

Streetscape Plan & Parking Study

Downtown Glen Ellyn // March 2013



Draft



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Introduction to the Report

01

This document presents recommendations related to streetscape improvements and parking strategies for Downtown Glen Ellyn. A study of existing conditions provided the basis and context within which recommendations were prepared. Sensitivity to the existing environment of Downtown has played a major role in preparing this analysis. To that end, recommendations are designed to respect and complement those elements that contribute to the historical charm and character of Downtown.

The analysis and recommendations cover topics that include, but are limited to, the following:

- Downtown Streets
- Key Intersections
- Mid-block crossings
- Streetscape Elements
- Traffic Management
- Prairie Path
- Environmental Features
- Parking Strategies
- Potential Parking Structures

The map on the right depicts the boundaries of the project study area.

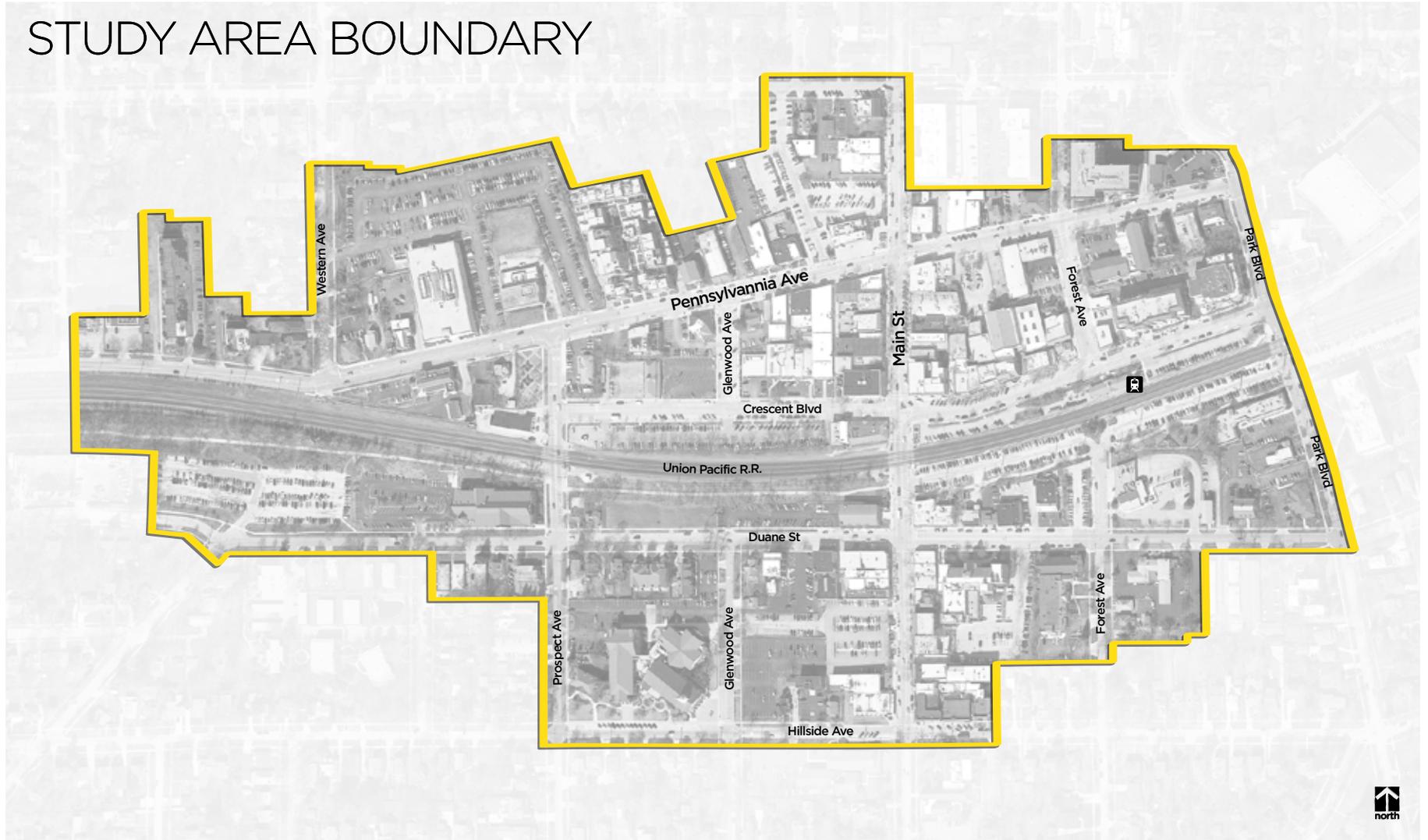
STREETSCAPE PLAN

The Streetscape Plan provides recommendations for streetscape improvements and includes a full range of site amenities including street trees, seating areas, special pavements, and site furnishings, as well as traffic calming, pedestrian crosswalks, and additional urban parklets.

PARKING STUDY

The Parking Study includes a review of the existing Downtown roadways and the proposed parking structure locations within the study area in order to determine engineering and environmental issues that may arise as development occurs.

STUDY AREA BOUNDARY



Legend

 Study Area Boundary

Existing Downtown Streetscape

02

This section presents an analysis of Glen Ellyn's existing streetscape. The map on the right is an inventory of existing streetscape character zones, key assets, key photos, and more, all of which are analyzed in detail.

EXISTING DOWNTOWN STREETSCAPE CHARACTER ZONES

Existing streetscape character has been categorized by level of pedestrian activity. More intense character has more pavement, higher buildings, and more site furnishings while less intense character is somewhat residential in appearance. The three categories are as follows:

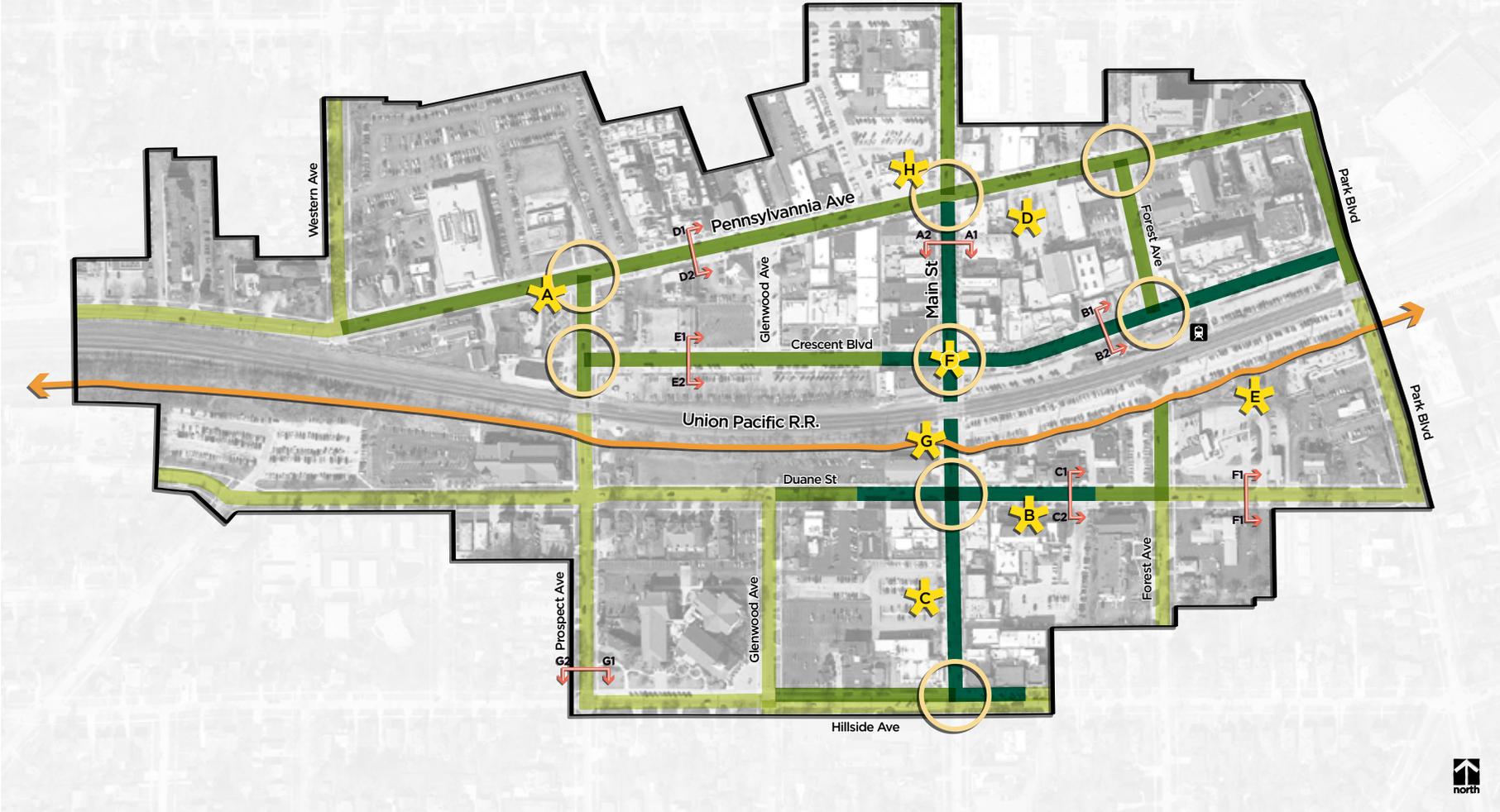
- Existing Urban Core Character Zone
- Existing Urban Transitional Character Zone
- Existing Urban Residential Character Zone

EXISTING DOWNTOWN STREETSCAPE ELEMENTS

The existing streetscape elements that were assessed include:

- Street Light Standards
- Benches, Bike Racks, & Litter Receptacles
- Sidewalk Pavements
- Brick Planters, Retaining Walls & Parking Lot Screening
- Street Tree Planting
- Downtown Signage
- Urban Parks
- Prairie Path
- Sustainable Parking Lot Prototype

STREETSCAPE ANALYSIS



Legend

-  Study Area Boundary
-  Urban Core Character Zone
-  Urban Transitional Character Zone
-  Urban Residential Character Zone
-  Key Intersections
-  Prairie Path
-  Typical Cross Section Location
-  Urban Parks & Streetscape Features
 - A - Volunteer Park
 - B - Fountain Plaza
 - C - Glen Ellyn Millennium Floral Clock
 - D - Schock Square
 - E - Prairie Path Park
 - F - Horse Trough
 - G - Electric Train Depot
 - H - Sesquicentennial Square

EXISTING DOWNTOWN STREETSCAPE CHARACTER ZONES

EXISTING URBAN CORE CHARACTER ZONE

- Street wall created by continuous wall of building or streetscape element
- Predominantly two or more story buildings
- Ample sidewalk widths
- On-street parallel or angled parking
- Mature canopy trees in sidewalk openings or grates
- Consistency of site furnishings
- Consistency of site lighting
- Concrete sidewalk pavement
- Painted crosswalks
- Brick planter walls to buffer parking



Main Street looking south from Pennsylvania Avenue



Main Street looking north from Crescent Boulevard



Crescent Boulevard looking west



Looking south on Main Street toward Millennium floral clock

EXISTING URBAN TRANSITIONAL CHARACTER ZONE

- Street wall not continuous
- Predominantly single and two-story buildings
- Some buildings set back with green space
- Narrow sidewalks
- Some buildings provide their own parking
- Less consistency of site furnishings and lighting
- Occasional use of concrete pavers
- Occasional use of timbers around canopy trees
- Painted crosswalks
- On-street parking and angled parking
- Inconsistent street tree plantings



Large expanses of pavement on Pennsylvania Avenue west of Prospect Avenue



Forest Avenue looking north from Duane Street



Use of concrete pavers and timbers on Pennsylvania Avenue west of Main Street west of Main Street



Narrow sidewalk south side of Pennsylvania Avenue east of Main Street

EXISTING URBAN RESIDENTIAL CHARACTER ZONE

- Tree lined parkways with sidewalks set in
- Generous setbacks and green space for both buildings and parking
- Mixed residential, office, and parking
- Limited site furnishings or lighting



Forest Avenue looking south from Duane Street



Duane Street east of Forest Avenue



Duane Street view of library looking east



Forest Avenue looking north from Hillside Avenue

EXISTING DOWNTOWN STREETScape ELEMENTS

STREET LIGHT STANDARDS

The gas lamp style light standards have a turn-of-the-century appearance, complimenting the charm of the downtown architecture. Manufactured by Sternberg Lighting, newer installations include “Dark Sky” applications adjacent to residential areas.



Street light with banner and parking sign



Dark sky application adjacent to residential areas



BENCHES, BIKE RACKS & LITTER RECEPTACLES

Black ornamental metal benches and litter receptacles tie in well with street light standards. Both are manufactured by Victor Stanley. Bike racks typically are a tube or post style available from several manufacturers.



Bench



Bike Rack

SIDEWALK PAVEMENTS

Sidewalk materials vary within Downtown, but are primarily concrete. In a few locations precast concrete pavers have been utilized. Typically the colors have faded and some settling has occurred. Clay brick pavers, which have retained their color, have been used in the fountain plaza at the Civic Center and at Schock Square.



Concrete Pavement



Concrete Pavers



Clay Brick Pavers

BRICK PLANTERS, RETAINING WALLS & PARKING LOT SCREENING

Use of brick for planters and walls has been effective in screening parking areas and provides a unique design element for Downtown.



Brick retaining wall



Stepped-back retaining wall

STREET TREE PLANTING

Tree grates are used inconsistently in Downtown. In some locations trees are planted in openings within concrete pavement or edged with timbers. Cast iron grates work well in pedestrian oriented areas.



Cast Iron Tree Grate



*Tree Opening in
Concrete Sidewalk*



Timber Edged Opening

DOWNTOWN SIGNAGE

Existing Downtown signage has considerable variation in design and placement. Entrance gateways are non-existent and consistency is needed to identify public facilities, businesses, and parking facilities.



Glen Elyn public parking sign



Entry sign on Prairie Path from the west



Street signs vary from an obelisk style concrete structure to sign blade mounted to street lights.



Directional signs for both public facilities and downtown stores



Banner sign on light pole



Downtown information and wayfinding kiosk



Message board sign

PRAIRIE PATH

The Prairie Path is one of the Village's major recreational assets. There is an opportunity to turn the path into more of a major Downtown asset, as well. Enhancements would include design elements to set the Glen Ellyn stretch apart from other areas (understanding that this would need to be coordinated with the County). The intent would be to create the appearance and function of a multi-purpose path akin to a river-walk while not detracting from its use for runners and cyclists.

- Use of ornamental aluminum fencing is inconsistent
- Lighting exists from Prospect to the east study area boundary
- Minimal buffer plantings exist between the path and commuter parking
- The path has a natural character from the west point of study area to Main St.
- From Main St. to Park Blvd. the path has an urban feel with more site furnishings and landscaping in addition to the visuals of building service areas and parking lots



View east to library entering the downtown



East of Prospect Avenue is where wooded character and decorative lighting begins



Urban parks adjacent to Prairie Path are inviting



Informative Illinois Prairie Path sign

URBAN PARKS

Existing parks and open space provide a balance to the urban environment, providing residents, shoppers, and visitors a place to relax, play, or unwind. They help to foster community pride, define the public realm, and support urban culture.



Volunteer Park



Prairie Path Park



Prairie Path Park



Millennium Floral Clock



Sesquicentennial Square



Sesquicentennial Square



Schock Square



Fountain Plaza



Electric Train Depot

ENGINEERING & INFRASTRUCTURE ANALYSIS

The streets located within the study area were reviewed with the Village's Public Works Department in order to identify roadways in need of scheduled maintenance.

The overall condition of the Central Business District roadway surfaces and infrastructure is good. The 2011 to 2021 Long-Term Street Rehabilitation Program for Glen Ellyn provides preferred resurfacing projects in each given year, which will be discussed in the following sections.

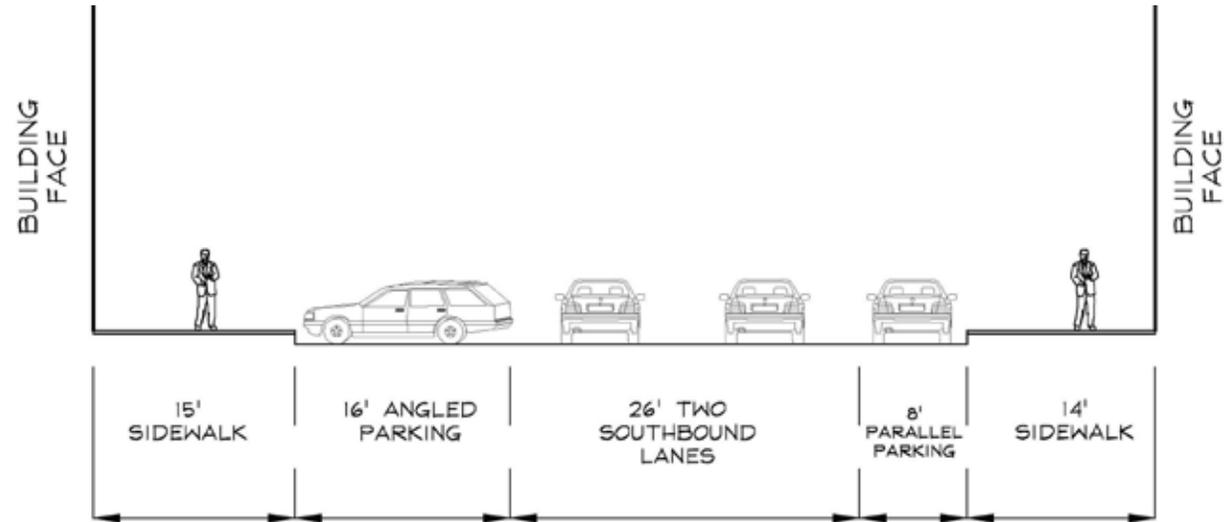
Currently, there are no known drainage issues in the streetscape study area. The North-South streets generally flow towards Pennsylvania Ave. Pennsylvania Ave., Crescent Blvd., and Duane St. all convey stormwater eastbound, eventually discharging to Lake Ellyn, which is northeast of the Central Business District. Since Lake Ellyn is currently susceptible to flooding, any opportunities to reduce the amount or intensity of flow from the downtown area would be beneficial.

The following pages provide roadway sections for the following streets in Downtown.

- Main
- Duane
- Crescent
- Pennsylvania

MAIN STREET

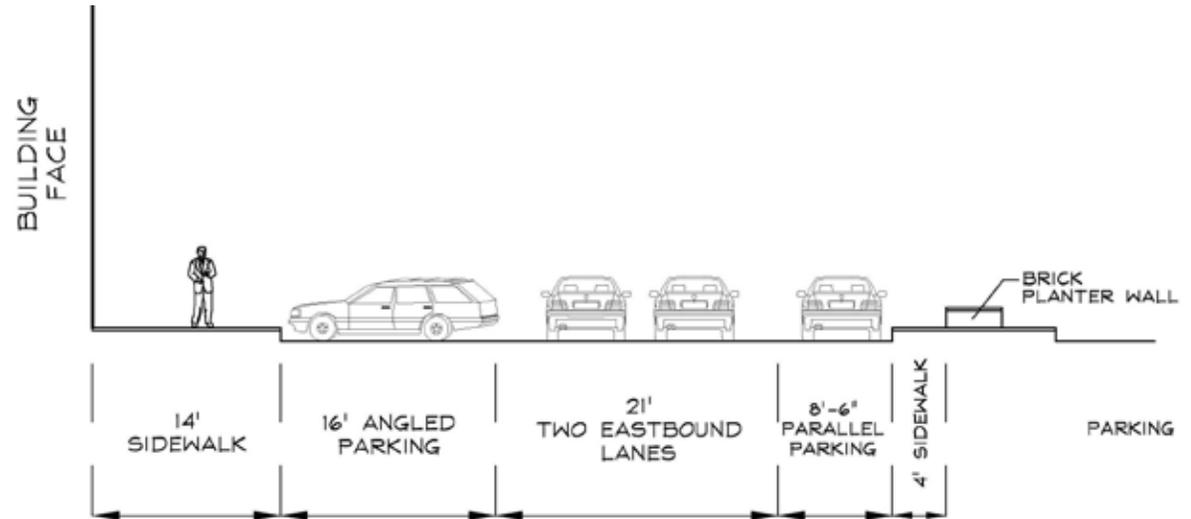
Main Street is the core road in the Central Business District. As such, it is designed with street-side parking and pedestrian crosswalks in a 66-foot ROW. Main Street is two-way, two-lane from Hillside to Crescent, and then a one-way southbound (one lane) from Pennsylvania to Crescent. From Pennsylvania to Anthony, it becomes a two-way, two-lane again. There is parking on both sides of the street everywhere except between Crescent and Duane. Main Street is an asphalt surface from Anthony to Hillside. From Hillside to Anthony, Main Street is a candidate for resurfacing in 2015.



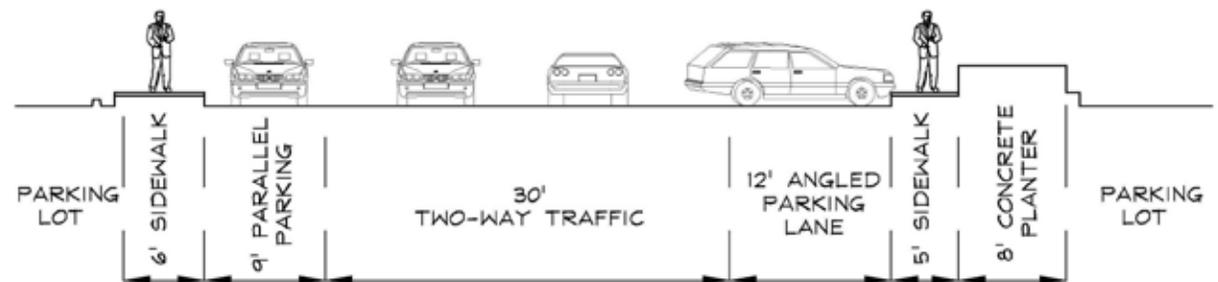
Cross Section A - Main Street Looking South (sidewalk widths vary)

CRESCENT BOULEVARD

Crescent Boulevard is located in a 70-foot ROW from Prospect to Main, which narrows to 56 feet from Main to Forest, and then further narrows to 48 feet from Forest to Park. The street is two-way, with two lanes of parking from Prospect to Main. From Main to Forest, the roadway is an eastbound one-way with parallel parking on the south side of the street and angled parking on the north side. Then from Forest to Park, the street becomes two-way with only two lanes of travel and parallel parking on both sides. Crescent Boulevard is an asphalt surface from Prospect to Park. Crescent Boulevard is a candidate for resurfacing from Prospect to Park in 2015.



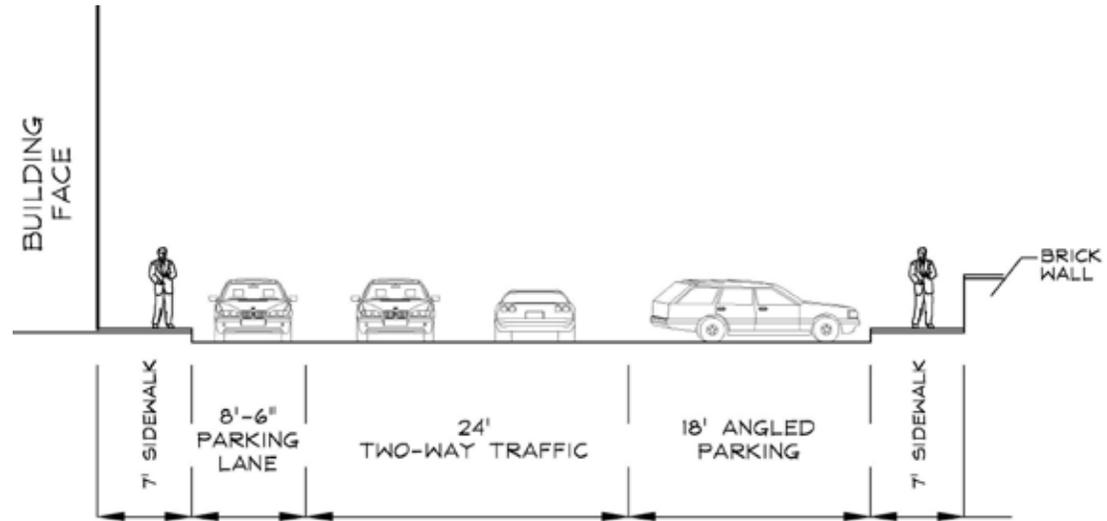
Cross Section B - Crescent Boulevard Looking East (sidewalk widths vary)



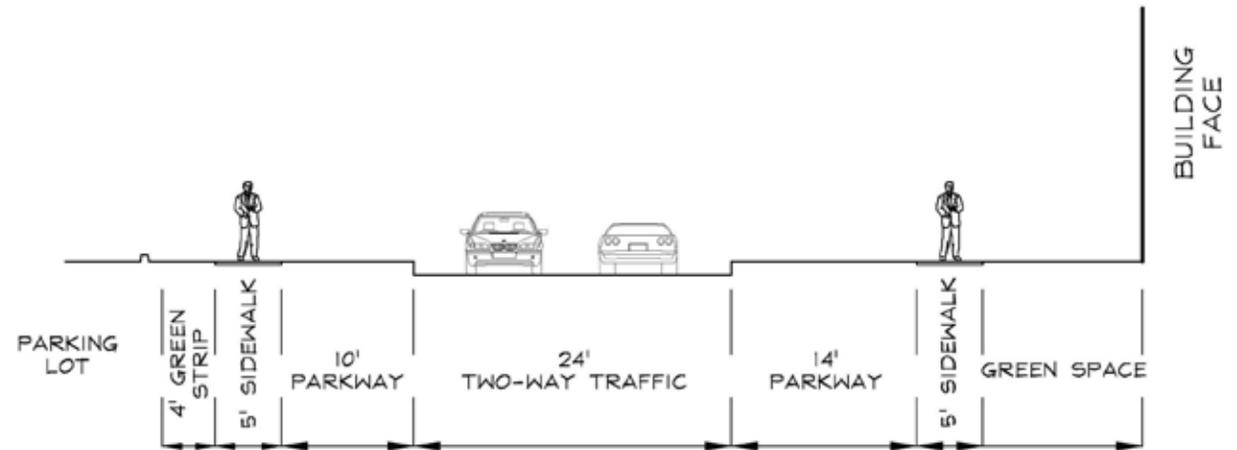
Cross Section E - Crescent Boulevard Looking East (sidewalk widths vary)

DUANE STREET

Duane Street is located in a 66-foot ROW throughout the Central Business District. From the Lorraine parking lot to Park, the street is two-way with only two lanes. Duane accommodates parallel parking on the north side of the street from Prospect to Glenwood, and then parallel parking on both sides from Glenwood to Forest. Duane Street is a concrete surface from Lorraine to Prospect, and an asphalt surface from Prospect to Park. Duane Street is a candidate for resurfacing, from Prospect to Forest, in 2015.



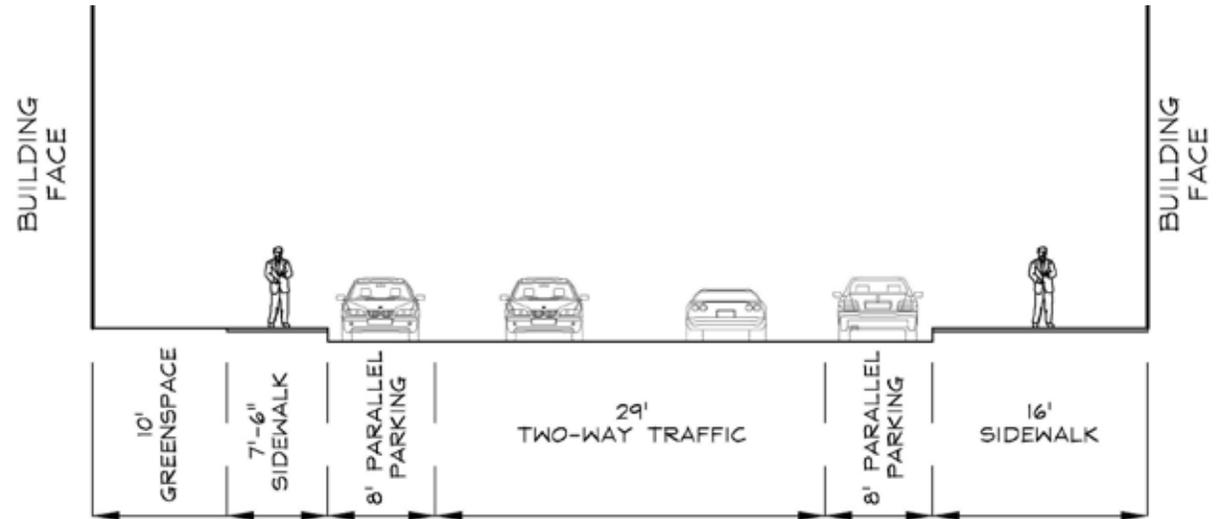
Cross Section C - Duane Street Looking East (sidewalk widths vary)



Cross Section F - Duane Street Looking East (sidewalk widths vary)

PENNSYLVANIA AVENUE

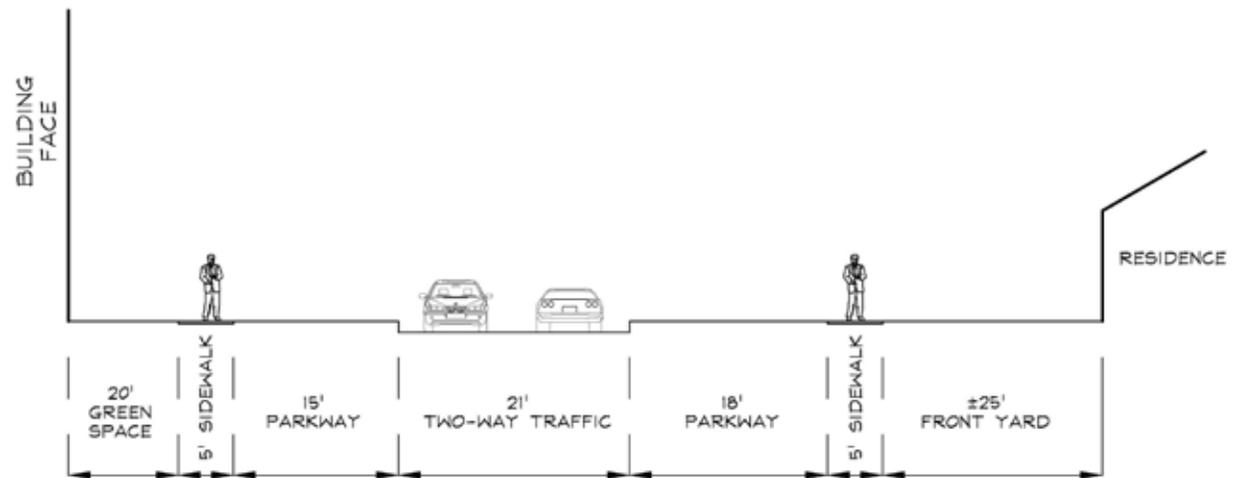
Pennsylvania Avenue is located in a 66-foot ROW from Newton Avenue to Park Boulevard. The street is two-way with two lanes from Newton to Western, and then widens to accommodate an extra lane in each direction until Prospect Avenue. From Prospect to Main, the street narrows to two lanes to accommodate parking on both sides. From Main to Forest, the street becomes westbound one-way (two lanes) from Main to Forest, and then switches to a two-lane, two-way roadway with streetside parking until Park. Pennsylvania Avenue is an asphalt surface from Newton to Park. Pennsylvania Avenue, from Prospect to Park, is a candidate for resurfacing in 2015.



Cross Section D - Pennsylvania Avenue Looking East (sidewalk widths vary)

PROSPECT AVENUE

Prospect Avenue is located in a 66-foot ROW. It is a two-way, two-lane street with an asphalt surface in the study area, from Hillside to Pennsylvania. Prospect Avenue, from Duane to Pennsylvania, is a candidate for resurfacing in 2015.



Cross Section G - Prospect Avenue Looking South (sidewalk widths vary)

HILLSIDE AVENUE

Hillside Avenue is located in a 66-foot ROW throughout the Central Business District. Hillside is a westbound one-way street with one traveled lane and angled parking on its north side east of Main, on its south side from Main to Glenwood, and again on its north side from Glenwood to Prospect. Hillside Avenue is a concrete surface from Prospect to Main, and an asphalt surface east of Main. The asphalt and concrete surfaces are in good condition, and have no resurfacing anticipated before 2021.

FOREST AVENUE

Forest Avenue is located in a 66-foot ROW. The street is one-way (southbound) with one traveled lane from the Railroad to Hillside, and one-way (northbound) with two traveled lanes from Crescent to Pennsylvania. Forest Avenue is an asphalt surface from Pennsylvania to Hillside. Forest Avenue is a candidate for resurfacing, from Crescent to Pennsylvania, in 2015.

WESTERN AVENUE

Western Avenue is mostly a residential road located in a 66-foot ROW. Western is a two-way street with two traveled lanes from Anthony to Pennsylvania; there is no parking on either side of the street. Western Avenue is a concrete surface from Anthony to Pennsylvania.

GLENWOOD AVENUE

Glenwood Avenue is located in a 66-foot ROW. From Hillside to Duane, Glenwood Avenue is a two-way street with two traveled lanes; on Sundays, there is only one-way travel (northbound). From Crescent to Pennsylvania, the street is two-way, two lanes with parallel parking to the west and angled parking to the east. Glenwood Avenue is an asphalt surface from Duane to Pennsylvania. Glenwood Avenue, from Crescent to Pennsylvania, is a candidate for resurfacing in 2015.

PARK BOULEVARD

Park Boulevard is also located in a 66-foot ROW near the Pennsylvania intersection. At the Duane intersection, the ROW narrows to 63 feet. The street is two-way with two traveled lanes from Duane to Pennsylvania. Park Boulevard is an asphalt surface from Pennsylvania to Duane. Park Boulevard is a candidate for resurfacing in 2014, from Fairview Avenue to the Union Pacific Railroad tracks.

Streetscape Plan Recommendations

03

The Village is fortunate to have an active and vibrant Downtown. The streetscape elements outlined for this study are designed to provide guidance for implementing improvements to complement, not detract from or replace, the existing charm and character of Downtown. Recommendations include enhancements to intersections, sidewalks, crosswalks, parking areas, street furniture, lighting, the Prairie Path, and more.

Recommendations are designed so that components can be implemented largely independent of each other. While overall design would be consistent throughout, plan elements may be phased based on need, cost, and public opinion.

While this plan focuses on Downtown, the Village should coordinate implementation with improvements around Lake Ellyn as well as the pending redevelopment of Crescent Street east of the study area to ensure continuity of a look and feel. In addition, the ongoing wayfinding and signage plan should be fully integrated into all planning efforts.

The illustration to the right identifies where specific elements/treatments are recommended and is meant to serve as a guide for future improvements. This section also provides recommendations for Streetscape Character Zones, Proposed Key Intersection Improvements, and Additional Streetscape Components.

STREETSCAPE CHARACTER ZONES

- Urban Core Streetscape Concept
- Urban Transitional Streetscape Concept
- Urban Residential Streetscape Concept

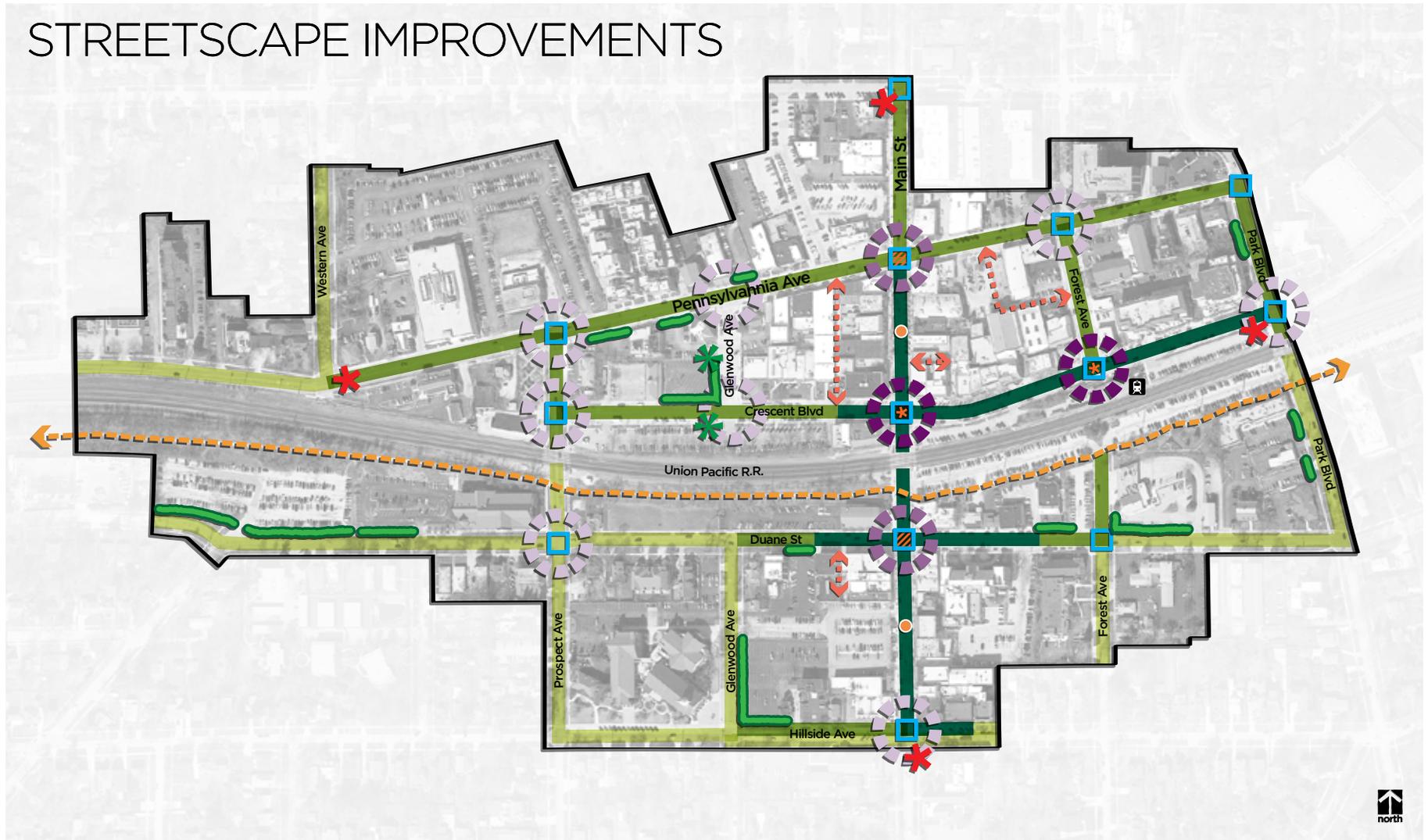
PROPOSED KEY INTERSECTION IMPROVEMENTS

- Key Intersection A
- Key Intersection B
- Key Intersection C

ADDITIONAL STREETSCAPE COMPONENTS

- Mid-Block Crossings
- Portable Outdoor Dining
- Alleyscape Improvements
- Parking Lot Screening
- Prairie Path
- Sidewalk and Crosswalk Pavements
- Site Furnishings
- Street Light Standards
- Overhead Wires
- Sustainable Landscaping
- Landscape Maintenance
- Modular Architectural Precast Wall

STREETSCAPE IMPROVEMENTS



Legend

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

STREETSCAPE CHARACTER ZONES

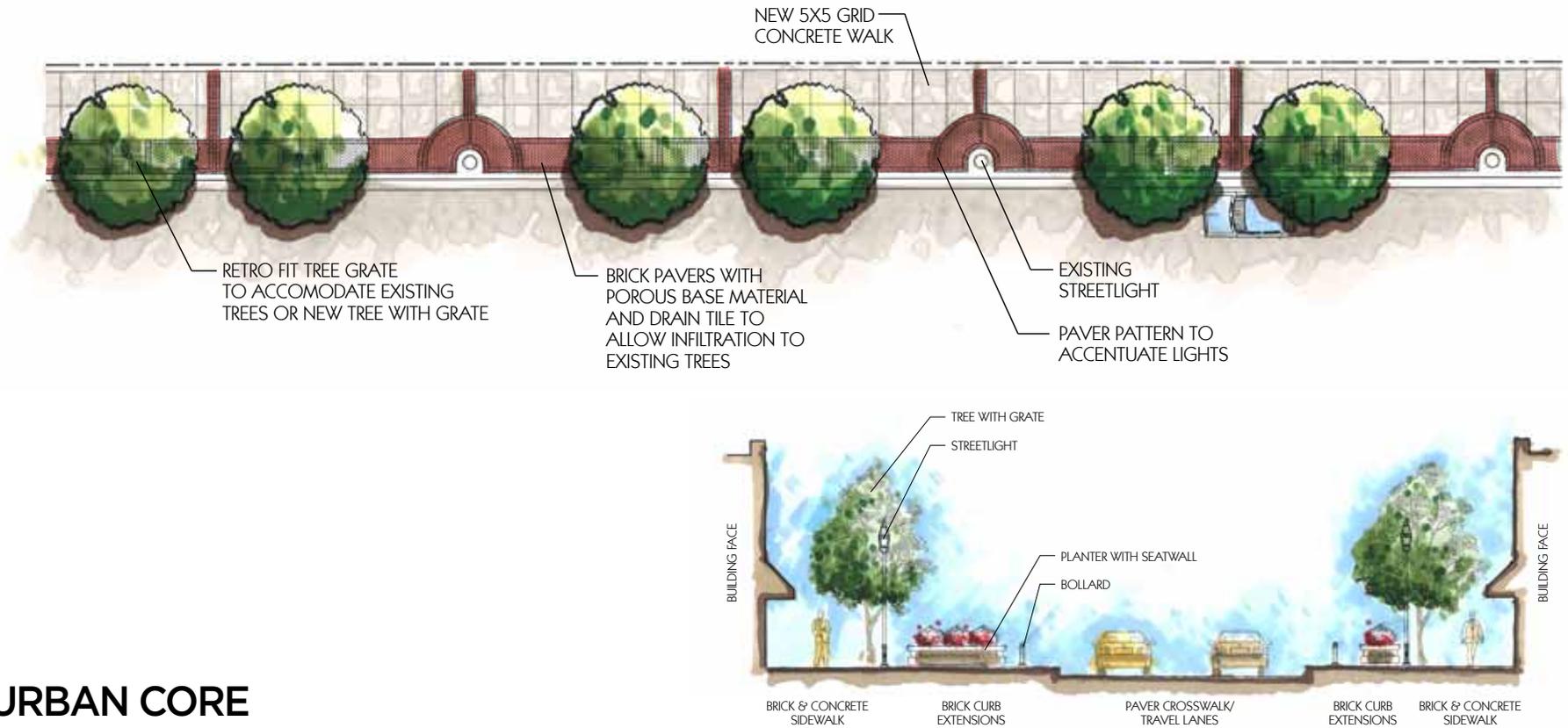
Streetscapes within Downtown will provide safe and effective vehicular and pedestrian access to shops, restaurants, and various uses while providing an inviting atmosphere. Designs will vary by intensity of pedestrian activity.

The following pages provide conceptual recommendations for:

- Urban Core Streetscape Concept
- Urban Transitional Streetscape Concept
- Urban Residential Streetscape Concept



Downtown Glen Ellyn streetscape

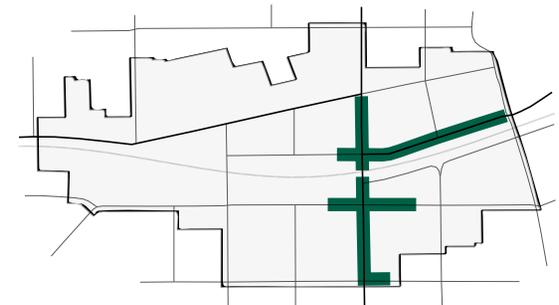


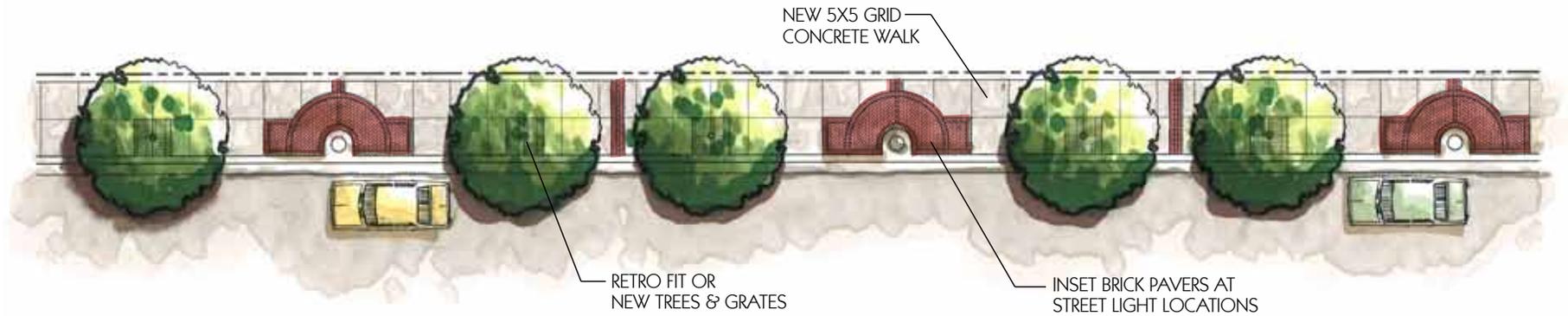
Intersection of Main and Pennsylvania facing south

URBAN CORE STREETSCAPE CONCEPT

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

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





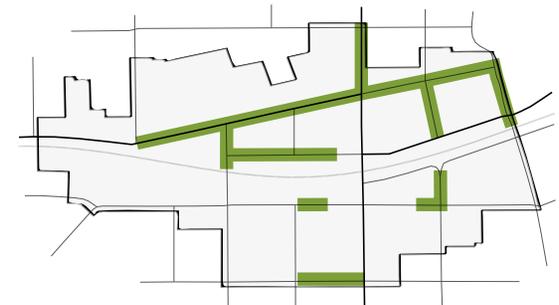
URBAN TRANSITIONAL STREETScape CONCEPT

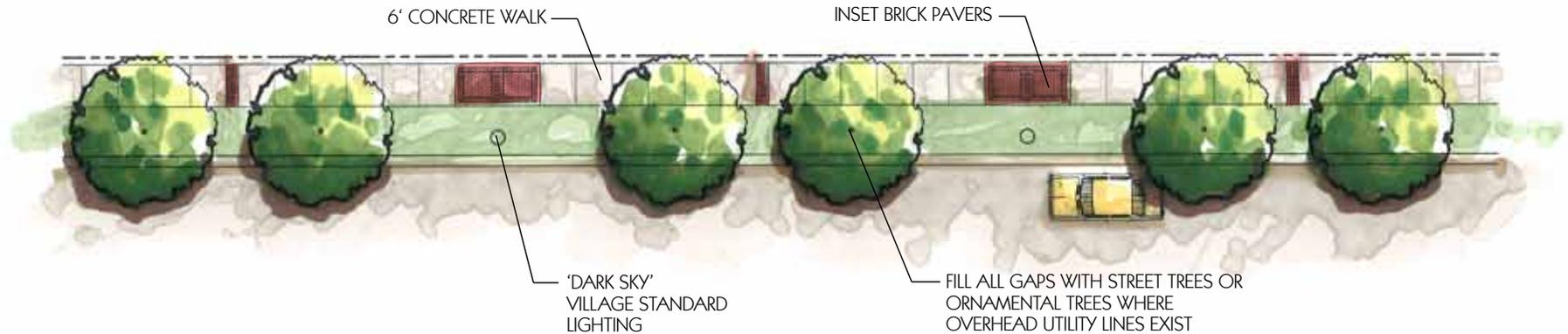
The Urban Transitional areas begin the transition from the more dense urban core to surrounding residential neighborhoods.

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

such as a church where the character of the block begins to change.

The Urban Transitional Streetscape should use materials similar to the Urban Core, but less intense. Brick pavers will be located as accent insets at street light locations. Other areas will be 5' x 5' concrete sidewalk. Street trees with iron grates should be added or existing trees retrofitted with grates.

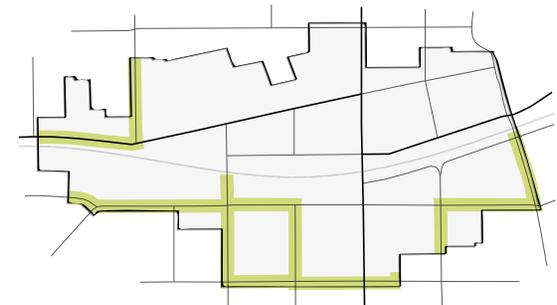




URBAN RESIDENTIAL STREETScape CONCEPT

The Urban Residential Streetscape Areas are those areas that are still technically within Downtown but primarily residential in character and feel. Examples include Duane west of Glenwood and Western Avenue north of Pennsylvania. These locations include active uses such as the library and Glen Ellyn clinic, but are primarily residential in character in terms of parkways, sidewalk widths, setbacks etc.

'Dark Sky' Village lighting standards, applicable Village-wide but especially beneficial in residential neighborhoods, should be included at both sides of the street. Street trees or ornamental trees should be planted in any parkways lacking plantings. Screen plantings should be provided to screen parking, loading, or utility areas.



PROPOSED KEY INTERSECTION IMPROVEMENTS

The treatment of intersections is important in improving the look and feel and safety of a downtown. Currently, crosswalks and intersection markings are striped and painted, and in many locations the markings are faded and worn. Recommendations are to enhance each of the primary intersections within the study area, not only for function, but to add to the character, appearance, and pedestrian safety within Downtown.

Each intersection within the Downtown study area is slightly different in terms of character, appearance, and overall function. For purposes of analysis intersections are placed into three groups.

The Main and Crescent and Crescent and Forest intersections are different than any others. Both of these locations have median features that divide one-way/two-way traffic. At Main and Crescent, the iconic “horse trough” serves to divert northbound traffic onto east bound Crescent and divides southbound traffic into through lanes continuing south and a dedicated turn lane onto Crescent. The Forest and Crescent feature allows traffic to continue east or travel north onto Forest via a dedicated turn lane around the median.

Whether to maintain the median features will be a policy decision. As long as traffic patterns remain in their current configuration, the medians do provide some protection from drivers going the wrong way into oncoming traffic. However, they also require ongoing maintenance and can serve as an obstacle.

To help guide decision making on those two intersections, two alternatives have been prepared: one that maintains and enhances the medians and one that eliminates them.

The next grouping of intersections includes the Main and Duane and Main and Pennsylvania intersections. While not necessarily “gateways”, these are both high profile intersections that experience fairly high traffic volumes. The treatment recommended for these intersections would also apply to the Main and Crescent and Forest and Crescent intersections should the median feature not be favored.

The third group includes locations that are not as prominent as those contained within the first two groups, but nonetheless are still within the core Downtown and are important to circulating pedestrians and vehicular traffic. If feasible, the treatment of all intersections is encouraged. Those locations include:

- Main and Hillside
- Pennsylvania and Forest
- Pennsylvania and Prospect
- Park and Crescent
- Pennsylvania and Glenwood
- Crescent and Glenwood
- Duane and Prospect
- Crescent and Prospect (partial intersection)

EXPLANATION OF SELECT IMPROVEMENTS

The following are streetscape recommendations that are not explained in detail throughout the rest of this section.

CURB EXTENSIONS

By capitalizing on unutilized street pavement areas, street pedestrian zones can be expanded to make crossing the street a shorter distance. Brick pavers and bollards help define the pedestrian area.

LANDSCAPE FEATURE

Planting areas can be created in large paver areas providing a mixture of lower level flowering shrubs and perennial flowers. Brick seat walls provide containment and a comfortable place to sit.

IDENTITY FEATURE

An oblique style Downtown identity feature located within an intersection median can enhance downtown character and calm traffic.

PAVER ART

Utilizing a community or historical icon as a graphic element, paver art can improve aesthetics and provide a unique element to a key intersection.

GATEWAY

Gateways should be installed to announce the primary approaches into Downtown. Typically, an ideal gateway location would be on a more heavily trafficked road, establishing an entry point into Downtown that is visually appealing.

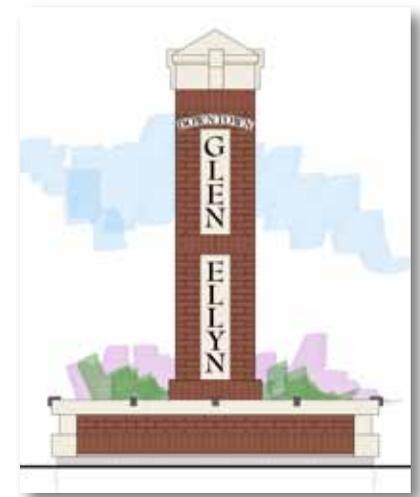
As previously noted, gateway and wayfinding will be analyzed as part of a separate study. While signage and other features serve to identify prominent entry points into a downtown, streetscape components such as intersection treatments and features may also be applied.

KEY INTERSECTION A

(Main & Crescent; Forest & Crescent)

These two intersections would maintain the existing intersection infrastructure and enhance their median features.

- **Option One:** Enhance existing median features and install bump-outs, monument signage, lighting, enhanced landscaping, and brick paver crosswalks at each intersection.
- **Option Two:** Remove median features, install decorative paver art, and enhance crosswalks. (See “Key Intersection B” for example)

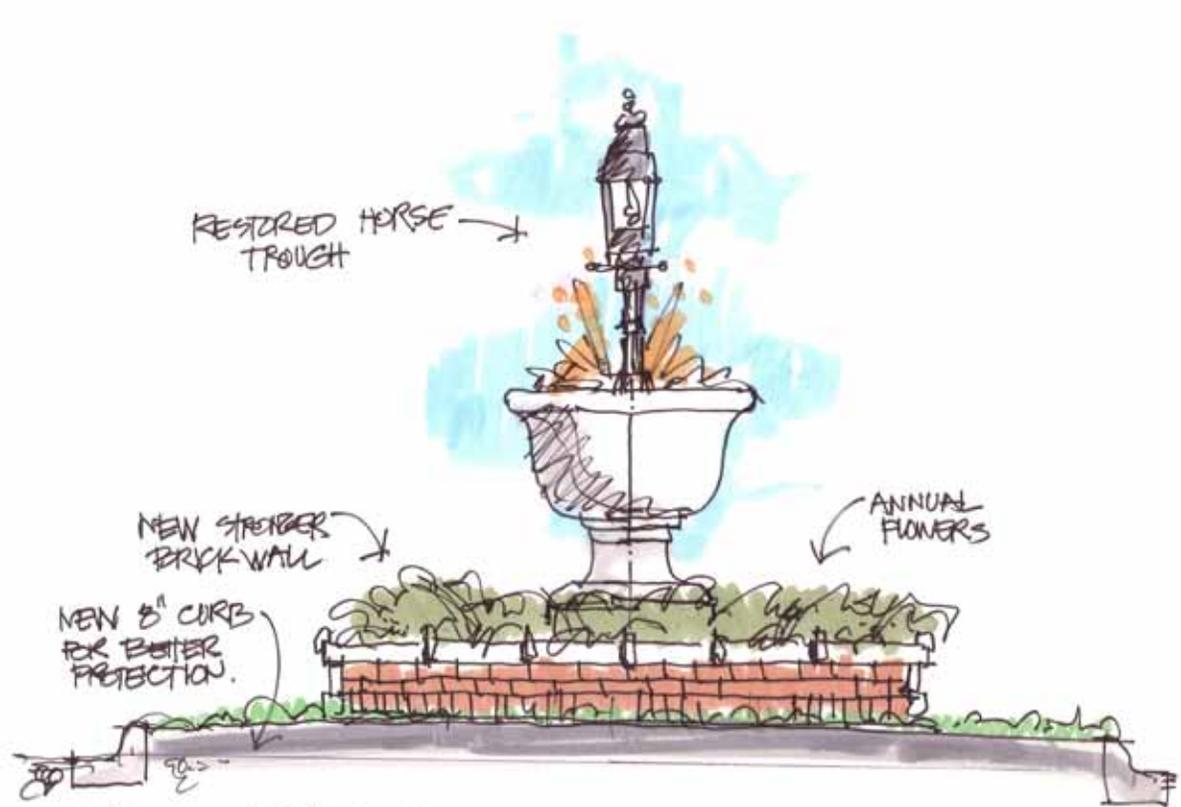


Downtown Identity Feature



HORSE TROUGH

The horse trough located at the intersection of Main and Crescent is an important icon for many in the community. The concept plans that are being presented do not preclude retaining this feature. If the horse trough is retained, a full restoration should be conducted with reinforcement of the surrounding area.

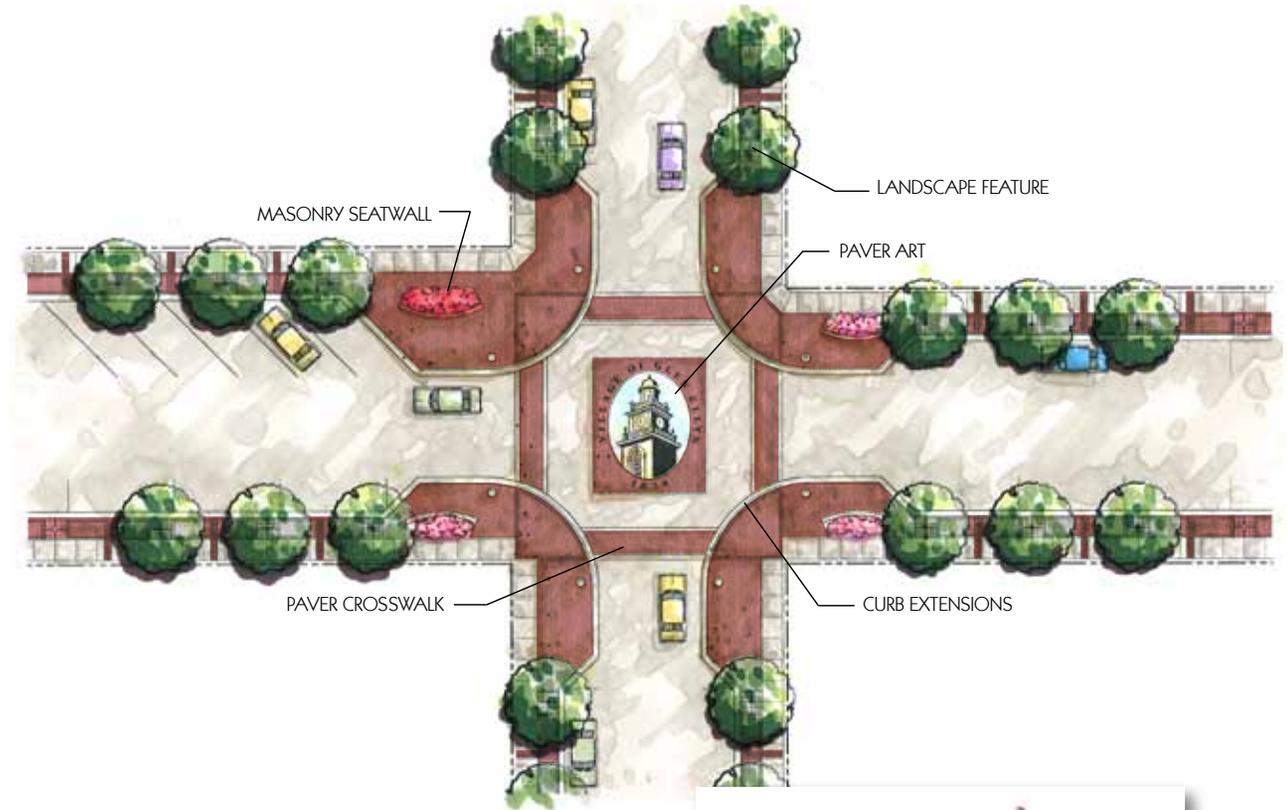


Restored Horse Trough Concept

KEY INTERSECTION B

(Main & Pennsylvania; Main & Duane)

This intersection includes installing decorative paver art, bump-outs (curb extensions), masonry seatwalls, landscape planters, and enhanced crosswalks.



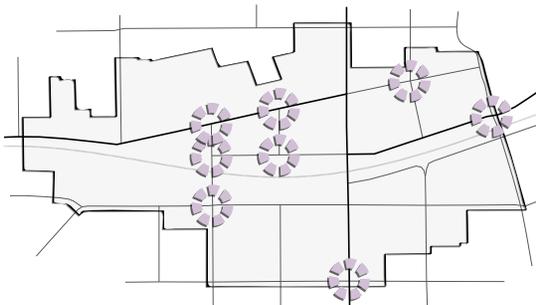
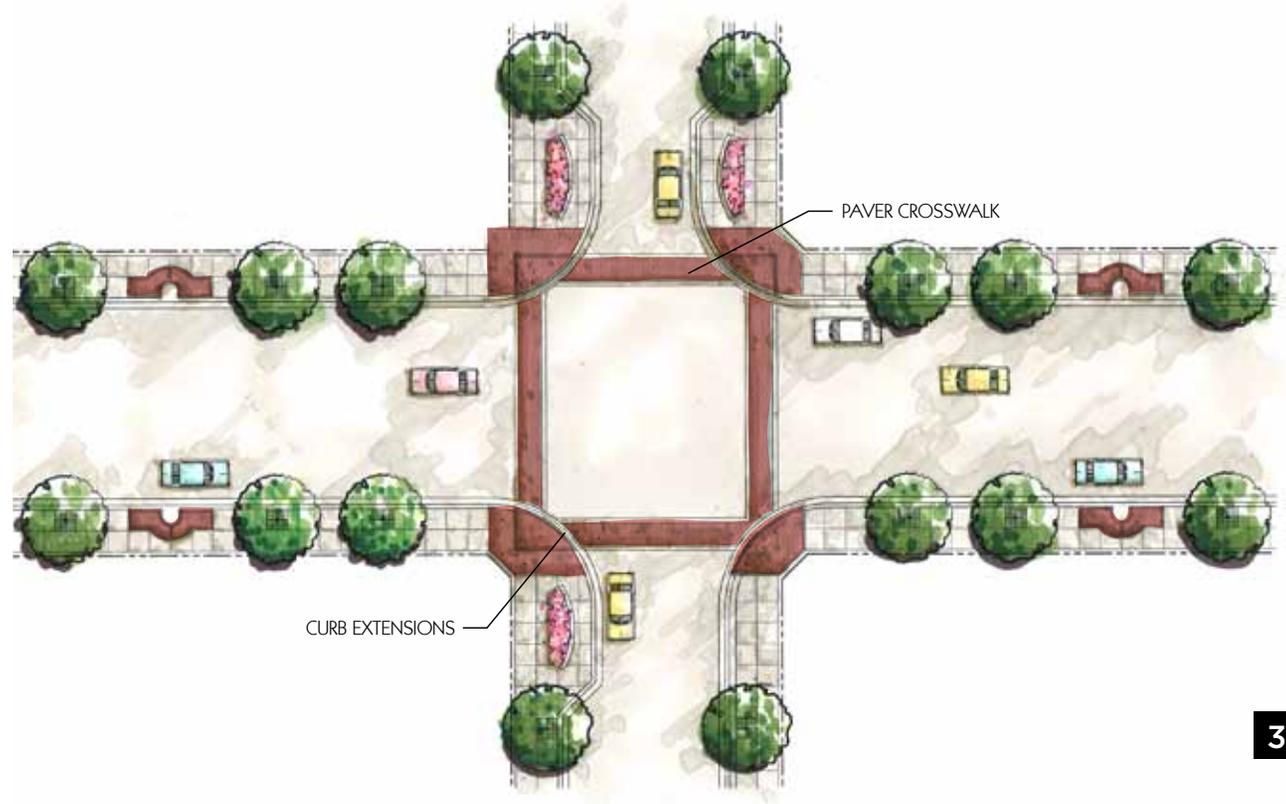
Streetwall/Planter Elevation



KEY INTERSECTION C

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

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



ADDITIONAL STREETSCAPE COMPONENTS

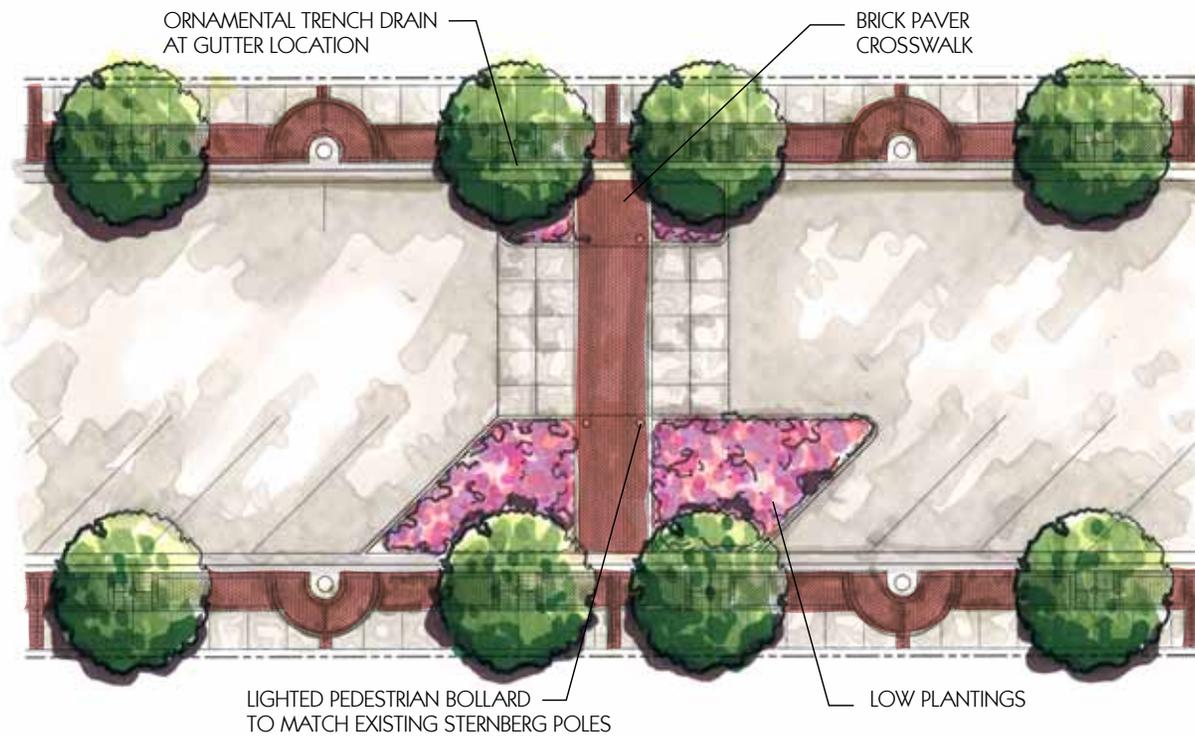
This section includes recommendations for specific streetscape components that are intended to provide the additional explanation and detail needed to establish a new look and feel for Downtown Glen Ellyn's streetscape.

The conceptual recommendations include:

- Mid-Block Crossings
- Portable Outdoor Dining
- Alleyscape Improvements
- Parking Lot Screening
- Prairie Path Improvements
- Streetscape Paver Detail
- Site Furnishings
- Street Light Standards
- Sustainable Landscaping
- Landscape Maintenance
- Overhead Wires
- Modular Architectural Precast Wall



Downtown Glen Ellyn streetscape

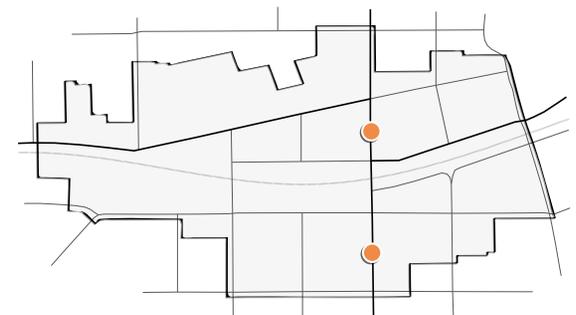


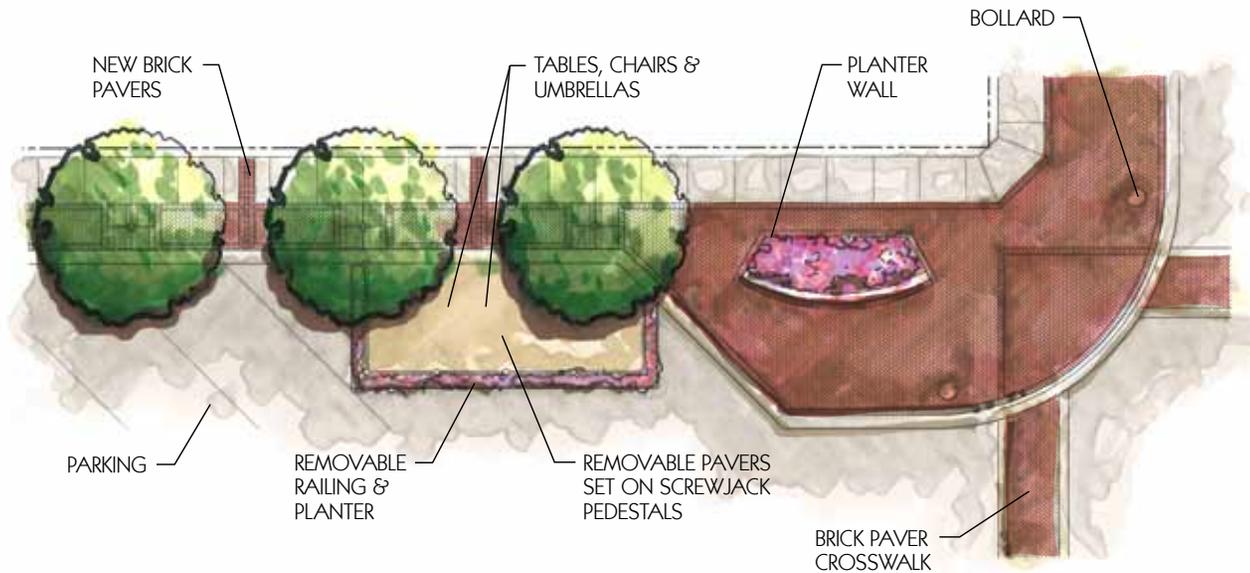
Example of mid-block crossing

MID-BLOCK CROSSINGS

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

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





Example of portable outdoor dining area along an urban street



To maintain the curb level, the decking is mounted to, and supported by, these screwjack pedestals

PORTABLE OUTDOOR DINING

This approach has been effective in other cities and is growing in popularity. Ideal sites are those in which outdoor seating is desirable, but physical imitations prevent locations immediately proximate to the business. Locations within Downtown would need to be carefully reviewed in order to ensure that they do not negatively impact adjacent businesses. It is envisioned that the temporary seating would be in place from May to September.

ALLEYSCAPE IMPROVEMENTS

The alleyscape is often an overlooked aspect of streetscape planning since they are intended to accommodate service related infrastructure, loading docks, and trash collection. Alley's are typically not designed to accommodate or promote pedestrian activity and circulation.

These recommendations won't remove the functionality of existing alleys, but will provide guidance for future alleyscape improvements. The recommended improvements include installing signage and wayfinding to promote safe vehicular and pedestrian circulation patterns, screening loading docks and trash receptacles, installing appropriate pedestrian amenities, and incorporating relevant design themes and elements from the recommended streetscape concepts.



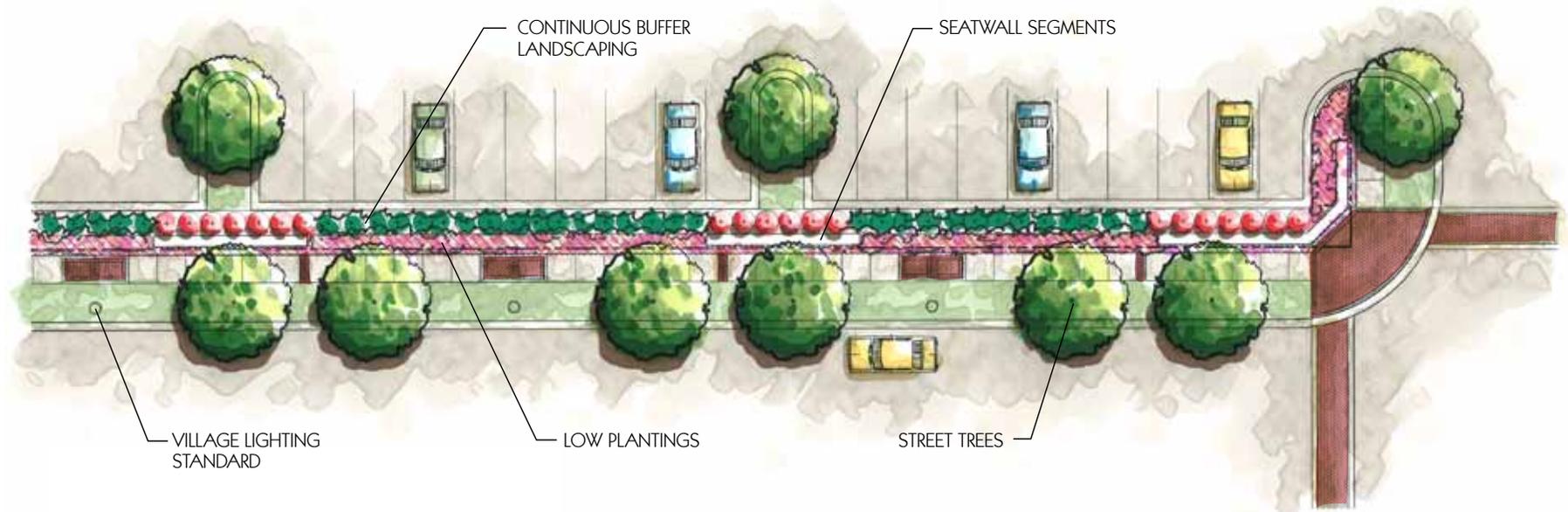
Alley lighting improves aesthetics and security



Alley improvements include brick pavers, drainage systems, etc.



Existing downtown Glen Ellyn alley looking south towards Duane Street



Option A - Parking Lot Screening

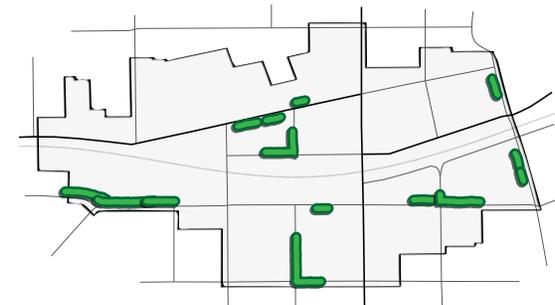
This options incorporates the use of a brick seatwall segment and continuous refined buffer planting.

PARKING LOT SCREENING

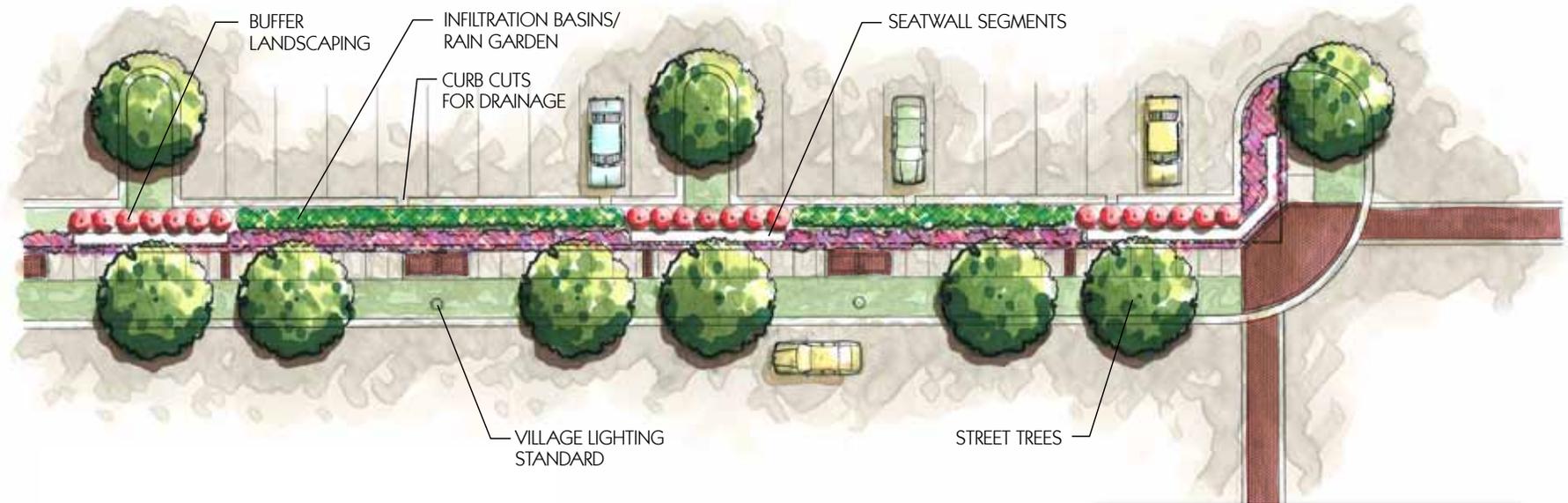
All parking areas should be screened from public rights-of-way with a combination of landscape plant material and segments of brick planter wall. Screening should incorporate the use of low plantings, seatwalls, and planters. A ten foot buffer zone is recommended. Plant material should include a mixture of evergreen, deciduous shrubs, and perennial flowers. Optionally, native grasses and forbs could be incorporated into rain gardens as a best management practice.



Example of a continuous landscape buffer adjacent to parking along the public realm



Draft



Option B - Parking Lot Screening

This option incorporates infiltration basins and native planting as a best management treatment. This option will have a less formal look than Option A

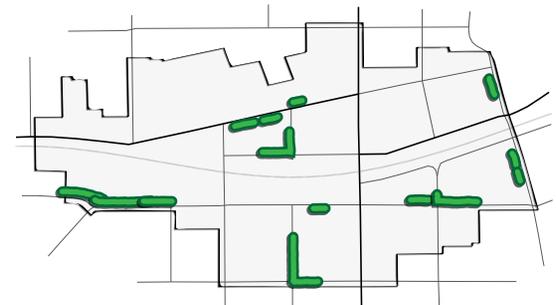
This option, with the inclusion of curb cuts and rain gardens, focuses more on managing runoff from the parking lot.



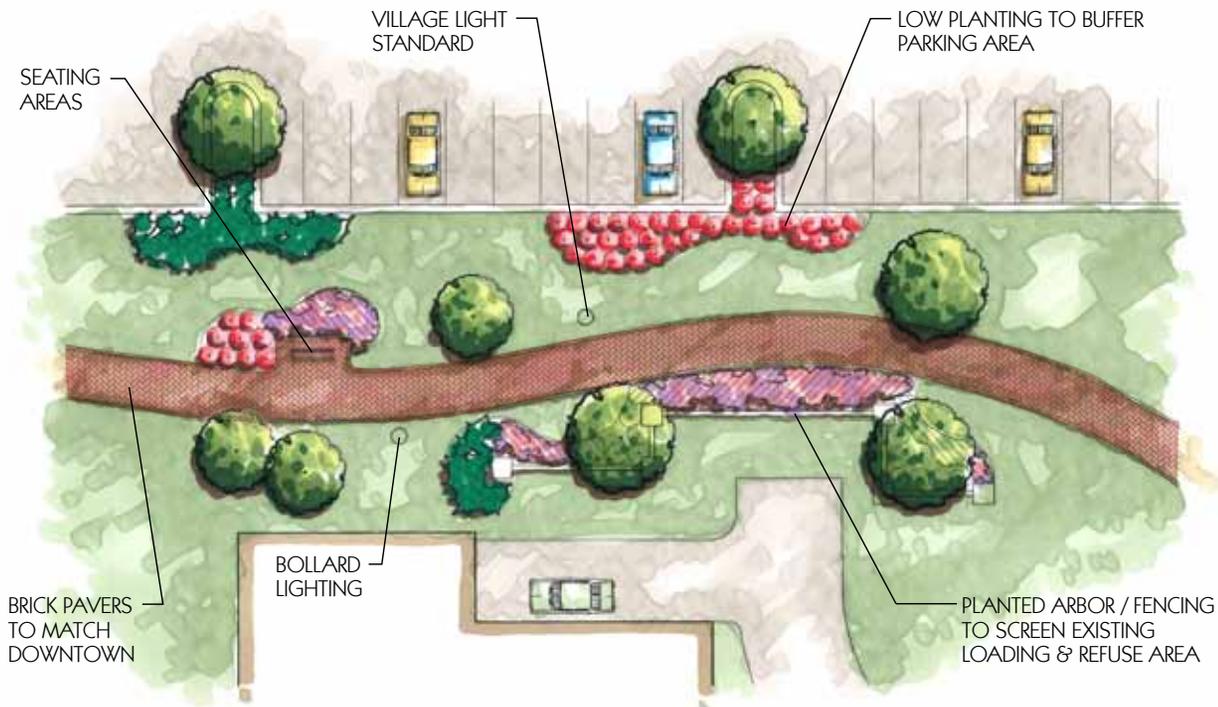
Curb inlet that allows stormwater to flow directly into infiltration basins or rain gardens



Streetwall/Planter Elevation



Section 03 Streetscape Plan Recommendations



An example of a multi-purpose path along the river

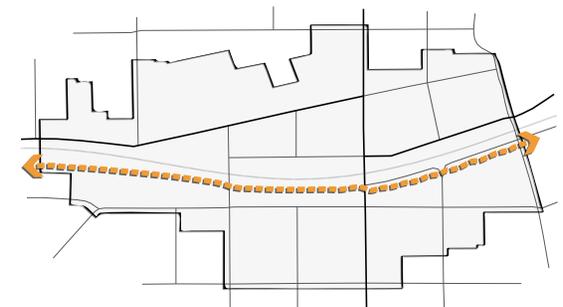
PRAIRIE PATH

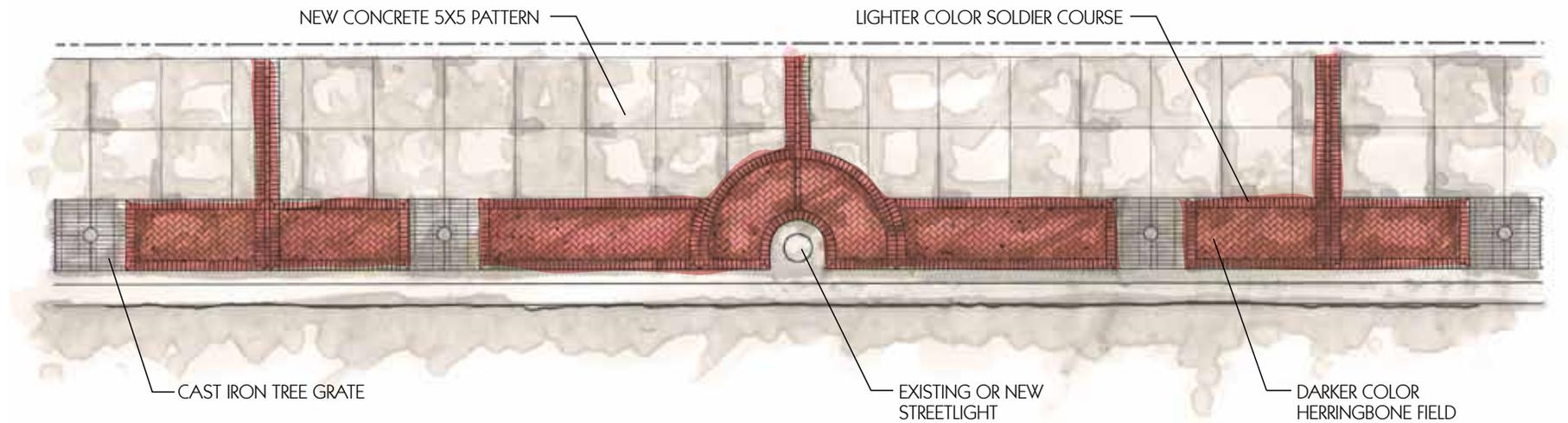
Enhancements to the Prairie Path should include design elements to set the Glen Ellyn stretch apart from other areas and “The Downtown Glen” as referenced in the Downtown Strategic Plan (understanding that this would need to be coordinated with the County). The Prairie Path could be transformed into a Downtown destination for walkers, runners, bikers, and other outdoor enthusiasts.

The thought is to create a multi-purpose path

akin to an urban riverwalk with improvements such as:

- Parklets and seating areas
- Landscape improvements
- Buffering or screening
- Parking and walking areas
- Pavers matching new downtown standard
- Multi-level lighting
- Public art at key intersections





STREETSCAPE PAVER DETAIL

Providing a contrast in color and texture to street pavement, paver crosswalks calm traffic while improving aesthetics to large expanses of pavement. A combination of brick pavers and concrete is recommended for the Downtown streetscape and will vary by location. Brick pavers in a herringbone pattern are also recommended for pedestrian crosswalks with contrasting approaches to define pedestrian zones.



Example of a herringbone brick paver field



Example of a herringbone brick paver crosswalk



Tree Guard



Bike Rack



Bike Rack



Planter



Bench



Litter Receptacle

SITE FURNISHINGS

Black ornamental metal benches and litter receptacles tie in well with the Village lighting standards and existing street furniture. Consideration should be given to utilizing matching planters and tree guards (installed on an “as needed” basis).

Bike racks encourage and promote non-vehicular traffic to an area and provide a secure alternative to locking a bicycle to a streetlight, fence, tree, etc. Currently, bike racks are located in several places throughout Downtown. Where possible, the Village should explore opportunities to increase the number of locations particularly near the Metra Station and Prairie Path.

Careful consideration should be given to placement so as not to detract from architectural and streetscape elements or impede access/circulation on sidewalks and paths.

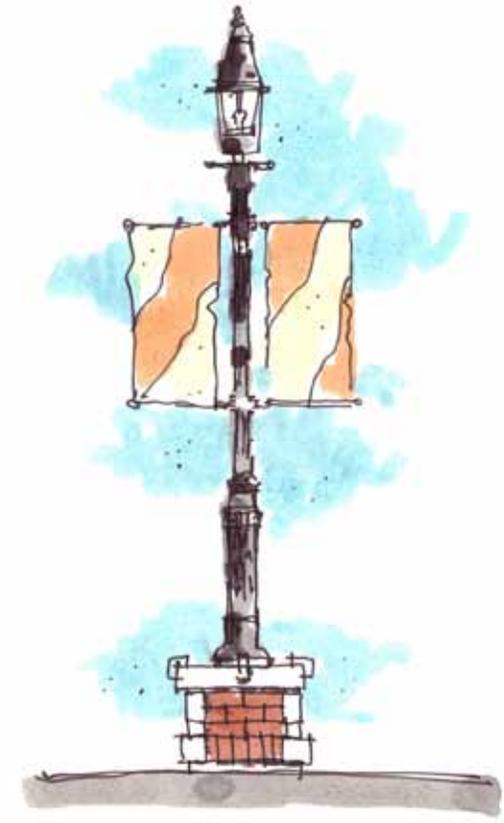
Tree grates are recommended in pedestrian pavement areas to not impede foot traffic and to protect root systems of trees. Retro-fit grates are available for existing trees.



Existing gas lamp light standard



Double headed fixture with decorative brick base



Single head fixture and banner with decorative brick base

STREET LIGHT STANDARDS

The gas lamp style light standards have a turn-of-the-century appearance complementing the charm of the downtown architecture. Newer installations include a dark sky compliant fixture which is especially beneficial in residential neighborhoods. This style should be continued with the following recommendations.

Using LED lighting should be considered. There is an initial higher cost, but the operational life of an LED lamp is substantially greater, virtually eliminating the need for routine replacement. Installing LED lighting should be done in phased groups to avoid mismatches in lumination, color, tone, and other effects with existing lamps.

Double headed fixtures and the addition of a brick base median to roadways and plazas will provide emphasis to key locations.

Lighted pedestrian bollards matching bases of street lights will be aesthetically pleasing and provide improved pedestrian visibility and separation from vehicles.

SUSTAINABLE LANDSCAPING

Sustainable landscaping creates an attractive environment, supports the use of the site, and is in balance with climatic and light conditions. Sustainable plant materials require minimal use of fertilizers, pesticides, and irrigation. Selected plant materials should be adapted or native to the local environment and placed in the appropriate light and soil conditions.

Minimizing the use of catch basins and piping, providing curb cuts to allow water to flow into rain gardens, biowswales, infiltration basins, and ultimately stormwater marsh basins provides for environmental benefits as well as attractive natural landscape features.

The use of native vegetation reduces the need for irrigation. Harvested rain water can be utilized for water features such as fountains or to irrigate planters and landscaped areas.

A comprehensive use of best management practices within Downtown will result in community benefits of environmental quality and appropriate site character. Selection of products and materials using recycled materials is important to conservation of natural resources and on limiting environmental impacts.

Draft

REPRESENTATIVE PLANT LIST

STREET TREES

<i>Acer freemanii</i> 'Marmo'	Marmo Maple
<i>Celtis occidentalis</i> 'Chicagoland'	Chicagoland Hackberry
<i>Ginkgo biloba</i> 'Autumn Gold'	Autumn Gold Ginkgo
<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Skyline'	Skyline Honeylocust
<i>Gymnocladus dioica</i> 'Espresso'	Espresso Kentucky Coffeetree
<i>Pyrus calleryana</i> 'Redspir'	Redspire Pear
<i>Quercus bicolor</i>	Swamp White Oak
<i>Tilia Americana</i> 'MckSentry'	Sentry American Linden
<i>Ulmus</i> (<i>japonica</i> x <i>wilsoniana</i>) 'Morton'	Accolade Elm

ORNAMENTAL TREES

<i>Cornus mas</i>	Cornelian Cherry Dogwood
<i>Crataegus crus-galli</i> var. <i>inermis</i>	Thornless Cockspur Hawthorn
<i>Syringa reticulata</i> 'Ivory Silk'	Ivory Silk Japanese Tree Lilac

DECIDUOUS SHRUBS

<i>Potentilla fruticosa</i> 'McKay's White'	McKay's White Potentilla
<i>Rhus aromatica</i> 'Gro-low'	Gro-Low Sumac
<i>Syringa meyeri</i> 'Palabin'	Dwarf Korean Lilac
<i>Syringa patula</i> 'Miss Kim'	Miss Kim Lilac
<i>Viburnum x juddii</i>	Judd Viburnum

EVERGREEN SHRUBS

<i>Buxus</i> 'Glencoe'	Chicagoland Green Boxwood
<i>Juniperus chinensis</i> var. <i>sargentii</i> 'Viridis'	Green Sargent Juniper
<i>Juniperus chinensis</i> 'Kallays Compact'	Kallays Compact Pfitzer Juniper
<i>Taxus x media</i> 'Densifomis'	Dense Yew

PERENNIALS AND ORNAMENTAL GRASSES

<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Karl Foerster Feather Reed Grass
<i>Coreopsis verticillata</i> 'Zagreb'	Zagreb Coreopsis
<i>Hemerocallis</i> 'Happy Returns'	Happy Returns Daylily
<i>Hemerocallis</i> 'Summer Wine'	Summer Wine Daylily
<i>Leucanthemum x superbum</i> 'Becky'	Becky Shasta Daisy
<i>Pennisetum alopecuroides</i> 'Hameln'	Dwarf Fountain Grass
<i>Rudbeckia fulgida</i> 'Goldsturm'	Goldsturm Black-Eyed Susan
<i>Salvia nemorosa</i> 'East Friesland'	East Friesland Salvia
<i>Sporobolus heterolepis</i>	Prairie Dropseed

RAIN GARDEN / INFILTRATION BASIN

<i>Aster novae-angliae</i> 'Purple Dome'	Purple Dome Aster
<i>Carex vulpinoidea</i>	Fox Sedge
<i>Echinacea purpurea</i> 'Magnus'	Purple Coneflower
<i>Eupatorium dubium</i> 'Little Joe'	Dwarf Joe Pye Weed
<i>Juncus torreyi</i>	Torrey's Rush
<i>Liatris spicata</i> 'Kobold'	Kobold Blazing Star
<i>Lobelia cardinalis</i>	Cardinal Flower
<i>Lobelia siphilitica</i>	Great Blue Lobelia
<i>Miscanthus sinensis</i> 'Purpureascens'	Flame Japanese Silver Grass
<i>Monarda didyma</i> 'Marshall's Delight'	Marshall's Delight Bee-Balm
<i>Panicum virgatum</i>	Switch Grass
<i>Pycnanthemum virginianum</i>	Mountain Mint

EXAMPLES OF SUSTAIN- ABLE LANDSCAPES



LANDSCAPE MAINTENANCE

Key to the success of all Downtown streetscape improvements is proper maintenance. Damaged or dead landscaping should be restored to the original condition, safe, clean and neat, and free of rubbish and weeds.

- Plantings should be maintained in a healthy growing condition. Fertilization, cultivation, and pruning should be carried out on a regular basis.
- All lawn parkways should be kept neat and mowed to a maximum of three (3) inches in height.
- Natural areas should be monitored and maintained free of non-native or invasive species as necessary by mowing, hand pulling, and selective herbicide application. Prescribed burning will require state and local permits.



OVERHEAD WIRES

A few streets in the downtown are lined with utility poles and overhead lines which creates visual clutter and prohibits street tree planting in some cases. They are most noticeable where overhead lines cross the right-of-way and are directly above the road.

The cost of burying overhead lines can be prohibitive, but as new development occurs burying the lines should be considered to achieve the visual aesthetic the streetscape recommendations are trying to accomplish.



An example of distracting overhead wires



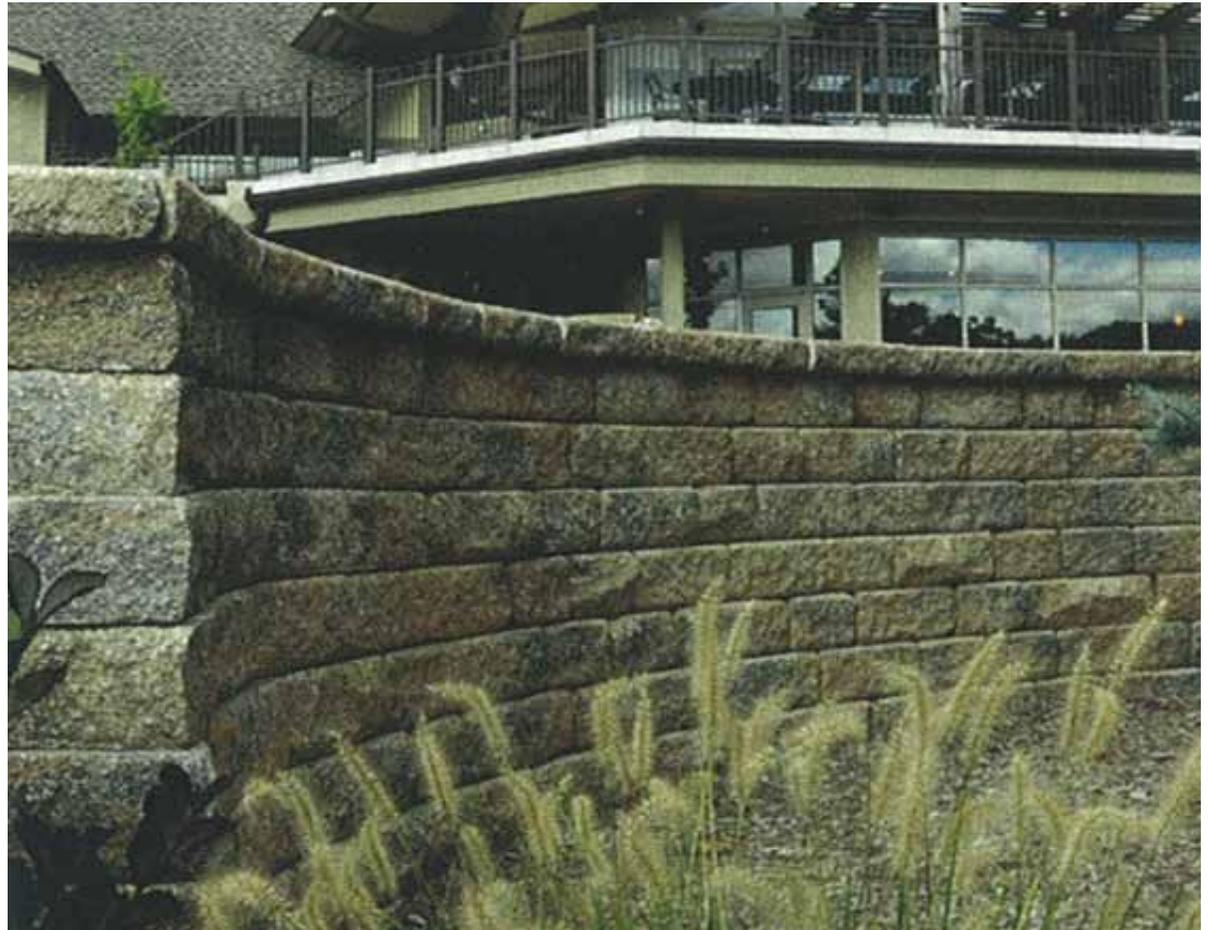
An example of distracting overhead wires



An example of distracting overhead wires

MODULAR ARCHITECTURAL PRECAST WALL

In scenarios where the use of retaining walls is required due to substantial grade changes or limited space, brick may not be practical or cost effective. In such cases a segmental precast wall is recommended. Style and color should be consistent through the downtown.



IMPLEMENTATION COSTS

The following cost opinions are based on specific streetscape elements and should be considered order-of-magnitude. Street reconstruction, drainage, and utility improvements are not included. Detailed surveys and design development planning would be the next step toward implementation.

TYPICAL 400' BLOCK (BOTH SIDES)	URBAN CORE	URBAN TRANSITION	URBAN RESIDENTIAL
Site Demolition and Preparation Removal of pavements, curbs, and miscellaneous materials.	25,000	18,000	10,000
Concrete Work Sidewalks and curbs	76,000	57,000	45,250
Clay Brick Pavers Concrete encasement Sidewalks and crosswalks	166,250	86,250	18,000
Street Lights Assume 8 new, or combination of repairs and new	48,000	48,000	48,000
Pedestrian Bollards Both lit and unlit	30,000	10,000	NA
Site Furnishings Seat walls, additional benches, litter receptacles and bike racks, or combination of repairs and new.	45,400	38,000	NA
Landscaping Trees, shrubs, perennials, etc.	12,000	8,000	5,000
SUBTOTAL	\$402,650	\$265,250	\$126,250
Contingency 20%	\$80,530	\$53,050	\$25,250
TOTAL COST PER 400'	\$483,180	\$318,300	\$151,500

Traffic & Parking Recommendations

04

A core element of this study is to examine the Village’s existing parking conditions and policies for both on- and off-street parking. Recommendations relate to strategies for enhancing efficiencies, maximizing space utilization, and funding of parking improvements. Analysis includes but is not limited to: location, accessibility, capacity, fees, hours, and related issues.

A recent traffic and parking study commissioned by the Village as well as follow up analysis conducted for this project indicates that, in terms of pure supply, the Village has an adequate inventory of parking relative to demand (including business and commuter parking). However, the location, visibility, and accessibility of spaces do not always match the needs of residents, businesses, shoppers, and commuters. That issue, in part, facilitated this study including the review of potential locations for structured parking within Downtown.

GENERAL PARKING MANAGEMENT STRATEGIES

Parking management refers to various policies and programs that result in more efficient use of parking resources. Views on parking management are transitioning to a new paradigm that focuses on innovation and proactive management.

The following highlights industry strategies and policies along with a description of how each is currently being addressed by the Village of Glen Ellyn along with recommendations for potential improvement where appropriate.

OLD PARKING PARADIGM	NEW PARKING PARADIGM
“Parking Problem” means inadequate parking supply.	There can be many types of parking problems, including inadequate or excessive supply, high prices, inadequate user information, and inefficient management.
Abundant parking supply is always desirable.	Too much supply is as harmful as too little.
Parking should generally be provided free, funded indirectly through rents and taxes.	As much as possible, users should pay directly for parking facilities.
Parking should be available on a first-come basis.	Parking should be regulated to favor higher priority users and encourage efficiency.
Parking requirements should be applied rigidly, without exception or variation.	Parking requirements should reflect each particular situation, and should be applied flexibly.
Innovation faces a high burden of proof and should only be applied if proven and widely accepted.	Innovations should be encouraged, since even unsuccessful experiments often provide useful information.
Parking management is a last resort, to be applied only if increasing supply is infeasible.	Parking management programs should be widely applied to prevent parking problems and before the costly construction of new parking.

PARKING MANAGEMENT PRINCIPLES

SHARED PARKING

Parking facilities should serve multiple users and destinations with operating flexibility to address peak conditions. An example of this would be a business or entity that is active during the day, sharing parking with a business that has higher demand during evening and weekend hours. This also may include churches, schools, government offices, and others.

Examples within the Village where this approach has been successfully applied include St. Petronille which allows their parking lot to be used for public parking whenever there is not a conflict with church or school events. This is particularly beneficial to the south side of Downtown during evenings and weekends when restaurants experience their peak business. Availability of this lot essentially adds an additional 100 spaces to the public parking supply when available. In addition, since the church's lot is physically connected to the Main Street lot, the transition is seamless, affording visitors the opportunity to easily traverse from one lot to the other.

The Metra commuter lots also provide flexibility during off-peak travel times. While those lots closest to the train station are in the highest demand, all are available to the public after 11 AM on weekdays and on evenings and weekends.

Recommendations

The Village should maintain its relationship with St. Petronille and continue to seek out similar opportunities with other organizations and facilities. While large private surface parking areas are limited, several churches as well as some businesses have parking capacity that could be absorbed during their respective off-peak times. In addition, several private property owners have leased spaces to commuters and other businesses. This type of arrangement is beneficial in that it opens up additional spaces to commuters and Downtown patrons.

The Village should also explore opportunities similar to the recent agreement with the owners of the former Schmid Pharmacy on Pennsylvania to lease spaces for public use. That lot adds approximately 18 additional public parking spaces to the Northwest quadrant of the Village.

TIME RESTRICTIONS AND PRICING

One approach to parking management, particularly in more dense urban environments, is that charging higher prices for the most desirable spaces will compel Downtown patrons to seek out lower priced or free parking further from the prime spots like Main Street. This is also designed to further dissuade business owners and employees from parking in prime spots.

The primary purpose of charging a fee for parking convenience is not the collection of revenue, although this is important, but rather to allocate parking more efficiently.

The relative value of parking to the typical user declines from high to low as follows:

- Proximity to distance from destination
- Visibility to obscurity from destination
- Simplicity to complexity (surface parking to structured parking)

Some communities that have subscribed to this approach have priced their parking in tiers with fees diminishing further from the Downtown core. Fees may be in the form of metered parking or hourly within public parking structures.

The proponents of this approach contend that this results in more availability and higher turnover of the best located spaces, which in turn helps Downtown businesses. The counter to this is that pricing is inconvenient and that free parking (particularly for on-street spaces) encourages and attracts visitors to a downtown environment.

The Village of Glen Ellyn currently does not charge for on-street parking. A policy decision was made during the 1980's to remove parking meters from Downtown streets. The Village does, however, charge a nominal fee for parking in most public parking lots. In addition, the Village, as do most communities, charges a fee for commuter spaces. Commuter parking fees vary depending on location, with the highest rate applied to the spots closest to the Metra station.

As mentioned, one of the perceived benefits of pricing on-street parking is turnover of spaces. Absent other strategies, free parking without limitations can negatively impact Downtown parking management. Glen Ellyn, however, employs the use of other mechanisms to facilitate the turnover of spaces and encourage longer term visitors to park in off-street or further removed on-street spaces.

First, the presence of three separate Downtown "Employee Only" parking areas provides dedicated parking exclusively for Downtown merchants and workers, who are otherwise prohibited from parking on the street by a Village ordinance. Second, time limitations ranging from 15 minutes to 3 hours are in place to help further facilitate the turnover of spaces and also prevent commuters and students from parking in the Downtown core. Third, diligent enforcement is in place on a daily basis to insure that violators are ticketed, the same as for an expired meter. Additional discussion on enforcement takes place later in this document.

Recommendations

Although the Village, has had a long standing policy regarding free on-street parking, Village staff and officials should regularly monitor the effectiveness and desirability of this policy. As part of this study a survey question inquired as to the desirability of metered parking on Downtown streets. While Downtown business owners were overwhelmingly against the concept, residents, while generally opposed, were somewhat more open to the idea.

The Village should continue to conduct an annual assessment of its fee structure for those lots where fees are charged (including commuter spaces). Depending on Village established policy goals, fees (and fines) should cover collection, enforcement, and administrative costs at a minimum.

Also, the Village should continue its policy of evaluating parking time durations/restrictions. In response to needs and requests, the Village has reduced parking times to 15 and 30 minutes for some spaces to allow for faster turnover and convenience.

USER INFORMATION

One of the biggest challenges facing municipalities is getting visitors to alternative and more remote parking sites. To that end, signage, visibility, and ease of access are especially important. While on street spaces close to a destination are typically the first choice for most visitors, others may not seek out alternatives if they are not clearly defined and/or those locations do not appear desirable.

Recommendations

The Village has several off-street parking options available throughout Downtown. While the majority of these lots are within close proximity to retailers and restaurants, they are often underutilized. This is in part due to inadequate wayfinding signage. Once completed, the Village should implement its new wayfinding and signage program to help maximize exposure of off-street lots. The parking area adjacent to the fire station and the former Schmid property are two examples of parking locations that have poor exposure and can be difficult to locate, particularly for outside visitors.

In addition to signage, the physical appearance of surface lots plays a role in their utilization. Improvements to lighting, landscaping, pavement, markings, etc. should be evaluated for all lots.

The Village should also continue to update and promote its parking map and make it available for all merchants. A map delineating the location of all Downtown off-street lots could be located in each lot for visitors to reference. A digital version, available on the Village's website for smartphones and other mobile devices, could be another convenient method for visitors to find parking Downtown.

QUALITY VS. QUANTITY

Parking quality should be considered as important as quantity, including aesthetics, security, and accessibility. Often parking supply is increased without consideration as to the overall impact on the surrounding area. Additional parking, whether surface or structured, should complement the existing built environment and function of Downtown. Unattractive or inaccessible parking structures or lots can have a significant negative impact on a downtown.

Recommendations

The Village's recent acquisition of the property located on the north side of Duane between Main and Prospect is an example of a strategic approach to increasing parking quantity while also improving quality. Village staff is currently overseeing design of the lot to be consistent with other streetscape enhancements.

The Village should seek to improve the appearance and function of existing public surface lots including access, lighting, landscaping, signage, striping, pavement condition, stormwater management, and other features. While the biggest investment should be in those lots closest to the core of the Downtown, improvements to all lots including more remote sites such as the Montclair lot should also be implemented where feasible.

While improvements are encouraged, long-term maintenance should also be budgeted and factored for to ensure that investments are sustainable. Deferred maintenance and aging appearance can be as detrimental as poorly planned parking.

PARKING METERS

Traditional coin-fed meters are slowly being phased out in favor of new meter technology. The Village of Glen Ellyn currently employs approximately 300 single and double headed coin meters located in nearly all public parking lots including the Main Street lot.

New multi-space meters can be configured for use in one of three modes of operation: Pay and Display, Pay-by-Space, or Pay-by-License Plate. Each configuration is described below.

Pay and Display

In pay and display mode, patrons park the vehicle, walk to the parking meter, pay a variable fee for a certain amount of time, and receive a receipt. Somewhat less convenient than individual meters, in pay and display mode patrons must return to their vehicle to place the receipt on the dashboard. The receipt indicates the duration, location, machine number, and end time for which the vehicle has paid for parking. The receipts are visually inspected during enforcement procedures, which has been found to take more effort and time than the enforcement of other meter types. These meters are typically used for on-street applications or areas that do not have defined parking spaces such as dirt, gravel, or sand-covered parking areas.

Pay-By-Space

In pay-by-space mode, the patron is not required to return to the vehicle with a receipt. Instead, each parking space is numbered. Patrons approach the parking meter, enter the parking space number in which their vehicle is parked, and select the amount of time desired. No receipt is needed for enforcement, but there can be a receipt for proof of transaction. Enforcement is done by viewing a web-based report of paid and/or unpaid spaces on a hand-held enforcement device or from any web-enabled computer. Some manufacturers have incorporated enforcement via a smart phone. Most pay-by-space applications offer the added convenience of allowing patrons to add parking time to the meter from another meter or through their phone for added convenience. Pay-by-space meters are typically used in off-street applications where spaces can be easily numbered using signs or surface paint. However, they also are gaining in popularity for on-street applications due to the pay-by-phone option, which provides an additional convenience for customers, and their improved enforcement options.

Pay-By-License Plate

In pay-by-license plate mode, patrons are not required to remember their parking space or return to their vehicle with a receipt. Instead, they enter their vehicle's license plate information and select the amount of parking time. No receipt is required for enforcement, but there can be a receipt for proof of transaction. This system allows patrons to move their vehicles to another spot within the same meter zone without having to pay for parking again, provided there was time still remaining on the original purchase and they were not in violation of the posted time restrictions. Enforcement is completed with a License Plate Recognition (LPR) system. The LPR system can be vehicle mounted or handheld units to scan and read the plate number automatically. The plate number is compared to the database of paid users. Payment by license plate has its advantages; mainly, enforcement and no need to return to the meter. However, it is still a new concept to most users and requires users to remember their license plate number. Entering the wrong number can result in a citation.

Pay-By-Phone

Additional services and technology can be added to the system to enhance both productivity and the overall customer experience. The proliferation of smart-phones has brought the ability to pay for parking by using a cell phone and credit card.

Pay-by-Phone methodology:

- The pay-by-phone vendor sets up an account with the City, identifying all parking spaces and/or zones. Each parking space or zone is established with a unique number.
- Motorists register their cell phone number, vehicle license plate, and credit card payment information for the pay-by-phone vendor via their phone.
- Upon parking, the motorist calls the pay-by-phone vendor's automated payment line.

- The motorist enters the appropriate location codes for the Village, zone, meter number, space number, etc. and the desired parking time.
- The pay-by-phone vendor charges a convenience fee, typically \$0.35 to \$0.50 per transaction to either the user or the Village.
- Enforcement is conducted by viewing a web-enabled device showing a listing of paid transactions provided by the pay-by-phone vendor.
- The pay-by-phone vendor deposits the parking fees into the Village's established bank account, keeping the convenience fees.

Most vendors allow adding time before the parking session expires and will send a text message to the user's phone with time expiration notification. The time limits are similar to the meter (parkers are unable to extend time beyond any established legal time limits).

Benefits of the phone option to customers:

- Eliminates concern about coin availability.
- Provides a text message alert when parking time is about to expire.
- Enables remote extension of parking (within the allowable maximum time limit).
- Is simple and user friendly.
- Allows for viewing/maintaining parking transactions online.

Benefits of the phone option to the municipality:

- Allows for quick implementation for minimal cost and with minimal infrastructure.
- Increases revenue due to more people paying and buying larger blocks of time.
- Reduces operating costs due to reduced cash handling.
- Requires less staff and time to enforce.
- Provides real time statistics.
- Provides greater convenience, which leads to greater customer satisfaction.
- Manages event parking, entertainment venues and sports facility parking.
- Supports green initiatives and flexible rate models.
- Promotes image of modern and innovative City organization.

Many cities are successfully using payment by phone. This system is judged to work best with pay-by-space or pay-by-license-plate systems, but also will work with pay and display.

Recommendations

Replacing existing meters with new technology is not an inexpensive proposition. However, this is the continuing evolution of the parking meter. For reference, approximately four pay stations would be required to accommodate the Main Street Parking lot at a cost of approximately \$10,000 per station. Maintenance and enforcement technology would be additional costs, although savings would result from reduced staff time for enforcement and collection.

Cost aside, replacing the existing meter structure would have several benefits:

- Aesthetically improves the appearance of parking areas.
- Creates a more efficient parking payment system.
- Fees can be easily adjusted as needed.
- Provides an easier more efficient enforcement system.
- Eliminates the need for Village employees to collect coins from meters.
- Potential to increase parking revenue.
- Residual benefit - Wi-Fi used for parking system can be extended to provide free service Downtown.

There is not an immediate need to take action, but the Village should consider that the old meter technology is becoming obsolete and will eventually need to be replaced. Rather than replacing all meters at one time, the Village should consider a phased approach. This would afford the opportunity to test the system, gauge public reaction and allow enforcement officers to learn how to use the new equipment.

If the Village should consider on-street meters in the future, the new meter technology is recommended.

The Village should solicit bids and work with vendors that will afford the most flexibility in terms of price, phasing, training etc. The Village's leverage is that, while upgrading is desirable, it is not urgent.

ENFORCEMENT

Whether meters or time restrictions, parking regulations without enforcement is meaningless.

Although sometimes perceived as a negative and inconvenience by customers, parking enforcement does serve an important function in keeping prime parking spaces available to customers. One of the key recommendations to implementing a successful parking management plan is consistent and dedicated enforcement. The Village is currently doing a very good job in this regard with a Community Service Officer, specifically dedicated to parking enforcement on weekdays.

As previously mentioned, the Village strictly enforces on-street and surface lot parking restrictions. The Village's enforcement practices currently involve traditional techniques including checking for expired meters, tire chalking, and checking for valid permits.

Whether or not the Village chooses to implement new meters, new enforcement technology could still be implemented. This would include handheld devices that can scan license plate numbers or allow for manually entry, generating citations electronically generated as opposed to handwritten. This removes some of the ambiguity related to some traditional enforcement techniques such as manual tire chalking. While more costly, technology also exists for vehicle mounted devices. This grants a parking enforcement officer the ability to drive and record multiple license plates without leaving the vehicle, allowing for a greater coverage area and having obvious benefits during winter months and inclement weather.

Recommendations

The Village should explore options for improving enforcement technology either in conjunction with or independent of upgrading meter technology. At a minimum, the Village needs to continue its current enforcement practices until such time as upgrades are implemented or can be afforded. Enforcement techniques should be continually reviewed to ensure that they are both cost effective and adequately managing Downtown parking.

DEDICATED EMPLOYEE PARKING

The Village currently has three dedicated areas Downtown for business owners and their employees. These spaces require a special permit and are strategically placed for convenience. They are located at:

- Pennsylvania and Main, adjacent to the public lot
- On Crescent adjacent to the Crescent Commuter lot
- On Hillside just west of Main Street

Employees can also use the \$1.50 daily fee lot or one of the four or six hour meter spaces. Employees that park on the street are ticketed with fines escalating per violation.

Recommendation

The Village should continue to provide dedicated employee parking and strictly enforce the employee parking policy. Equally, however, the Village should maintain an ongoing dialogue with Downtown business owners and their employees to ensure that they are adequately accommodated and modify the program and space utilization as needed.

VALET PARKING

Valet parking can be a valuable tool for attracting visitors and patrons to a downtown. Regardless of the convenience or location of parking, many people like the idea of being able to drive directly to their destination and then have their vehicle waiting for them when they come out. Knowing that this is available can incentivize someone to choose a Glen Ellyn restaurant over another community.

Several communities have effectively instituted valet parking into their downtowns. The Village has allowed this service in the past during the holidays, but has not accommodated the service beyond that period.

It is most cost effective and efficient if a shared valet service is used as opposed to multiple businesses each employing their own service. This could include a centralized valet service at a common location(s) or at each participating business. Typically, participants are restaurants during weekend and evening periods, however a use such as the Glen Theatre is also a potential candidate.

Recommendation

A further study of the most effective manner to implement a valet parking system should be conducted. Funding could come from a range of sources including: Special Service Area (SSA) revenue; a parking revenue fund, and/or a combination of fees from businesses and others utilizing the service. An official Village policy governing the valet service should be adopted under the oversight of a Downtown Parking Director, as discussed later in this section.

Common valet parking areas would need to be identified. Ideally, these locations would be close enough for the convenience of the valet without taking prime parking spaces away from visitors that wish to park their own vehicle.

On the south side of the tracks, the commuter lot between Main and Forest could be utilized; and on the north side, the Crescent commuter lot or the public lot adjacent to the fire station.

FUNDING FOR PARKING IMPROVEMENTS

Parking revenue, including fees and fines, can be placed in a dedicated parking fund earmarked for parking improvements, which may include aesthetic enhancements, signage, enforcement, and related items. Some streetscape improvements could also be included as applicable.

Some communities, such as Naperville, have specifically dedicated revenue from other sources toward parking improvements. For example, Naperville passed a food and beverage tax dedicated to parking improvements based on the fact that a large percentage of parking demand is generated by restaurant patrons.

Items that would otherwise come out of Department or capital improvement budgets, such as new meter technology and enforcement, could, at least partially, be paid for by parking revenue.

Recommendations.

The Village should explore the potential to create a special parking fund with revenue designated for specific improvements, equipment, and maintenance costs. This could involve a collaborative effort between staff, the finance committee, and Village Board to clearly define budget amounts and items.

SUSTAINABLE PARKING LOT PROTOTYPE

The Village should explore the potential to create a prototype site for how public surface lots can be enhanced with environmental features. Targeted sites could include any of the existing and/or planned commuter lots. Features may include, but not limited to:

- Vaulting stormwater for use in watering Downtown landscaping and planters
- Promoting an electric charging station
- Working with local organizations to enhance native plantings within and along the perimeter of the site
- Use of pervious paving materials
- Enhance retaining walls (where applicable) to include attractive and decorative materials and plantings



PARKING OVERSIGHT

In order to insure that parking policies are implemented and issues are readily addressed the Village needs to have a dedicated “Parking Director.” This individual should be the “go to” person for all things parking related.

This is not a recommendation to add a new staff position just for parking. The individual could be an existing staff member and/or handle other responsibilities. Ideally, this position would be under the jurisdiction of Planning and Development which would allow for better coordination on planning related issues.

TRAFFIC MANAGEMENT

In 2012, the Village commissioned a study to examine the one-way/two-traffic pattern within Downtown. The study presented pros and cons of each configuration, although no compelling recommendation to change was presented and the Village Board did not take action at that time.

While not part of the scope of this project, traffic patterns and circulation were examined. This plan maintains existing traffic flow with respect to one-way/two-way movement with the exception of Pennsylvania Avenue between Main and Forest. The existing one-way westbound movement in this area is recommended to be changed to two-way. This would be done primarily to facilitate efficient movement to a potential future parking structure at Forest. This change may be considered and implemented with or without construction of the parking deck. At a minimum, this will test the public reaction to changing street patterns and afford the fire department the opportunity to head east directly from the fire station.

Of note, the queuing of traffic at the intersection of Pennsylvania and Main was called out in the 2012 traffic study as one of the larger traffic issues within the study area, particularly when the railroad crossing gates are down. Changing this section of Pennsylvania to two-way traffic would provide an opportunity for some relief for southbound Main Street and eastbound Pennsylvania traffic. Also, the reduction of a Main Street southbound lane to accommodate a change to a two-way configuration was indicated as having the potential to further exacerbate traffic congestion in this area.

Traffic lanes on southbound Main Street, eastbound Pennsylvania, and westbound Pennsylvania would need to be delineated and marked for turning traffic and through lanes. Signalization of the intersection is not recommended at this time.

PARKING UTILIZATION

The Village has approximately 1,600 public parking spaces within the defined boundaries of Downtown (not including additional spaces such as those at St. Petronille and other locations that are periodically available).

To better assess distribution as well as utilization, Downtown is divided into quadrants with Main Street forming the east-west division and the railroad tracks serving as the north and south dividing line.

The map on the following page further illustrates the boundaries and public spaces within each quadrant.

The approximate breakdown of public spaces is:

Total off-street spaces	1,151
Total on-street spaces	427
North Total	599
South Total	979
Total Northwest Quadrant	376 (274 off-street and 102 on-street)
Total Northeast Quadrant	223 (158 off-street and 65 on-street)
Total Southwest Quadrant	443 (373 off-street and 70 on-street)
Total Southeast Quadrant	536 (439 off-street and 97 on-street)

After inventorying supply, parking utilization was assessed at different times of the day and week. Parking counts were done as a component of past Village studies including the 2009 Downtown Plan and the 2012 Traffic Study, with additional observations conducted for this analysis.

In order to better convey parking utilization, a breakdown by block and lot was prepared with colors assigned based on usage. The maps on the following pages depict utilization at two key time periods – weekday mid-day and Saturday evening. While utilization may vary daily or even hourly, these two time periods are good barometers for parking supply and demand.

Ideal utilization would range between 80% and 90%. This indicates that spaces are well used while still providing opportunities to accommodate additional cars. Depending on the day and time, some areas are at 90% to 100% while others are consistently below 70%. One note is that while some blocks average a lower percentage of utilization, those spaces closest to active businesses are full. An example of this is Pennsylvania Avenue west of Main Street. On Saturday evenings the spaces west of Glenwood and east of Prospect (near Barone’s and Glen Oak) are occupied, as are the spaces immediately proximate to Main Street. The mid-block spaces tend to be less occupied.

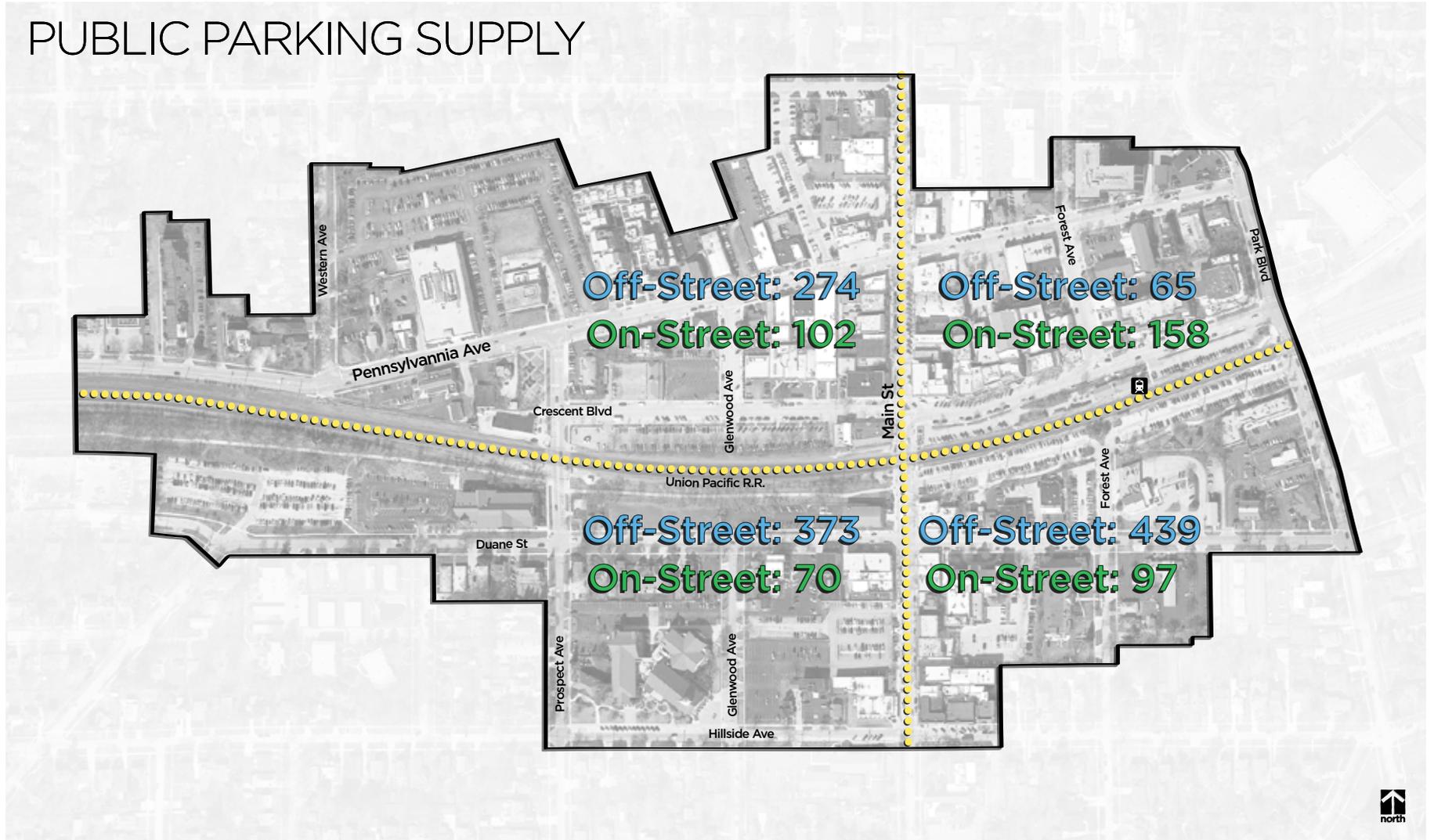
Another example is the Crescent Commuter lot (available for public parking during off-peak times). Overall the lot is about 50% utilized on weekend evenings, however the spaces closest to Main Street are nearly fully occupied. This may be attributable to the fact that people want to park closer to their destinations, but it also could be, in part, that the lot becomes much less desirable and accommodating as one traverses further west. This is also the case with the commuter lot east of Main land south of the tracks. Overall site improvements including lighting and landscaping could improve usage.

Recommendation

While a parking deck could be added to Downtown, it should be driven more by a bigger overall development program than by a parking shortage.

The Village is doing many of the things necessary to adequately manage Downtown parking, including time limitations and enforcement. While the highest utilization continues to be in on-street spaces along Main Street, Downtown patrons are using the off-street spaces. Continuing to make those spaces more attractive and easier to find should further enhance utilization.

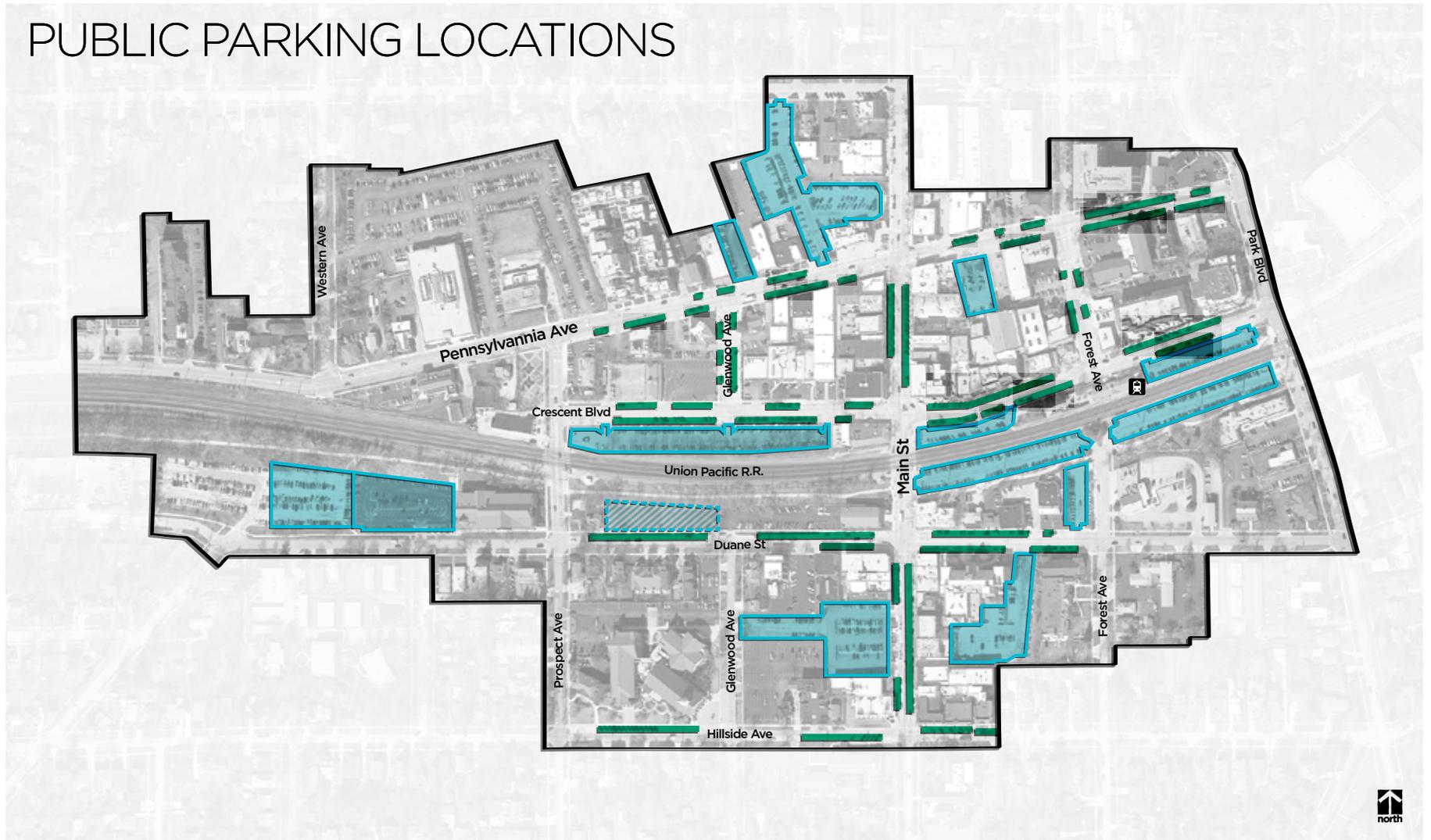
PUBLIC PARKING SUPPLY



Legend

-  Study Area Boundary
-  Quadrant Boundary

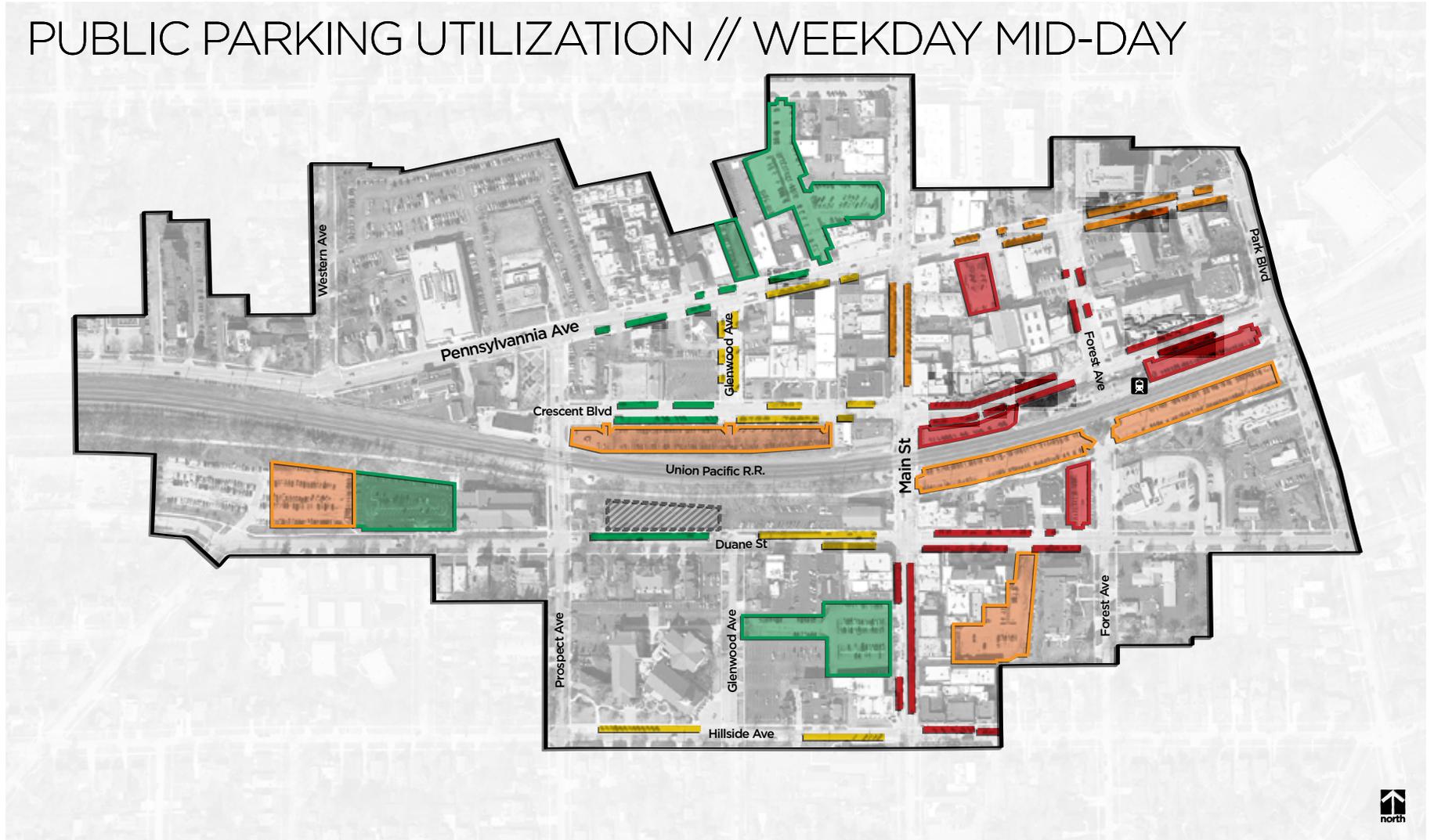
PUBLIC PARKING LOCATIONS



Legend

-  Study Area Boundary
-  Public Parking Lot
-  Future Public Parking Lot
-  Public Street Parking

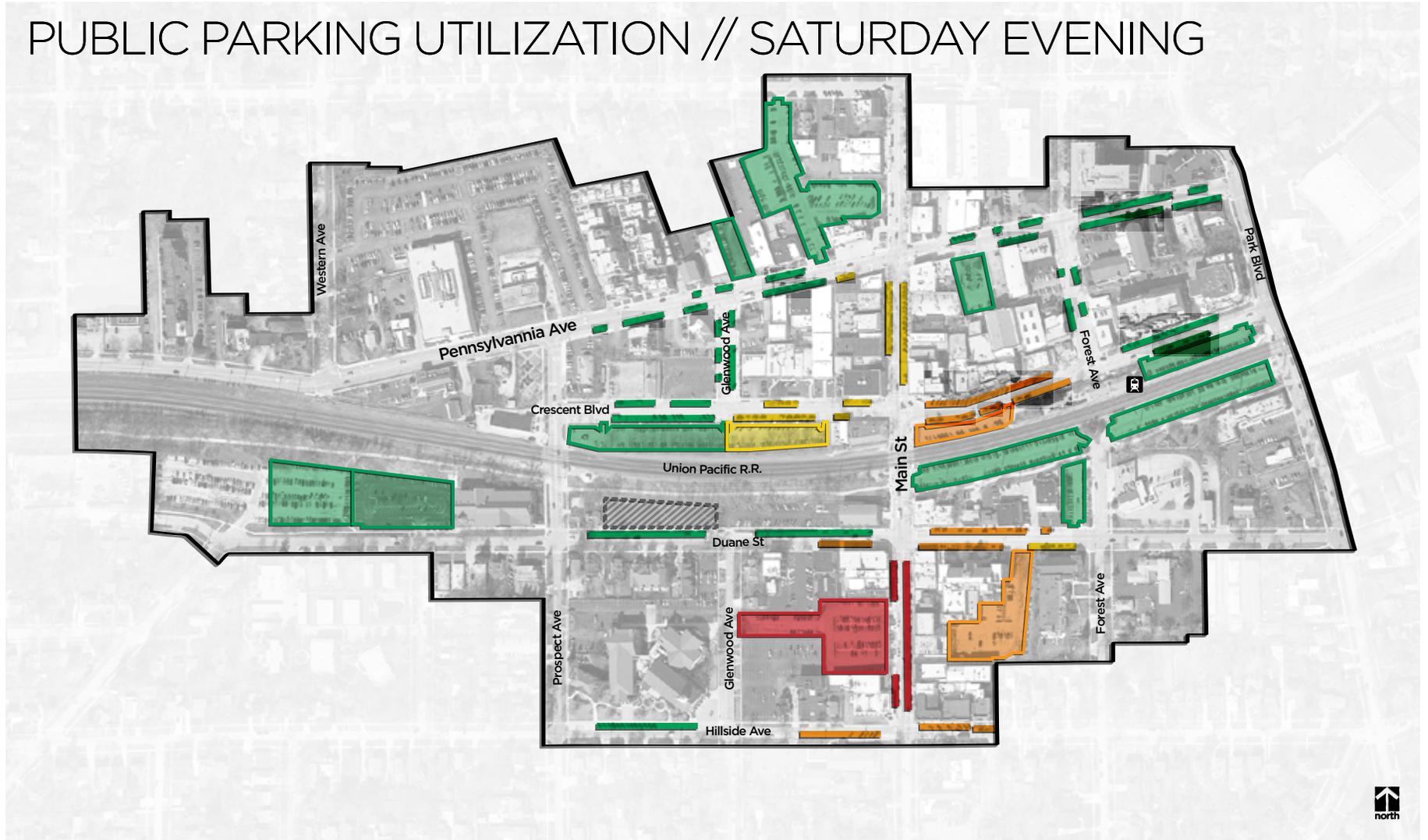
PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY



Legend

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

PUBLIC PARKING UTILIZATION // SATURDAY EVENING



Legend

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

STRUCTURED PARKING

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

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

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

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

The sites to the north are located at:

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

The sites on the south are located at:

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

Recommendations:

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

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

Section 04 Parking Recommendations

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

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

Depending on proposals from the private development community, structures on either or both sides of the tracks could be feasible. However, in that the Village will likely, at least partially, subsidize construction cost with TIF funds, careful due diligence of project financing will be required.

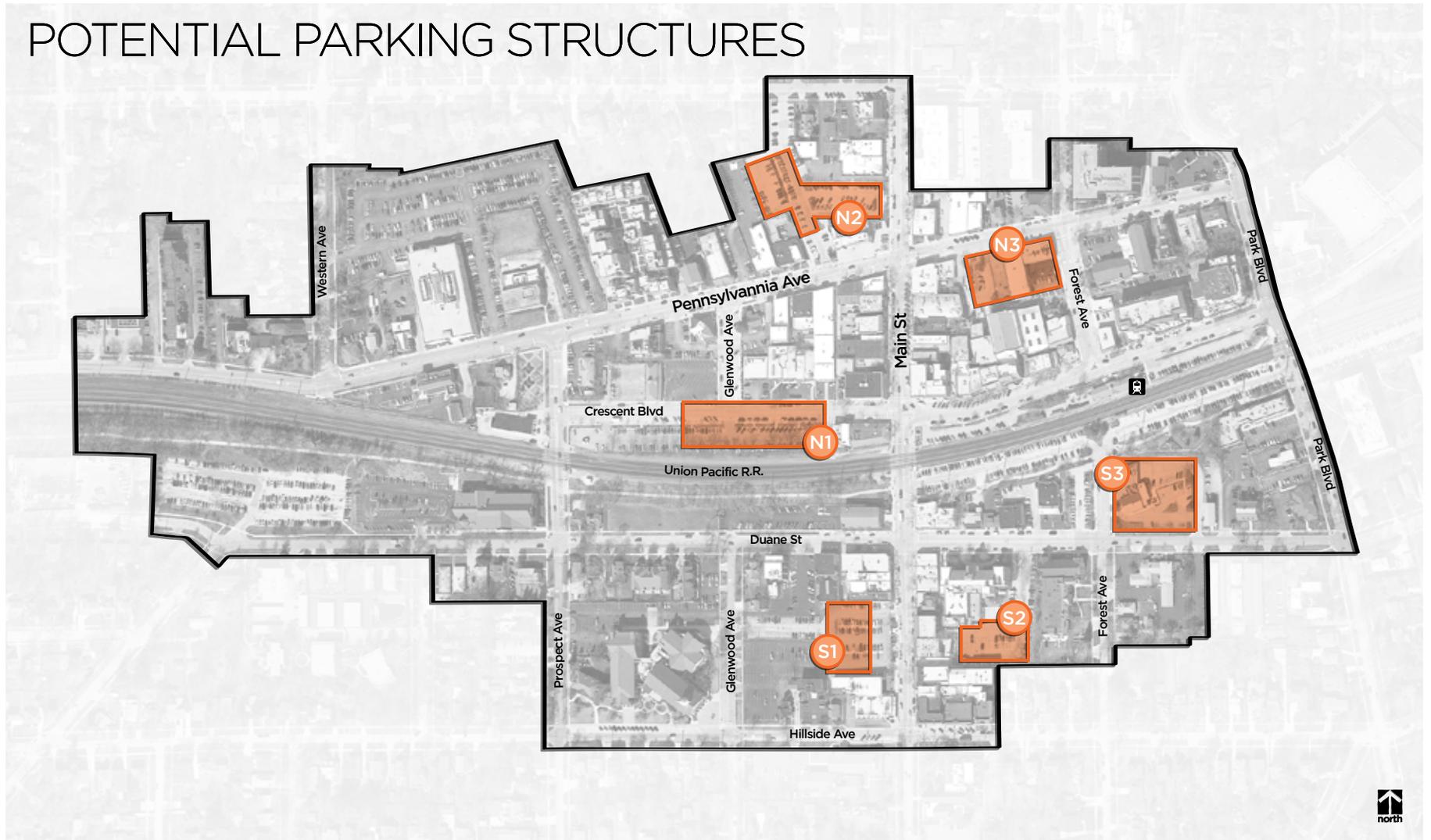
Consideration must also be given as to whether the site is under private ownership or controlled by the Village. Four of the sites (the Main Street lot; Civic Center lot; Crescent lot and fire station lot) are owned by the Village. Two (corner of Forest and Pennsylvania and Forest and Duane) are privately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

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

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

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

POTENTIAL PARKING STRUCTURES



Legend

-  Study Area Boundary
-  Potential Parking Structures

SITE N1

West Crescent Boulevard Commuter Parking Lot

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

Net parking gain: 350 spaces

SUMMARY OF SITE ATTRIBUTES

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

Positives

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

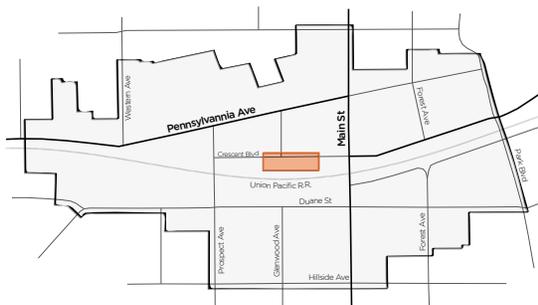
Negatives

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

POTENTIAL ENVIRONMENTAL ISSUES

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

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

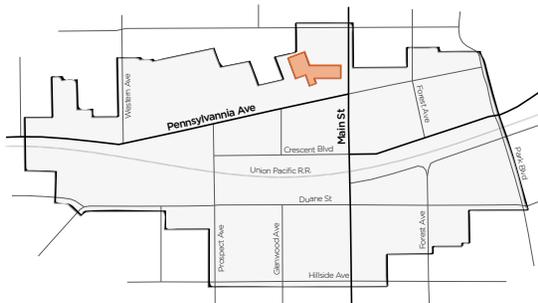


SITE N2

Northwest Corner of Main Street and Pennsylvania Avenue

This is a well located site, but should only be developed for a parking structure if the entire site (including the existing fire station) can be used. In order for that to occur, there are extenuating issues that would need to be addressed. An alternate site for the fire station would need to be located (and acquired if not already owned by the Village), and a new station would need to be constructed prior to the site demolition. If a new station is constructed elsewhere, the optimal development plan for this location would be to utilize the entire site and incorporate a structure into a commercial or mixed use development (given its key corner location at Main and Pennsylvania).

Net parking gain: 385 spaces



SUMMARY OF SITE ATTRIBUTES

- Available parking structure footprint has an irregular shape with building constraints.
- A more rectangular footprint can be developed if the fire department is relocated.
- Access from Main Street and Pennsylvania Avenue is feasible.
- Provides about 130 stalls per level.
- Contains about 490 stalls in a four level structure (three supported levels).

Positives

- Serves retail along North Main Street.
- Private property acquisition not required (no loss of property/sales tax).

Negatives

- Irregular shape with tight building constraints.
- Loss of about 105 existing surface parking.
- Need to relocate fire station.

POTENTIAL ENVIRONMENTAL ISSUES

This location has no environmental records listed in the included databases. An adjacent lot, at 490 Pennsylvania Avenue, does contain a heating oil underground storage tank, but has no violations or emergencies listed. The site does, however, appear on the USGS groundwater well database, with Well Id #415241088040201. The well depth is 413 feet from ground surface. The well went operational in 1941, and the last recorded field measurement for the well was in 1979. The well is not currently used as a primary drinking source for Glen Ellyn. However, it is unclear if the well is used as a stand-by source for drinking water or if it has been properly abandoned. In any case, parking lot construction in this site area would likely require careful monitoring of the well.

SITE N3

Southwest Corner of Pennsylvania Avenue and Forest Avenue

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

Net Parking gain: 314 spaces

SUMMARY OF SITE ATTRIBUTES

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

Negatives

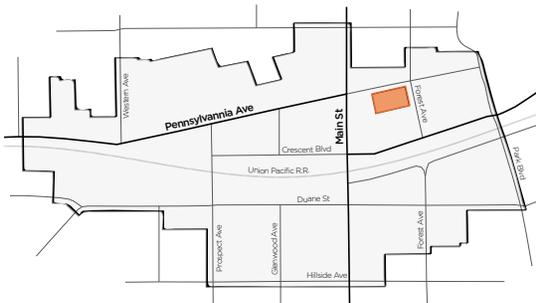
- Site acquisition required (potentially affecting property/sales tax).
- Demolition of two existing buildings required.
- Need to replace property tax revenue from existing uses.
- Loss of about 36 existing surface parking stalls (public and private).

POTENTIAL ENVIRONMENTAL ISSUES

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

Positives

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



SITE S1

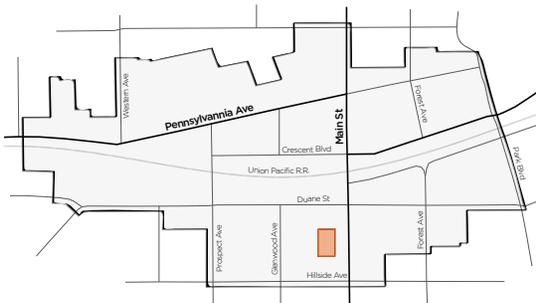
South Main Street Parking Lot

This would be the preferred site for a parking structure south of the tracks, but only if incorporated into a private development. A standalone parking deck would (1) impede the potential for other development (2) not be sufficient to offset the loss of existing surface spaces.

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

SUMMARY OF SITE ATTRIBUTES

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



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

Positives

- Located near the center of the South Main Street retail buildings.
- With a setback from Main Street a retail building is possible in front.
- Site size and potential to combine with adjacent properties

Negatives

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

POTENTIAL ENVIRONMENTAL ISSUES

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

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

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

SITE S2

Civic Center Parking Lot

While overall site configuration and access makes this site less advantageous than others, its multi-purpose potential and the fact that it is already under Village control warrants consideration if the Main Street lot is not developed as part of a larger project.

This is one of the only sites that would not include a mixed use or private development component. Expansion of existing Village facilities, such as the Police Department, should be considered for as part of any redevelopment plan.

Other considerations for this site include the potential to connect a pedestrian path to Main Street by acquiring an existing property fronting Main. Also depending on configuration and engineering, ingress/egress from Forest (via existing

church property acquisition or easement) could be also be a consideration.

Net parking gain: 170 spaces

SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 125' x 190'; notch required to build around adjacent buildings.
- Access from Duane Street is proposed.
- Provides about 60 stalls per level.
- Contains about 220 stalls in a four level structure (three supported levels).
- An alternate level below grade is possible by lowering the access drive from Duane, which is expensive.
- Depending on configuration, private property may or may not be required. Dependent on whether pedestrian access is provided directly to Main Street.

Positives

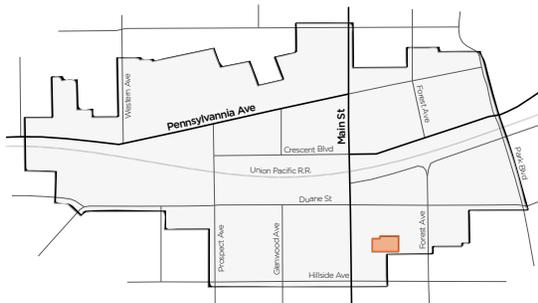
- Serves the Civic Center and possible direct access to South Main Street retail through existing building.
- Provides covered parking for Police and municipal vehicles and potential direct access to Civic Center.
- Potentially no private property acquisition or loss of tax revenue.

Negatives

- Built over existing parking lot between several buildings, resulting in a tight construction site.
- Loss of about 50 existing surface parking stalls.
- Somewhat removed from the Downtown core.

POTENTIAL ENVIRONMENTAL ISSUES

The Village Hall Site (535 Duane Street) is the location of three different Illinois records. The first is record is of a 3,000 gal underground gasoline storage tank, which is listed as removed from the site. The site is also tied to two Leaking Underground Storage Tank incidents. The first, a March 1990 gasoline LUST, received a letter of “No Further Remediation” in January of 2008, signifying that the incident was remediated sufficiently to protect public health. The second is an October 1990 gasoline LUST, which received a letter of No Further Remediation in May 1996.

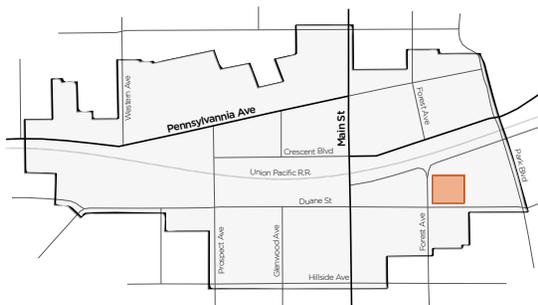


SITE S3

Northeast corner of Forest and Duane

Given the potential for the Main Street site to incorporate a parking structure into a mixed use development and the Civic Center site’s potential to accommodate parking to serve municipal and business uses, this site is not recommended unless incorporated into a future private redevelopment plan.

Net parking gain: 455 spaces



SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 180' x 220'.
- Located south of tracks and one block from South Main Street.
- Provides about 122 stalls per level.
- Contains about 455 stalls in a four level structure (three supported levels).
- Access from Duane and Forest is feasible.
- Alternate to Site S3 is to build to the west, thus possibly using Forest Avenue right-of-way.

Positives

- Location is adjacent to the Civic Center and Metra.
- No surface parking loss to develop this site.

Negatives

- Private property acquisition would be required.
- Demolition of existing bank building required.
- Need to replace property tax revenue from existing use.
- Somewhat disconnected from core retailing area.

POTENTIAL ENVIRONMENTAL ISSUES

This site, currently including a U.S. Bank facility, returned no records in any of the investigated databases. No adjacent sites were listed either.

Appendix

05