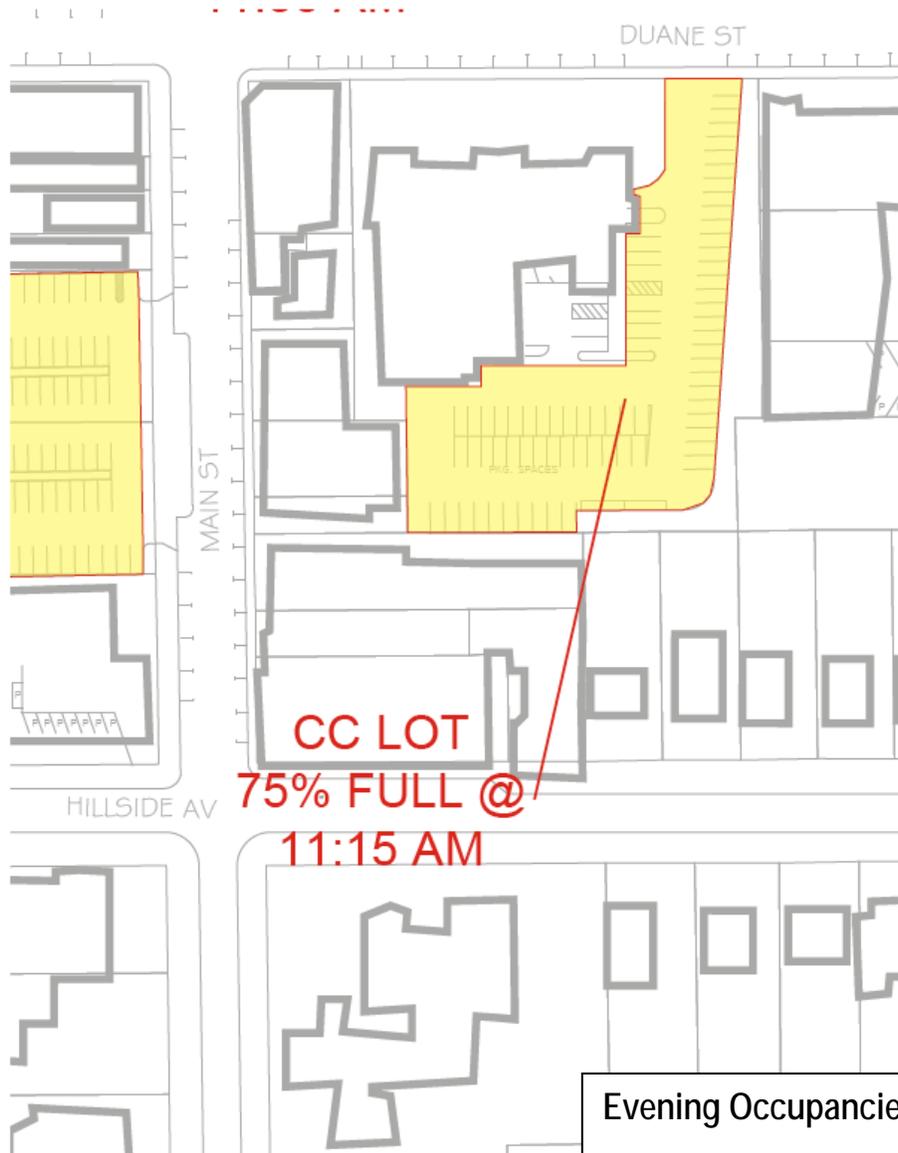
Evening Occupancies	
June 26	84%
June 27	100%
June 28	100%



505 Davis Road
 Elgin, IL 60123
 847.697.2640 Ph
 847.697.7439 Fax

Job: **DOWNTOWN GLEN ELLYN**
 Job No: 31-6885.00
 Date: 05-23-08

No.
2



Evening Occupancies	
June 26	81%
June 27	25%
June 28	23%



505 Davis Road
Elgin, IL 60123
847.697.2640 Ph
847.697.7439 Fax

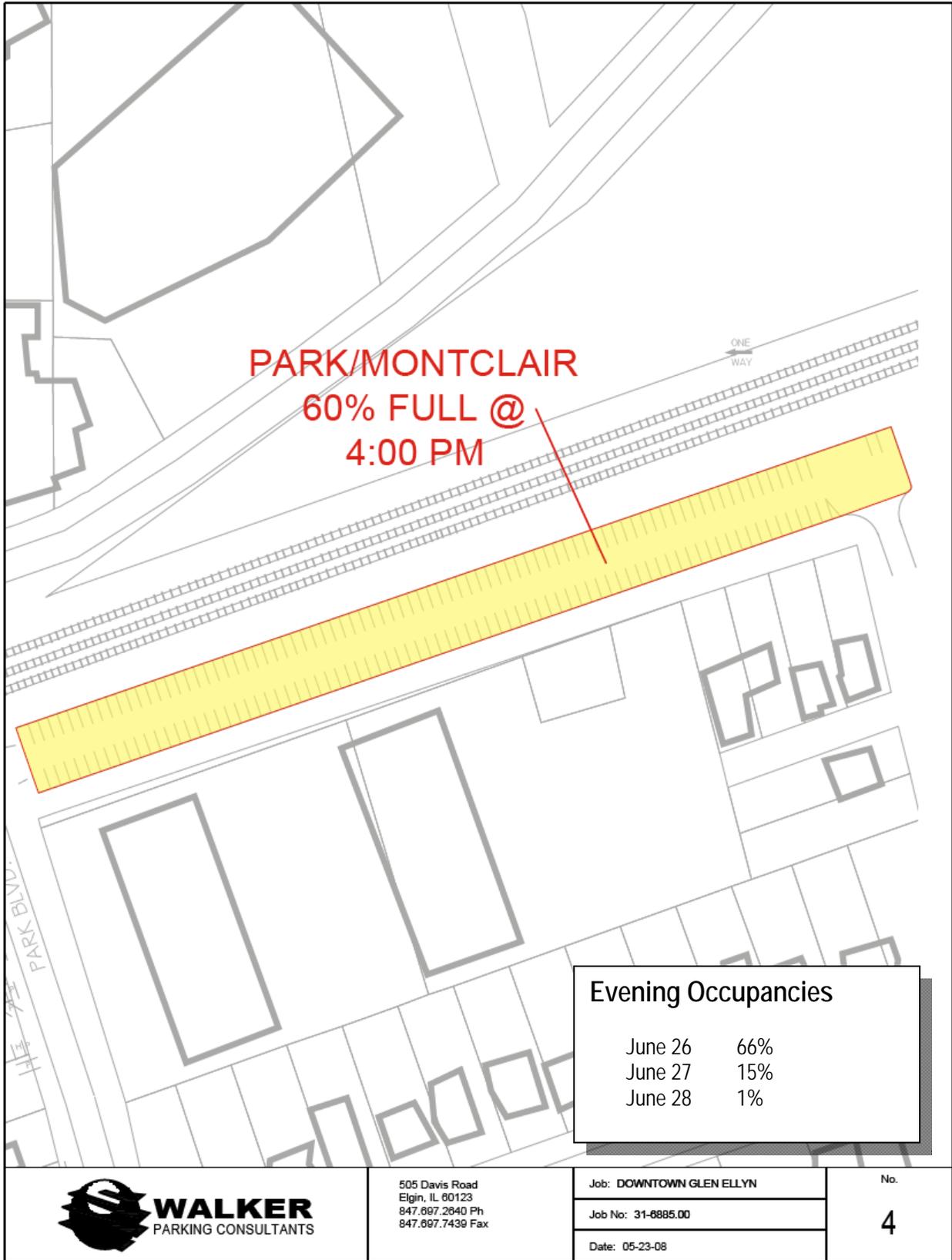
Job: DOWNTOWN GLEN ELLYN

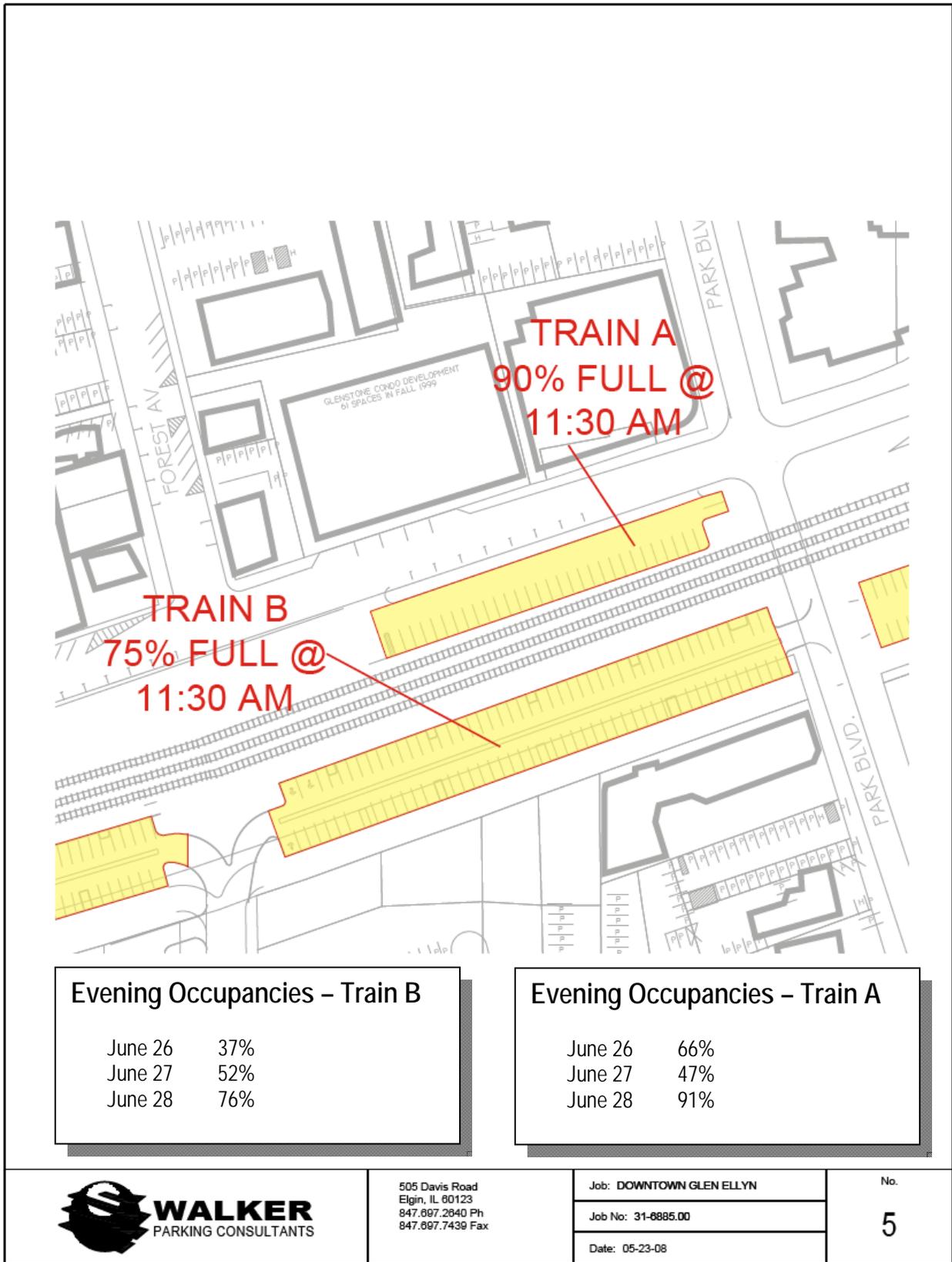
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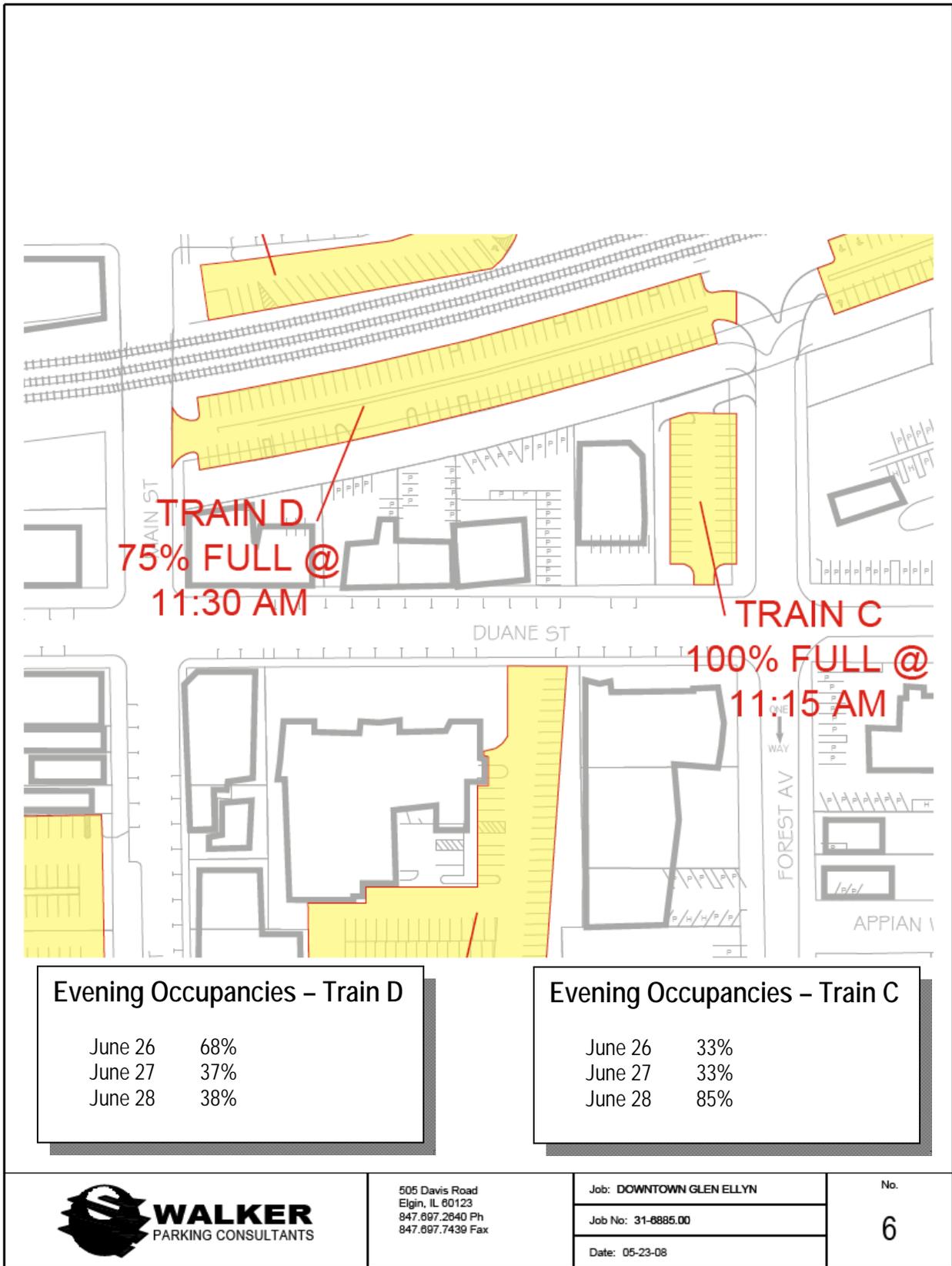
Date: 05-23-08

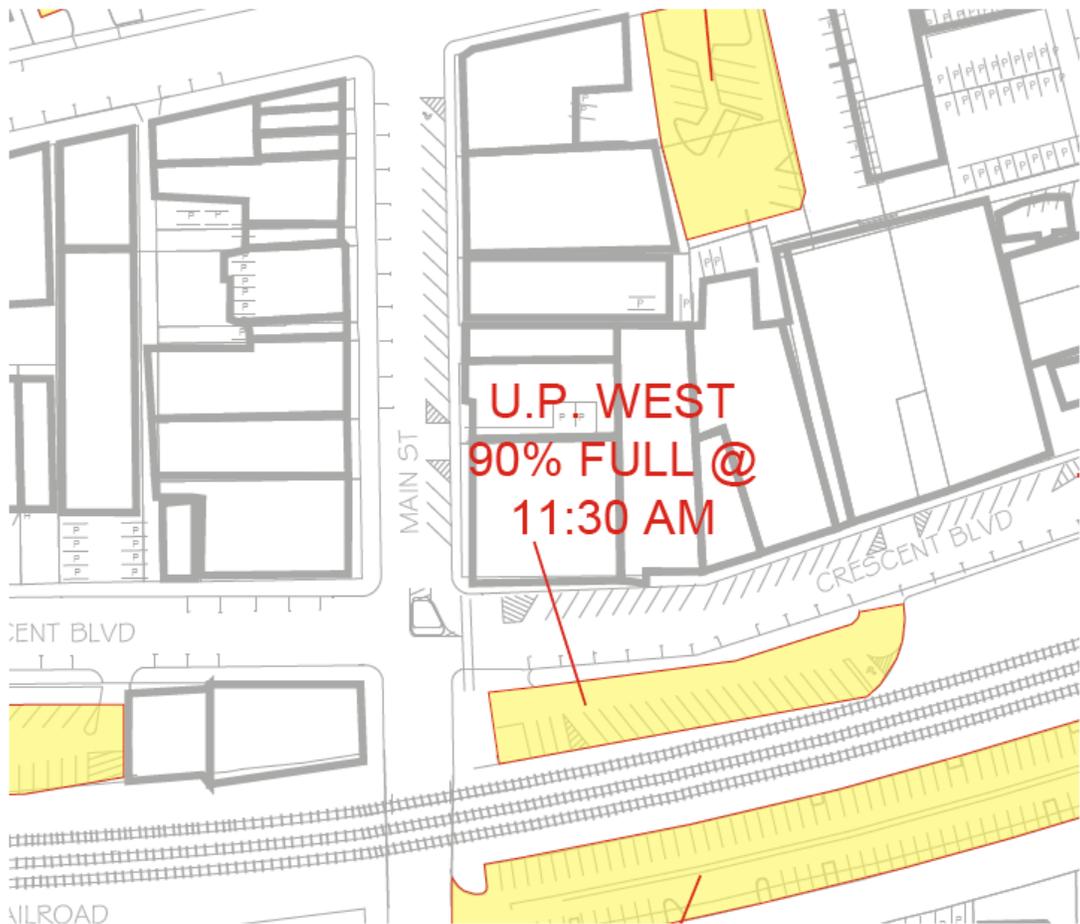
No.

3









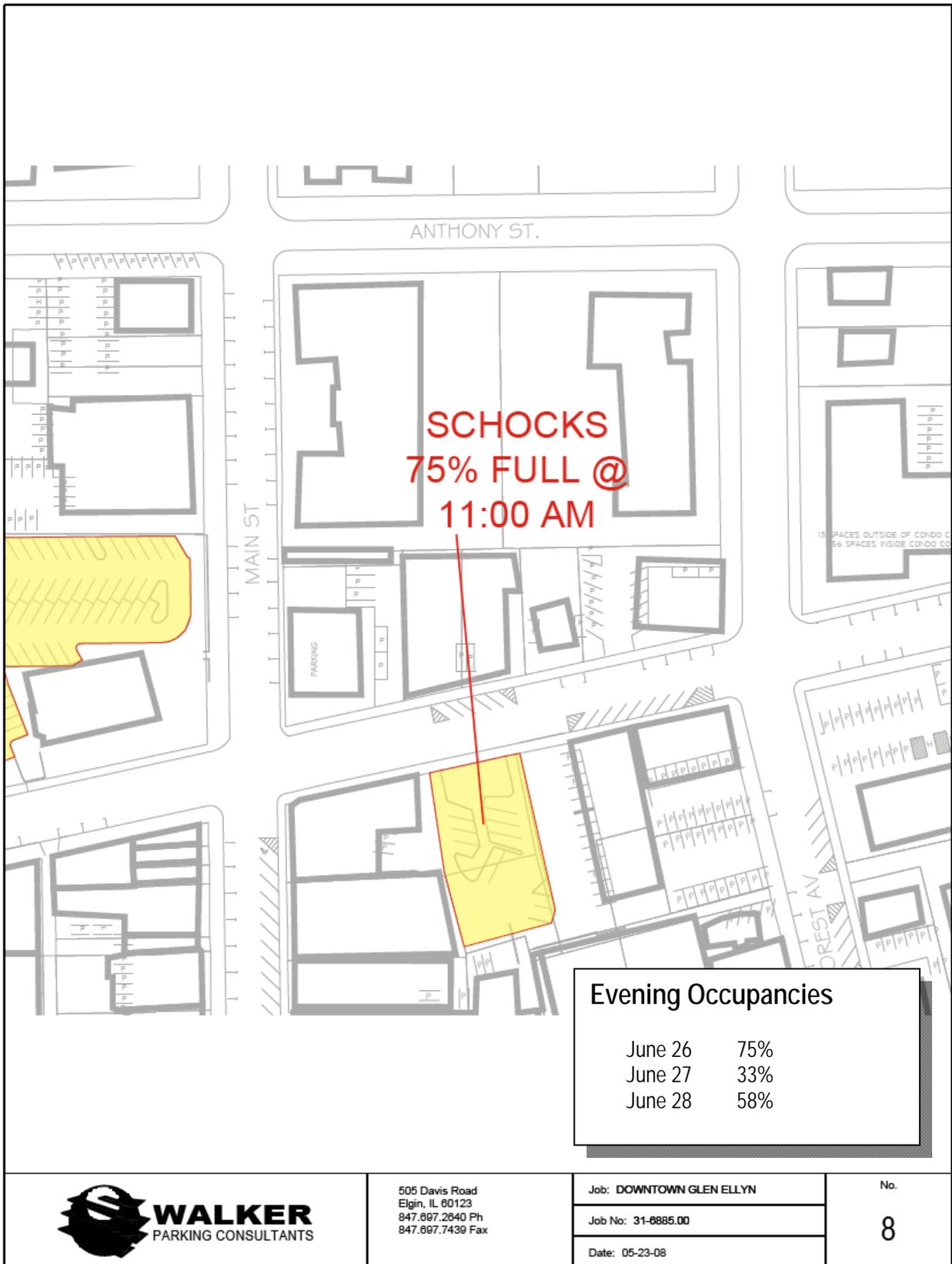
Evening Occupancies	
June 26	71%
June 27	95%
June 28	90%

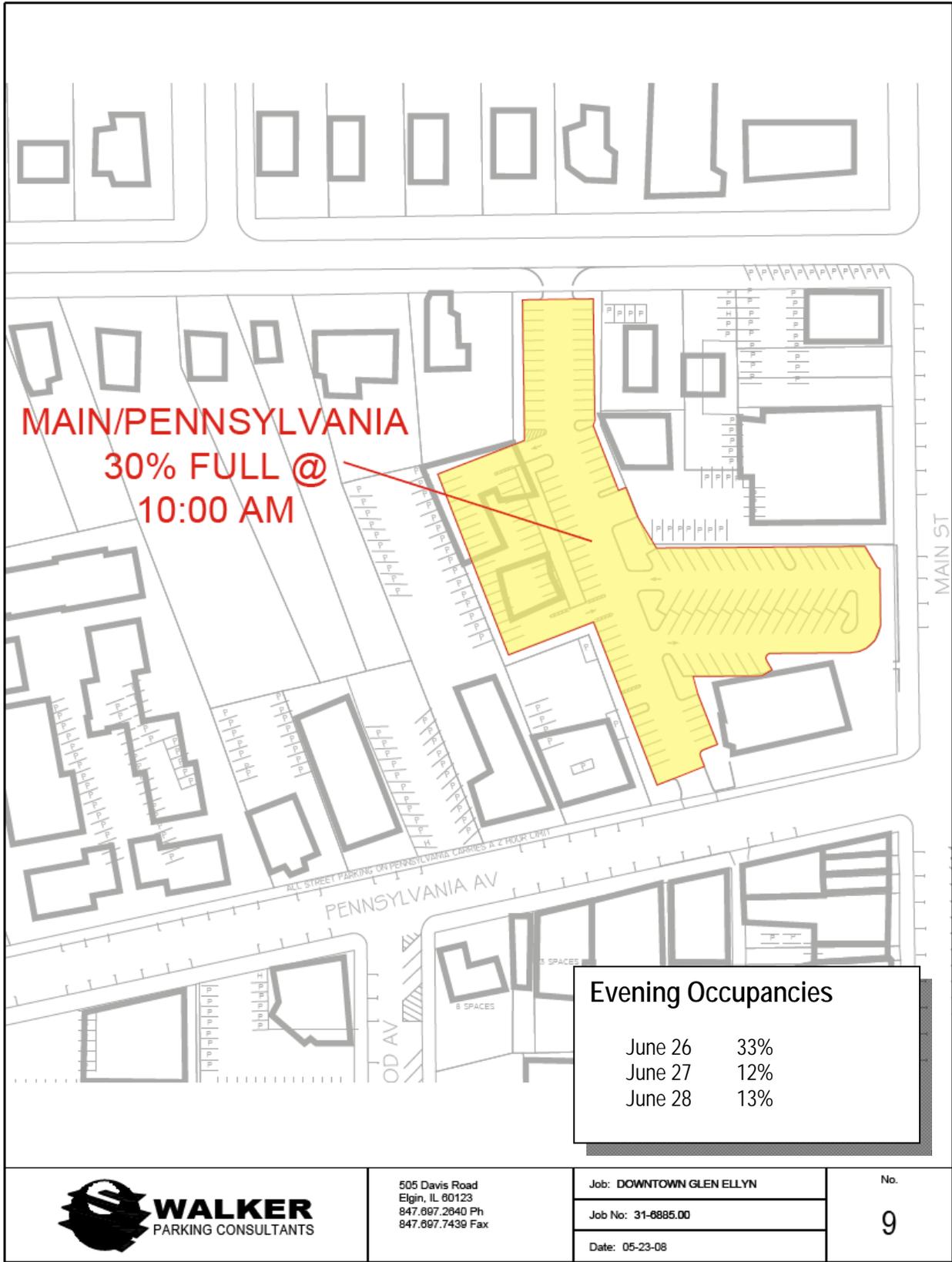


505 Davis Road
 Elgin, IL 60123
 847.687.2640 Ph
 847.687.7439 Fax

Job: DOWNTOWN GLEN ELLYN
 Job No: 31-6885.00
 Date: 05-23-08

No.
7





505 Davis Road
Elgin, IL 60123
847.697.2640 Ph
847.697.7439 Fax

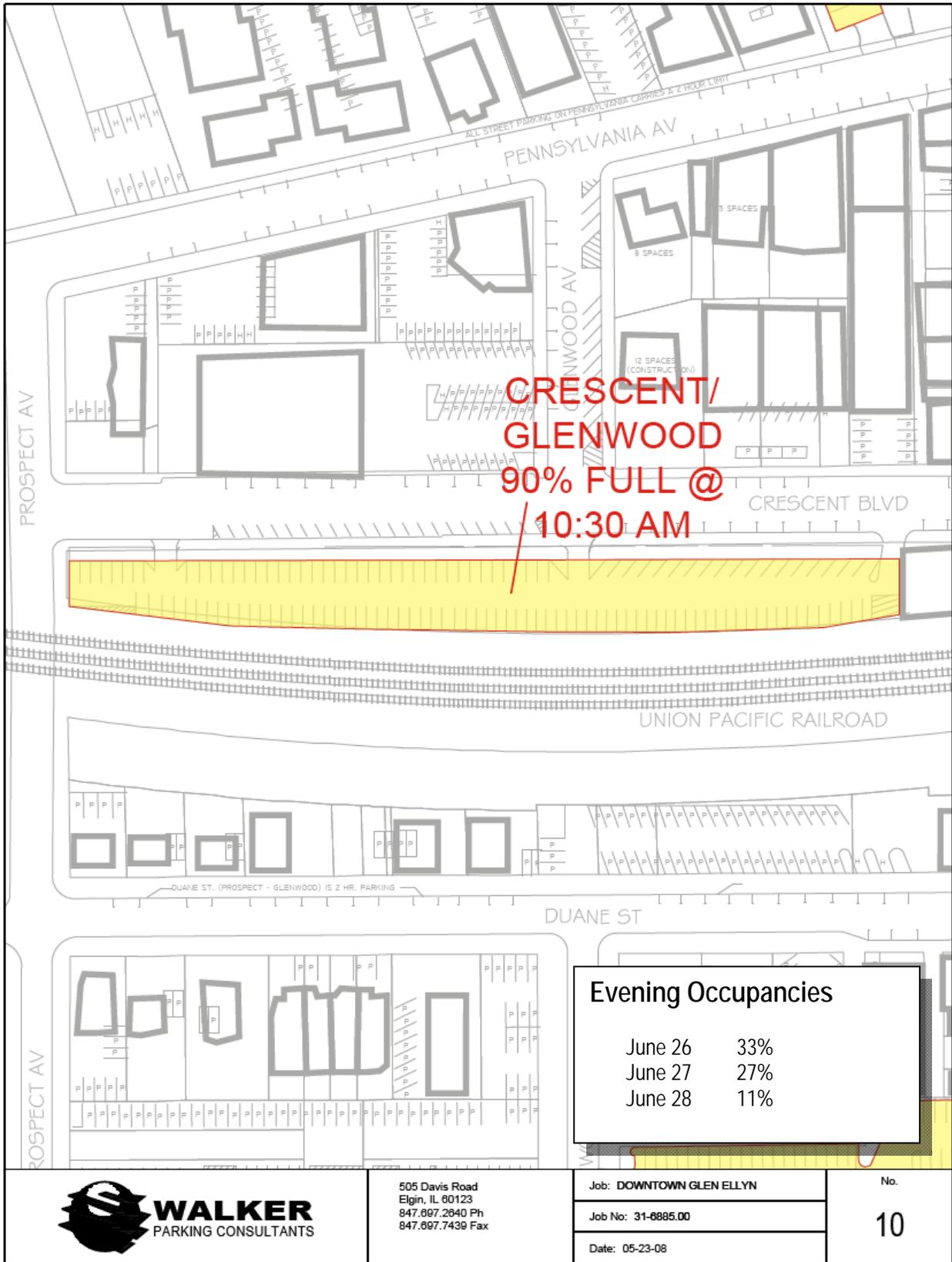
Job: DOWNTOWN GLEN ELLYN

Job No: 31-8885.00

Date: 05-23-08

No.

9



Parking Demand – General Overview

In layman's terms, the "parking demand" is the amount of parking spaces needed within a certain area, based on the amount of parking generated by various land uses within that area, and the effective supply "cushion", as described above. For example, a typical retail store would generate a need for approximately 3.3 parking spaces for every 1,000 square feet of floor area of the store. If a retail store has 10,000 square feet of floor area then it would generate a need for 33 parking spaces. Restaurants typically require 10 to 25 parking spaces per 1,000 square feet of restaurant area, depending on what type of restaurant it is. Medical offices such as dental offices typically require 6 parking spaces per 1,000 square feet of office area. All of these examples are based on national averages.

Description of Parking Demand in Downtown Glen Ellyn

One of the major contributors to parking demand in the Downtown area is the Metra Rail system. The Glen Ellyn Metra Station is located near the intersection of Crescent Boulevard and Forest Avenue. A study conducted by Metra in 2006 showed that on a typical weekday 1,537 people boarded trains and 1,487 people disembarked trains at the Glen Ellyn Station. Another study conducted by Metra in 2007 showed that on a typical weekday the parking lots serving the station were 93% full. Walker also made observations of the parking lots serving Metra during their field visits and noted that these lots were mostly full on typical weekdays.

Another of the major contributors to parking demand is the various Downtown businesses, restaurants, retail stores, etc. Some businesses have their own private parking lots, while others rely on customers using street parking. One of the main concerns of business owners with private lots is having people park in their lots and leave their cars there while they patronize other businesses. Many of these lots have signs posted notifying people that their cars will be towed if illegally parked. Business owners have the legal right to have vehicles towed from their private property, provided that they have the appropriate signage in place notifying customers of the parking restrictions and the towing company information. As previously discussed in the "Parking Supply" section of this report, there is a larger supply of private parking spaces than public parking spaces, leading to an unevenness in the parking supply since there is considerable demand for business, restaurant and retail parking. In addition, the majority of the off-street private and public parking lots are outside of the C5A district.

Business, restaurant and retail parkers can also use the on-street parking spaces. One of the main issues with on-street parking, however, is that these spaces are intended for customer use only but are often used by employees of the various Downtown businesses. As the number of part-time employees increases, the demand for employee parking increases also, and more employees are going to be parking in spaces that are intended for customers.

Several of the major Downtown parking lots have meters, including the Main/Pennsylvania lot, Crescent/Glenwood, U.P. West and South Main. Most of the meters have a 3-hour limit, but the South Main lot and the Crescent/Glenwood lot also have 6-hour limit meters. None of the street parking spaces have meters, but they are patrolled regularly for vehicles that park there longer than the posted time.

The close proximity of Glenbard West High School to the Downtown area also has an impact on business parking spaces at the east end of Downtown. Some businesses have sold parking spaces to high school students, effectively taking these spaces out of the Downtown parking supply on weekdays.

Another factor that affects parking demand is that special events are often held in or near the Downtown area, such as the Taste of Glen Ellyn, the Independence Day Parade, and an annual Cardboard Boat Regatta. The parking regulations are somewhat relaxed during these events to accommodate the large crowds.

To summarize, the user groups that generate demand for parking in Downtown Glen Ellyn can be characterized as the following types:

- Metra commuters
- Retail patrons
 - Day
 - Night
 - Weekend
- Office patrons
 - Day
 - Night
 - Weekend
- Residents
 - Day
 - Night
 - Weekend
- Employees
- Government officials – Civic Center, Police, Fire, etc.

Parking Enforcement

When it comes to parking, adjustments need to be made to maximize the efficiencies of the existing parking supply prior to making an investment in expanding the parking supply. Communities in the Chicagoland have different approaches to commuter and shopper parking. The general parking strategies for the communities of Wheaton, Downers Grove, Naperville, Hinsdale, and Geneva, are summarized on the following pages.

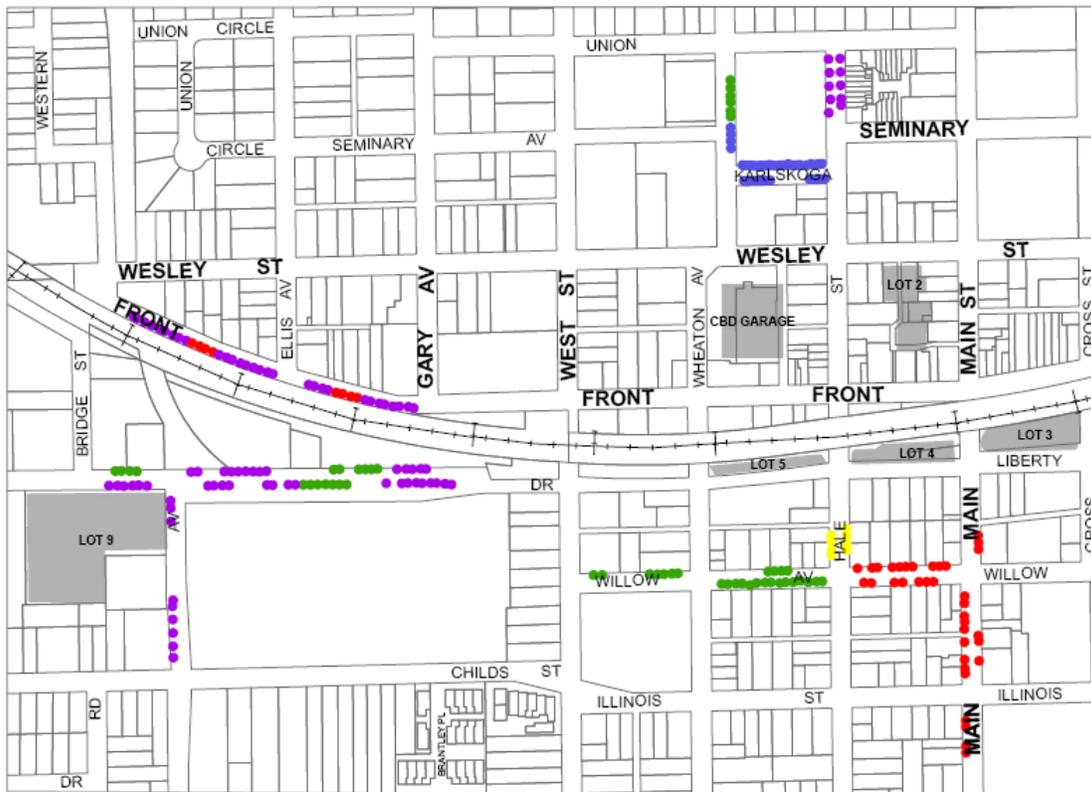
Wheaton

The City of Wheaton has off-street and on-street parking supplies. There are off-street parking lots to the east and west of the Metra station, including a parking garage to the northeast. On-street metered parking is broken down as follows:

- 1-hour Yellow
- 2-hour Red
- 4-hour Green
- 9-hour Blue
- 12-hour Purple

The majority of the 12-hour parking is provided west of the station – away from the primary shopping district on Main Street three blocks east of the station. The majority of the short-term parking (1-, 2- and 4-hour parking) is located near the primary shopping district to keep the convenient shopper parking more available throughout the day.

Central Business District



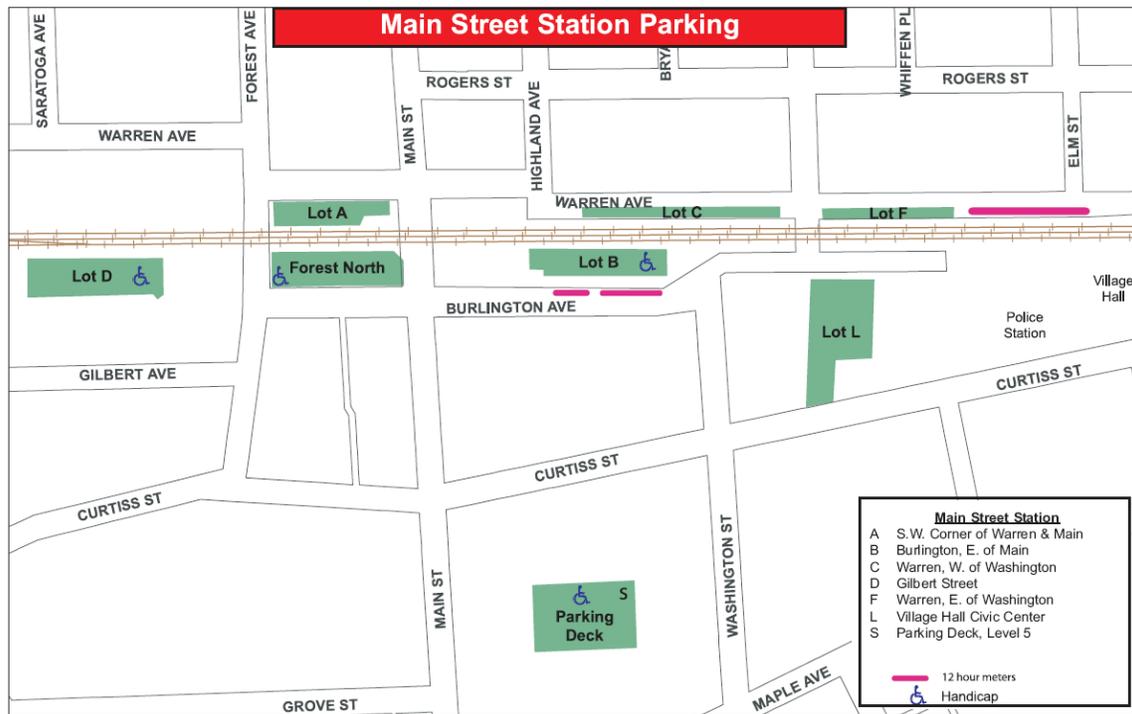
Source: www.wheaton.il.us

Downers Grove

Downers Grove has a five-level parking structure two blocks south of its Main Street Station. The parking arrangements are as follows:

- Level 1 4-hour Free Shopper Parking
- Level 2 4-hour Free Shopper Parking, Employee Permit Parking
- Level 3 Daily Fee Parking
- Level 4 Daily Fee Parking, Employee Permit Parking
- Level 5 "Lot S" Commuter Parking , Employee Permit Parking

The Daily Fee Parking is available between 5:00 a.m. and 3:00 p.m., and all parking spaces are free after 3:00 p.m. weekdays, Saturdays, Sundays, and major holidays. Pay stations with "Smart Debit" cards are utilized where the parking fee is subtracted from the card. The card can be recharged up to \$100.



Source: www.downers.us

Naperville

Commuter parking for the Downtown Naperville Train Station is at full capacity. Daily fee parking is primarily on-street parking, with payments at the Station.

Since the Metra station is located on the periphery of Downtown Naperville (approximately four blocks north of the last street on the map below), the commuter parking and visitor/shopper parking are not comingled. Bicycle parking is available in three different Downtown locations, including structured parking locations. Free parking is available in all municipal structures and lots. The general parking restrictions are as follows:

- On-Street 2 hours
- Surface Lots 3 hours
- Parking Structures 3 hours to unlimited

In general, the public parking is evenly-distributed throughout Downtown Naperville, as illustrated below:

Downtown Naperville Parking Map



▲ Existing Lots

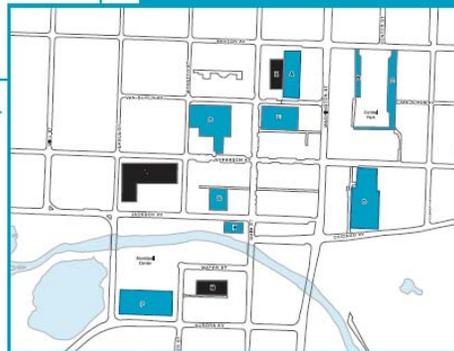
▶ Future Lots

A: Van Buren Parking Deck	F: Nichols Library Parking Lot	K: Van Buren Parking Deck Addition (Coming in fall 2008*)
B: Central Park Parking Lot	G: Riverview Parking Lot	L: Nichols Library Parking Deck (Coming in 2011*)
C: Court Place/Concert Lane Parking Lot	H: Riverwalk Parking Lot	M: Water Street Parking Deck (Coming in 2009*)
D: Paw Paw Parking Lot	I: Central Parking Facility	
E: Van Buren Parking Lot	J: Municipal Center Parking Lot	

Existing Lots and Decks
 Scheduled for construction

* Completion dates may change due to weather or unforeseen construction delays.

The City of Naperville and the Downtown Naperville Alliance are helping visitors to take a New Approach to downtown Naperville. The Downtown Naperville Visitor Parking Guide will help make the quest to find a convenient parking location a little easier. In addition to showcasing the location of the city's existing parking decks, the guide also includes the decks that are scheduled for construction.



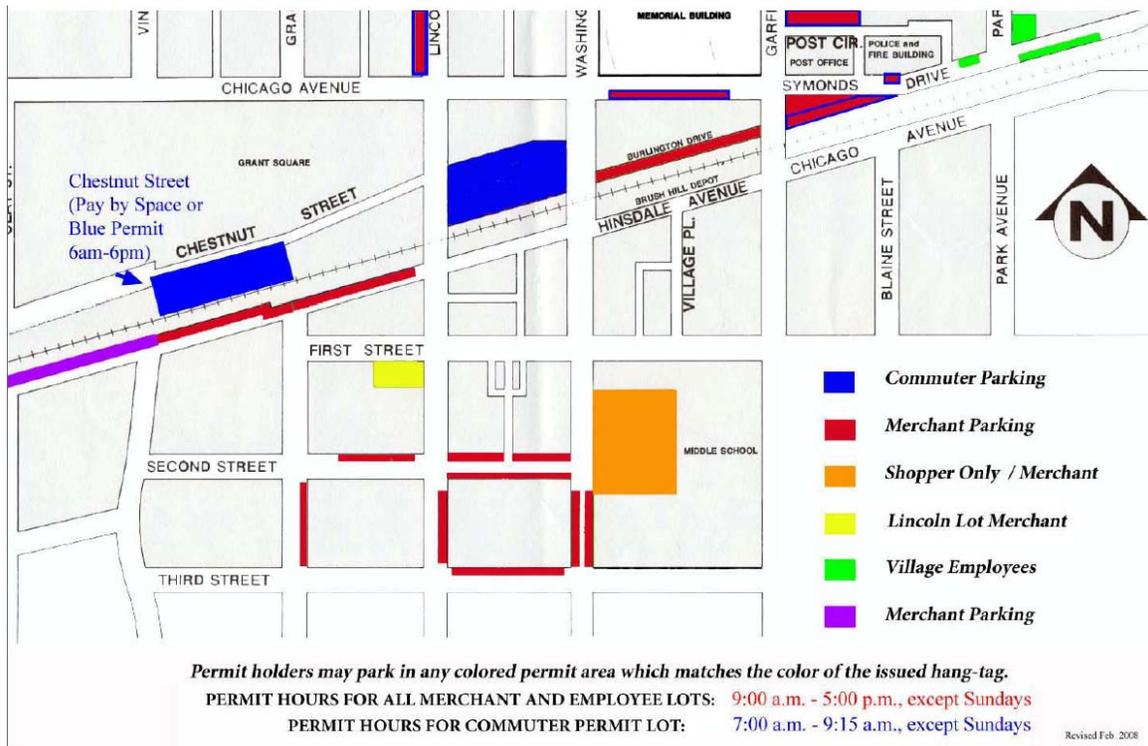
Source: www.ribfest.net

Hinsdale

The Village of Hinsdale has recently updated its parking arrangements to maximize the use of existing parking stalls. Permits used to be issued based on lot location; however, the permits are now issued based on use, and are broken down into the following color-coded categories:

- Commuter Parking Blue
- Merchant Parking Red
- Shopper Only/Merchant Orange
- Lincoln Lot Merchant Yellow
- Village Employees Green
- Merchant Parking Purple

The permit holders may park in any area that matches the color of the hang tag. Permit hours for merchant and employee lots are from 9:00 a.m. to 5:00 p.m. (except Sundays). Permit hours for commuter lots are from 7:00 a.m. to 9:15 a.m. (except Sundays). Free parking is available in the Village lot after 9:15 a.m. Monday-Saturday, and all-day Sunday and major holidays. The Chestnut Street Lot is a “daily fee” lot (\$0.25/hour) from 6:00 a.m. to 6:00 p.m., and may be used by merchants, commuters, and shoppers.



Source: www.villageofhinsdale.org

Geneva

Like Naperville, the Geneva Metra station is on the periphery of the Downtown (at the bottom of the map below); therefore, the commuter parking is located to the south of the Downtown. Public parking in the central business district is spread evenly throughout the Downtown, as illustrated with the orange "P" symbol on the map below. On-street parking is also available.



Source: www.geneva.il.us

Local Perceptions

Although a new parking ordinance was adopted in 2007, many participants still expressed concern over the parking situation in Downtown Glen Ellyn. Although most people felt that the “chalk enforcer” was too efficient, others felt that he was not doing enough to enforce the parking restrictions.

During the interview process, someone mentioned that the Community Service Officer should be more of an “ambassador” for the Downtown, and he should transport shoppers between their cars and the core shopping area.

Past Studies

The Village has several past studies that provide insight into the history of traffic and circulation issues in the Downtown area.

Previous Downtown Glen Ellyn Parking Study

A detailed supply/demand study for parking in the central business district of Glen Ellyn was conducted by Barton-Aschman Associates, Inc. in 1998 - 1999. It noted that at the time there was currently adequate parking in the Downtown area, even though there was heavy use by short-term parkers in several of the blocks along Main Street. It also concluded that the projected parking demand in Glen Ellyn could be met without the need to construct multilevel parking structures. However, it went on to state that “prudent planning suggests that conveniently located, larger parking lot sites be preserved for possible garage structures in the long-term future.”

Transportation and Circulation Plan

In 1971, the Village of Glen Ellyn adopted a transportation and circulation plan by Crawford, Bunte, Roden, Inc., titled: Final Summary Report: Transportation and Circulation Plan for Glen Ellyn, Illinois. At the time, there were 50 trains passing through the Downtown each day. Anticipating future growth in the area, it was concluded that a grade separation was the only real solution for the Downtown to remain viable. The Central Business District Circulation Plan suggested several new strategies, including the following vehicular facilities:

- Phase 1 – New Forest Avenue and Glenwood Avenue at-grade crossings.
- Phase 2 – A Lorraine Road/Western Avenue overpass at the railroad tracks.
- Phase 3 – A Park Boulevard underpass at the railroad tracks.

Some of these concepts – especially the construction of additional at-grade crossings – are not supported by today’s transportation practices. In addition, the Village has made decisions – such as new development in an area identified for a by-pass connection – that make it difficult to further implement.

DuPage Area Transit Plan 2020

The *DuPage Area Transit Plan 2020* was developed to “address the issues of mobility” in the DuPage County area.⁷ The 2020 transit potential in Glen Ellyn near the Train Station ranges from low (in the Lake Ellyn area), to medium (the area south of the tracks), to high (the area northwest of Main Street and the tracks). This study mentioned that details and features should be incorporated into the station design that makes it easily-identifiable as a train station. Nearby convenience amenities such as coffee, snacks, newspapers, dry cleaning, and groceries should be provided in the station area.

This plan identifies that it is important to ensure a safe, comfortable, and efficient environment for pedestrians. Pedestrian-friendly facilities include: continuous sidewalks, bus shelters with benches, streetscaping (street trees, landscaping, signage, etc.), crosswalks, intersection improvements, and pedestrian bridges.⁸



A pedestrian environment with retail storefront, wide sidewalk, street tree, park bench, floral, and on-street parking amenities. Source: DuPage Area Transit Plan 2020, Page 48.

Ample sidewalks, human-scaled lighting, compact development, narrow streets, interesting retail displays and a mix of uses create pedestrian-friendly environments.⁹

⁷ DuPage Area Transit Plan 2030. Oak Brook, IL: DuPage Mayors and Managers Conference in Cooperation with DuPage County, 2002. Page iii.

⁸ Page 48.

⁹ Page 50.

Regional Transportation Authority

The Regional Transportation Authority (RTA) oversees the operations of the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus, which is the second-largest transit system in the United States.

Summary of Key Recommendations

Recommendations – Short-Term

There are several ways in which the parking conditions in the Downtown area can be improved. One suggestion is to re-evaluate the time limits that are posted for street spaces and metered spaces. For example, if more of the 3-hour meters in the Crescent/Glenwood and South Main lots are converted to 6-hour meters then more people might choose to park in those lots than on adjacent streets. This would help free up more street parking for short-term parkers who are only in the area to visit one particular business. This concept could be further strengthened by changing the time limit on street spaces from 3 hours to 2 hours.

Recommendations – Long-Term

Another way to help alleviate parking congestion is to construct a parking garage. As the maps and matrix show, parking is not evenly distributed within the Downtown study zone. For example, a large amount of parking spaces are concentrated in the northwest corner of the study zone because of the medical clinic located there; however, the area with the largest percentage of occupied parking spaces is the northeast corner of the study zone. Since the medical clinic stalls in the northwest corner are not part of the “public” supply they do not help alleviate any congestion that might occur for retail shoppers or Metra commuters who are looking for parking spaces in the northeast corner. The point that this illustrates is that much of the parking in the Downtown area is “use-specific”, and there is not an existing parking facility that accommodates a “shared parking” philosophy.

This is a good example of a case where a parking structure can be an asset to a Downtown area. By having one centrally-located facility for all retail and business parking, visitors to the Downtown area will be able to park once but patronize more than one type of destination in the Downtown area. This could allow business owners to reserve more of the spaces in their private lots for their customers or employees, in order to allow more customers access to use the street spaces. A parking structure might also allow for more street spaces to be dedicated to convenience parking.

If more civic events and special events are held in the Downtown area it would be especially attractive to have a centrally-located parking structure available to people coming into the Downtown area for those events. Public perception is that there is currently a parking problem in the Downtown area, and as the saying goes, “perception is reality.” In Walker Parking’s opinion, it appears that an appropriate number of parking spaces exist in the Downtown area; however, these spaces may not be in the best locations to serve the needs of the Downtown area in the most effective manner. For all of these reasons, it is Walker’s opinion that a parking structure would be an attractive addition to the Downtown area. In addition, existing surface lots could become available for infill development.

Additional parking will be necessary accommodate the needs of future development, including the event and recreation programming for the community greenspace. The amount and location of structured and surface parking will be dependent upon the programming outcomes of the preferred Downtown Strategic Plan. Parking improvements should be coupled with efficient traffic circulation recommendations.

Parking Structure Concepts

It is one of the goals of the Downtown Strategic Plan to determine if any additional parking spaces are needed in the Downtown area, and what location would be best for a parking structure to be built in if one is needed. Walker’s overall impression is that people in Glen Ellyn feel that a parking structure would help alleviate the public-perceived parking problems in the Downtown area. Through discussions with various Downtown business people and Village

employees, a lot of people mentioned that they would like to see a parking structure built in the Downtown area. A parking structure could include permit parking for Metra commuters, public parking for shoppers and leased parking for Downtown business owners and their employees, and could help alleviate parking congestion during peak shopping days and special events. Based on ensuring the highest and best use of Downtown properties (especially existing surface parking lots), potential new development and community event programming as the result of the Downtown Strategic Plan process, and public perception, providing structured parking in the Downtown area is recommended.

In general, the most basic type of parking structure is one in which there are two aisles (or "bays") of parking side by side, with one of them being flat and the other one being a ramp going up to the next parking level. The ramp should be no steeper than a slope of 6% in order for cars to park on it. Each bay would be approximately 63 feet wide to accommodate cars parking at 90-degrees on both sides of a two-way drive aisle. The ramp would need to be long enough to reach the next level at a height of around 10' to 11' above the floor below it. Therefore, a "basic" parking structure would require a footprint of approximately 125' wide by 275' long. If a particular site does not meet those dimensions then there are other styles of parking structures that can work. For example, if the site is not wide enough then angled parking with one-way drive aisles can be used instead of 90-degree parking in order to make the bays narrower. In this case both of the parking bays would need to be ramped; one would be for upbound traffic and the other for downbound traffic. For another example, if the site is not long enough then both bays can slope or a "speed ramp" can be used instead of a parking ramp. Speed ramps have steeper slopes such as 12% and no cars are allowed to park on them. These are just three examples of how a parking structure can be designed to accommodate a small site; there are many other options available.

In April 2008 interviews were held at the Glen Ellyn Civic Center with various stakeholders who were chosen by the Village Board. These stakeholders included business owners, residents, Village employees and other people who work in Downtown Glen Ellyn. Several sites were suggested during the interview process for a possible parking structure location. The following is a list of proposed sites:

- Main/Pennsylvania Lot
- East Side of Glenwood Avenue, between Pennsylvania and Crescent
- Crescent/Glenwood Lot
- The southwest corner of Pennsylvania and Forest Avenues
- The area between Crescent Boulevard and the Tracks, East of Park Boulevard
- Duane/Lorraine Lot
- South Main Lot
- Civic Center Lot
- Park/Montclair Lot

The feasibility of building a parking structure on these lots depends on several variables. As discussed above, the size of the site will determine what "style" of parking structure can be built on it. Some parking structure layouts are more efficient than others, in that they can achieve a higher number of parking spaces per square foot of structure. If a site lends itself to a more efficient parking layout then it will be more cost effective to build.

Another factor is the slope of the site. For example, if a site is situated on a corner where one of the adjoining streets slopes up and the other slopes down, then it's possible that the parking structure could have an upper entrance and a lower entrance, and therefore no internal ramp would be needed. A structure like this could be very efficient, although some excavation would be required for the lower level which would add cost. A parking structure with underground levels would be more expensive to build than one that is fully above ground.

Access to the site is another factor to consider. A structure that is located on a corner lot can potentially have two entry/exit points, whereas one that is located midblock might only be able to have one entry/exit point. The traffic pattern on the streets will also affect the parking structure. If the structure is located on a one-way street then it limits

the choices for how drivers will enter and exit the structure, and could cause back-ups inside the structure or on the street. All of the above factors should be evaluated in detail when choosing a site for a future parking structure, and will be considered during the development of "bubble diagram" concept alternative plans.

General Parking

The parking recommendations should be reviewed as soon as possible after the plan is adopted. Short-term parking initiatives should be implemented where applicable. If the need for a multi-level parking garage receives the appropriate support, then steps should be taken to work out and finalize the details and implement the recommendation as soon as possible.

7

Civic Spaces and Events

Overview

According to the “Market Analysis and Strategic Action Plan for Downtown Glen Ellyn”, until more people are brought into the Downtown more often, the business growth needed to motivate private investments to property and business expansion is expected to be challenging. A stronger emphasis should be placed on bringing more frequent and more exciting events and programs into the Downtown, and that all activities be well-coordinated and the Downtown business community.

Public uses (along with retail and residential uses) are a minimum requirement of a Transit-Oriented Development (TOD)¹. The general distribution of the three basic uses in an employment-based TOD such as Downtown Glen Ellyn is 30-70% core/employment, 20-60% housing, and 5-15% public.²

Public uses include parks, plazas, greens, public buildings, and public services. In addition to a larger community space at the heart of the core area, smaller parks and plazas must be provided in the surrounding residential neighborhoods to meet the local population’s needs.³

Prairie Path Park

Prairie Path Park is located along the south side of the Illinois Prairie Path, between Forest Avenue and Park Boulevard. It is slightly less than a ½-acre in area, with a gazebo, park benches, a small pathway of its own, and landscaping.

Volunteer Park

Volunteer Park is located at the southwest corner of Pennsylvania Avenue and Prospect Avenue. It is slightly less than a ¼-acre in area, with hardscaping, plantings, a bicycle sculpture, a drinking fountain, park benches, etc.

¹ A Transit-Oriented Development (TOD) is a mixed-use neighborhood focused around a transit station. Downtown Glen Ellyn is an example of a TOD.

² Calthorpe, Peter. The Next American Metropolis: Ecology, Community, and the American Dream. New York: Princeton Architectural Press, 1993, pg 63.

³ Calthorpe, Peter. The Next American Metropolis: Ecology, Community, and the American Dream. New York: Princeton Architectural Press, 1993, pg 59.

Nearby Amenities

Although the following amenities are not included within this plan's study area, they do have an impact on the events and activities within the Downtown area.

Lake Ellyn Park

This 25-acre recreational amenity is tucked behind Glenbard West High School, and is host to events and activities such as the Fourth of July Fireworks, and the Cardboard Boat Regatta and ice skating on its 10-acre lake. The Boathouse on the shore of Lake Ellyn can be rented by individuals or groups. Its hall is 1,840 square feet in area and can accommodate seating for up to 120 people.

Memorial Park

This park is located south of Crescent Boulevard, north of the tracks, and east of Park Boulevard. In 2000, the Glen Ellyn Park District sold the park to the Village of Glen Ellyn, and in turn, sold it to the Glenbard Township High School District #87, where it now contains athletic facilities (soccer field, ball diamond, and tennis courts) for Glenbard West High School.

Civic Spaces in Other Communities

Other communities along the Metra rail lines have public parks and greenspaces near their depots. Sample communities include: Wheaton, Lombard, Hinsdale, Western Springs, Riverside, and La Grange – Stone Avenue.



Wheaton



Hinsdale



LaGrange – Stone Avenue



Riverside



Western Springs



Lombard

Source: maps.live.com

Events

The Downtown is the heart of the community, where gatherings and celebrations routinely occur, with food, beverages and fun activities for people of all ages. A few of the more popular events that were routinely mentioned during the early public participation process include:

Taste of Glen Ellyn. A popular event to attend by the community; however, most if not all restaurants and food vendors originate from outside of Glen Ellyn. Recommendation: Consider changing the format to include all Glen Ellyn restaurants, allow the Downtown restaurateurs to set up a vendor booth outside of their locations (to

allow the food to be prepared in the kitchen of the respective establishment, ensuring quality control; and to allow the patrons to stroll through the Downtown and remember the location of the restaurant so that he/she can come back and visit during the rest of the year). In addition, involve the culinary arts and hospitality students from the College of DuPage in this event. The students can serve as interns at the various restaurants, set up booths to sell their own culinary creations, and/or help organize the event itself.

Fourth of July. An event so big it has its own committee. Events include a parade, a picnic, and fireworks. Recommendation: Continue this annual celebration, and consider how the local businesses and restaurants can be more involved.

Jazz Fest. A very popular event in the Downtown, where Main Street is closed off between Pennsylvania Avenue and Crescent Boulevard and temporarily landscaped to add to the ambiance of the event, and four different jazz groups play. Recommendation: Continue to hold this festival, potentially expand it in the future to a multi-day event, and encourage 100% Downtown merchant participation by keeping their stores open during festival hours.



Jazz Garden (top left), "lounge" detail (top middle), standing room only crowd (top right), and the 2008 Jazz Garden landscape plan for Main Street (above). Source: www.jazzfestglenellyn.org.

Halloween Trick-or-Treating. A popular event for the children, and the parents who accompany their children to the stores return to the stores at a later date to shop for merchandise because they liked what they saw when they came into the store while trick-or-treating. Recommendation: Continue the tradition and consider handing out tricks-or-treats to the parents, including coupons to be used within seven days of the event, flyers with November and holiday specials, and/or bite-sized samples of the cuisine of the establishment.

Holiday Walk. The 2007 event included carolers, Santa, a Christmas Tree, and holiday lights. Stores and restaurants held later hours, exclusive Holiday Walk services, and specials through the end of the year. In addition, the Glen Ellyn Chamber of Commerce encouraged the community to shop and dine in the Downtown.

Event Listing. Village events are a big part of the community and many different organizations coordinate them, as evidenced by the following list:

Organization	Event	When Held
Chamber of Commerce	Taste of Glen Ellyn	May 16-18, 2008
	Halloween Trick or Treating	Saturday, October 25, 2008
	Holiday Walk	Friday after Thanksgiving
	Farmers' Market	May to October
	Jazz Festival	Fridays – 8:00 a.m. to noon
	Sidewalk Sale	Saturday, July 12, 2008 July 24-26, 2008
Downtown Glen Ellyn Alliance	Holiday Weekends (Santa, Carriage Rides, Gift Wrap)	After Holiday Walk until Christmas
	Ladies Night Out	Not Planned for 2008
	Music on Main	Not Planned for 2008
	Fire Muster	Not Planned for 2008
	Cicada Mania	Not Planned for 2008
Jaycees	Carnival	During the Taste of Glen Ellyn
The Glen Ellyn Lions Club	Glen Ellyn Festival of the Arts	August 23-24, 2008 (Lake Ellyn)
AAUW	AAUW Book Sale	May 1-3, 2008
Reid's Lemon-Aid	Reid's Lemon-Aid Ride for Research	April 19, 2008
	Reid's Lemon-Aid Stand	Not Planned for 2008
Coldwell Banker	Pet Parade	Fall
Library	Book Sale	March 14-15, 2008
	Harry Potter Book Release	Not Planned for 2008
Fourth of July Committee	Fourth of July Parade	July 4, 2008
	Fourth of July Picnic	July 4, 2008 (Lake Ellyn)
	Fireworks	July 4, 2008 (Lake Ellyn)
Park District	Cardboard Boat Regatta	June 28, 2008 (Lake Ellyn)
	Flea Market at Recreation Center	May 31, 2008
	Freedom Four Run	July 4, 2008
YMCA	Chase to the Taste 5K	May 17, 2008
Glen Ellyn Baseball	Baseball/Softball Parade	April 26, 2008
Glen Ellyn Bible Church	Student Ministries 5K Run	May 24, 2008

Summary of Key Recommendations

Below is a summary of the key recommendations of this chapter.

A stronger emphasis should be placed on bringing more frequent and more exciting events and programs into the Downtown, that all activities be well-coordinated with the Downtown business community – including ensuring the Downtown business community stays open during and after such events. More live music and a better farmers market were identified by shoppers who completed a “Short Merchant Survey” in April 2008. Other ideas include:

- Weekly Music Concerts
- Annual Summer Art Displays Painted by Members of the Community
Examples from other communities include painted turtles in Elmhurst (2007), decorated benches in Tinley Park (2007-08), and painted garden party sidewalk statues in Naperville (2008).
- Stand-Up Comedy, Comedy Sportz™, and/or Second City© touring troupes
- Downtown Juried Art Fair
- Musical Entertainment at Local Restaurants and Bars

Interviews suggest that consolidating the responsibility for event programming with resulting increased funding and accountability would be more effective than the current diffusion of responsibility among various entities. The Glen Ellyn Alliance was formed several years ago. Although the Alliance has accomplished several positive and highly-attended events, funding has been and continues to be a major concern that will limit the progress of this organization. Individuals operating their businesses have limited time to volunteer. Additional funding will allow for more events, and the potential for paid event planners to oversee the events. Merchants have the ideas, but have limited time to help those ideas become a reality.

The Downtown currently lacks an iconic gathering space for events and activities in the Downtown. At a minimum, investigate how to transform the Metra corridor into a greenway with appropriate lighting, landscaped walkways, safety elements, noise abatement measures, and public areas that improve the physical environment of the Downtown, and augments linkages within the Downtown and the Illinois Prairie Path. In addition, it is recommended that a central gathering place with a signature sculpture for the Downtown be identified and programmed, and incorporate it into the aforementioned greenway.

General Civic Space and Event Ideas

Whenever possible, a fountain, waterfall, or other running water display should be installed to add to the ambiance of the Downtown. Include seating nearby so passersby can sit down and enjoy the sights and sounds of moving water.

The College of DuPage represents a major source of programming and support for the Downtown. The College's Culinary Market should participate in future Taste of Glen Ellyn events. In addition a band shell/performance venue and local eating/drinking establishments are other potential outlets for the College.

8 Public Participation

Overview

Extensive information-gathering sessions were held in the community during the data collection and analysis phase of the Downtown Strategic Plan. Individual and small group interviews were held throughout April 2008, a project website (coordinated by the Village) was created to inform citizens about the planning process and allow public feedback via email, and a three-day Main Street Design Studio and Charette event was held at 476 Main Street. In addition, a Downtown Advisory Committee (DAC) was formed by the Village Board to serve as a “sounding board” for feedback on ideas prepared by the consulting team. The DAC is comprised of many volunteer community stakeholders including: merchants, property owners, other business representatives, members of various community and Downtown organizations, and citizens.

Public participation is an important component of the entire planning process, including post-plan adoption implementation.

Interviews

One- to two-hour interview sessions were held with various individuals and organizations. In general, the shorter meetings were held in one-on-one settings, and the longer meetings were held in group settings. General and organization-specific questions were prepared for each interview to provide a guide to the discussion; however, open-ended discussion was encouraged as well. In addition, a Downtown Glen Ellyn map and red markers were made available for participants to put their thoughts about the Downtown on paper.

Participant List

The following individuals and groups participated in interviews at the Glen Ellyn Civic Center. The one exception was the location of the Go Downtown! group interview, which was held at Figo Ristorante on Main Street.

Monday, April 7, 2008

Chamber of Commerce Executive Board

- Beth Evans
- Mark Baresel
- Robert Kelley
- Georgia Koch
- Mike Formento

Individual Interviews

- Janie Patch, EDC Executive Director
- Phil Norton, Police Chief

- Rick Perez, Community Service Officer
- Scott Raffensparger, Fire Company Chief
- Bill Peterson, Historical Society President

Wednesday, April 16, 2008

Downtown Glen Ellyn Alliance

- Georgia Koch
- E. Jessica Pekny
- Sue Cleary
- Dan Sronkoski
- Janet Avila
- Judi Stojanovic
- Carol Swetka
- Sandy Moore
- Janie Patch
- Tracy Kirchhoff
- Kathryn Hudson
- Tracey Kreiling

Thursday, April 17, 2008

Economic Development Corporation

- Sandy Moore
- Vicky Hase, Village President
- Janie Patch
- Jim Meyers
- Doug Armantrout
- Bill Pihos
- Chuck Thomas
- Mary Loch
- Beth Evans
- Gary Mayo
- Neil Dishman

Friday, April 18, 2008

Downtown Retail and Restaurant Owners

- Elizabeth Janus
- Douglas Samuels
- Jim Drury

Downtown Business Owners

- Deb Ritter
- Iryl Tortorella
- Todd Buckton
- David Kennedy
- Dave Scatterday

Individual Interviews

- Joe Caracci, Village Public Works Director
- Ed Carne, DuPage Medical Group
- Tracy Kirchoff, Harris Bank

Community At-Large

- Rene Stratton
- Meredith Salamunovich
- Kay Kendall

Downtown Property Owners

- George Kouros, 427 Main Street
- Joe Maude, 475 Duane Street
- Sue Maude, 475 Duane Street

Tuesday, April 22, 2008

Go Downtown!

- | | |
|----------------------|-------------------------|
| ▪ Anna Clarke | ▪ Patricia Lekacz |
| ▪ Franca Battisto | ▪ Rich Ducar |
| ▪ Chris Wilson | ▪ Annie Johnson |
| ▪ Genell Scheurell | ▪ Pete Ladesic, Trustee |
| ▪ Tim Loftus | ▪ Diane McGinley |
| ▪ Patricia Dentinger | ▪ Janet Malopy |
| ▪ Renee Dill | ▪ Tina Peters Lange |
| ▪ Barri Maaske | ▪ Lesley Arlasky |
| ▪ Ken Kloss | ▪ Jane Zaccaria |
| ▪ Lisa Sallwasser | ▪ Margaret Giffin |
| ▪ Tom Nelson | ▪ Ron Kas |

Tuesday, April 29, 2008

Other Government Agencies

- Ann Riebock, Superintendent, Glen Ellyn School District 41
- John Perdue, Superintendent, Community Consolidated School District 89
- Dawn Bussey, Director, Glen Ellyn Public Library

Community At-Large

- Alex Demos
- Amy Thompson

Chairpersons of Village Commissions and Boards

- Julie Fullerton, Plan Commission
- Jim Burdett, Architectural Review Commission
- Lee Marks, Historic Preservation Commission
- Rick Garrity, Zoning Board of Appeals
- Jim Meyers, Economic Development Corporation

Former Elected Officials

- Mike Formento
- Mark Pfefferman
- Pat O'Connor
- Phyllis Scanlan
- Patrick Melady
- Mary Jane Chapman
- Greg Mathews

Friday, May 23, 2008

College of DuPage

- Sunil Chand, President of College of DuPage
- Robyn Johnson, News Bureau Coordinator at College of DuPage

Interview Summary

Overview

In April 2008, many individual and small group interviews were held. All but one interview was held in the Civic Center. The evening Go Downtown! group interview was held at Figo Ristorante at the southeast corner of Main Street and Duane Street.

Although questions were prepared for all interviews, they were utilized more as guides to start the dialogue with the participants. The main goal of the interviews was to glean information from individuals who knew the Downtown better than the consulting team, so the team could better understand the community and identify key issues to address for the remainder of the planning process. The standard questions asked were as follows:

1. What distinguishes Glen Ellyn's Downtown from other communities?
2. What do you perceive to be the Downtown's primary advantages?
3. What do you perceive to be the Downtown's primary disadvantages?

Each session had passionate participants who cared about the Downtown. There were many positive comments in addition to the constructive criticisms. All comments will help the Downtown Strategic Plan make the Downtown area a better place for years to come.

The conversations from the multiple interviews are summarized based on frequently-mentioned comments identified below:

What distinguishes Glen Ellyn's Downtown from other communities?

- Historic.
- Quaint feel.
- Unique stores.
- Walkable.
- Pedestrian-friendly.
- Antique stores.
- Topography – not flat, has hills.

What do you perceive to be the Downtown's primary advantages?

- Restaurants.
- Family-friendly.
- Prairie Path.
- Metra Station.
- Vintage buildings.
- Stroller-friendly stores.
- Manageable business district size.
- Tudor-style architecture.
- New England charm.
- It's a selling point for homes.
- A status symbol if someone lives in a home within walking distance of the Downtown.

What do you perceive to be the Downtown's primary disadvantages?

- Parking.
- Dilapidated buildings.
- Signage – difficult to read from a vehicle, need more.
- Business turnover and closures.
- Homeless people.
- Empty, rundown buildings.
- Unmaintained sidewalks.
- Open campus for Glenbard West High School.
- 1970s and 1980s buildings.
- Giesche Shoe Building.
- Duane Street, east of Main – improving but needs more work.
- The Downtown is competing with Danada in Wheaton and Roosevelt Road.
- Real estate tax hike that put a burden on landlords and tenants.
- Need easier ordinances.
- Merchandise is too expensive.
- Traffic flow.
- No daytime or weekend traffic flow.
- Absentee landlords.
- Quadruple property assessments a few years back.
- The Gap won't take a free tenant space in the Downtown.
- Glen Ellynites are fiscally conservative but socially liberal.

Parking-Related Topics

- Need a garage.
- Needs to be more convenient.
- Needs to be cost-effective.
- Need more employee and customer parking options.
- Confusing – who can park when and where
- Parking is a problem when streets are closed for local events.
- People won't walk a block from their car to their desired destination.
- Too many employees park on the streets.
- Snow removal techniques reduce the number of available stalls in winter.
- Parking needed on the north and south sides of Downtown.
- Need at least two multi-level structures – one on each side of the railroad tracks.
- Repave the Crescent parking lot.
- Need more six-hour meters, free parking after 5:00 p.m., and lower prices for parking permits.
- Need hooded meters and free parking in commuter lots during special events.
- Use a shuttle bus during special events – especially if the public parking lots are utilized for the event.
- The Main Street lot is full on Sundays.
- Too much police ticketing.
- Top three parking issues: location, supply, convenience.
- Police parking enforcement/parking tickets – too efficient.
- Need free (or inexpensive) employee parking areas.
- Need to relax parking rules.

Circulation

- Need fewer freight trains.
- Encourage people to “go green” and utilize the Prairie Path, Metra, and Pace Bus.
- One-way streets make parking difficult – it results in a lot of “circling” in the Downtown.
- Advertise the Downtown in bicycling magazines.
- Need better placement of buildings along the Prairie Path, Metra, and Pace Bus routes.
- Improve the traffic pattern.
- Need a pedestrian underpass near the train station.

Property Maintenance

- Need building façade improvements and beautification.
- Worn and dated interiors.
- The burden of HVAC (heating, ventilation, and air conditioning) system replacements have been falling on the shoulders of the business owners, not the building owners. Some lease agreements have a maximum limit to expenditures expected by the tenant; therefore, if a costly maintenance item is necessary, the landlord will pay for the costs that exceed the maximum limit in the agreement.

Business Assistance and Involvement

- Working with the Village can be a positive experience. Several business owners who wrote their business plans around Village rules and regulations feel that the Village is their ally. These same business owners met with the EDC Executive Director early on in their business planning process. An estimate of 80% of business owners who have had negative experience with the Village didn't tailor their business plan to the Village's rules and regulations.
- Independent business owners have a tendency to think independently; therefore, they do things “their way” first and expect to have the rules match up with their plans, and their business experience may not be extensive enough to know what to do to start up and run a successful business.
- The EDC is establishing a core business hour program, has some money budgeted for marketing the Downtown, and has inserts in the Village water bills from time to time.
- It was recommended that the EDC should visit school functions (PTA meetings, etc.) and announce the core business hour program.
- Consider a Special Service Area (SSA) for sidewalk maintenance, snow removal, etc.
- The EDC has a checklist of steps to take for starting up a new business in Glen Ellyn, and plans on preparing a checklist for items to include in tenant leases. The Village is currently working on a brochure that outlines the steps that need to be taken to open up a business in Glen Ellyn.
- Marketing. Marketing. Marketing.
- The EDC does the following and has the following resources to recruit and retain Downtown businesses: “cold” calls, website, list of available commercial spaces and properties, location assistance, connections (between property owners, real estate professionals, and developers), business start-up assistance, business visits, dispute resolution, façade grants and loans, wayfinding signage for parking, store directories, shopping guides, cooperative merchant marketing, advertising (TV, radio, cinema screen, and print), marketing seminars for businesses, “eBlasts” (Biz Bits) to communicate business news, monthly email newsletter (EDC News), “customer-friendly” core hours promotional campaign, promotes shopping to local residents, and resident surveys to understand shopping behavior.
- Need affordable rents.
- Promote the Downtown and its businesses.
- Need a contact list for new businesses.

- Look into how Hinsdale handled the “too many banks” issue. All new “banks” are not allowed to use first floor spaces – that alone would deter 95% of them.
- Stop conservatism.
- Consider the impact of potential Village expenditures for redevelopment and marketing efforts on the community as a whole.

Perception

- The Village residents need to embrace Downtown again.
- Need to retain businesses longer.
- There is not enough parking.
- Perception is more important than reality.
- The “average Joe” is forgotten, and people with deep pockets get what they want.
- Eighty percent (80%) of the Village’s zoning requests are approved.
- Glen Ellyn Homes gets 50-foot wide lots, yet someone who owns a 100-foot wide lot nearby (in a neighborhood of other 50-foot wide lots) can’t subdivide their property. It results in a feeling of animosity towards the Village.
- There is a perceived and a real parking shortage.

Merchants and Merchant Types

- Need an anchor store.
- Need diversity of stores.
- Need more lunch and breakfast restaurants.
- Consider “natural” and “green”.
- Family-oriented.
- Retail-focused.
- More stores.
- Fewer banks.
- Men’s clothing store.
- Not enough big name stores.
- Too many “mom and pop” stores.
- Add more “everyday” stores.
- Like McChesney and Miller Grocery.
- Like Cabs.
- Need a music store.
- Children and teens – affordably-priced merchandise and activities for them to do.
- Need a sporting goods store.
- Need a bed and breakfast or a historic hotel.
- Need regional or national retailers.
- Need a kid’s diner (i.e. Choo Choo Café).
- Need a gift/shabby chic store.
- Open the bowling alley under the Glen Art Theatre.
- Need hip, brand name shoes.
- Need a mom and pop-type deli and sandwich shop.
- Need a hobby shop.
- Need more upscale restaurants.
- Expand the bookstore.
- Need more restaurants in the low-price range.

- Need home fashions – hard and soft.
- The Downtown used to be a community “staple”.
- The Glen Art Theatre is a community asset.

Activities, Events, and Civic Destinations

- Need more entertainment – music, bowling, theater.
- Consistency results in success for events.
- Downtown events held and/or planned for include:
 - Cicada Mania (2007).
 - Olympic Scavenger Hunt (planned for 2008).
 - Art around Town.
 - Progressive Dinner.
 - Taste of Glen Ellyn.
 - Jazz Fest.
 - Sidewalk Sale.
 - Holiday Walk.
 - Art in the Park.
 - Santa, elves, and carriage rides in December.
 - Music on Main in the summer (the five Saturdays in June 2007 included three or four musical performances per Saturday).
 - Halloween Trick-or-Treating.
- Need more recreation events and options.
- Need more special events.
- Need a recreation area.
- There is no car show in the summer.
- The Public Library is a destination in the greater Downtown area.

Streetscape

- Clean up garbage in the overflowing public trash receptacles.
- Need better snow removal
- Like the large flower pots and hanging flower baskets.
- Trees, flowerbeds (including the horse trough island at Main and Crescent), awnings, and building architecture contribute to the Downtown atmosphere.
- Like the diverse storefronts.
- Hometown feel.
- Needs to be livelier and busier.
- Need lighting of trees and buildings – not just for the Christmas season.
- Need more flowers and plantings.
- Not enough foot traffic.
- Need brick-paved, clean sidewalks and crosswalks.

Favorite Buildings and Storefronts

- 482 Main Street, architectural features.
- 490 Main Street, well-maintained, great windows for retail, pretty wooden doors.
- Glen Ellyn State Bank Building at northeast corner of Main and Crescent.

- Civic Center.
- Katy's Boutique storefront.
- Bookstore storefront.
- St. Petronille Church and School.
- Knickers.
- Paul's Shoe Service.
- Shannon's, Cab's, and Figo have attractive, inviting exteriors.
- Horsley Building (southwest corner of Main and Crescent).
- Tap House Grill.
- The Renaissance Art Studio building – Tudor Style.
- The building that houses M&Em's Children's boutique.
- An article "Building Heights Make Statements about Villages" (date unknown) was provided by one of the interviewees. The article discusses how communities struggle balancing the desire for "old-fashioned downtowns" and "old-fashioned tax bills". (Paul Green with Roosevelt University's Policy Studies Department was quoted above.)

Advertising Opportunities

- The Glen Ellyn Sun
- Glen Ellyn News
- Chicago Tribune – triblocal.com and in print ("Sunday Magazine")
- West Suburban Living Magazine
- Suburban Life Community Newspapers
- Chicago Magazine
- Cinema Screens: Glen Art Theatre, Tivoli (Downers Grove), and York (Elmhurst)
- Cable (Comcast and Wide Open West)
- Radio (WERV, The River)
- Main Street Kiosk
- EDC's publicist is a regular contributor to The Glen Ellyn Glimmer Magazine
- Should advertise in Downtown Chicago

Means of Communication

- Email
- Meetings
- Direct mail
- Word of mouth
- Social gatherings

Recommendations for Downtown Organizations

- Encourage foot traffic, increase commerce, and schedule events to promote interest in the Downtown.
- Full-time, paid marketing and event coordinator, with duties such as streetscape maintenance (garbage removal, snow removal, etc.) and business communication/coordination.
- Need adequate funding.
- Since the Chamber of Commerce cannot focus solely on the Downtown, another organization should carry that responsibility.
- Have more influence with Village leaders in supporting Downtown businesses.

- Look at other communities to see what they are doing.
- More recognition for businesses.
- There are too many cross-purpose organizations.
- Do the right thing, even if it isn't a popular decision.

College of DuPage

The College of DuPage (COD) has numerous resources that could benefit Downtown businesses and residents, and – in turn – the Downtown businesses and residents could benefit the COD.

Resources

Several COD resources – including business, hospitality, culinary, and the visual and performance arts – could partner with the Village and Downtown businesses to add to the vitality of the Downtown.

Illinois Small Business Development Center in the Center for Entrepreneurship

The Small Business Development Center (SBDC) offers training, counseling, and consulting services to Illinois businesses at little or no cost to the businesses. The SBDC serves new and existing businesses alike, and is part of a “statewide network of small business resource providers sponsored in part through state (Illinois Department of Commerce and Economic Opportunity) and federal (U.S. Small Business Administration) grants.”¹ The network includes academic, government, and private business resources.

Hospitality Administration

The Hospitality Administration Program at the COD includes food service, culinary arts, and hotel/motel management disciplines. It is accredited by the American Culinary Federation (ACF) and acknowledged by the Educational Foundation of the National Restaurant Association as a partner in education.²

Fine and Applied Arts

The Fine and Applied Arts disciplines in the Liberal Arts Division at the COD includes drawing, painting, computer art, ceramics, jewelry, printmaking, papermaking, sculpture, music, theater, advertising, design, illustration, graphic arts technology, motion picture/TV, and photography.

Potential Partnerships

Several representatives of the COD have been interviewed to discuss ideas how the College can be further integrated into Downtown Glen Ellyn’s daily life and special events.

The Jazz Fest is a popular event mentioned by many Downtown Strategic Plan interviewees and participants, was scheduled again for 2008, and was highly popular and successful in its second year.

Events held at the McAninch Arts Center have included the opportunity for ticket holders to board a shuttle at the COD, travel to a Downtown Glen Ellyn restaurant for a pre-performance dinner, and take the shuttle back to the COD for the performance.

Additional opportunities for future partnerships include:

- Speaking Engagements through the Chicago Council of Global Affairs
- Global Art Film Festival at the Glen Art Theatre
- Internships with Local Restaurants

¹ www.cod.edu/bpi/sbdc.htm

² <http://www.cod.edu/academic/occvoked/hospadmi/about.htm>

- Student Participation in the Taste of Glen Ellyn
- An Outdoor Summer Performance Series in the Downtown
- Other Events throughout the Year

Map Exercise

During most interview sessions, maps were distributed and participants were asked to draw their responses to the following four concepts:

- Draw a boundary around the area you perceive to be the Downtown.
- Circle the three most important destinations in the Downtown area.
- Place an “X” over the worst feature of the Downtown area.
- Draw arrows where you primarily enter and exit the Downtown.

No two maps were alike. The boundaries ranged from “off the page” to all different shapes and sizes. Some of the most important destinations that more than one individual listed included the Civic Center, the Glen Ellyn train station, the Library, McChesney and Miller Grocery and Market, the Glen Art Theatre, and the Post Office. Some of the common dislikes in the Downtown included the Glen Ellyn train station, railroad crossings, and the Crescent/Glenwood public parking lot. Many participants access the Downtown via Main Street, and most trips are to/from the south side of the Downtown via Main Street and Park Boulevard.

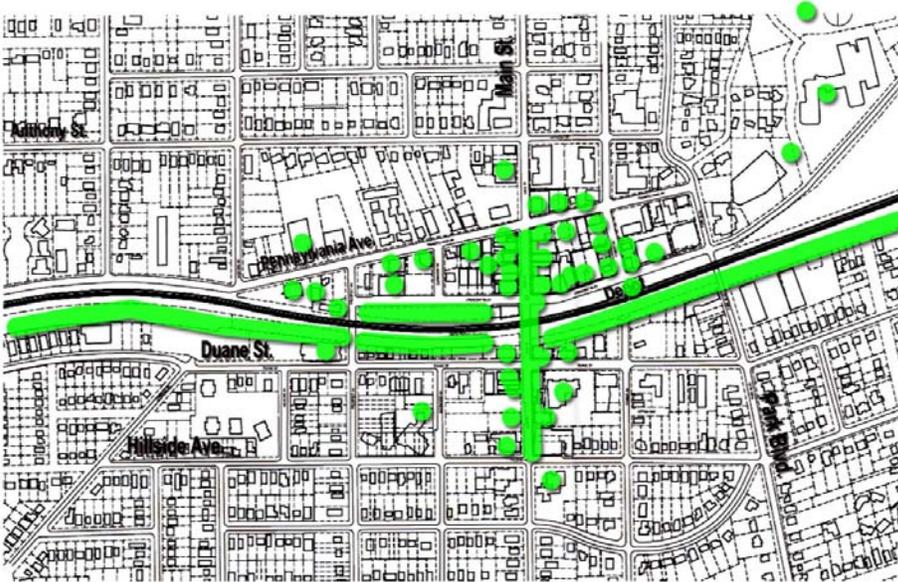
Downtown Boundary

The most interesting aspect of the mapping exercise was the size of the area of the Downtown that everyone agreed upon. The map exercise participants all agreed to a common area bounded by Pennsylvania Avenue to the north, the railroad tracks to the south, Prospect Avenue to the west, and Forest Avenue to the east. The extreme boundaries ranged from Hawthorne Boulevard to the north, Phillips Avenue to the south, Evergreen Avenue to the west, Montclair Avenue to the east, and Lake Ellyn to the northeast. The red lines represent all the different boundaries outlined by the participants.



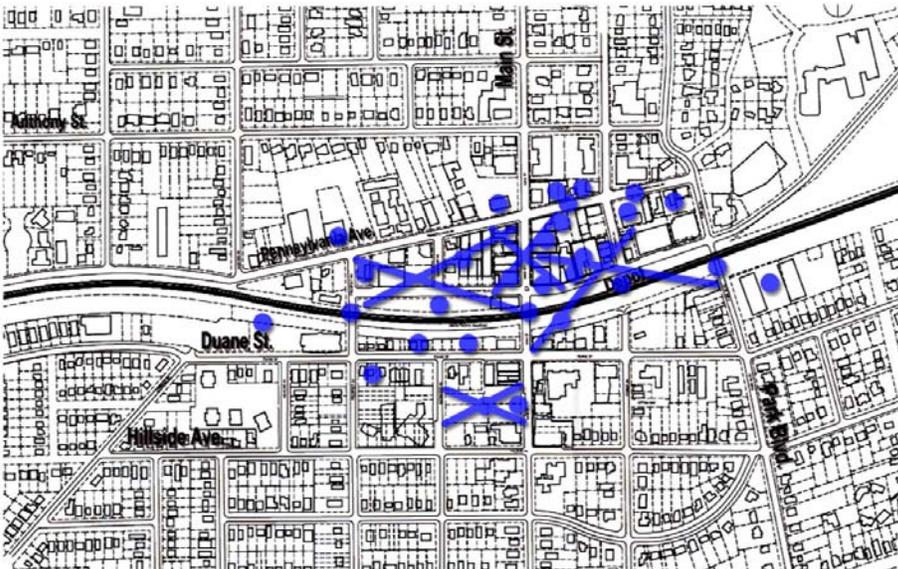
Most Important Destinations

Many features identified by the participants included shopping and restaurant destinations along Main Street, Crescent Boulevard, and Pennsylvania Avenue; civic and institutional destinations such as the Civic Center, St. Petronille Church, the Library, the Glen Ellyn train station, Glenbard West High School, and Lake Ellyn; the DuPage Medical Clinic; public parking lots; and the Illinois Prairie Path. Most of the destinations are located in an area bounded by Pennsylvania Avenue to the north, Hillside Avenue to the south, Prospect Avenue to the west, and Forest Avenue to the east.



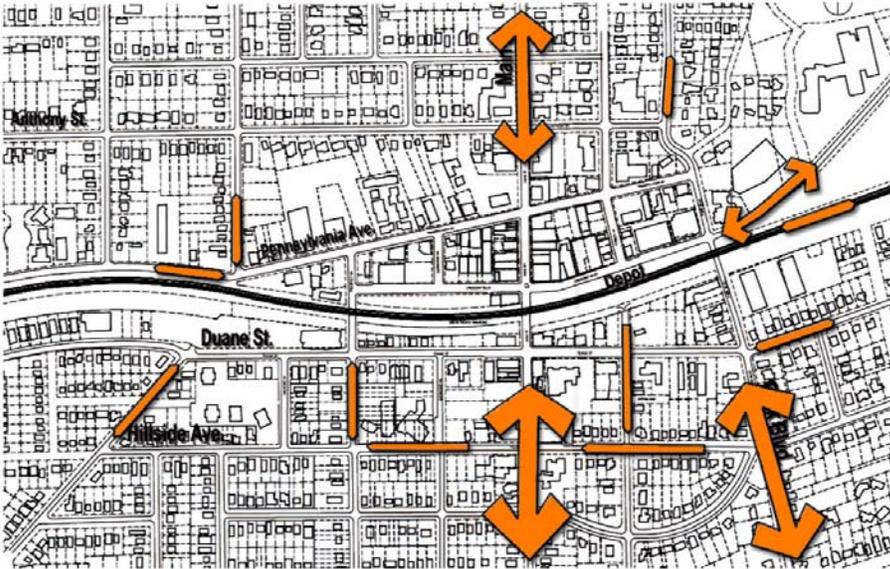
Worst Features

Some of the worst features are also some of the most important destinations identified above, such as the Glen Ellyn train station, the Glen Art Theatre, and public parking lots. Other worst features that were identified aren't necessarily unattractive buildings, but vacant tenant spaces. Most of the worst features are located in an area bounded by Pennsylvania Avenue to the north, Hillside Avenue to the south, Prospect Avenue to the west, and Park Boulevard to the east.



Access

Many of the participants accessed the Downtown to/from the south (40 trips via Main Street and 31 trips via Park Boulevard). The next most common Downtown access points included Main Street to/from the north (20 trips) and Crescent Boulevard to/from the east (16 trips). Other access points identified include Pennsylvania Avenue, Prospect Avenue, Forest Avenue, Hillside Avenue, Duane Street, Park Boulevard to the north, Western Avenue, Lorraine Road, and Metra. One individual noted his/her walking route from the southwest, through the South Main parking lot, to Main Street.



Written Comments

In addition to the drawing exercise, people provided other comments on their maps, including:

- The fire station property could be redeveloped to provide a large tax base – one developer proposed an upscale hotel, shops, and parking.
- Don't forget the importance of the underpass.
- Important Destinations
 - Glen Oak Restaurant
 - Glen Art Theatre
 - Einstein Bagels
 - Youngs
 - Paul's Shoe Service
 - Express Press
 - McChesney and Miller
 - Starbucks
 - Tap House Grill
 - Library
 - Shannon's
 - Metra/Train/Depot
 - St. Petronille
 - Cab's

- Restaurants
 - Churches
 - Ali Kat
 - Cosmo's Beauty Bar
 - Cleaners
 - M&Em's
 - Bakery
 - Camp Cosmetics
 - Good Works
 - Bookstore
 - Knickers
 - Dance Studio
 - Post Office
 - A respondent's studio
 - Honey Modern Comfort Cafe
 - Giesche Shoes
 - Hair Salon
 - Lake Ellyn
 - Glenbard West High School
 - A respondent's office (a Downtown bank)
 - Figo
 - Cute Shops on Duane Street
 - Santa Fe
 - Drury Design
 - Civic Center
 - Prairie Path
 - European Market
 - Horse Trough
 - Enchantments
- Worst Features
 - Train Station is in Disrepair – Especially Exterior
 - Flower Clock without Hands – should be a fountain and pond.
 - "Bum" (Volunteer) Park
 - Patio at Crescent Boulevard and Forest Avenue
 - Train Station is in Disrepair
 - Condition of the buildings on Main and Pennsylvania
 - Little Parking
 - Many buildings are not very inviting.
 - Oversized, old, and outdated store signs.
 - Banyan Tree Mall
 - Least Favorite Park at Park Boulevard and Crescent (Dangerous)
 - Schocks Park
 - Empty Tenant Spaces
 - Area Behind Duane Street Buildings
 - Need to Remodel Buildings
 - Old Karmis Carpet Building

Downtown Advisory Committee (DAC)

The DAC was created to serve as a “sounding board” for the community during the planning process, to inform and guide the planning team in regards to the existing conditions of the community, and to provide feedback regarding potential future scenarios for the Downtown. Each member is a spokesperson of the group he/she is representing. The DAC members are as follows:

- Rinda Allison, Chairperson
- Dan Anderson, Historical Society
- Iain Dickie, Architectural Review Commission
- Linda Dykstra, Plan Commission
- Scott Hamer, Chamber of Commerce
- Beth Howley, Go Downtown!
- Jean Kaczmarek, Resident at Large
- Rob Kelley, Downtown Business Owner
- Tim Loftus, Historic Preservation Commission, Historical Society, Citizens for Glen Ellyn Preservation
- Pat Melady, Downtown Property Owner
- Jim Meyers, Economic Development Corporation (EDC)
- Sandy Moore, Retail Business Owner
- E. Jessica Pekny, Downtown Glen Ellyn Alliance, Downtown Business Owner
- Ann Riebock, School District 41
- Jennifer Shannon, Downtown Restaurant and Property Owner

Main Street Design Studio and Charette

On June 2, 2008, the TBS Team moved into 476 Main Street to prepare for two "Town Hall" meetings and be available for residents, business owners, and friends of Downtown Glen Ellyn to drop by and discuss their hopes and dreams for the future of Downtown Glen Ellyn. The turnout included over 80 people at the Monday night Town Hall Charette, 40 people during the drop-in Main Street Design Studio, and 50 people at the Wednesday night Town Hall meeting held in the Main Street Design Studio space.



You are invited!

The planning process for the **Downtown Strategic Plan** began this spring, and now we need your thoughts and ideas! The purpose of the plan is to create a vision for the future of the Downtown and to identify the steps to make this vision a reality. The purpose of the Main Street Design Studio is to gather dreams, design solutions, and investment ideas that could eventually become a part of the final strategic plan. The Design Studio will be open to the public on Tuesday, June 3, and Wednesday, June 4.

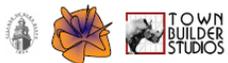
You are invited to stop by to discuss and sketch out your ideas for Downtown Glen Ellyn. Although this is not the only opportunity for your input, this is the most **unique opportunity** during the planning process. **We enthusiastically encourage you to participate!**

June 2008 Main Street Design Studio Hours:

Event	Date	Time	Location
Town Hall Charette*	June 2	7:00 p.m.	Civic Center, 535 Duane Street
Design Studio	June 3	9:00 a.m. to 9:00 p.m.	476 Main Street
Design Studio	June 4	9:00 a.m. to noon	476 Main Street
Town Hall Meeting*	June 4	7:00 p.m.	476 Main Street (or Civic Center)

*Town Hall events for the general public will be held this week in addition to the Main Street Design Studio hours. Please visit www.glenel.org for Town Hall Meeting descriptions and agendas, and for future Downtown Strategic Plan updates.

This event is hosted by Town Builder Studios and sponsored by the Village of Glen Ellyn. The studio space is provided by Joe Cristello of Codello Jewelers. Please contact Steve Hubeberg, AICP, Planning and Development Director, at 630-547-5040, if you have any questions.



Town Hall Charette

On Monday, June 2, following a presentation of preliminary findings by the consulting team, the participants broke out into five small groups to brainstorm and draw out ideas about the potential future of Downtown Glen Ellyn. When the groups were done with their activities, the large group reconvened, and the spokesperson for each small group presented the ideas to the entire audience. The evening was productive and enjoyable.

Main Street Design Studio

The doors were open for visitors to drop-in for 12 hours on Tuesday, June 3, and for four hours on Wednesday, June 4. A steady stream walked through the doors, keeping the ideas flowing and the design staff busy.

Town Hall Meeting

On Wednesday, June 4, the Town Hall Meeting was held in the Design Studio, and a wrap-up presentation of the three-day event was followed by a question and answer session.

The following pages contain the notes and summaries of the meetings and events that occurred in Downtown Glen Ellyn from June 2 through June 4, 2008.

Town Hall Charette: Market Analysis Overview, Visioning Session and Charette

Village of Glen Ellyn, Illinois

Monday, June 2, 2008

Agenda

1. Introductions
Moment of Silence for Trustee Sara Lee
A Show of Hands
Presentation of Findings
 2. Question and Answer Session
 3. Small Group Discussion and Charette
 4. Small Group Presentations
 5. Meeting Summary
Overview of Events for Tuesday, June 3, and Wednesday, June 4
 6. Adjourn
-

Meeting Notes

The Town Hall Charette was held at 535 Duane Street in the second floor gymnasium. Approximately 60 people were in attendance.

In addition to the following narrative, please refer to the PowerPoint presentation slides titled: "Town Hall Charette".

1. **Introductions, Moment of Silence for Trustee Sara Lee, A Show of Hands, Presentation of Findings**
The Town Builder Studios (TBS) Team of TBS, Gruen Gruen + Associates, Walker Parking Consultants, and BauerLatoza Studio, was introduced to the audience.

A moment of silence was observed for Trustee Sara Lee. She had an extensive resume of public service and passed away one week prior to this meeting.

The audience was asked to raise their hands if they had participated in interviews or served on the Downtown Advisory Committee (DAC) prior to this meeting. There was a good turnout of individuals who had already participated in the process; however, there were plenty of new participants as well.

The TBS Team members took turns presenting the findings to-date for the "data collection and analysis" and "market analysis and recommendations" segments of the planning process. Highlights of the presentation are as follows:

- a. Town Builder Studios presented an overview of the data collection and analysis process, and the land use and design issues as they relate to the Downtown, including:

Planning Process

1. Data Collection and Analysis
2. Market Analysis and Recommendations
3. Vision Statement and Two Concept "Bubble Diagram" Concept Plans
4. Refinement of a Preferred Downtown Strategic Plan
5. Parking, Circulation, and Access Analysis
6. Implementation Strategies
7. Draft Report
8. Final Report

Individual and Small Group Interviews – Common Themes

Parking

Employee, customer, commuter – need to accommodate these users
Garage/Structure – need to consider this type of parking facility

Businesses – recruit

Anchor store, men's, kids, teens

Businesses – retain

Keep what we've got

Circulation

Consider eliminating the one-way streets, build a pedestrian underpass

Design

Buildings, streetscape – good base, needs maintenance and enhancement

Ambiance

Historic, Tudor style, trees, flowers, plants, awnings, brick sidewalks and crosswalks, signs – good base, needs maintenance and enhancement

Downtown Organizations

There are many with overlapping functions

Events

Jazz Festival, Taste of Glen Ellyn, Trick or Treat, Holiday Walk, want more

Maintenance and Upgrades Needed

Building exteriors, building interiors, streetscape

Comprehensive Plan Overview

- The Downtown is the "historic commercial and multi-purpose focal point" in Glen Ellyn.
- Retail is primarily along Main Street and Crescent Boulevard.
- In 1999, Glen Ellyn's train station was the Union Pacific West Line's busiest commuter station. In 2006, it was ranked fourth behind Elmhurst, Wheaton, and Geneva, with approximately 350 fewer passengers than in 1999.

- Parking is not well-distributed.
 - “Upgrade the image, appearance and convenience” of the Village’s Downtown streets, buildings, parking lots, and open spaces.
- b. Gruen Gruen + Associates presented an overview of the market analysis, including recommending the following strategies for Downtown Glen Ellyn:
- Facilitate development of a critical mass of dining, cultural and recreational magnets, and market rate residential units.
 - Nurture and retain existing businesses, and incubate new businesses.
 - Enhance connections and engagements with the College of DuPage (e.g. Global Art Festival, a band shell, event programming, business assistance, a culinary market, etc.)
 - Enhance community event programming.
 - Augment parking.
 - Enhance wayfinding and signage.
 - Create an iconic gathering space and greenway, and integrate it with housing.
- c. Walker Parking Consultants presented an overview of the existing parking and circulation issues impacting the Downtown, including the following points of consideration:
- Current parking restrictions (permits, time limits, etc.) – should they be retained or changed?
 - Proximity of parking to destination points
 - Perception of how easy or hard it is to find a space
 - Special events – should there be more parking?
 - Is current traffic flow user-friendly?
 - Is more parking needed in the Downtown area?
- d. BauerLatoza Studio presented an overview of the historic inventory of the Downtown, including the following programming notes:
- Preserve special character of Glen Ellyn
 - Maintain/restore original facades and storefronts
 - Infill and new construction sensitive to the character of the Downtown
 - Materials
 - Details
 - Roof lines
 - Massing
 - Style
 - Scale
 - Glen Ellyn heritage key asset to the development revitalization

1. Question and Answer Session

A brief question and answer session was held at the conclusion of the presentation. In addition, two written questions were submitted at the conclusion of the evening. The questions and responses are as follows:

Will the CBD boundaries be expanded?

The location of the Central Business District (CBD) will be determined during this planning process. When the concept plan alternatives are developed and then refined into a preferred plan alternative, a better understanding of the potential size and location of the CBD will be known. Please note that the Village's official determination for the CBD boundary will be made when the Downtown Strategic Plan is adopted by the Village Board.

Are there any building height limitations being considered?

Yes, building height dimensions will be considered during the concept plan development, plan refinement, and plan implementation steps of the Downtown Strategic Plan process.

2. Small Group Discussion and Charette

The participants were asked to break themselves into groups of eight to 10 people and participate in brainstorming and design charette exercises. The activities included:

Part 1 – Brainstorm key words, phrases and ideas that describe an ideal future for the Downtown.

What are the group's three favorite key words or phrases that describe an ideal future for Downtown Glen Ellyn?

Part 2 – Map Exercises.

1. Core Shopping District. Where should the core shopping district boundaries be located?
2. Community Gathering Space. Where should a community gathering space (or spaces) be located?
3. Parking and Traffic. Consider the needs of Downtown shoppers, commuters, residents, and community event participants. What types of parking and traffic changes should be made and where?
4. Downtown Attractions for All Ages. Consider the needs of seniors, families (parents with children), young professionals, and teenagers. What types of activities (both passive and active) should be provided and where?

3. Small Group Presentations

Small group spokespersons presented the ideas on the maps and on the accompanying worksheet.

Key Words

- Connectivity
- Cultural
- Aesthetic Identity
- Lively
- Cohesive
- Financially Viable
- Train Issues
- Parking
- Attractions

- Arts-Related Gathering Place
- New Train Station
- Men's and Teen/Young Adult Clothing Lifestyle Stores

Core Shopping District

- Anthony to the north, Hillside to the south, Prospect to the west, and Park to the east.
- Buildings need to be attractive to train passengers.
- Before too much money is invested in a potential project and/or business, the building/zoning codes should be reviewed by the prospective developer and/or business owner.
- Hillside to Anthony, Western to Park.

Community Gathering Space

- South – train tracks (Prairie Path area made into greenspace).
- Farmers Market parking lot.
- North – train tracks near train depot.
- Near the Glen Art Theatre and Glen Ellyn train station.
- Centrally-located.
- Six businesses near theater.
- Move clock.
- Look to Oak Park, Illinois, for community gathering space examples.
- Farmers Market and Taste of Glen Ellyn – restaurants are too close.
- Across from Civic Center.
- In an open air mall.

Parking and Traffic

- Antique mall area – parking garage?
- A structure behind the Civic Center?
- A structure behind the Fire Station?
- Not good – three-hour rather than all day.
- Second level garage at the Civic Center, the Crescent/Glenwood lot, the Schocks lot, and/or the southeast corner of Park and Crescent (north of the tracks).
- Tall buildings are placed within continuity.
- Design has to be considered behind the Civic Center – there is a slope.
- Move the horse trough.
- Provide parking east of Park for commuters and students or have School District 87 build a parking deck behind Glenbard West.

Downtown Attractions for All Ages

- Something for teens.
- Teen center?

- Maximize the Glen Art Theatre (film festival).
- Promote outdoors – fitness/promote biking and walking; outdoor dining/greenspace; and develop central greenspace area north and south of the train station.
- The Floral Clock is not noticeable.
- Harris Bank – was shot down for a teen center.
- Teens are spenders.
- Urban Outfitters
- Old Navy
- Open air malls with two-sided retail stores.
- More food options for students – fast food burgers/"Subway"-types of places.
- Kids clothing stores, Abercrombie, Urban Outfitters, men's stores.

4. Meeting Summary and Overview of Events for Tuesday, June 3, and Wednesday, June 4

At the conclusion of the small group presentations, the consulting team discussed concepts identified by the small groups, then invited the participants to stop by the Main Street Design Studio on Tuesday or Wednesday, and attend the Town Hall Meeting at 476 Main Street on Wednesday evening.

5. Adjourn

The meeting adjourned at approximately 10:00 p.m.

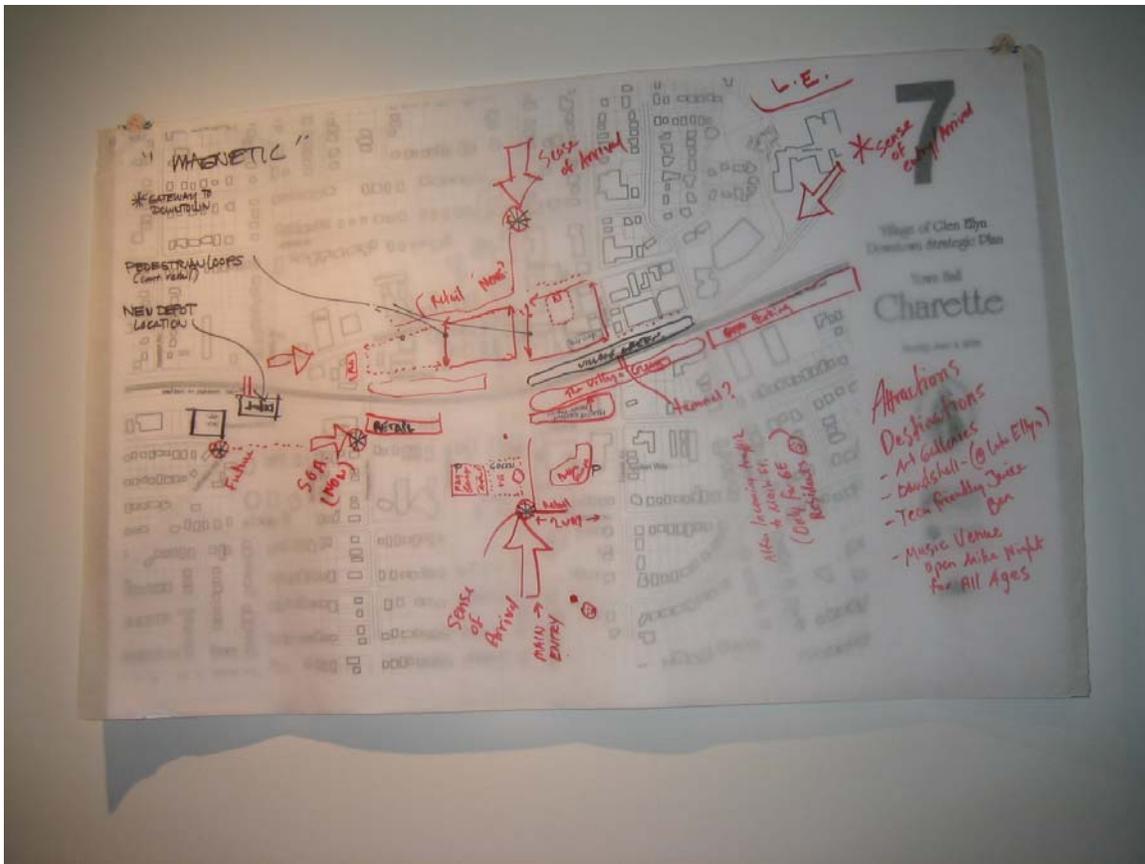
Charette Illustrations

The drawings and comments on the following pages are the result of small groups of eight to 10 people collaborating during the Town Hall Charette on June 2, 2008. The maps were illustrated – and notes were taken – by the participants in each small group.



Key Features

- Install a parking structure behind the Civic Center.
- Move the Farmers Market from the South Main parking lot to a different location.
- Construct a new Glen Ellyn train station.
- Pedestrian Mall along Crescent between Main and Forest.
- Pedestrian underpass at Main and the railroad tracks.
- Parking garage at Schocks Park parking lot.
- Visitor center at the Fire Department.
- Metered parking along Main and free parking further out.



Key Features

- "Magnetic."
- Install primary gateways on Main at Anthony and Hillside to establish a "sense of arrival."
- Install gateways at Duane and Lorraine, Duane and Prospect, and Crescent and Ellyn Avenue.
- Pedestrian loops (continuous retail) for two blocks bounded by Pennsylvania, Glenwood, Crescent, and Forest.
- A possible third pedestrian loop west of Glenwood.
- Village greens on either side of the railroad tracks between Main and Park Boulevard.
- Consider a pedestrian tunnel at Forest and the railroad tracks.
- Consider moving the Fire Station.
- Move the train station adjacent to the Duane/Lorraine parking lot and build a parking garage to the southwest of the train station.
- Add attractions and destinations such as art galleries, a band shell at Lake Ellyn, a teen-friendly juice bar, a music venue (open mike night for all ages).
- Construct a parking garage behind the Civic Center.
- Allow two-way traffic on Hillside.
- Redevelop the South Main parking lot into a Village green on the east half, and retail and parking garage on the west half.



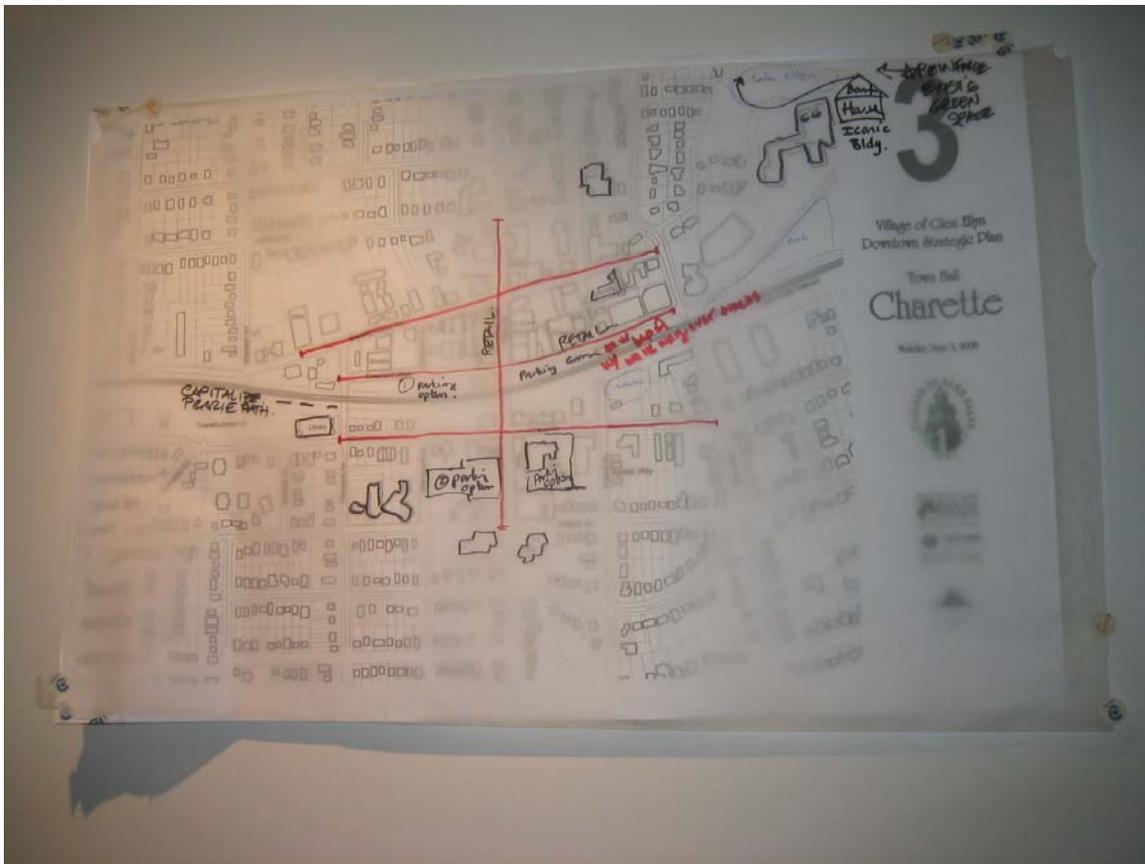
Key Features

- The Downtown boundaries are generally located at Pennsylvania to the north, Hillside to the south, Prospect to the west, and Park Boulevard to the east.
- Potential parking structure locations include: behind the Fire Station, behind the Civic Center, and at Schocks Park parking lot.
- Use permeable pavement at the east half of the South Main parking lot and convert it into a “multi-use” space.
- The boundaries of a large community greenspace are: Crescent to the north, Duane to the south, Main to the west, and Park Boulevard to the east.



Key Features

- The Downtown boundaries are generally located at Pennsylvania to the north (with a Main Street extension to Anthony), Duane to the south (with a Main Street extension to Hillside), Prospect to the west, and Park Boulevard to the east.
- New development at the Fire Station site.
- New train station in its current location.
- The Glen Art Theatre is a key feature of the Downtown.
- Main Street (between Pennsylvania and the railroad tracks) and Crescent (between Glenwood and the Glen Art Theatre) should be public gathering spaces.
- Greenspace should be located throughout the Downtown, with a new public green directly across the street from the Civic Center main entrance.
- Potential parking structure locations include: Crescent and Glenwood, Schocks Park parking lot, behind the Civic Center, and the west end of Memorial Park (east of Park Boulevard).



Key Features

- Reinforce existing greenspace by utilizing Lake Ellyn and the boat house (iconic building).
- Capitalize on the Illinois Prairie Path resource.
- Parking garage options include: Crescent and Glenwood, South Main parking lot, behind the Civic Center, and west of the train station.
- Focus retail along the Main, Pennsylvania, Crescent, and Duane corridors.
- Train station with walkway over railroad tracks.

Downtown Strategic Plan
Main Street Design Studio
Village of Glen Ellyn, Illinois
Tuesday, June 3, 2008, and
Wednesday, June 4, 2008

Agenda

1. Tuesday Hours: 9:00 a.m. to 9:00 p.m.
 2. Wednesday Hours: 9:00 a.m. to noon
-

Studio Notes

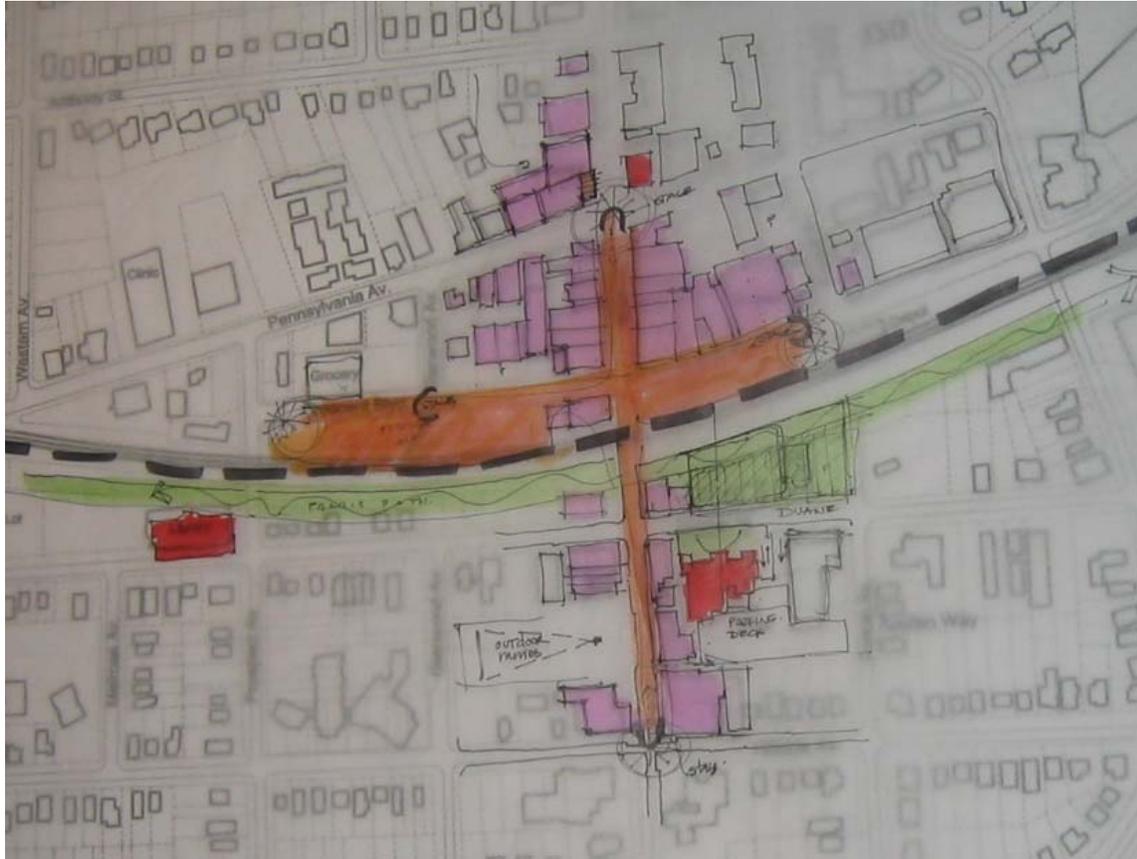
The Main Street Design Studio was an informal gathering of community stakeholders and consulting team members. The public was encouraged to stop by, look at the maps and ideas generated at the Monday night Town Hall Charette session, and participate in an “annotated conversation” (where individuals met with a consulting team member and he/she drew out the ideas that the stakeholders described) or a “community drawing” exercise (where individuals drew out their ideas on paper while talking with a consulting team member).

The following pages contain images and descriptions of the illustrations created during the Main Street Design Studio hours.

Annotated Conversations

The maps and comments on the following pages are the result of conversations between the general public and a design staff member during the Main Street Design Studio event. The maps were illustrated by the design staff member during the conversation.

Map A



Key Features

- Construct new development at the Fire Station
- Show outdoor movies at the Main Street parking lot
- Construct a parking deck behind Civic Center
- Build a greenspace north side of Duane Street in front of Civic Center
- Build a Band Shell at Lake Ellyn
- New Programming: "Axis of Jazz"
 - 4:00 to 8:00 p.m. (not to 10:00 p.m.)
 - Stages on Main at Hillside and Pennsylvania, and on Crescent at Glenwood and Forest

Map C



Key Features

- Install metered parking on Main (Pennsylvania to Hillside) and Pennsylvania (Glenwood to Forest)
- Create a Pedestrian and Auto Esplanade on Main (Pennsylvania to Hillside), Crescent (Glenwood to Forest), and Duane Street (Glenwood to Forest)
- Improve the backs of buildings along the RR
- Provide a bike rental opportunity along the Illinois Prairie Path
- Construct gateway arches at Prairie Path and Main, and north side of Crescent at Main

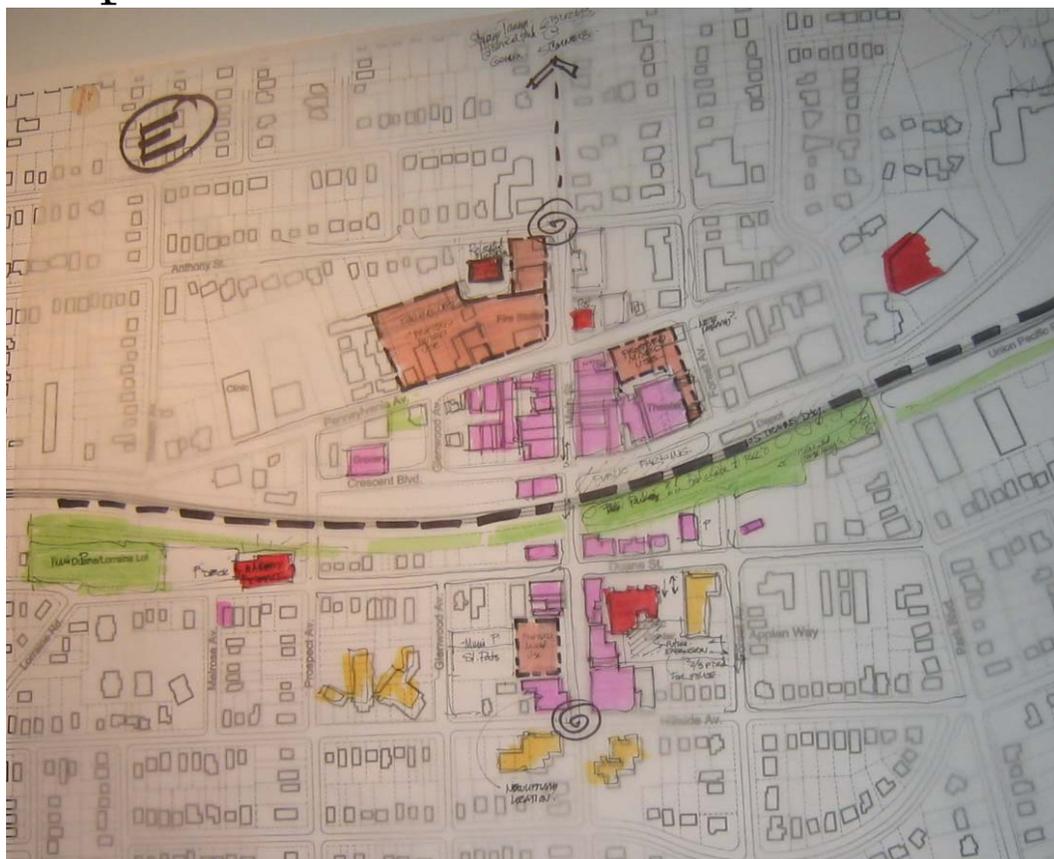
Map D



Key Features

- Move the Fire Station to Five Corners, redevelop current site
- Install gateways at Anthony and Main, and Hillside and Main
- Construct parking decks at Crescent and Glenwood (three levels) and Crescent and Forest (two levels)
- Build a new train station near Main
- Construct small pocket parks (40' x 40' square) along Crescent at Prospect, Main, and Park Boulevard
- Create a wintertime "Crescent of Lights" on Main (between Anthony and Hillside)
- Set up a site for a circus at the South Main parking lot
- Install a Civil War Monument in Memorial Park
- Increase the number of parking spots along south side of tracks – Phase I between Main and Forest, Phase II between Forest and Park Boulevard, Phase III two- or three-level deck...would this divide the Village?
- Relocate the Taste of Glen Ellyn to Crescent and Glenwood

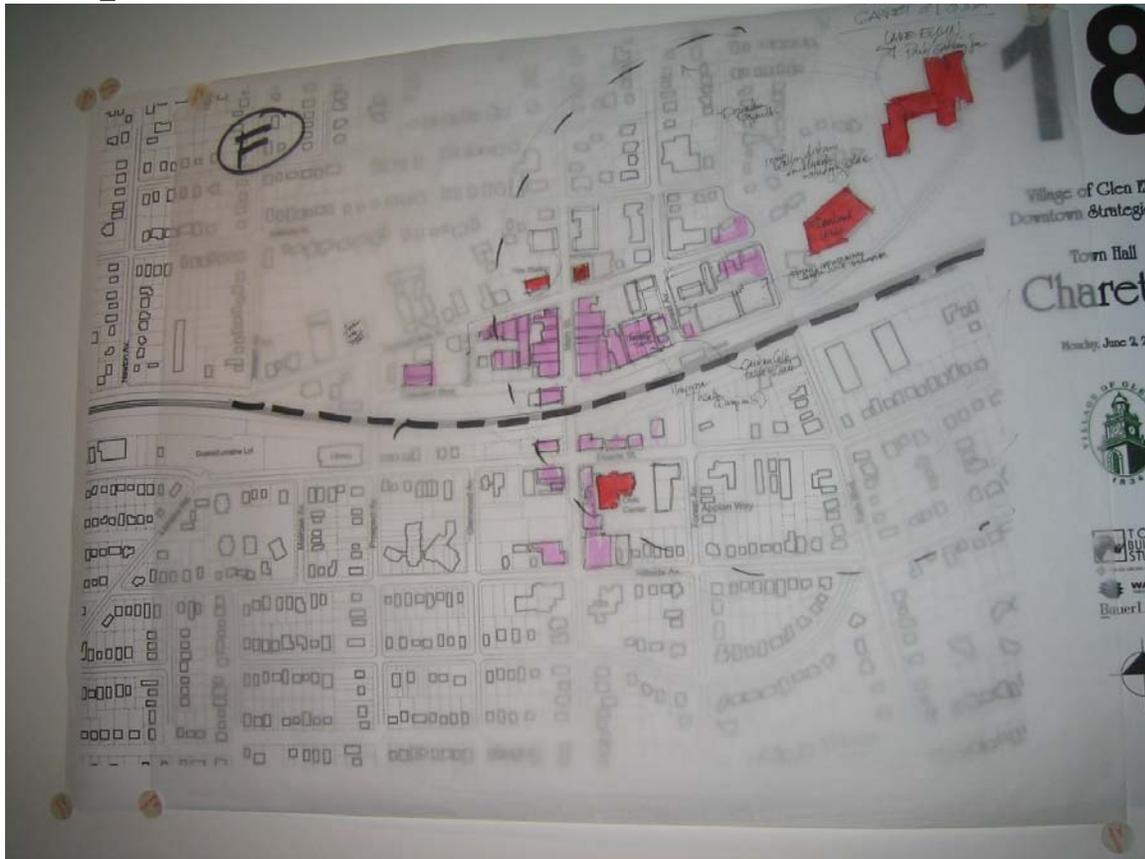
Map E



Key Features

- Install gateways at Anthony and Main, and Hillside and Main
- Redevelop the Duane/Lorraine parking lot into a municipal park
- Convert the Library into the train station, relocate Library to the Giesche Shoes location or at the southwest corner of Pennsylvania and Forest, and build a parking deck in the current Library parking lot area
- Convert the Metra lots north of the tracks between Park and Main to customer and public parking
- Convert commuter parking along Illinois Prairie Path south of the tracks into park space
- Construct a mixed-use building at Pennsylvania and Main, Pennsylvania and Forest, and in the Main Street parking lot
- Make a connection to Five Corners, Stacy's Tavern, Historical Park, and Geneva Road six blocks to the north of the north gateway
- Allow two-way traffic on Main
- Relocate the horse trough to Prairie Path Park
- Convert Train Lot B and Train Lot D to greenspace...too close to RR?
- Construct a future Civic Center addition to the south/back side of building (for Police Department), with two- or three-level parking deck (with access off Duane and Forest)

Map F



Key Features

- Enhance the public gathering space at Lake Ellyn
- Improve the Glen Art Theatre
- A circle was drawn illustrating the area that is within a 10-minute walking distance of Glenbard West for lunch and studying opportunities for students
- Retail opportunity (e.g. "Jamba Juice" at northwest corner of Crescent and Park Boulevard)
- Bring in "Caribou Coffee" with tables and wifi near the Glen Art Theatre

Map G



Key Features

- Construct mixed-use redevelopment (residential and office) from Mews to Main on Pennsylvania
- Redevelop area bound by Pennsylvania, Prospect, RR, and Forest
- Construct mid-block parking decks east and west of Main, north of Crescent
- Create a park at the South Main parking lot, including extending the park on top of a new parking garage along Glenwood
- Make Hillside two-way traffic (at least between Main and Forest)
- Construct a Civic Center parking deck with access off Duane and Forest (through existing church property)
- Redevelop NE and NW corners of Forest and Duane, with track-side parking
- Retain one-way northbound configuration, establish new one-way southbound configuration (from southbound Main to westbound on Pennsylvania, southbound on Glenwood, eastbound on Crescent, southbound on Main)
- Create a greenspace on Main between Pennsylvania and Crescent
- Establish a diverse residential housing stock

Map H



Key Features

- Main Street parking lot is an eyesore
- Create a small park across the street from Civic Center, expands between buildings and the RR
- Convert commuter parking into a park
- Park Boulevard at Crescent – dangerous intersection
- Purchase buildings on Duane – as they become available, then convert properties into a greenway
- The Prairie Path is the Village's jewel
- Construct a pedestrian bridge on Prospect at the RR
- Relocate the Farmers Market to Crescent and Glenwood
- Volunteer Park is not good for children
- Construct a fountain in Prairie Path Park for kids to go barefoot and play in the water, etc.
- Open up space behind the buildings on Duane and make the area inviting to train passengers and Prairie Path users
- Odd existing traffic pattern, cannot get to parking lots
- Redirect one-way traffic to draw traffic into parking areas

Map I



Key Features

- Construct mixed-use at Main Street parking lot, and southeast corner of Duane and Forest
- Redevelop the north side of Duane, between Main and Forest
- Redevelop the train station with retail along Crescent
- Construct a mixed-use development along the west side of Glenwood, between Pennsylvania and Crescent

Map J



Key Features

- Move the Fire Station to Five Corners
- Construct a gateway on Main at Anthony and Hillside
- Construct a 50- to 100- bed hotel at current Fire Station site
- Redevelop from Mews to Main; three levels of free parking; pocket park/greenspace at intersection
- Redevelop east of Glenwood (north of Crescent) to back of Main Street buildings, with two levels of free parking
- Establish two-way traffic on Main, and two-way traffic on Hillside east of Main
- Redevelop southwest corner of Pennsylvania and Forest, parking behind
- Construct a new building at the southeast corner of Main and Crescent
- Establish commuter parking at the Duane/Lorraine parking lot
- Construct new mixed-use building on Main Street parking lot, with two levels of free parking behind
- Provide free surface parking at Crescent and Glenwood
- Provide free three-level parking behind Civic Center
- The Volunteer Fire Department is the Village's identity
- Redevelop the NE and NW corners of Duane and Forest
- Install metered parking on Main, Pennsylvania, and Duane
- Construct new mixed-use (retail and residential) redevelopment at northwest corner of Duane and Forest
- Construct new multiple family residential at northeast corner of Duane and Forest
- Relocate the flower clock to Prairie Path Park
- Construct new office and residential on north side of Duane between Prospect and Main
- Construct a new building on south side of Duane in existing parking lot, between Glenwood and Main

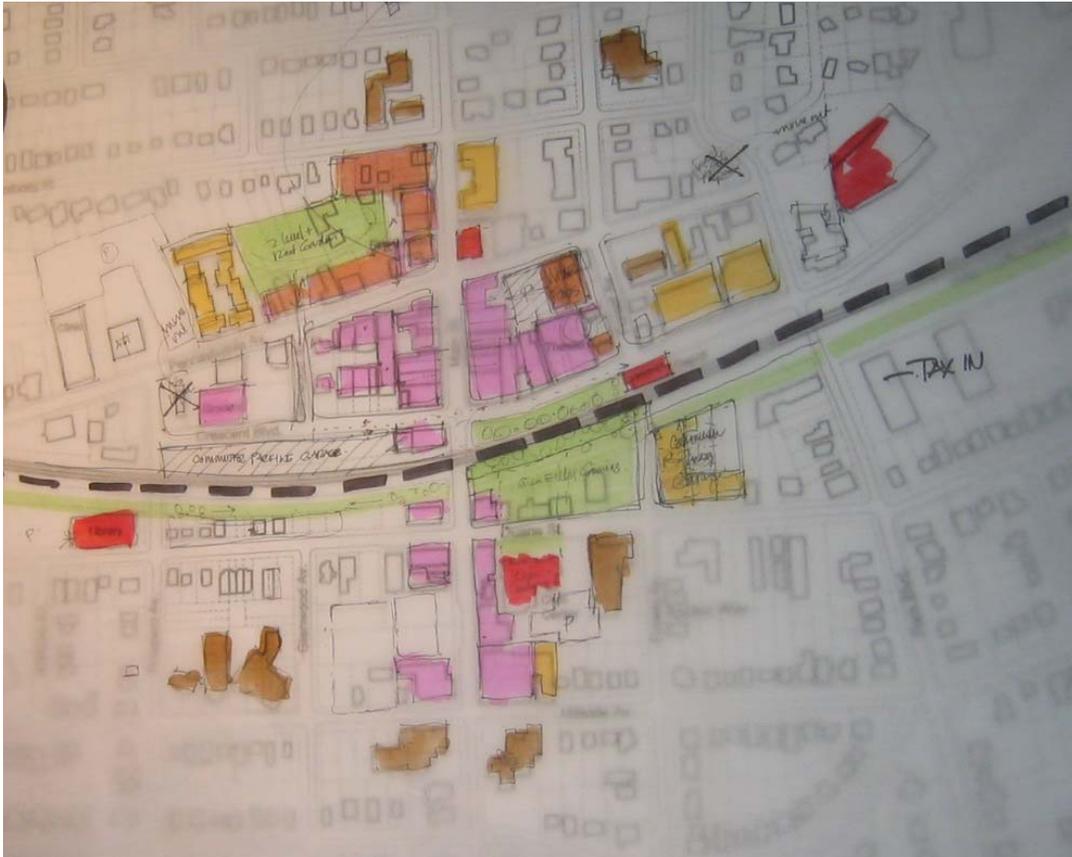
Map K



Key Features

- Construct a mixed-use building in the Main Street parking lot
- Build a park at the northeast corner of Hillside and Glenwood
- Construct new buildings surrounding the Fire Station, including two- to three-level parking structure
- Restore the 10-lane bowling alley under the Glen Art Theatre

Map L



Key Features

- Construct new two-level parking garage with roof garden east of Mews, connect driveway to Glenwood
- Construct mixed-use development east of Mews to Main
- Move Fire Station to north of St. Charles Road
- Move car service business from Park and Pennsylvania to another location
- Move car service business from Prospect and Pennsylvania to another location
- Build "Glen Ellyn Commons" between the Civic Center and Crescent
- Establish commuter parking at Duane/Lorraine parking lot
- Construct a commuter parking garage at Crescent and Glenwood
- Redevelop the NE corner of Duane and Forest to commuter parking garage with residential
- Bring in Whole Foods at the southwest corner of Forest and Pennsylvania, with parking to the west
- Construct townhomes on north side of Duane, between Prospect and Main

Note: Map "M" was utilized as a base map during the "Annotated Conversations" and does not contain any information from the public; therefore, it is not included in this report.

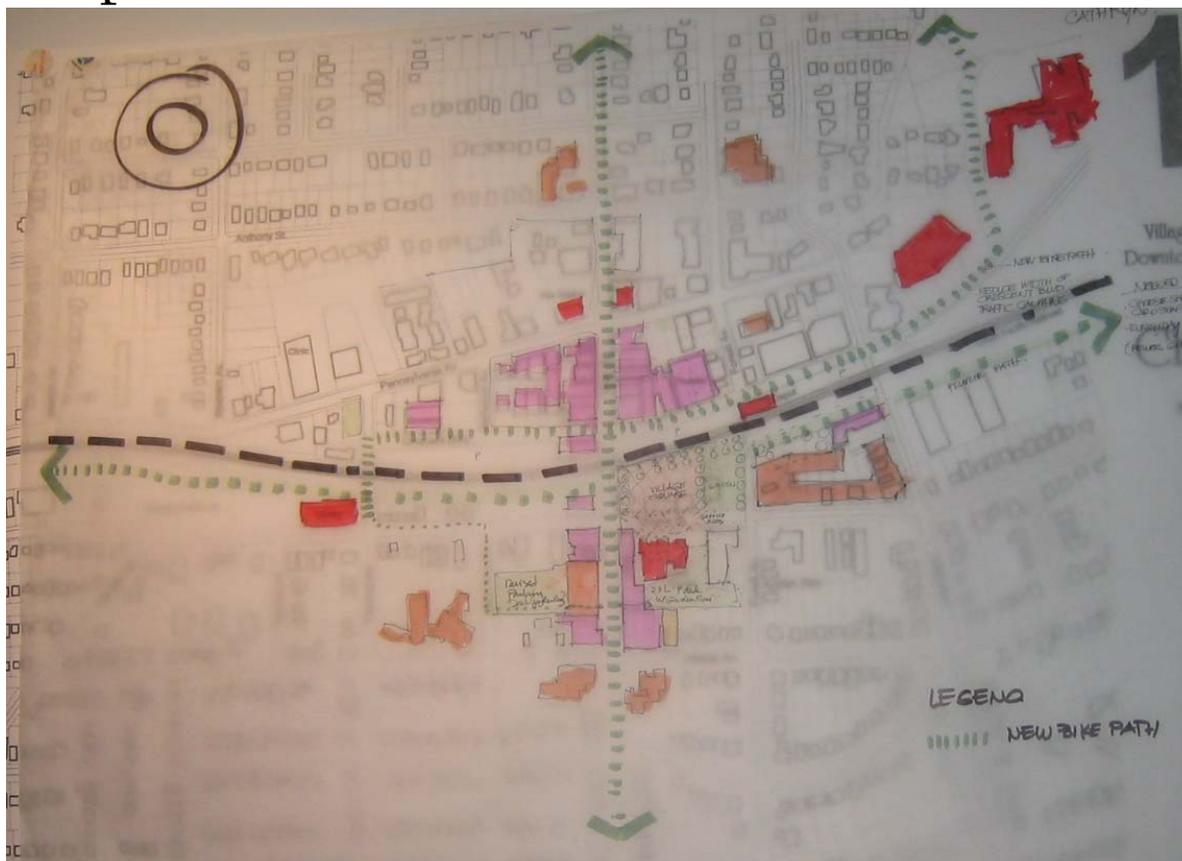
Map N



Key Features

- Construct gateways on Main at Anthony and Hillside
- Articulate a pedestrian and bike path connection from the Illinois Prairie Path to Lake Ellyn along Park Boulevard and Deer Path Road
- Establish a bike path connection along Pennsylvania east of Main to Lake Ellyn
- Construct a three-level parking deck east of Mews with rooftop garden
- Construct new buildings at the southeast corner of Pennsylvania and Main
- Relocate the Fire Station to west of Volunteer Park
- Construct mixed-use development at the SW corner of Pennsylvania and Forest
- Construct a new building at the SE corner of Crescent and Main
- Establish two-way traffic on Main, with a traffic circle at intersection with Crescent
- Redevelop the east side of Glenwood to back of Main Street buildings
- Construct a new mixed-use development on the Giesche and South Main parking lot properties, with a parking deck behind
- Build a greenspace entitled "The Village Commons" north of Civic Center, west of Forest
- Construct new residential buildings on both sides of Duane, between Forest and Park
- Redevelop the McChesney block, with grocery along Glenwood, residential above, parking below, and retail at grade

Map O



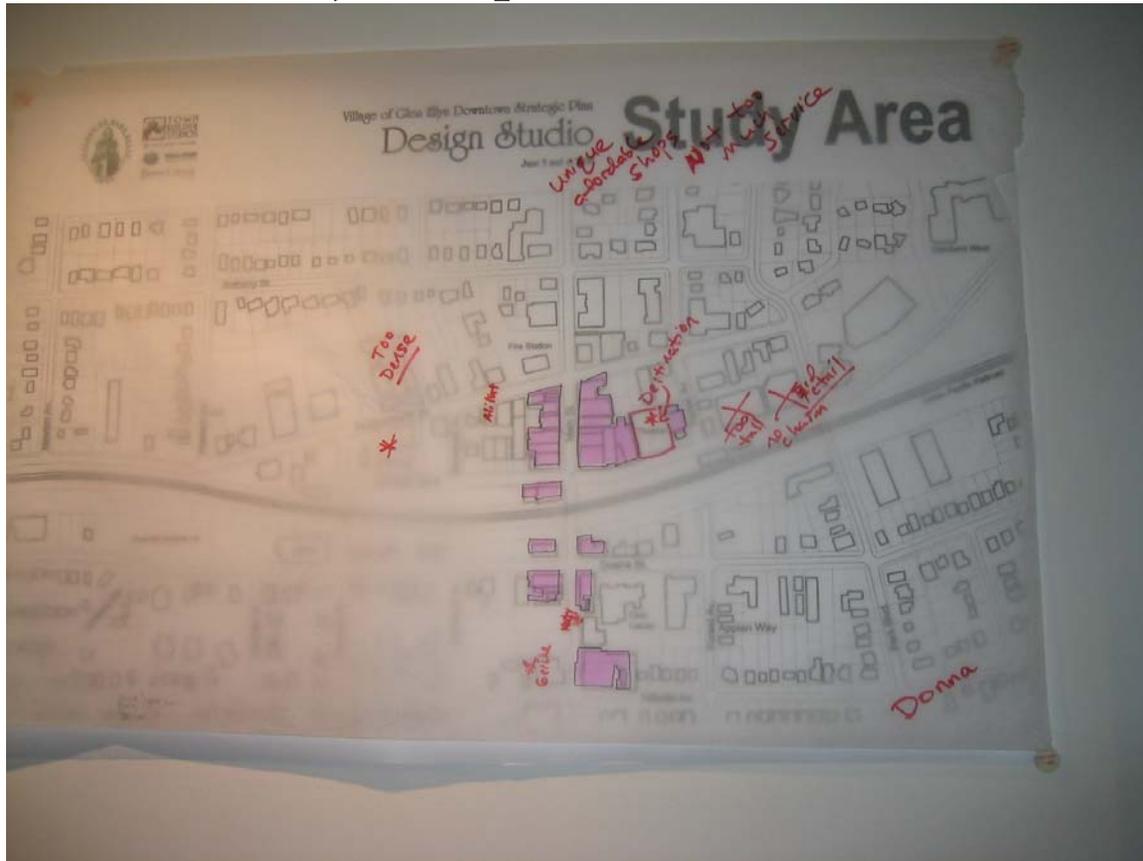
Key Features

- Install new bike paths along Main, Crescent, Prospect Avenue to Duane to Glenwood, Elynn Avenue
- Reduce width of Crescent, provide traffic-calming
- Redevelop mid-block between buildings on Main and Glenwood
- Redevelop north side of Duane between Forest and Park, keep mall at Park and RR
- Build a Village square centered on Civic Center façade, with a Village green for remainder of block – all across the street from the Civic Center; Duane Street becomes service access
- Construct a mixed-use development in the Main Street parking lot, with a raised parking deck with a garden roof behind
- Construct a two- to three-level parking deck with garden roof behind the Civic Center
- Needed retail: cheese shop, card shop, everyday use stores, fewer gift shops

Community Drawings

The maps and comments on the following pages are the result of the general public sitting down with a design staff member or by themselves during the Main Street Design Studio event. The maps were drawn by the individuals and not by a design staff member.

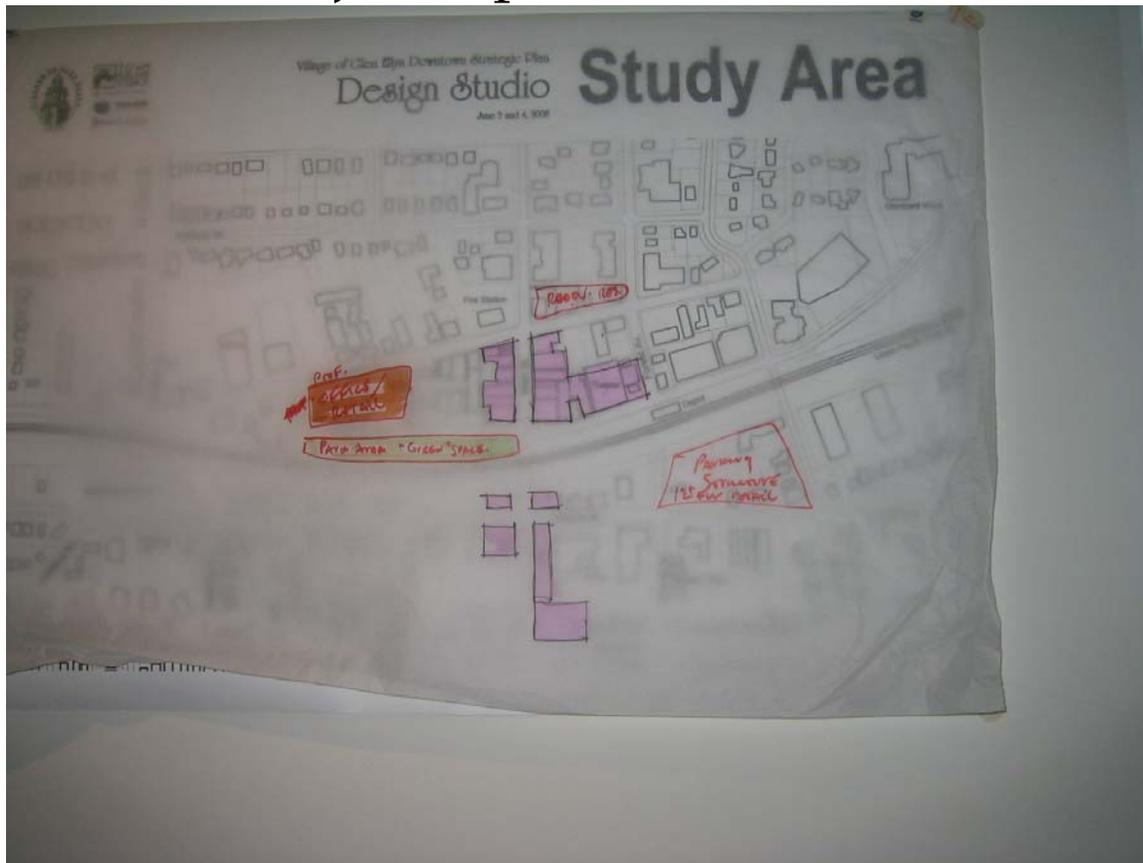
Community Map 1



Key Features

- The Mews is too dense
- Need unique and affordable shops, not too much service
- The Glen Art Theatre is a destination
- Mixed-use buildings near Park and Crescent too tall, no charm
- Like Ali-Kat, Giesche, Katy's, McChesney-Miller

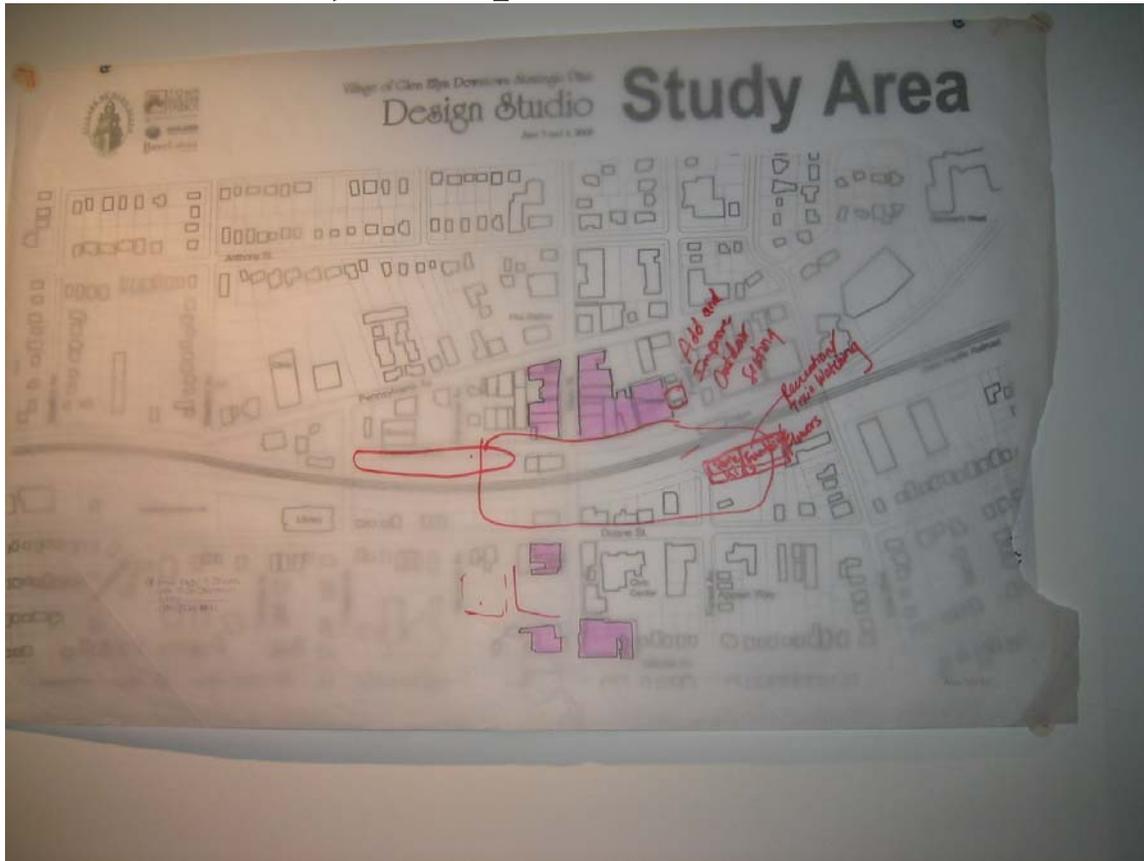
Community Map 2



Key Features

- Redevelop north side of Pennsylvania, between Main and Forest, into residential
- Redevelop McChesney-Miller block into professional office and retail
- Create greenspace along south side of Crescent, between Prospect and Main
- Redevelop north side of Duane, between Forest and Park, into parking structure with first floor retail

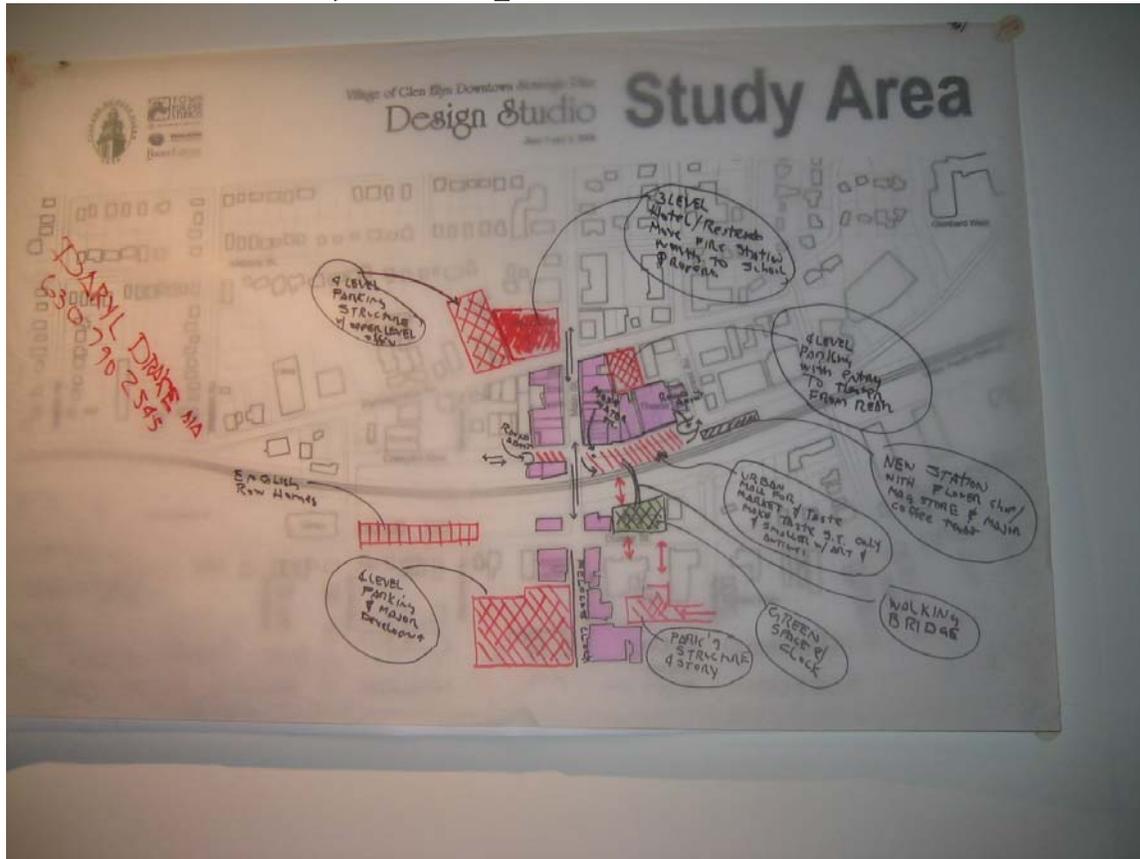
Community Map 3



Key Features

- Add and improve outdoor seating at NW corner of Crescent and Forest
- Enhance Prairie Path Park with a fountain, flowers, and an area for kids
- Recreation train-watching opportunities along both sides of the tracks

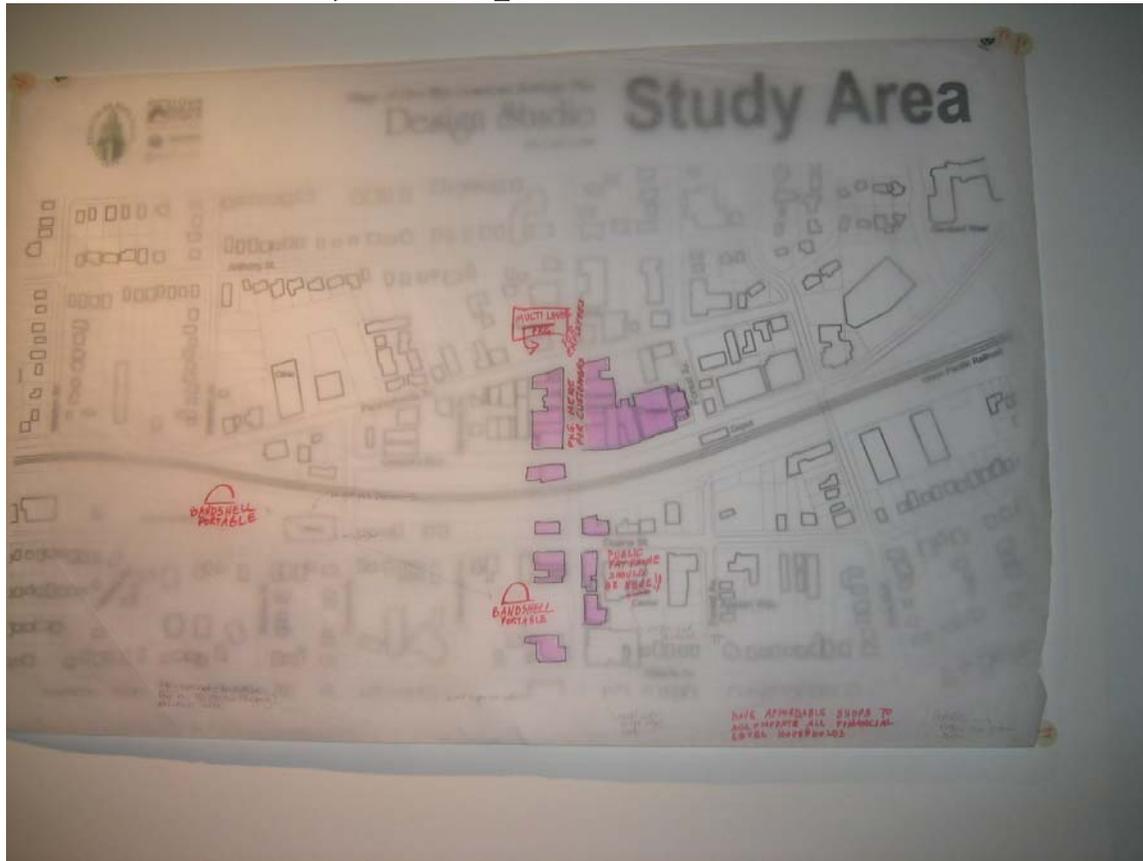
Community Map 4



Key Features

- Four-level parking structures on Pennsylvania, Main, and behind Civic Center
- Three level hotel/restaurant, and move Fire Station north to school property
- Two-way traffic along Main
- Another four-level parking structure on Pennsylvania, between Main and Forest, include theater entrance
- Urban mall market on Crescent between Main and Forest, for market and Taste of Glen Ellyn
- There should be Glen Ellyn-only establishments, art, and antiques at the Taste of Glen Ellyn
- English row homes north side of Duane near Library
- Major development from Main Street parking lot south to Hillside
- Relocate flower clock to a new greenspace across the street from the Civic Center
- Construct a pedestrian bridge over RR
- New train station with flower shop, magazine store, and coffee tenant

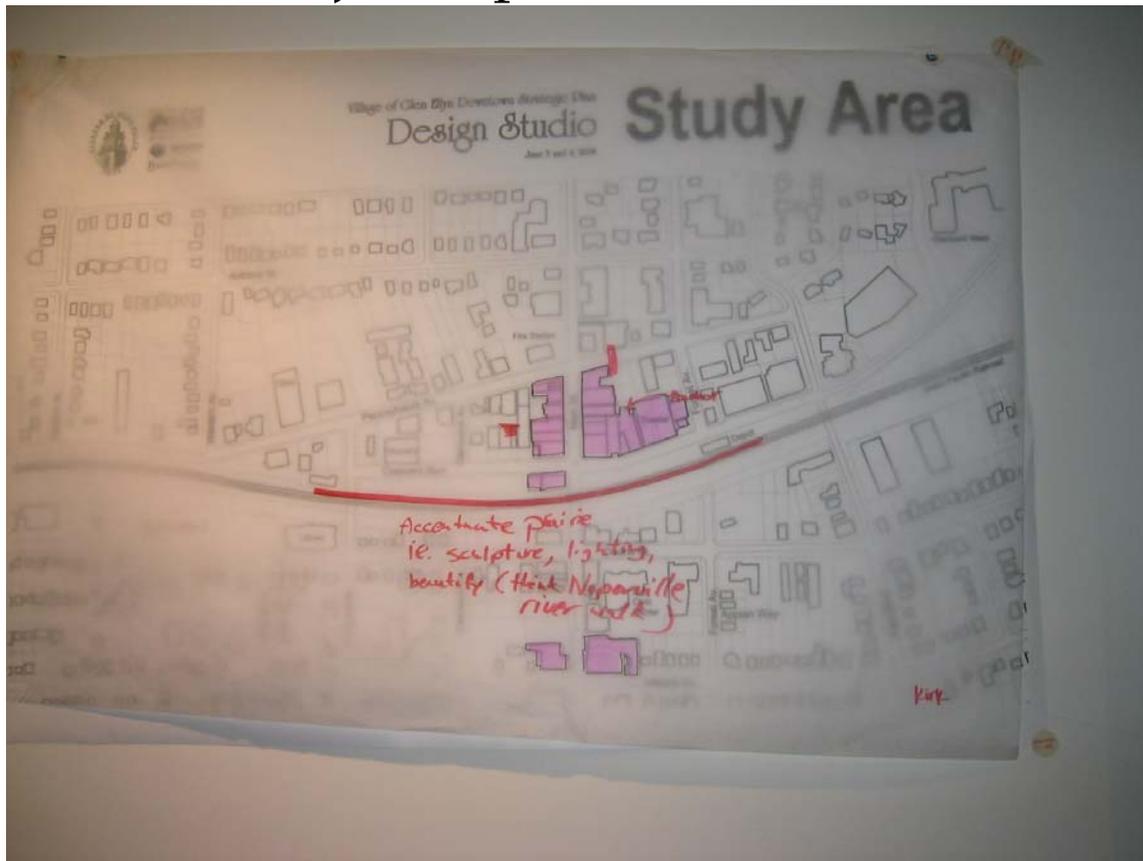
Community Map 5



Key Features

- Portable band shell at Main Street parking lot or near Library
- Multiple level parking behind Fire Station, for employees
- Need more affordable shops to accommodate all types of household income levels
- On-street parking on Main for customers only

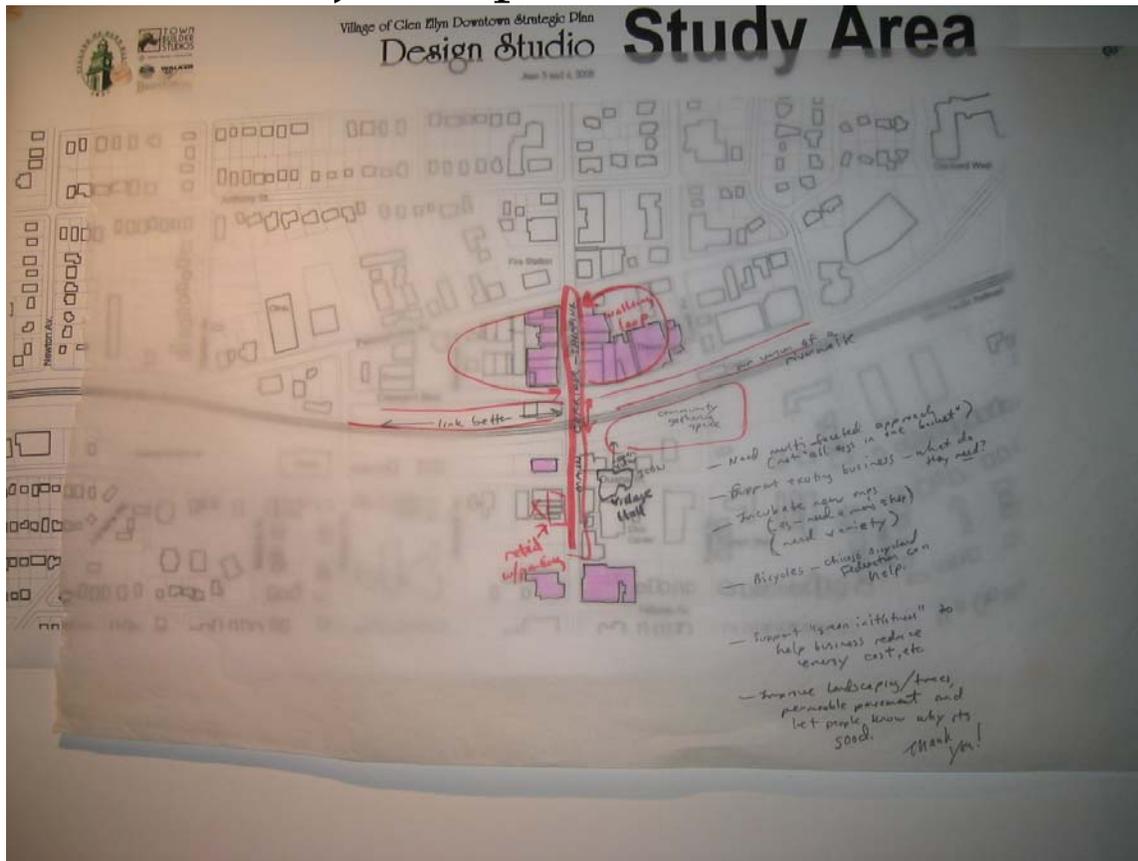
Community Map 6



Key Features

- Accentuate Prairie Path with sculpture, lighting, beautify (think Naperville Riverwalk)
- The Glen Art Theatre is the anchor for the Downtown

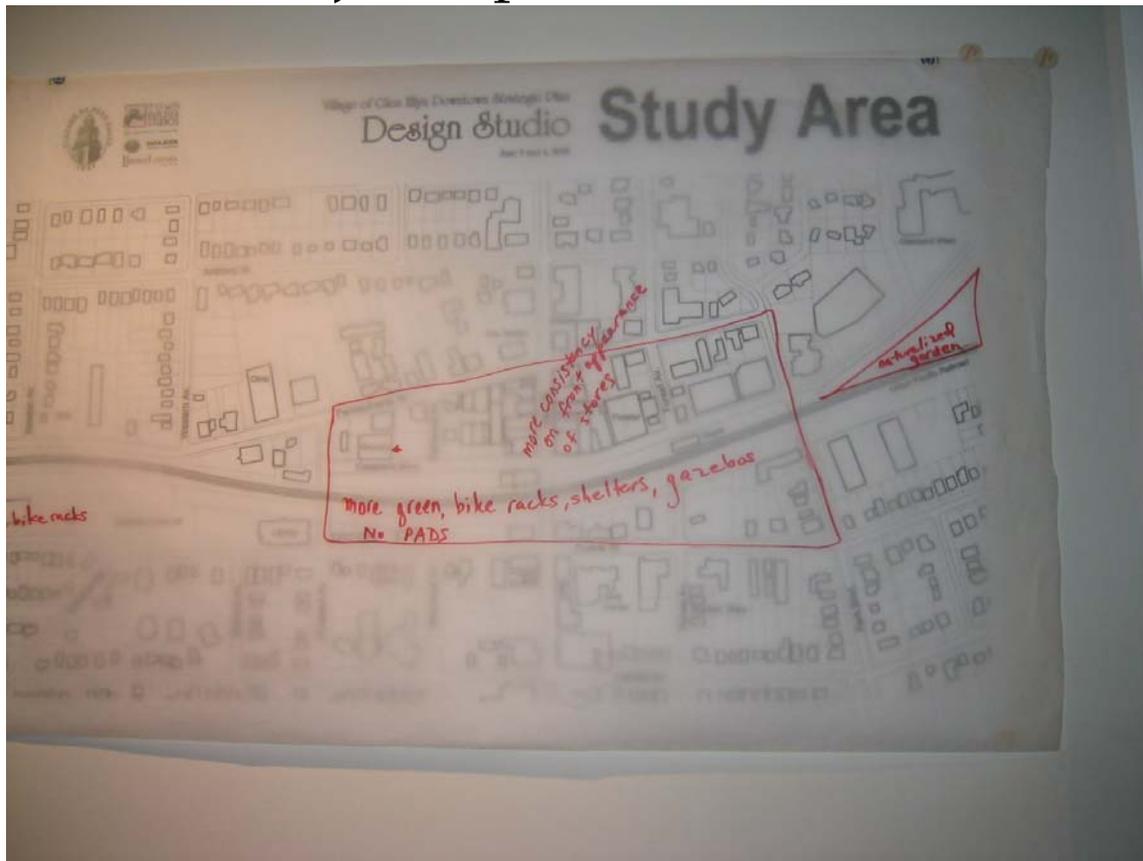
Community Map 7



Key Features

- There should be a walking loop – east on Crescent, north on Forest, west on Pennsylvania, and south on Glenwood
- The primary shopping corridor should be along Main Street between Pennsylvania and Hillside
- Need a better link from the Crescent/Glenwood parking lot to Main Street
- Community gathering space south of tracks near Forest
- Glen Ellyn's version of a riverwalk should be along Crescent between Prospect and Park
- Establish an open view from the Civic Center to the railroad tracks
- Need retail with parking at the South Main parking lot
- Need multi-faceted approach (not "all eggs in one basket")
- Support existing businesses – what to they need?
- Incubate new businesses (e.g. need a men's shop, need variety, etc.)
- Enhance bicycle facilities – the Chicagoland Bicycle Federation can help
- Support "green initiatives" to help businesses reduce energy costs, etc.
- Improve landscaping/trees, add permeable pavement, and let people know why it's good

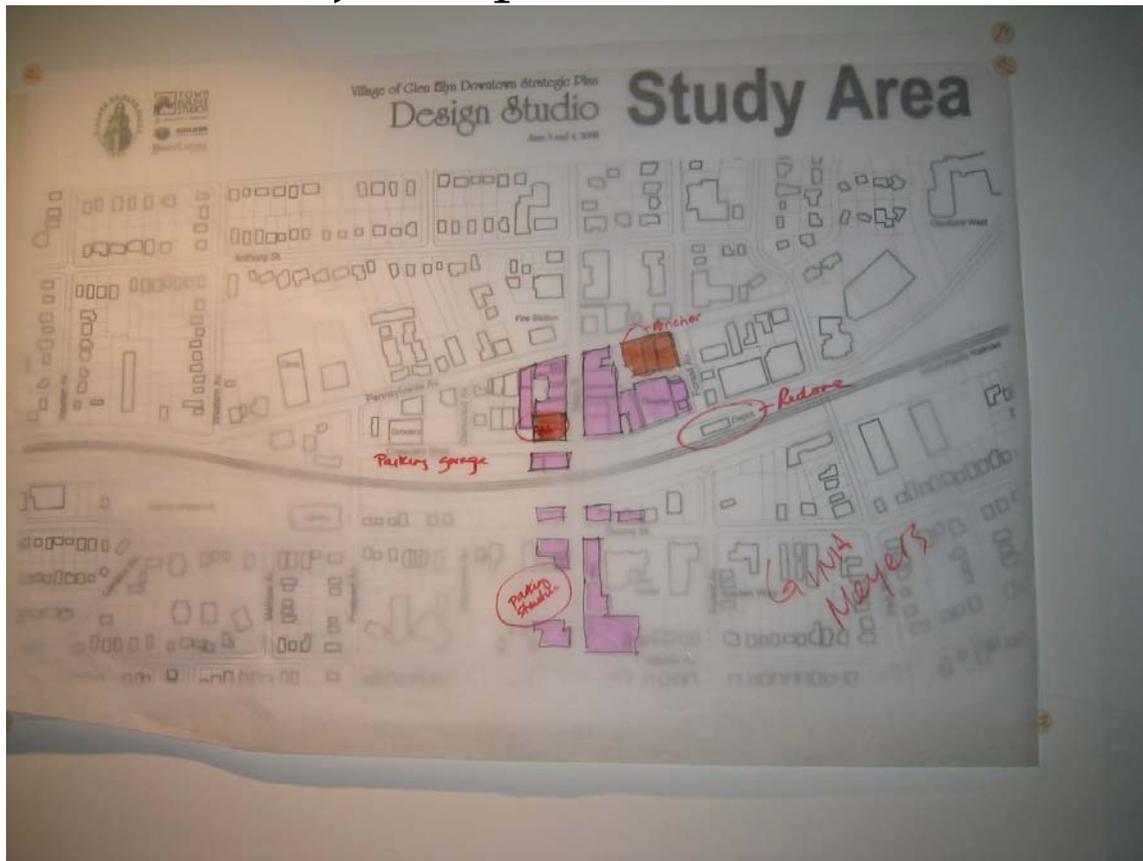
Community Map 8



Key Features

- Need more green spaces, bike racks, shelters, and gazebos
- No PADS
- There should be more consistency between the Downtown storefronts
- Add a naturalized garden between Crescent and the railroad tracks, east of Park Boulevard

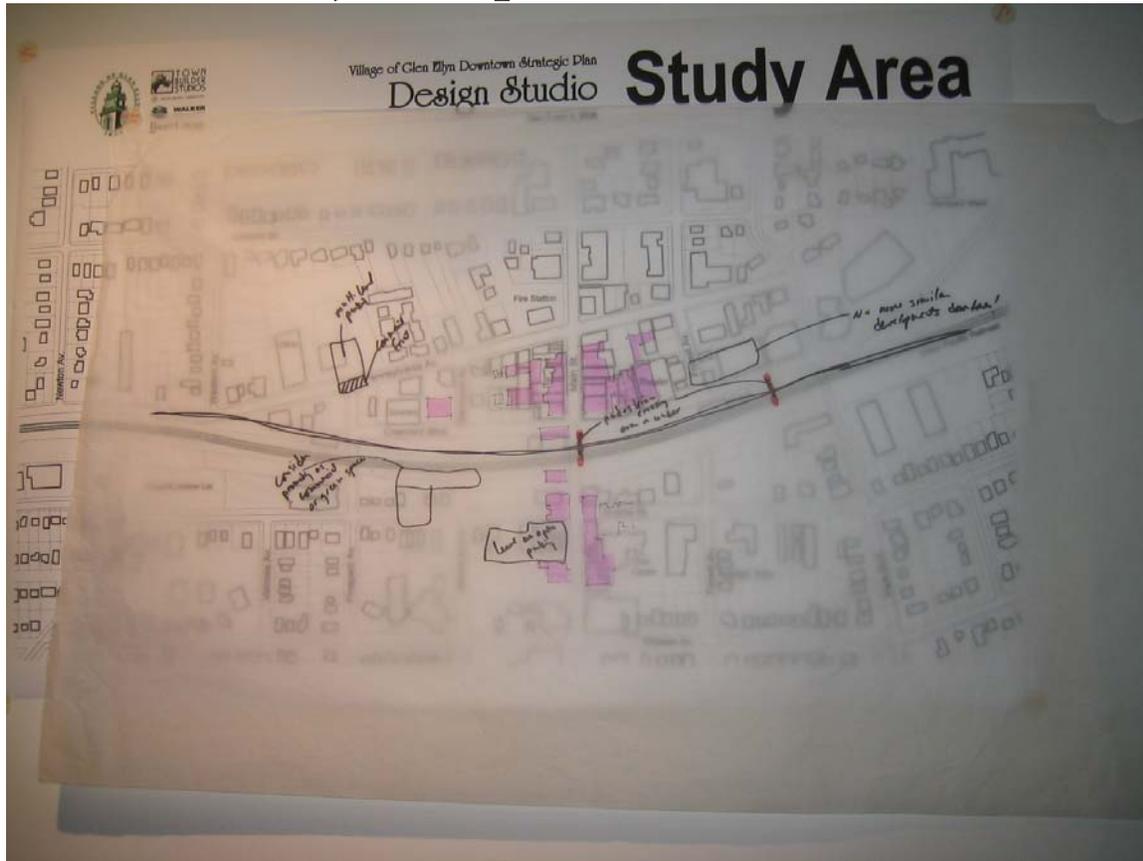
Community Map 9



Key Features

- Parking structures at existing South Main and Crescent/Glenwood parking lots
- Create an anchor business location at the southwest corner of Pennsylvania and Forest
- Redo the Depot

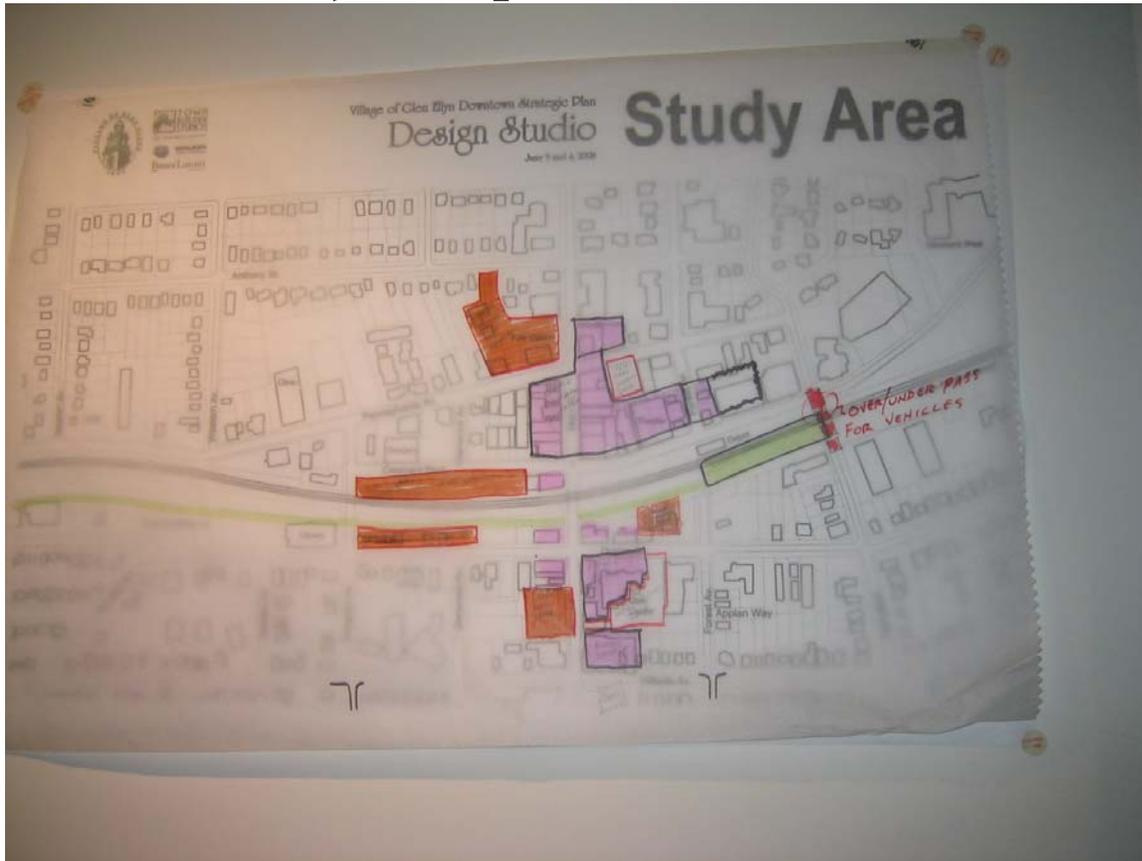
Community Map 10



Key Features

- Pedestrian overpasses or underpasses at Main and Park
- Leave the South Main parking lot as open parking
- No more developments like the ones near the northwest corner of Crescent and Park
- Consider the property south of the tracks and east of Prospect for commercial or greenspace

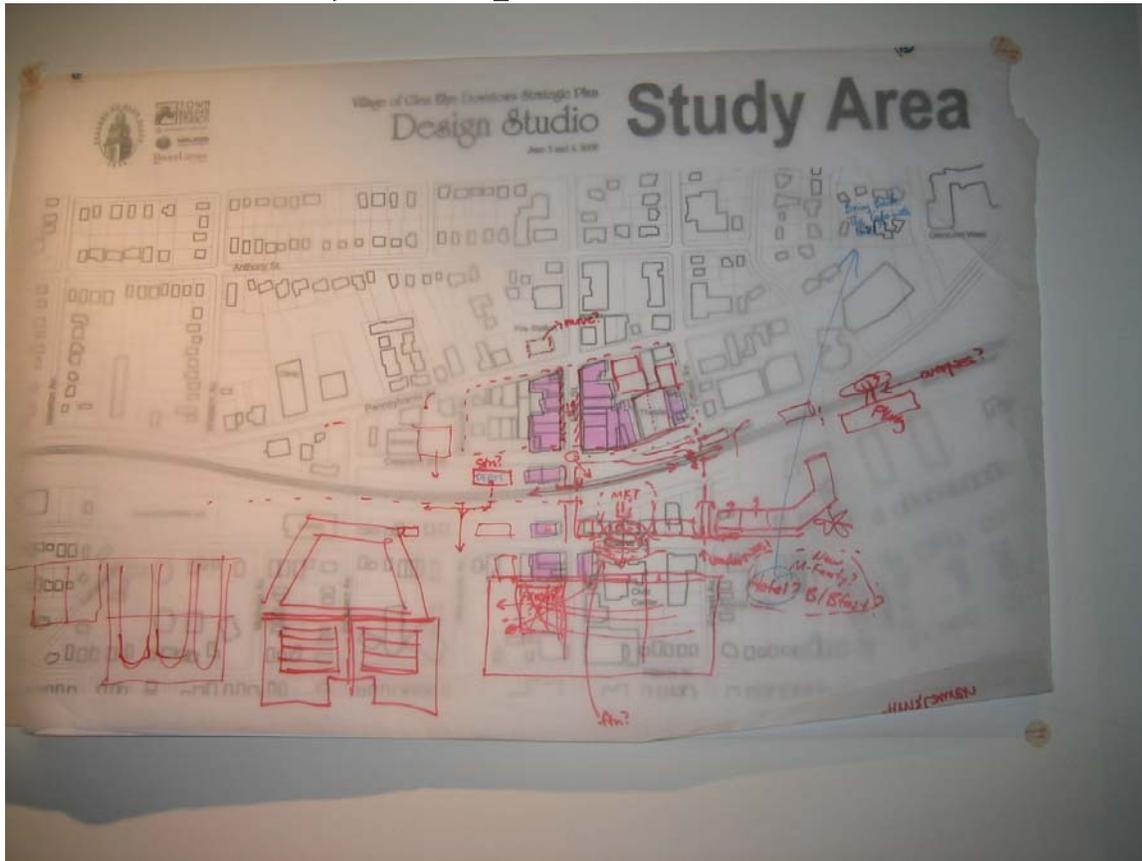
Community Map 11



Key Features

- Need an overpass/underpass for vehicles at Park and the railroad tracks
- Create a greenspace south of the tracks, between Forest and Park
- "Village Square" type of retail on the Fire Station property
- Create a historic district on Main Street, with the north side of the tracks bounded by the Post Office to the north, Crescent to the south, buildings on west side of Main to the west, and Forest to the east; and the south side of the tracks bounded by Duane to the north, Hillside to the south, Main to the west, and the Civic Center to the east
- New parking structures at Schocks Park and behind the Civic Center
- Two- or three-level parking with first floor retail at the Crescent/Glenwood parking lot
- New low-rise retail north of Duane between Prospect and Glenwood
- New large retail space in the South Main parking lot and at the northwest corner of Forest and Duane

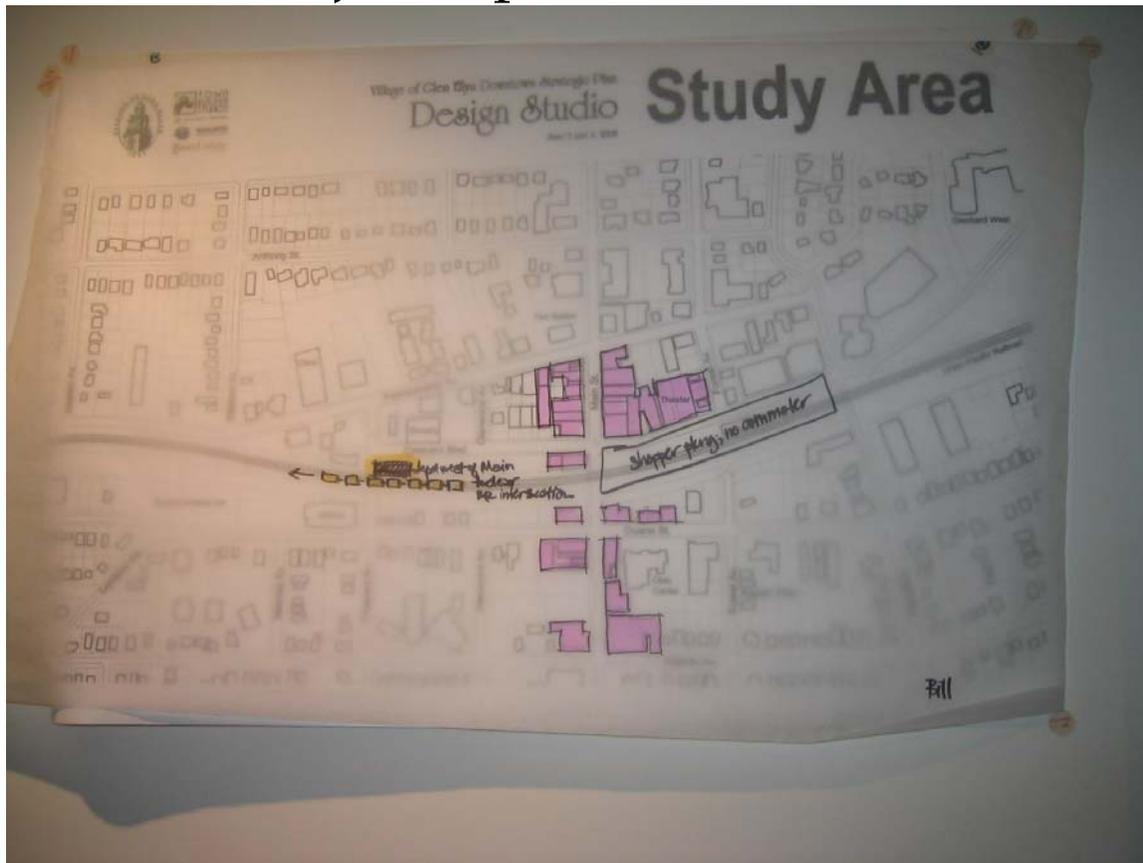
Community Map 12



Key Features

- Move Fire Station?
- Two-way traffic on Main
- Relocate train station to Crescent and Glenwood
- Relocate the horse trough to the southeast corner of Main and Crescent
- Locate a market in a formal plaza centered on the front entrance to the Civic Center; incorporate a roundabout-type of feature in the design
- Consider a Forest Avenue underpass
- Redevelop the north side of Duane between Main and Park, with the buildings pulled up to the street and open space towards the tracks
- Bring back the Lakeside Hotel?!?
- New multiple family?
- New bed and breakfasts?
- Structured parking at Park/Montclair with a potential pedestrian overpass

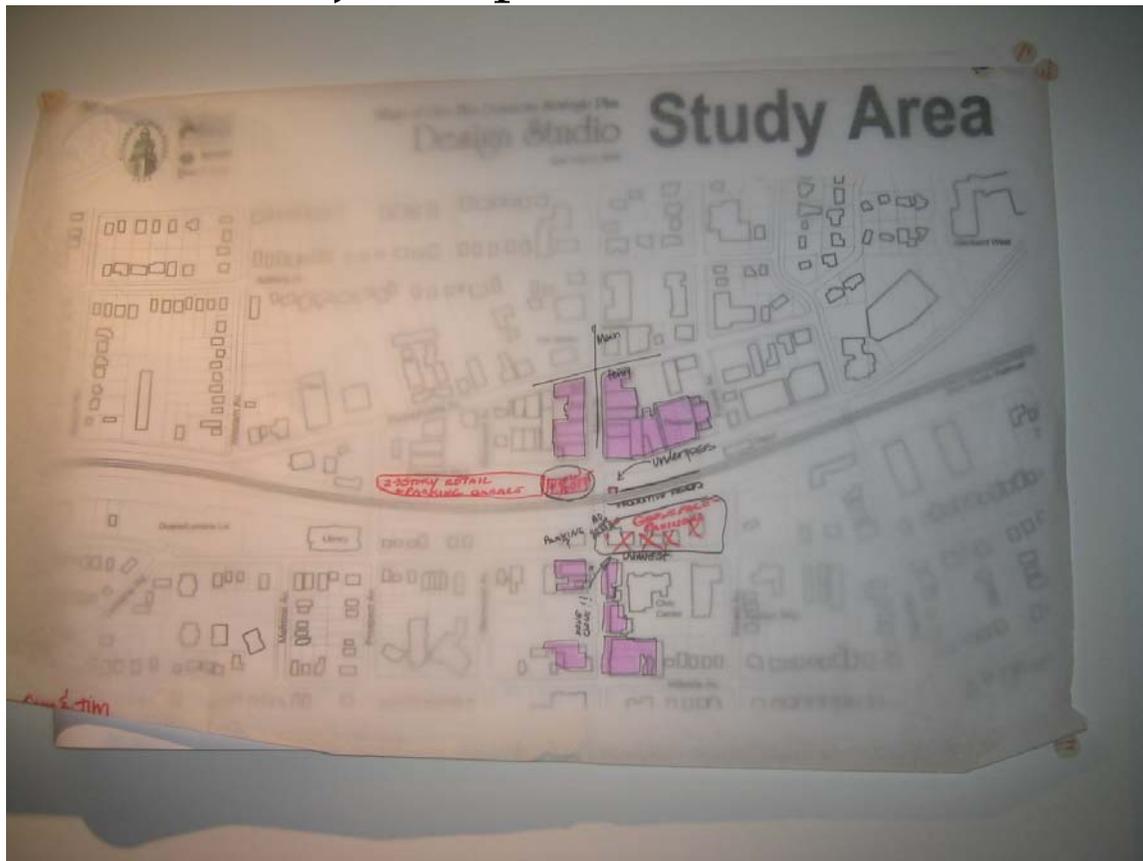
Community Map 13



Key Features

- Locate the Depot at the southeast corner of Prospect and Crescent to clear the railroad intersection
- Shopper-only parking along tracks, between Main and Park

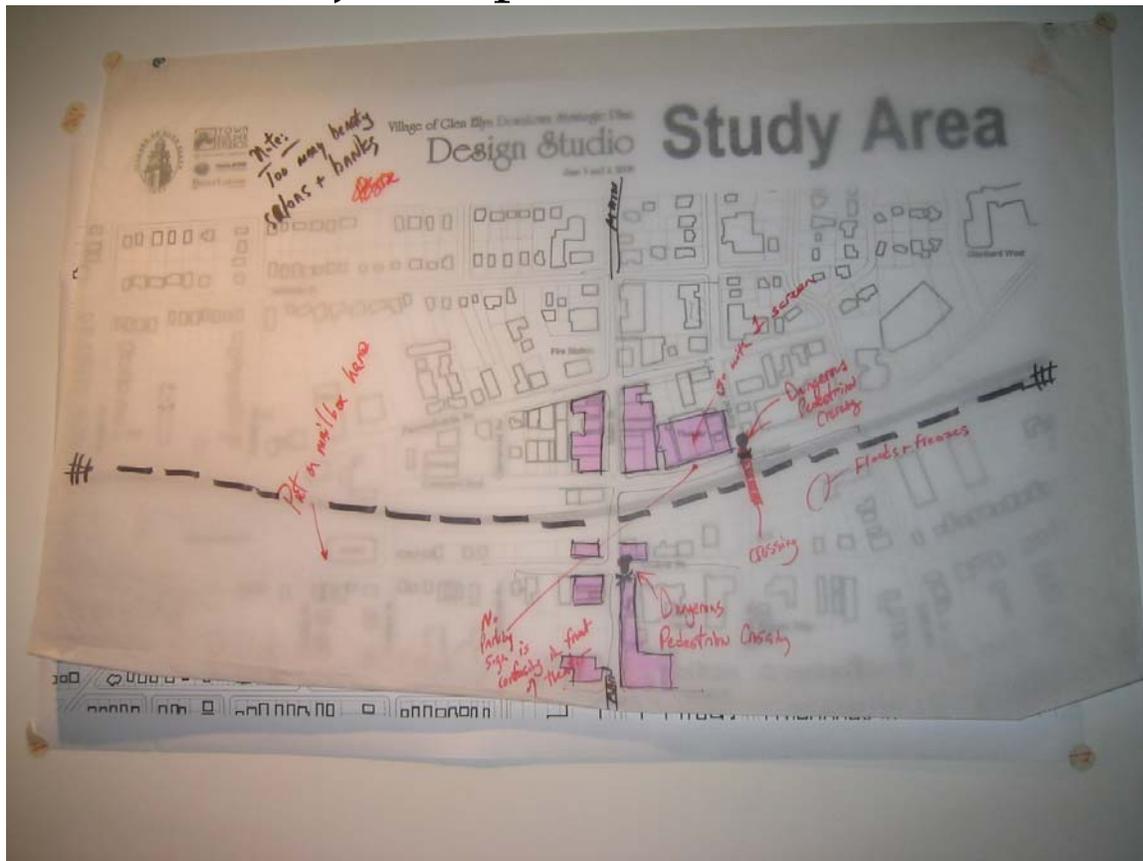
Community Map 14



Key Features

- Construct a pedestrian underpass at Main Street
- New Depot at the southwest corner of Main and Crescent
- Two- to three-story retail and parking garage in the existing Crescent/Glenwood parking lot
- Install decorative fencing along the tracks
- A greenspace and pavilion across the street from the Civic Center, between Main and Forest
- Move the clock to the new greenspace and pavilion area

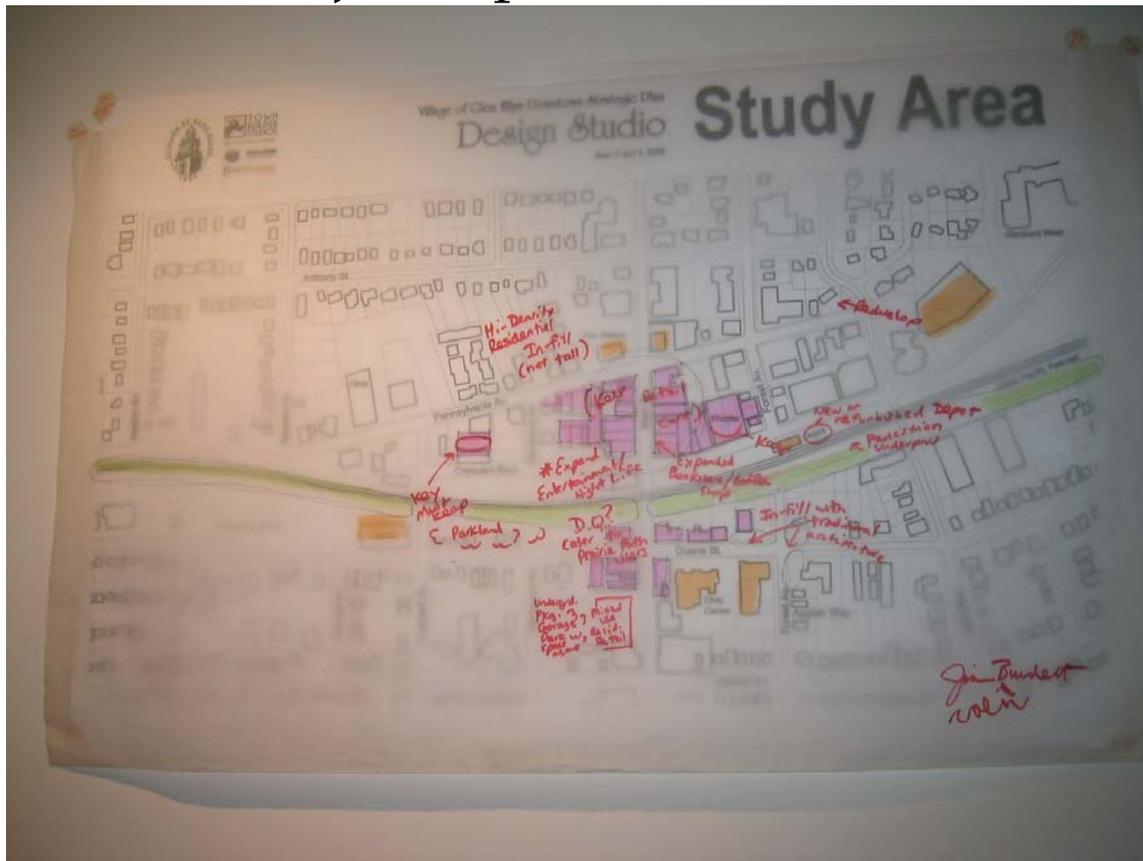
Community Map 15



Key Features

- Too many beauty salons and banks
- Place a mailbox by the Library
- Convert the Glen Art Theatre back to one screen
- Dangerous pedestrian crossings at Crescent and Forest, and Main and Duane
- The east end of Prairie Path Park floods and freezes
- Need a pedestrian crossing at Forest and the railroad tracks
- The "no parking" sign in front of the Glen Art Theatre is confusing

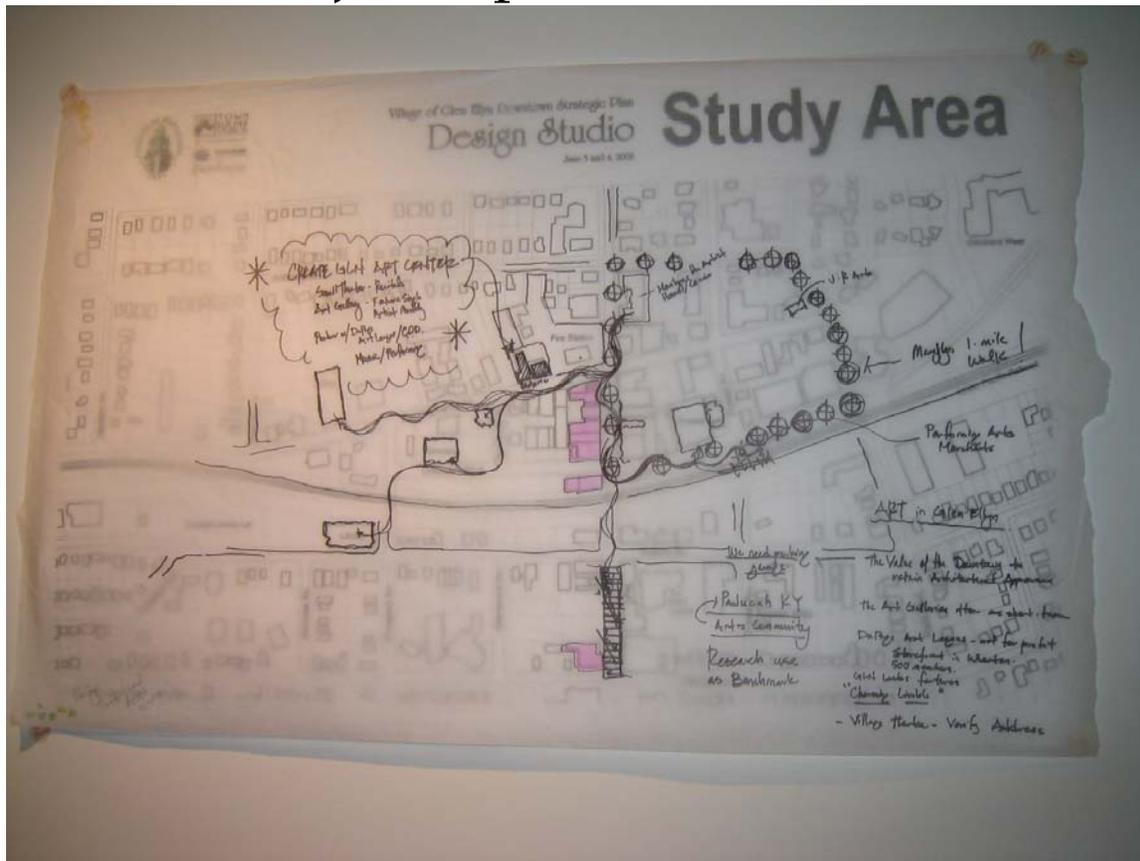
Community Map 17



Key Features

- High-density residential infill (not tall)
- Keep retail core on Main between Pennsylvania and Crescent
- Keep the Glen Art Theatre
- Expand the bookstore and coffee shop, and entertainment/night life
- Redevelop the northwest corner of Pennsylvania and Park
- Redevelop or refurbish the train station
- Construct a pedestrian underpass
- Infill the intersection of Duane and Forest with traditional architecture
- Consider bringing in a Dairy Queen to cater to the Prairie Path users
- Must keep McChesney and Miller
- Create parkland south of the tracks and east of Prospect
- Mixed-use development with first floor retail and residential above on the east half of the South Main lot
- Underground parking garage with park space above on the west half of the South Main lot

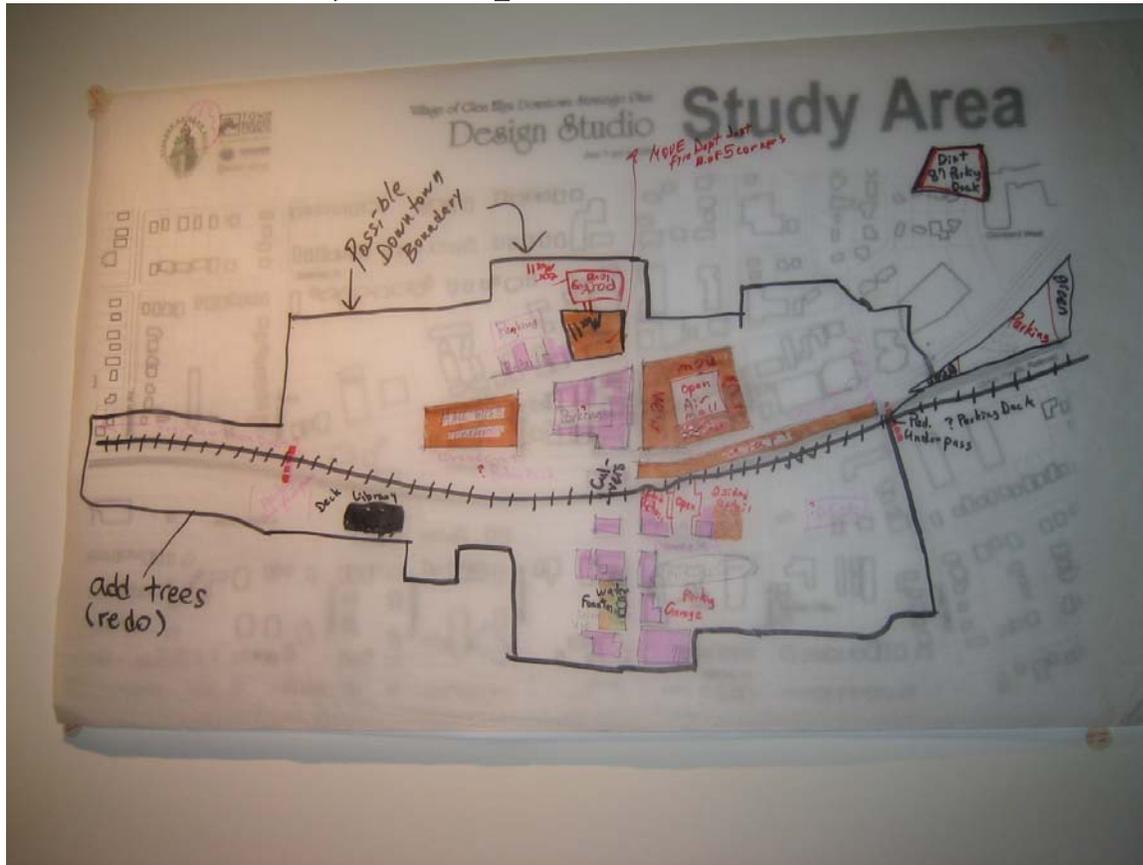
Community Map 18



Key Features

- Create a "Glen Art Center" west of the Fire Station, which could include the following:
 - Small theater for recitals
 - Art gallery for monthly single artist features
 - A partnership with the DuPage Art League and College of DuPage for music and performances
- Performing arts merchants next to the Glen Art Theatre
- Need art in Glen Ellyn
- Need a parking garage
- Paducah, Kentucky – an arts community – research, use as benchmark
- The value of the Downtown is to retain its architectural appearance
- The art galleries often are short-term
- DuPage Art League (not-for-profit) located in a Wheaton storefront, and has 500 members
- Glen Ellyn lacks features
- Need "charming" and "livable"

Community Map 19

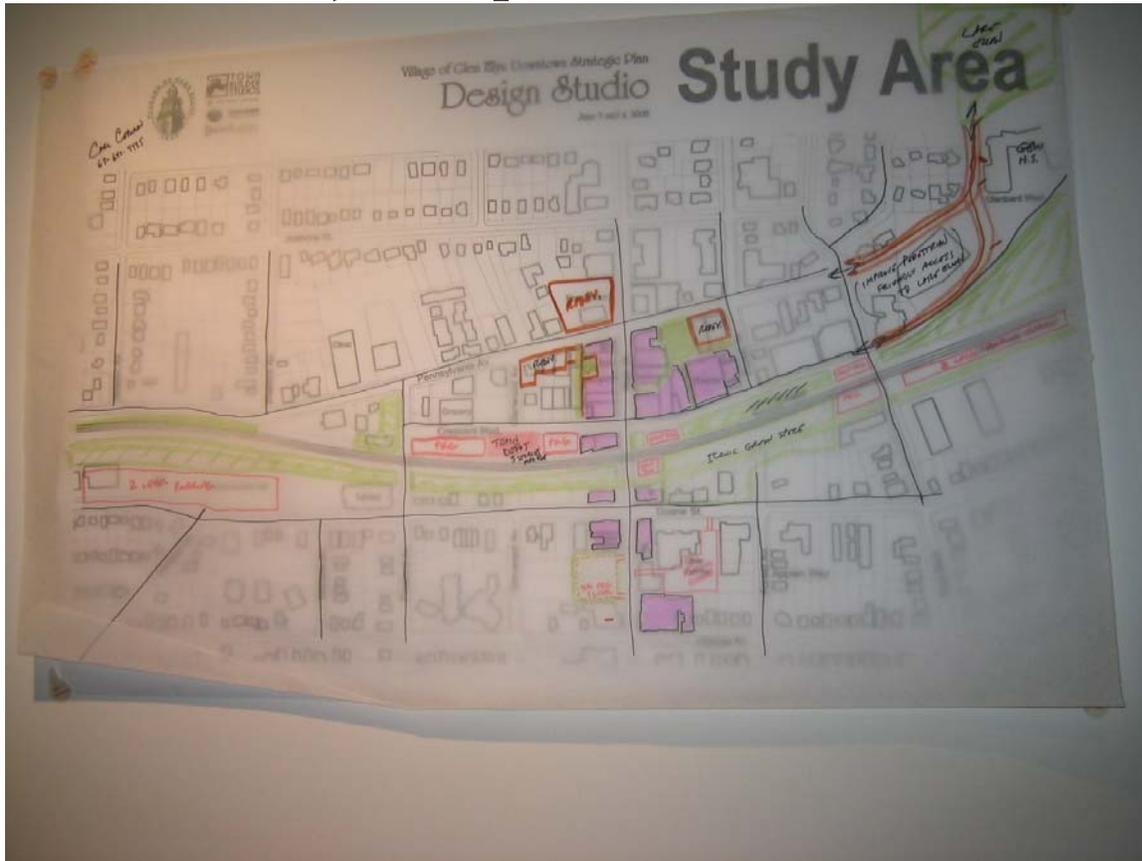


Key Features

- The possible Downtown boundaries include Anthony to the north, Hillside to the south, Newton to the west, and the school administration building on the east side of Park to the east; add trees throughout the Downtown
- Move the Fire Station to Five Corners
- Develop a mall at the existing Fire Station location, with a level of parking dedicated for mall use
- Parking behind retail along the north side of Pennsylvania, west of Main, and behind the buildings along the west side of Main, north of the tracks
- Develop a mall with a theater in the block bounded by Pennsylvania to the north, Crescent to the south, Prospect to the west, and Glenwood to the east
- Culver's at the southwest corner of Main and Crescent
- Water fountain at the east end of the South Main parking lot, with mixed-use behind
- Possible new train station location west of Western Avenue?
- Parking deck in the Duane/Lorraine parking lot and west of the Library, with an overpass near Western
- Possible parking decks at Crescent/Glenwood, the north side of Duane between Forest and Park, and the Park/Montclair parking lot
- Move the Police Department to south of Roosevelt Road

- New parking garage behind the Civic Center
- Open area across the street from the Civic Center, with two-sided retail to the east and west
- New retail along the south side of Crescent, between Main and Park
- New open air mall bounded by Pennsylvania to the north, Crescent to the south, Main to the west, and Forest to the east
- Pedestrian underpass at Park Boulevard
- Johnny Rockets restaurant at the northwest corner of Crescent and Park
- Parking structure between Crescent and the tracks, east of Park Boulevard, for the high school and commuters; flanked by greenspace along the east and west facades of the structure

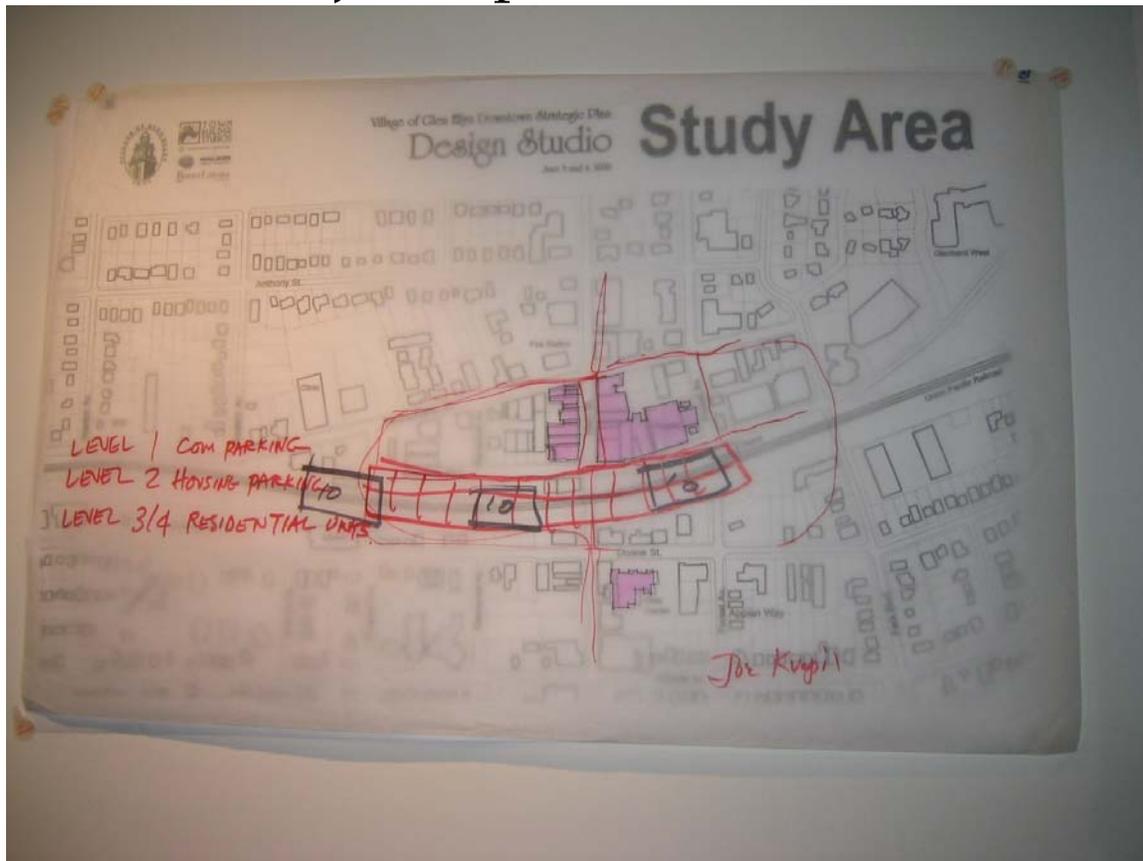
Community Map 20



Key Features

- Two-level parking in the existing Duane/Lorraine parking lot
- Redevelop the Fire Station
- Redevelop the southeast corner of Pennsylvania and Glenwood, add greenspace behind the Main Street buildings
- Construct a train depot (with three stories of mixed-uses) at Crescent and Glenwood, with parking to the east and west
- Construct one level of underground parking at the South Main parking lot, with greenspace on top
- Construct three levels of parking behind the Civic Center
- Redevelop the southwest corner of Pennsylvania and Forest, and create a center-block greenspace area with connections to Main and Crescent
- Improve pedestrian-friendly access from the Downtown to Lake Ellyn
- Create an iconic greenspace across the street and across the tracks from the Civic Center, from just east of Main and just west of Park Boulevard
- Construct two levels of parking at the Park/Montclair parking lot
- Construct pockets of parking along the tracks between Main and Park
- Expand Volunteer Park to the south

Community Map 21



Key Features

- Create parking structures above the railroad tracks from Prospect to Forest
- First level is commuter parking
- Second level is residential parking
- Third and fourth levels contain residential units

Town Hall Meeting: Main Street Design Studio and Charette Review

Village of Glen Ellyn, Illinois

Wednesday, June 4, 2008

Agenda

1. Introductions
 2. Charette and Main Street Design Studio Summary Presentation
 - a. Town Hall Charette #1a – Small Group Map Overview
 - b. Annotated Conversation Maps
 - c. Participant-Drawn Maps
 - d. Summary Maps
 3. Question and Answer Session
 4. Adjourn
-

Meeting Notes

The Town Hall Meeting was held at 476 North Main Street. Approximately 50 people were in attendance.

After a brief introduction of the consulting team, a summary of the week's events and ideas were presented, including the following maps:

- Town Hall Charette Maps
- Annotated Conversation Maps
- Community-Drawn Maps
- Summary Maps

In addition, other illustrations, Downtown Revitalization proposals, etc., prepared and assembled by the community were on display during this Town Hall Meeting. Some of the ideas generated over the three-day planning event are highlighted below, and summarized on the pages that follow.

- Retain the Character of the Downtown
- Address Parking Needs
- Support Sustainable Retail, Entertainment, Shopping, and the Arts
- Create an Arts District
- Encourage Historic Tourism as an Attraction
- Regularly Perform Retail Exit Interviews
- Consider an Underpass or Overpass across the Railroad Tracks
- There is a Perception of a Parking Problem
- There is a Perception of Red Tape ("You can't Fight City Hall" Concept)
- Add Art Center Buildings

A question and answer session was followed by an adjournment at approximately 9:00 p.m.

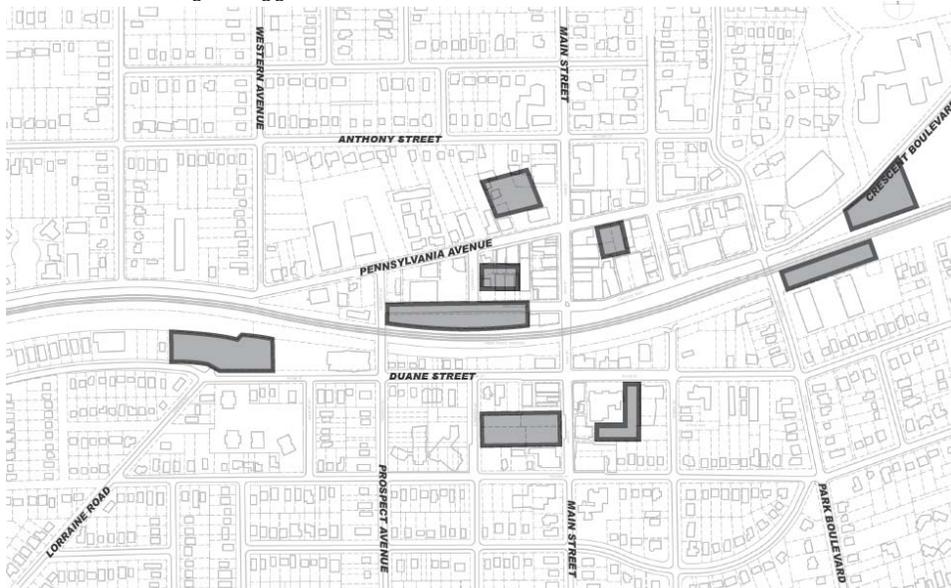
Redevelopment – Suggested Locations



Redevelopment

The image above illustrates the areas in which various participants recommended redevelopment in the Downtown area. Any reinvestment should be sensitive to the historic nature of the Downtown – especially along Main Street.

Structured Parking – Suggested Locations



Parking

The image above illustrates the areas in which various participants recommended parking structures in the Downtown area. Please note that not all areas – especially the smaller areas – can be considered for future structured parking needs due to the constraints of structure design.

Iconic Greenspace – Suggested Locations



Greenspace

The image above illustrates the areas in which various participants recommended community greenspaces in the Downtown area. Lake Ellyn is an existing amenity that should be enhanced, while the areas identified within the Downtown are opportunities to foster civic pride and accommodate passive recreation activities.

Circulation – Suggestions



Circulation

The image above illustrates the traffic circulation ideas that various participants recommended for the Downtown area. Ideas include: improving the safety of dangerous intersections, converting one-way streets to two-way streets, expanding the bikeway system, constructing pedestrian and vehicular underpasses, and creating plaza streets near the Civic Center.

Train Station – Suggested Locations



Train Station

The image above illustrates the various train station locations that participants recommended for the Downtown area. Suggestions include: the existing location at Crescent Boulevard and Forest Avenue; potential inbound locations at Crescent Boulevard and Glenwood Avenue, the southeast corner of Crescent Boulevard and Main Street, and Crescent Boulevard east of Park Avenue; and potential outbound locations at the Duane/Lorraine parking lot and the existing Library.

Survey

In addition to the brainstorming and mapping exercise at the June 2nd Town Hall Charette, participants were asked to complete a brief survey. Extra copies of the survey were made available to the individuals who stopped by the Design Studio. The following summary includes all responses received during the "Main Street Design Studio" event, from June 2nd to June 4th.

1. On average, how often do you visit the Downtown? (please check one)

More than 5 times per week	41%
1-5 times per week	50%
At least once per month	9%
Rarely	0%

2. How often do you eat at a Downtown restaurant? (please check one)

More than 5 times per week	5%
1-5 times per week	36%
At least once per month	47%
Rarely	12%
Haven't yet	0%

3. On average, how often do you purchase goods or services from Downtown Merchants? (please check one)

More than 5 times per week	9%
1-5 times per week	34%
At least once per month	40%
Rarely	16%
Haven't yet	1%

4. What do you do when you're Downtown? (check all that apply)

Shop	77%	
Eat	88%	
Recreate	41%	
Commute	40%	(Utilize Metra and/or Pace Bus)
Work	18%	
Other	26%	

5. If you could make two changes to the Downtown, what would they be?

Change #1	Change #2
Add bike lanes on every street	Build a plaza on the north side of village hall
More women's clothing stores	More practical stores for everyday needs
Create a sense of vitality through new businesses, completely fill in vacancies. Have regularly scheduled events that draw residents and others alike.	Market all these changes outside to draw non-residents in.
Parking changes (more and better handicap parking)	Bigger variety of stores
Attract eclectic chain retailers to a shopping district	Parking and a green communal space
Add parking	Bring in "name" stores (upscale) and change store hours
Make downtown into "hang"	Centralize activities
Increase variety of merchandise (type) of stores	More convenient parking- less parking restrictions
Block of Main, Crescent, Forest, and Pennsylvania	-
More shops	More food
Bring in chain-type anchor store (Gap, Ann Taylor, Banana Republic, etc.)	Get rid of high end "boutique" stores (too many)
Add more retail boxes	Add more convenient parking
Revive retail opportunities: men's clothing, women's clothing, toy store, etc.	No vacant stores
More parking	Get rid of PADS
Railroad under/over pass	Longer store hours
More lunch places	More restaurants
Fill our vacancies and retain with something other than salons and banks	Do it sustainably
Ice cream shop	More park space
Better stores; more universal appeal (i.e. upscale "name" stores)	More attractive, well-defined sense of entry into the downtown area, more movie theme nights
Change the mix of stores- hobby store, more affordable clothing	Change the hours to 7 p.m. every night
More "practical" oriented merchants - downtown grocery open after 6 p.m.	Easier parking
Put in a parking deck or 3 (spaces rented to commuters - they could pay for them)	Move the train depot west, by the library
Popcorn shop	-
Pedestrian underpass at Forest and the tracks	Enforce pedestrian street crossings (The drivers that drive through the central business district are pushy and rude), turn theater into 1 screen
More parking - shorter times for diagonal spots	Bike racks- there are NOT enough
Get rid of GE style banners	Add trees on the north side

Change #1

Change #2

Less expensive stores	Some type of department store, and stores open at night
Public green space	-
Over/underpass to train	More green space
Making a parking structure	Make Main Street a 2-lane road
Anchor stores! Reduce services in lieu of retail.	Parking Garage. Half-day school events.
Fewer salons.	Building front upgrades
Under/overpass for tracks	More stores for everyday living
Get stores with moderately priced "general merchandise"	Move the floral clock
Less boutiques and antique stores	More restaurant chains such as Jamba Juice and Potbelly
Consider making government less of a business legislature and more of a business assistant - encourage business!	Better signage along major throughways leading to Downtown
More retail	Less banks
More appropriate retail	Improved architectural design!
Easier reviews (for projects)	Parking deck
New buildings	Parking
Attract stores with items I shop for	Improve the maintenance and aesthetics of the buildings
Preserve charm - No more tall condos with bad retail space	More affordable/unique shops
More dining opportunities with more different ethnic food, street-scaped Alfresco dining	Carryout gourmet food (such as bread shop, homemade pizza, cheese store)
Men & women clothing shop	More shopping
Functional shopping - not just gift shops	Have "festivals" be Glen Ellyn focused, (i.e. Taste of Glen Ellyn s/b GE restaurants)
Convert Volunteer Fire Station into development: parking, boutiques, and offices	Eliminate flower clock in favor of a fountain
More shopping options	Parking
More parking	Village green
Have stores with products that I need	More entertainment venues
Improve traffic flow - more pedestrian friendly and safer	Anchor store with parking
Add a bread shop/ more window service	More outdoor dining
Low structure parking garage	Anchor store (GAP/ Banana Republic)
Renovate the lobby and front of the Glen Art Theater and encourage businesses to support customers before and after	Space for outdoor chess
Full service grocery open past 6 p.m. on weekdays	Parking garage
Improve streetscape- better lights and trees	Promote sustainable development that supports businesses and energy efficient
Make streets 2-way	Railroad crossings are a hindrance
Create destinations, green space	More alfresco dining

Change #1

Change #2

Make better use of public space at “flower clock”. If this were more inviting, people might linger.	No more out-of-scale development- concentrate on small, unique businesses
We need more takeout dining options- gourmet to-go type places	More events, better publicized
Move depot west and associated parking to create a community space	Enhance ties with COD and local arts groups to transform GE into a cultural center. Refurbish the bowling alley or change the extra space into an IMAX.
More recreational areas for families indoor and outdoor	Anchor restaurant + clothing stores
Have more affordable shops for all income levels	-
Event space	Sandwich/deli - like Cosi
Train station change	Traffic flow
Tunnel of overhead crossing at Metra Station	More mid-range restaurants
Casual deli with counter service that is reasonably priced with quick service.	Couple of key chain boutiques that would be relevant to our customer base. Smith and Hawken garden store. Anthropologie or women’s clothing store – upscale. J Crew clothiers.
Fill empty storefronts with “non-specialty” stores.	No more large condo/apartment projects.
Underpass at tracks.	Knockdown/rebuild small buildings.

If these changes were made, would you...

Visit the Downtown more often?

Yes	91%
No	0%
Not Sure	9%

Purchase more goods and services in the Downtown?

Yes	92%
No	0%
Not Sure	8%

6. Select your favorite Downtown building/architectural style from the images below. (please circle one)



Fifth (7 votes)



Third (11 votes)



First (16 votes)



Second (12 votes)



Sixth (1 vote)



Fourth (10 votes)

Comment Sheets

In addition to the brainstorming and mapping exercise at the June 2nd Town Hall Charette – and the brief survey summarized above – participants were asked to fill out a comment form if they had general thoughts they wanted write on paper. The following summary includes all responses received during the “Main Street Design Studio” event, from June 2nd to June 4th.

Circulation

- Traffic pattern needs to change to have more traffic pass by stores
- Use Taylor underpass to avoid grade crossings
- Build underpass or overpass at RR.
- Walkways – public safety – test with older adults and/or the handicapped
- Re-open the pedestrian RR crossing at the Depot
- Draw people off the Prairie Path
- Better access to the Downtown – needs to be bike- and pedestrian-friendly
- There should be free bus service at certain times of day
- Provide more functional space and amenities in terms of parking and access

- Connect the Downtown to Lake Ellyn
- Make sure traffic is not increased to the point of gridlock
- Do not increase one-way traffic!
- Train – historically- and currently-critical
- Spread out traffic flow – not all at peak times such as 8-9 a.m., noon-1 p.m., and 4-5 p.m. (Monday through Friday)
- Traffic on Roosevelt is growing worse everyday and is benefitting from many new businesses
- Construct a multi-level garage
- Enforce parking regulations in the afternoons
- Consider 90-minute diagonal parking while keeping 3-hour parallel parking
- Construct a low parking structure, two levels above ground, one level below ground
- Need heated sidewalks
- Construct a pedestrian path under railroad
- Establish more one-way streets
- Enhance the Illinois Prairie Path – it's already a draw to the Downtown
- Forest Avenue crosswalk at Crescent Boulevard is dangerous
- Duane Street crossing along east side of Main Street is dangerous
- Need bike racks throughout Downtown
- Reverse Metra train specials to bring people out to festivals
- Need Pace Bus and community taxis
- Move the train station to the east
- Create a pedestrian plaza on Main Street between Pennsylvania and Crescent
- Taxi plan threatened

Parking

- Need a parking deck at Glenwood and Crescent.
- Construct first floor retail with parking above along Crescent between Main and Prospect. Relocate the train station to the SE corner of Main and Crescent. Relocate the existing businesses on Crescent to Duane.
- Create more parking with the removal of the floral clock.
- Need a parking garage. South of McChesneys? Behind The Glen? Triangle at NE corner of tracks and Park Boulevard?
- Parking garage where former antique store used to be on south side of Pennsylvania between Forest and Main.
- Change parking, totally – eliminate commuter parking (except for the Park/Montclair Lot). Build a real 3- to 4-story parking garage with top floor reserved for Glenbard West students. Sell or develop lot west of Library. Need more ADA-accessible parking spaces.
- Change parking from 11:30 a.m. to 10:30 a.m. to accommodate the Metra schedule.

Greenspace

- Plant trees at SE corner of Prospect and RR, SW corner of Park and RR, and SE corner of Main and RR.
- Move horse trough and floral clock.
- Tear down buildings on north side of Duane Street across from Civic Center and create a greenspace.
- For centuries, successful towns in Europe have thrived with lively green gathering spaces in their town centers – a point that can connect and inspire shoppers, commuters, and walkers, and give them a reason to stop and stay.
- See Scoville Park on Lake Street in Oak Park.
- Convert the Main Street parking lot into an open space that accommodates festivals.
- Establish open areas for Downtown community gatherings.
- Need College of DuPage art/music in the Downtown.

Village

- Review faster. Add EDC input. Establish design standards. Require citizen input. Only 1 PC and 1 ARC meeting. Village Board first and last.
- Much of the growth in Wheaton is due to an unfriendly business approach by neighboring communities.
- Local communities tend to be more of a hindrance and hurdle, than a help. Slow response to inquiries, lack of assistance, and rental pricing are concerns.
- The Village should be more open to business needs.
- The Village should clean the Downtown streets as scheduled and as-needed.
- Want a quiet but viable Village not an activity center for tourists.
- Tear down old gas station at Stacy's corners and build a new Fire Station.

Activities

- Jazz festival a huge success! It would be better if the stores were open too.
- Fix or eliminate farmer's market.
- Create band shell for up and coming bands.
- Expand Jazz Fest with 2-4 stages (Main/Pennsylvania, Crescent east of Main, Crescent west of Main, and Main/Hillside).
- Build new permanent band shell at Lake Ellyn. Venues could be added more easily if they are permanent.
- Field trips of residents from other towns to critique each others' towns.
- Encourage bike-riding events into town.
- Need more sculpture festivals, film festivals, true local culinary events, and music events.
- Would like a micro-brew event.
- Include the College of DuPage in culinary events, arts festival, sculpture festival, jazz fest, music fests, and horticulture department in garden projects with town.
- Focus on an arts-related, multi-disciplinary venue (live music, theater, visual, film, media).
- Access and activities for teens and seniors.
- No pool/YMCA in the Downtown.
- Show classic films in the theater.
- Do not hold the Taste of Glen Ellyn in the future.
- Outdoor Village events are great for businesses.
- Allow retailers to serve alcohol during girls' night out and other occasions.
- Outdoor events could include demonstrations, shows, vendors, etc.

Businesses

- Need chain store and "mom and pop" shop mixes.
- Look to Naperville and Elmhurst for success stories.
- Need a mix of stores that attract more than women and children.
- Stores should be open at night and have Sunday store hours.
- Long-time resident doesn't like to shop Downtown anymore because it's mostly services and boutiques.
- Limit antique shops.
- Perform exit interviews with business owners who chose to close or leave Glen Ellyn.
- Chain store near high school (near Park Boulevard and RR tracks).
- Need a better variety of stores.
- Would like to see gourmet food establishments.
- Longer hours in evening for more businesses
- Retail should include daily essentials as well as boutiques
- Sales tax rebates for Glen Ellyn shopping or credit against municipal portion of real estate tax bill
- McChesney and Miller, Youngs, Dancing Lights, The Bookstore, Gabe's Coins
- Don't need Naperville's chain stores and homogenous architecture
- Need more restaurants, bars, and grills
- Need more affordable stores and merchandise

- Need a Hobby Store (like Elmhurst)
- Need a moderately-priced family restaurant
- Need a chocolate bar
- Need a card/stationery store
- Store hours should be extended until 7:00 p.m.
- There should be a cap on the maximum number of Downtown dry cleaners, salons, and banks
- Need a small bistro at the Boat House on Lake Ellyn
- Reopen bowling alley
- Need a heirloom-quality toy store
- Need a nostalgic drug/ice cream/soda fountain corner store
- Need an art store
- Need a "Smith and Hawken" garden center
- Need an Anthropologie women's clothing store
- Need a Fabric shop
- Need an office supply store
- Need a more affordable clothing stores

Signage

- Allow barber poles in front of barber shops.
- Do not include people's faces on the street banners.

Residential

- Don't want too much residential in the Downtown, taking space away from retail.
- Need more condos/apartments to appeal to young adults who will spend money in town.

Restaurant

- High school student wants good, fast restaurants such as Jamba Juice, Potbelly Sandwich Works, Chipotle, Panera, Dairy Queen, etc.
- Expand Starbucks – more tables, couches, etc. – high school students would drink coffee and study in a fun environment.
- Improve The Glen (Art Theatre) to provide another fun activity for high school students.
- Need unique restaurants.
- Need sandwich shops and family restaurants. Have enough upscale restaurants.
- Recommend alfresco dining at Lake Ellyn.

Funding

- Balance fiscal responsibility with spending money for land acquisition.
- Provide funding to organizations that preserve and promote Glen Ellyn's history.
- Establish a TIF District

Communication

- Encourage people to post their ideas on the internet and show all those ideas.
- Find ways to communicate to those who don't have computers! (No GE News for longtime residents.)
- Prefer to get news through "School News" over "Glen Ellyn News"
- Need wifi Downtown

Office

- Like the new building south of the RR in Wheaton.

Taxes

- Homeowners are concerned with escalating taxes and de-escalating Downtown.
- Property taxes are on the rise and building owners then ask for more rent.

Aesthetics

- More continuity in aesthetics and style
- Highlight recreational, historical, and landmark elements
- Keep the quiet charm – no stoplights, underpasses/overpasses for cars, no parking structures more than one floor above grade
- Keep the authentic charm and uniqueness
- Use historic features, landmarks, and Illinois Prairie Path in the plan
- More trees, plants, "greenery", and park space
- Add to the horse trough (in lieu of replacement)
- Build from existing architecture and history
- Messy is OK, welcome

Train Station

- Recommend a historic-looking train station with shops and restaurants, a history area, and greenspace.
- Need an "iconic" train station (new)

Maintenance

- Better maintenance of commercial space inside and out
- Create a fund for low-cost, tax-exempt debt-funded renovation and improvement...funds would be repaid by special assessment of property
- Make zoning codes require landlords to be more accountable for building maintenance
- Maintain empty stores/storefronts

Uses

- Allow schools and daycare in C5A and C5B spaces
- Would the Park District consider a health club Downtown to increase traffic and provide a source for parking sharing
- Relocate the Fire Station – it's a prime commercial and/or parking location

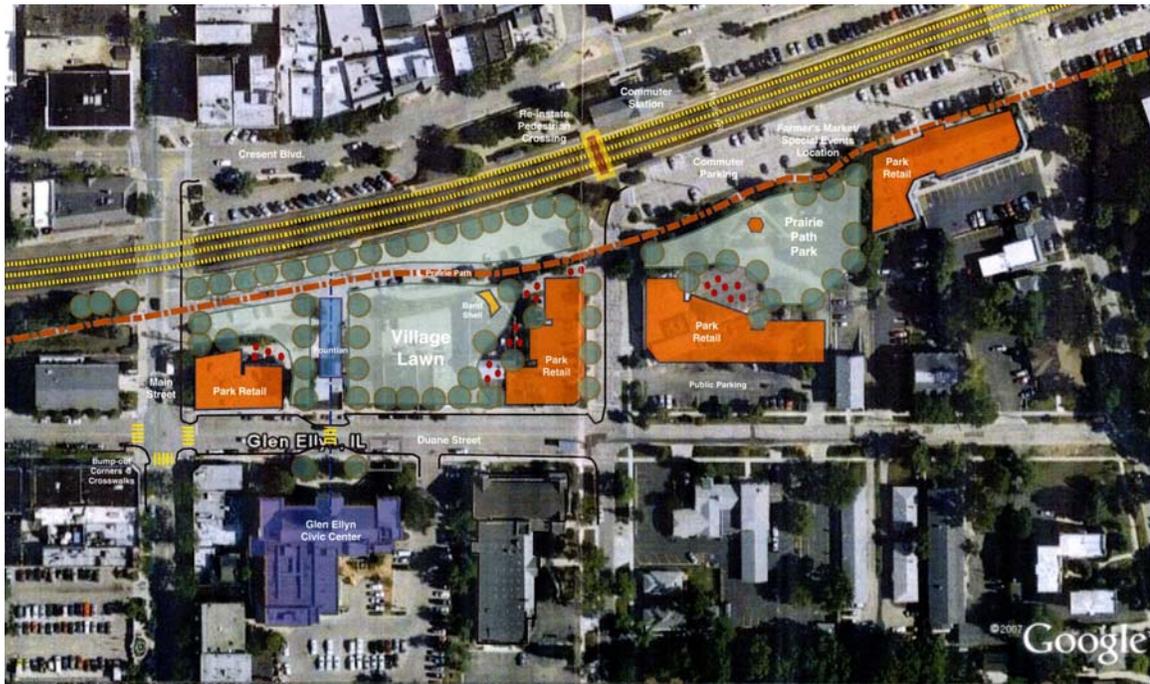
Needs

- Transition from Downtown Strategic Plan adoption into action
- "Buy Local"
- Village-sponsored snow removal, cleaner sidewalks, and the trash cans should be emptied more often
- Better recruiting for new businesses
- Allow retailers to put out balloons, displays, one-day signs
- Get rid of pan handlers
- Elderly-friendly Downtown (55% of seniors receive public assistance from DuPage Social Services)
- Food pantry
- Elder care
- Teen hangout spot
- Need to link Lake Ellyn and the Downtown
- Encourage Stacy's Tavern visitation
- More outdoor dining close to the Illinois Prairie Path

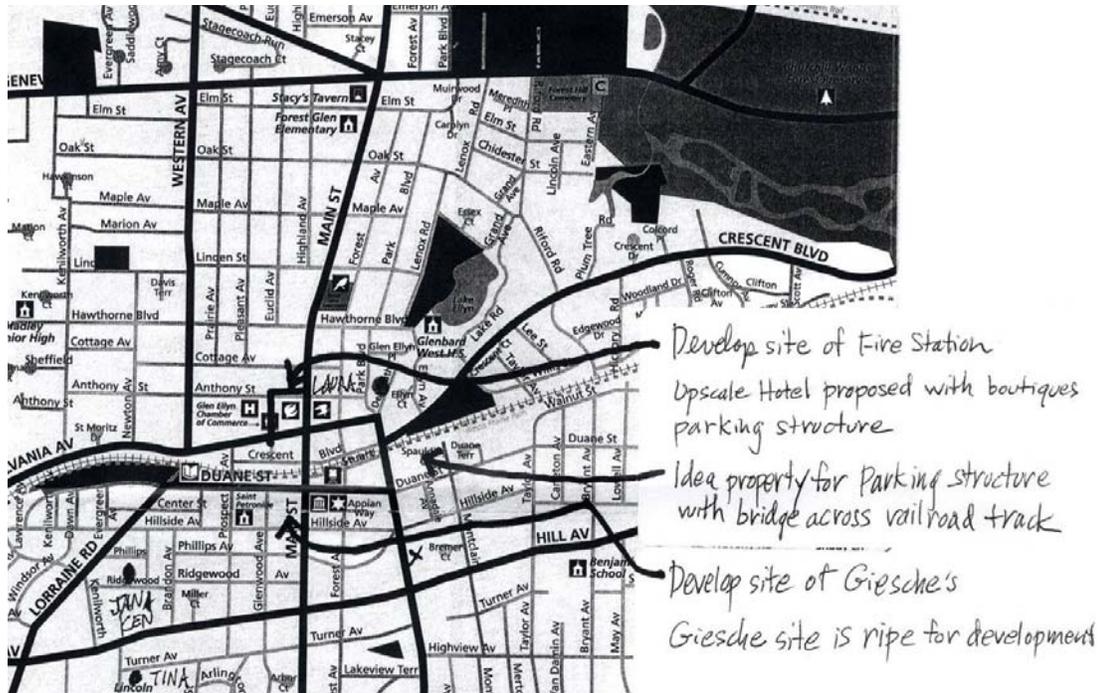
Other Comments

Miscellaneous ideas arrived through the mail, via email, through the Downtown Strategic Plan website, and by hand-delivery. A summary of these ideas are summarized below:

- Downtown Revitalization for the “Glen Ellyn Center” – a proposal by resident Bert Lachner. Frankenmuth, Michigan, Athens, Georgia, and Leavenworth, Washington, were towns on the brink of being deserted; however, they are very busy today. Oak Brook Promenade is a local precedent that should be considered for the Downtown. Consider redeveloping the block bounded by Pennsylvania to the north, Crescent Boulevard to the south, Main Street to the west, and Forest Avenue to the east – but keep the bank building on the corner of Main and Crescent. Features to incorporate into this redevelopment include: mixed-use development, structured parking, new trees that will produce taller crowns in the distant future, serve food and wine in one of the Glen Art Theatre spaces, create a stage and a 500-seat auditorium in the Glen Art Theatre, remove on-street parking on Main Street to accommodate wider sidewalks, install green roofs, heat a center-block courtyard for year-round outdoor dining (similar to Shannon’s). In addition, instill a sense of urgency for reinvestment in the Downtown to bring it back to life.
- Emulate Downers Grove’s reinvestment efforts.
- Convert the smaller red brick buildings on Pennsylvania east of Schmid’s into an arts center. The Village lacks good art gallery space. The reoccupancy could include a small theater, art classrooms, and/or rehearsal rooms. At least retain the building shell. A coffee shop would keep the people coming through the area. This reinvestment would be in addition to the DuPage Art League.
- Create “park retail” development along the Illinois Prairie Path (buildings illustrated in orange below), create a Village Lawn (with a fountain centered on the entrance to the Civic Center and a band shell) in front of the Civic Center.



- The DuPage County Ride DuPage Program subsidizes the cost of transportation for senior riders to attend the Community Care Program-contracted Adult Day Service. The cost of this program has risen dramatically; therefore, the subsidy will be capped at a fixed rate of \$7.00 per trip. Fifty-five percent (55%) of the Ecumenical Support Services for the Elderly's (ESSE's) clients are receiving assistance from DuPage County. The mission statement of the ESSE is "To provide adult care options that promote the physical, emotional, and spiritual well being of older adults and their families."
- Redevelop the Fire Station property into an upscale hotel with boutiques and a parking structure; the Park/Montclair parking lot is an ideal location for a parking structure and a pedestrian bridge across the railroad tracks; and the Giesche Shoes site is ripe for redevelopment.



- Expand the Depot to include a dry cleaners, convenience store, and a coffee shop. This sports fan loves the burgers at the Tap House Grill.
- Consider hosting a weekend-long chess tournament – in conjunction with the existing Hadley Junior High chess tournament held every February for elementary and junior high students – that includes a high school division at Glenbard West and a blitz (fast chess) to kick-off the weekend.

Key Thoughts

Many ideas, hopes, dreams, and thoughts have been gathered through this first phase of the planning process. Although summarizing this plethora of information was challenging at times, it provides a great base from which to work to develop alternative concept plans for the next stage of the planning process.