

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
7/12/2016

SUBJECT:	SUBMITTED BY:
Comprehensive Plan Update - Downtown Focus Area	Stan Popovich, AICP Director of Community Development

SYNOPSIS

A review of the proposed updates to the Downtown Focus Area plan within the updated Comprehensive Plan.

STRATEGIC PLAN ALIGNMENT

Update to the Comprehensive Plan and a Review of the Downtown Zoning are Top Priority Action Items for 2015-2017.

FISCAL IMPACT

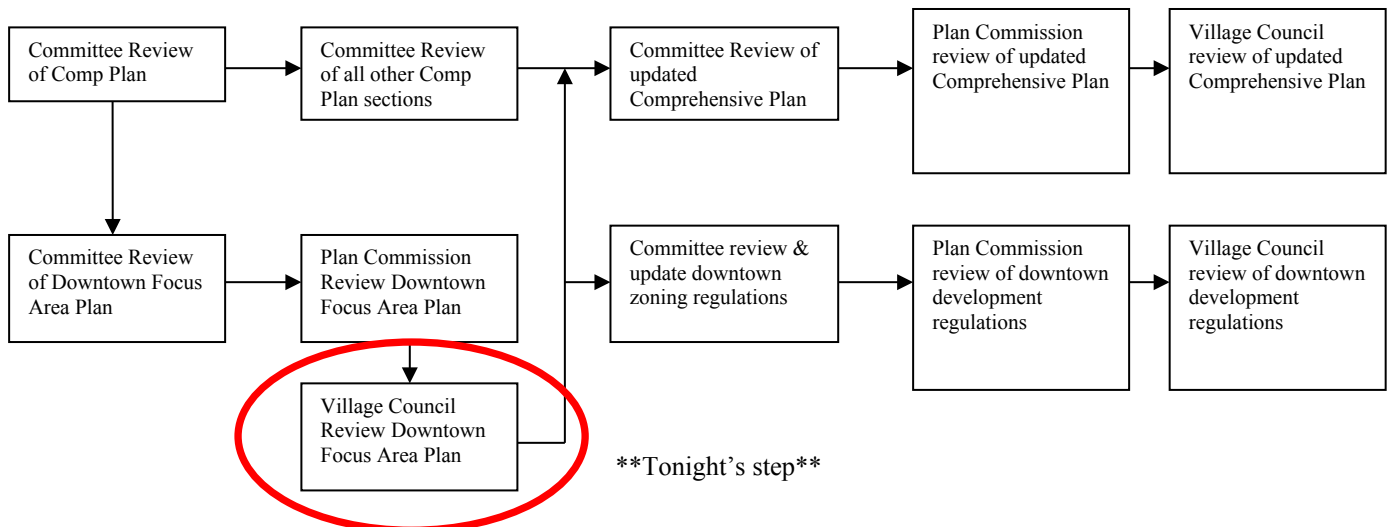
N/A

RECOMMENDATION

Provide direction on the downtown focus area plan so that staff can begin working with the Comprehensive Planning Ad Hoc Committee on downtown development regulations.

BACKGROUND

In March 2016, the Village Council created the Comprehensive Planning Ad Hoc Committee (Committee). The Committee was charged with updating the Village’s 2011 Comprehensive Plan and developing updated zoning regulations for the downtown. Both action items are scheduled to be completed by the end of 2016. The first step of this process was for the Committee to review the downtown focus area plan within the existing Comprehensive Plan. The process to complete these two high priority action items is shown below:



The Committee discussed the downtown focus area plan at great length during their May and June meetings and developed an updated focus area plan based on these discussions. The Plan Commission reviewed the updated focus area plan at their June 27 meeting. The key updates to the focus area plan included:

- Additions and modifications to the Downtown Policy Recommendations
- Revisions to the Downtown Catalyst Sites
- Creation of a Downtown Development Concept
- Development of Downtown Subareas

Downtown Policy Recommendations

The Committee and Plan Commission reviewed the existing downtown policy recommendations. The groups concurred with modifications to the existing recommendations and the inclusion of new recommendations. The recommendations fall into three categories as outlined below:

- Design
 - Use design guidelines to facilitate quality architecture
 - Maintain a sense of enclosure
 - Preserve key commercial corridors while also providing public uses
 - Facilitate the protection of historic buildings and sites
 - Infill development and redevelopment should be pedestrian oriented
 - Prohibit new and redevelop non-pedestrian oriented developments
 - Develop transition area boundaries
 - Utilize stormwater best management practices
- Operations
 - Promote public gathering spaces and the downtown with special events, public art and downtown business initiated events
 - Encourage outdoor seating areas for restaurants and entertainment uses
 - Identify areas for centralized garbage collection
 - Improve downtown wayfinding
- Transportation & Parking
 - Explore locations for expanded parking opportunities including a new deck
 - Two potential deck locations (one north and one south of the railroad tracks) are identified in the development concept
 - Review circulation patterns, roadway capacities and parking availability after recently approved development projects are completed.
 - Consider parking counters in parking lots and the parking deck
 - Ensure parking for motorcycles and scooters
 - Maintain downtown as ‘walkable’ while encouraging bicycles by providing bike parking along the periphery of downtown
 - Explore a pedestrian grade separated crossing

Downtown Catalyst Sites

The Committee and Plan Commission reviewed the previously identified catalyst sites and recommended the following for each site:

Catalyst Site #	Name	Recommendation
8	Gilbert & Forest	Modified to reflect recent approval of the Burlington Station apartment building
9	Main & Warren	No change
10	Washington & Warren	Modified boundaries to accommodate completion of 'The New 922 Warren'
11	5122 Main Street / AT&T Switching Station	The 5122 Main Street property was removed and replaced with the AT&T Switching Station on Forest Avenue
12	Post Office Operations	No change
13	Curtiss & Washington	Modified to reflect mixed-use building approval at 904-910 Curtiss Street
14	Mochel & Curtiss / Masonic Temple Parking Lot	The Mochel and Curtiss site was removed and replaced with the Masonic Temple Parking Lot
15	Grove & Main	No change
16	Maple & Main	On June 28, 2016 the Village Council approved a mixed-use development at the corner of Main Street and Maple Avenue. The text of the Comprehensive Plan will be revised accordingly.

Downtown Development Concept

The Committee developed and the Plan Commission concurred with a proposed downtown development concept. The concept plan locates existing buildings and identifies where infill development could take place throughout the entire downtown. The concept plan does not limit new development to just the identified catalyst sites, but shows development that could occur on properties throughout the downtown.

Downtown Subareas

The existing downtown consists of two subareas, the Downtown Business District and the Downtown Transition District. The two existing subareas are summarized below:

Existing Conditions				
	Description	Height	Uses	Form
Business	<ul style="list-style-type: none"> Maintain and promote a vibrant and compact central business district Encourage a broad range of uses and high-quality development 	<ul style="list-style-type: none"> Up to seven stories 	<ul style="list-style-type: none"> Apartment/condo residential uses Retail, service, entertainment, restaurant, public and office, Mixed-use buildings 	<ul style="list-style-type: none"> Streetwall required No setbacks Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Transition	<ul style="list-style-type: none"> Promote transitional land uses and development patterns between business district and nearby low-density residential areas 	<ul style="list-style-type: none"> Up to six stories 	<ul style="list-style-type: none"> Single family, duplex, townhouse and apartment/condo residential uses Offices Beauty shops, barbers, art studios No other permitted uses 	<ul style="list-style-type: none"> No streetwall Setback requirements for street, side and rear On-site parking No drive-through or auto-oriented uses

The Committee found that the downtown is often referred to and treated as a single place. While in fact, the downtown is comprised of several distinct areas with different forms, uses, conditions, characteristics and potential. The Committee developed three subareas of the downtown; the core, the edge and the transition. Each subarea is described with the type of land uses and built form that would be appropriate in those areas.

The subarea plan is designed to have more intense uses and downtown form in the core while the transition area should provide less intense uses and a built form that is more compatible with the adjacent residential neighborhoods. The functional subareas are also mapped to create a clear delineation of their boundaries. The proposed subareas will be used as the principal guide to the development of downtown zoning regulations.

The Plan Commission reviewed the Committee's recommendation and felt that a fourth sub-area was desired, one that would keep intact the historic core of the downtown. The downtown 'Center' subarea would have bulk standards, specifically height, that are consistent with the existing buildings in this subarea. The center would be delineated as Main Street from Maple Avenue to the BNSF railroad tracks and Curtiss Street from Forest Avenue to Washington Street. This center would replace the majority of the core. The Plan Commission's recommendation would have shorter buildings in the center, with larger buildings in the core and edge.

A summary of the four discussed sub-areas are shown below while the two attached maps show the delineated boundaries of the subareas of the Committee's original plan and the Plan Commission's revised plan.

Subarea Descriptions				
	Description	Height	Uses	Form
Center (Plan Commission Recommendation Only)	<ul style="list-style-type: none"> "Historic" downtown with new development respecting height and creating similar feel 	<ul style="list-style-type: none"> Three to four stories 	<ul style="list-style-type: none"> Mixed-use buildings Retail, service, entertainment, public - 1st floor Office, residential - 2nd floor and above 	<ul style="list-style-type: none"> Streetwall required Buildings at or near sidewalk Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Core	<ul style="list-style-type: none"> Largest concentration of shopping/dining with very urban fabric 	<ul style="list-style-type: none"> Five to six stories 	<ul style="list-style-type: none"> Mixed-use buildings Retail, service, entertainment, public - 1st floor Office, residential - 2nd floor and above 	<ul style="list-style-type: none"> Streetwall required Buildings at or near sidewalk Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Edge	<ul style="list-style-type: none"> Urban fabric and built form not as compact as core 	<ul style="list-style-type: none"> Three to four stories 	<ul style="list-style-type: none"> Retail and service in core first Residential stand-alone or mixed-use building Office on 1st floor or in mixed-use building Public uses appropriate 	<ul style="list-style-type: none"> Mix of larger buildings at or near sidewalks and standalone buildings w/ yards Streetwall not required Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Transition	<ul style="list-style-type: none"> Transition from more intensive uses into surrounding neighborhoods 	<ul style="list-style-type: none"> Two to three stories 	<ul style="list-style-type: none"> Retail not encouraged Residential stand-alone or residential mixed-use with residentially compatible first floor Service not 	<ul style="list-style-type: none"> Buildings smaller than core and edge but denser and taller than adjacent neighborhoods No streetwall Setback from sidewalk to create a front yard Small side yard setbacks

			encouraged <ul style="list-style-type: none"> • Low-intensity offices (lawyers, accountants, etc.) appropriate • Public uses appropriate 	
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The Plan Commission recommendation of a fourth subarea should take these items into consideration:

- The center eliminates the majority of the core subarea
- The downtown is compact and may not have the space for four subareas with different bulk regulations, including height
- Would a fourth subarea increase density and height in the edge and transition areas where residents have expressed concern about taller building adjacent to residential neighborhoods.

Public Comment

The public was afforded opportunities to speak at both the Committee and Plan Commission meetings. The comments at Committee meeting included recommendations to permit bed and breakfasts in the transition areas and to consider historic preservation in the downtown. During the Plan Commission meeting, concerns expressed included limiting building heights to not create a building canyon, use of design guidelines and maintaining the 'home town' feeling of downtown.

ATTACHMENTS

Updated Downtown Focus Area Plan

Existing Subarea Exhibit

Plan Commission Downtown Focus Area Subarea Exhibit

Comprehensive Planning Ad Hoc Committee Downtown Focus Area Subarea Exhibit

Plan Commission Staff Report

Plan Commission Minutes from June 27, 2016

Key Focus Areas Downtown

Downers Grove's Downtown is generally comprised of commercial, residential, office and civic uses and is notable for its historic buildings ~~including the Tivoli Theatre and the Masonic Temple~~. The boundaries of the Downtown Core are clearly demarcated with little room to expand beyond its current area. While no longer the primary economic engine for Downers Grove, the Downtown continues to play an important function for the Village. The Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network.

The Downtown is bisected by the BNSF railroad tracks and adjacent commuter parking lots. Main Street is the central business corridor in Downtown and has a coordinated streetscape from Franklin Street to Maple Avenue. In recent years, several new developments have occurred in Downtown providing new housing, parking and retail opportunities. These additional households increase the market demand for retail, restaurants, and services in the Downtown. Recommendations in this subarea plan take into consideration both the history of Downtown as well as these recent developments.

~~Key Concepts~~ Downtown Policy Recommendations

- The An improved Downtown wayfinding system should be a priority for Downtown. Wayfinding should ~~enhanced and expanded to~~ include key destinations, public parking facilities, Village Hall, historic landmarks, Downtown parks and ~~recreation~~ facilities, and Metra. Wayfinding can not only direct pedestrians and motorists to destinations in the Downtown, but can help promote the Downtown's unique amenities to commuters and visitors.
- Downtown's urban environment contains a lot of concrete and asphalt, which contributes to stormwater runoff. Where possible, best management practices should be constructed in order to improve stormwater management. Grove Street's permeable pavers serves as a good example of how this could be implemented in downtown.
- Developing boundaries for the Downtown's transition areas should be a priority for the Downtown. Opportunities to expand the boundaries of the Downtown are limited, ~~including significant east-west expansion, however there are opportunities~~ opportunities for future development. The priority for the Downtown should be on infill development and redevelopment of key sites in order to maximize the Downtown's potential while strategically evaluating opportunities to expand the boundaries.
- Infill development and redevelopment should be pedestrian-oriented in order to complement the historic building pattern of the Downtown. Retail shops with attractive display windows and restaurants with sidewalk cafes maintain visual interest and generate foot traffic.
- Prohibit new and redevelop existing, non-pedestrian-oriented businesses including the strip commercial center on north Main Street and auto-oriented businesses, including drive-thru uses which should be relocated outside of the Downtown. Office uses should be encouraged to occupy space above the ground floor.

- To maintain the Downtown's unique identity and character, the Village should consider policies, programs and tools to identify and facilitate the protection of historic buildings and sites and encourage adaptive reuse of historic structures.
- The Village should maintain a commitment to quality architecture through the development of tools and design guides for the Downtown properties.
- As key properties redevelop, a sense of enclosure should be maintained to provide comfort to pedestrians. A sense of enclosure is attained through the combination of street widths and building height in proportion to the historic building pattern of the Downtown.
- The importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.
- Consider dedication of surface parking for shoppers and parking deck use for commuters. The Village should also consider parking counters at public lots and the Parking Deck that will provide drivers with real time information on the number of available parking spots as they navigate the Downtown.
- Reinforce the Downtown as the primary focal point in the community by working with Downtown Mgmt to promote the activation of the Downtown's gathering spaces with special events, public art, and other temporary outdoor uses.
- Guided by the findings of the 2011 Parking Study, explore suitable locations on the north side of the railroad tracks for expanded parking, including the potential for a new parking deck. Not only would this provide businesses on the north end of the Downtown and north side commuters with a parking option, but it could serve as a catalyst for north side investment by allowing new development to buy into the parking deck and allow them to fully utilize their property. On either Forest Avenue or Main Street between Franklin Street and Warren Avenue may represent a potential location.
- Identify areas for centralized garbage collection for businesses in the Downtown Core. A centralized dumpster area should be well screened and can remove this unsightly, yet necessary component of business operation to open up alleyways and the rear of buildings for storefronts and rear entrances.
- Encourage outdoor seating areas for restaurants and entertainment uses by streamlining the permitting process and reducing restrictions on sidewalk seating. Additionally, the Village should identify opportunities to expand sidewalks where appropriate and utilize existing set backs on buildings to create plazas and larger outdoor areas. The Village could consider a pilot program to expand outdoor seating into on-street parking spaces as some other communities ~~de~~have done.
- Promote business initiated/focused special events, such as Encourage businesses to hold sidewalk sales, ~~in order to~~ to increase energy and activity in Downtown. ~~on the street and to help attract people to the Downtown.~~
- With bus and train service, the Downtown is, and should remain, a multi-modal environment that fosters a sense of energy and vitality. As a complement to public transportation, active transportation and the use of bicycles should also be supported and encouraged. However, the Downtown should first remain a "walkable" area. The Village should support the installation of

additional bike parking at both public and private facilities in the Downtown's periphery to allow cyclists to park and secure their bikes and become "pedestrians" in the Downtown.

- The Village should explore the feasibility of constructing a pedestrian grade separated crossing near the Metra station. This significant capital investment would increase the safety of commuters and residents as they cross the railroad tracks. The Village should look into funding sources to help finance its construction, including grants from Burlington Northern Santa Fe (BNSF), the Illinois Commerce Commission, federal grants, and Metra.
- Ensure that adequate parking is provided for motorcycles and scooters in the Downtown.
- The Village should review circulation patterns, roadway capacities, and parking availability in the downtown after the completion of the Marquis on Maple development and the mixed-use and residential developments currently planned at Catalyst Sites #8, 13, and 16.

Downtown Catalyst Sites

8. Gilbert & Forest

~~This site presents an opportunity to create a pedestrian-oriented, rather than automobile-oriented, development on a parcel that is highly visible given its proximity to the railroad tracks. Redeveloping this site into a more transit-oriented development (TOD) that is sensitive to nearby residential areas would be an optimum use. By fronting new development on this site towards Forest Street, uses will have an orientation towards Downtown and would provide a terminating vista on Burlington Avenue from the east. The size and location of this site provides an opportunity to use part of the site for expansion or reconfiguration of commuter parking Lot D. The Burlington Station development has been approved by the Village, which adds 89 one- and two-bedroom units to the Downtown. The location of this development will create a terminating vista at the end of Burlington Avenue when looking west from Main Street. This development will serve as a great example of transit-oriented development in the Downtown.~~

9. Main & Warren

This site presents an opportunity to redevelop an auto-oriented strip center and a one-story building into a multi-story, mixed-use development. Complementing this development, this site could ~~accomodate~~accommodate a parking structure catering to the Downtown employees, shoppers and commuters along Forest Avenue.

10. Washington & Warren

This area provides an important transition from residential areas to the north to the Downtown. ~~Complementing recent multi-family residential development along Warren, T~~his site provides an opportunity to provide additional multi-family, office, mixed-use or parking.

11. AT&T Switching Station Parking Lot

This parking lot next to the AT&T Switching Station holds redevelopment potential. This site is ideally located for residential or for parking on the north side of the tracks to serve commuters and businesses.

The parking lot is underutilized during the middle of the workday. The Village should explore how much of the lot is used by AT&T and see if it would be feasible to acquire.

~~5122 Main Street~~

~~This one-story building is outdated in terms of aesthetics and function. The majority of the leasable space is below grade and is only accessible from inside the building. Since the construction of the Downtown parking garage, this building's most distinguishing feature (the arcade connection from Main Street to the rear) no longer serves any practical purpose. An ideal redevelopment scenario for this site would be the construction of a two- to three-story building with storefronts accessible from Main Street. The fact that this building is under Village control removes a significant barrier to redevelopment.~~

12. Post Office Operations

The post office provides an important civic function and a vital traffic-generator for the Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain Downtown.

13. Curtiss & Washington

Parcels on the northeast corner of Curtiss Street and Washington Street have been approved for redevelopment. This will include 48 apartments between two buildings at the northeast corner of this intersection. The north half of this catalyst site remains an ideal location for a mixed-use TOD development with residential above retail or for a dense multi-story residential development. ~~eould be assembled to create a 1.5-acre redevelopment site. Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above ground floor retail. The Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above ground floor commercial uses.~~

~~Mochel & Curtiss~~

~~Redevelopment of this site would serve to complete the transformation of Mochel Drive by complementing recent construction projects, and replicating the height, bulk and density of neighboring buildings. Such a development could reinforce the entrance to the parking garage.~~

14. Masonic Temple Parking Lot

The parking lot west of the Masonic Temple has development potential to add more housing units and commercial space in the downtown. Currently, the lot is underutilized and has a drive-thru structure that is no longer in use. Any building constructed on this site should be set back as to not disrupt the view of the Masonic Temple, which is a landmark within the Downtown.

15. Grove & Main

An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street.

16. Maple & Main

This intersection is the southern gateway into the Downtown. Except for the historic building on the southwest corner, the condition, setback and/or orientation of the buildings surrounding this intersection do not contribute to creating a true gateway. The Village-owned surface parking lot on the northeast corner is a key site for infill development which would create a strong presence as a gateway into Downtown. The recently-constructed parking garage likely offsets any lost public parking resulting from development of the surface lot.

Potential Redevelopment of Sites 15 & 16

The south end of Main Street, including its intersection with Maple Avenue represents some of the Downtown's best opportunities for improvement. While the north end of the Downtown has experienced significant redevelopment, the south end has seen only a modest amount of reinvestment. Despite its proximity to the new parking deck, the south end of the Downtown lacks the density found in other parts of the Downtown and the gaps in the streetwall and retail storefronts are detrimental to its character and vibrancy. Highlighted on this page are examples of different alternatives for some of the key sites in the south end of the Downtown, illustrating potential catalytic developments that seek to improve Downtown's appearance and function.

The one-story commercial building currently occupied by Subway and medical offices, along with its associated parking (Site 15), represents one of the most underutilized sites in all of Down-town. The site has the capacity to accommodate a multi-story mixed use development, with a pedestrian arcade connecting to the Village's parking deck along with on-site parking that could be provided behind the building. At the time of this plan, the Village was reviewing a proposed development at the northeast corner of Main Street and Maple Avenue that would have a mix of retail and residential on site. This would build density on the south end of the Downtown Core.

Consider relocating commuter parking to new structures in the periphery of Downtown to encourage commuters to walk through downtown and patronize downtown businesses

Reestablish the alley to provide service entrances for all buildings along Main Street

Explore opportunities for a grade separated crossing for pedestrians

Should a smaller Village Hall/Civic Center be constructed, the Village should consider a range of uses including multi-family

Commuter parking Lot D should have year-round landscaping to screen residential properties to the west

To Aurora Via Lake

To Chicago Via Fairview

The permeable pavers at Grove Street represent an excellent best practice toward stormwater management Downtown

Seek and create additional opportunities to provide open space areas like this one at Mochel and Burlington

Parking lot screening and interior landscaped islands should be provided in all surface parking lots in Downtown

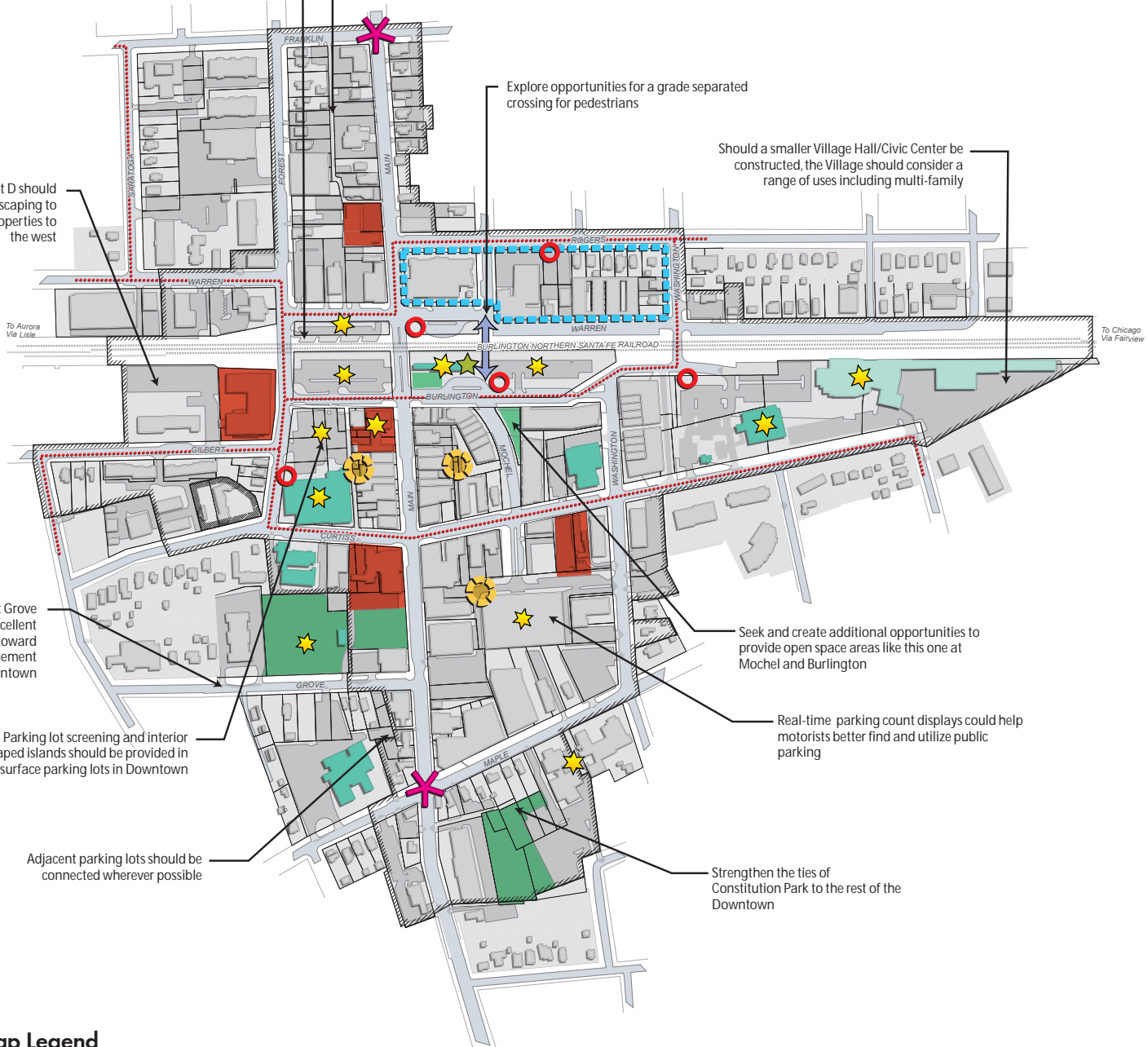
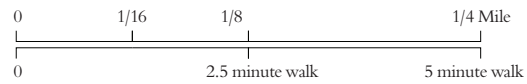
Real-time parking count displays could help motorists better find and utilize public parking

Adjacent parking lots should be connected wherever possible

Strengthen the ties of Constitution Park to the rest of the Downtown

Map Legend

-  Key Downtown Destinations
-  Gateway Sign/Feature
-  Existing TIF District
-  Existing Auto-Oriented Business
-  Centralized Garbage Collection
-  North-side Parking Deficiency
-  Pedestrian Underpass
-  Parks & Open Space
-  Public Uses
-  Village-proposed Bike Route
-  Bike Parking
-  Metra Commuter Station



KEY FOCUS AREAS

Downtown Catalyst Sites



Downtown's Subareas

Downtown Downers Grove is often referred to, and treated as, a single place. While it is true that Downtown is a unique destination in the community, it is actually comprised of several distinct areas, with different form, uses, conditions, characteristics and potentials. The Downtown Subarea Plan addresses the specific needs of each "Functional Subarea" area and establishes recommendations for the improvement and enhancement of each area in the future, including appropriate uses and intensities.

Downtown Core

The Downtown Core is focused around the intersection of Curtiss Street and Main Street. It represents the largest concentration of the shopping and dining opportunities that exist in Downtown. While the Core is fully developed, there are opportunities for improvement, redevelopment, and use intensification.

Land Uses

Residential. Residential uses should not be considered a required component of the Downtown Core, however they can be a component of mixed-use buildings.

Retail. Retail uses should be promoted within all areas of the Downtown Core.

Entertainment. Entertainment uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core. Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout.

Office. Office uses should be encouraged as an upper floor component of mixed-use buildings within the Downtown Core.

Service. Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core.

Public Uses. Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting of primarily office functions should be treated like office land uses.

Built Form

The built form of the Downtown Core should consist of buildings at or near the sidewalk and front property line. A zero-foot side yard setbacks should be strictly enforced to help establish and maintain a continuous streetwall. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys. Drive thrus and other auto-oriented developments should not be allowed in the Downtown Core.

Downtown Edge

The Downtown Edge is an area that exhibits some characteristics of the Downtown Core, but its urban fabric and built form are not currently as compact. Although the Downtown Edge is fully developed,

there are significant opportunities for improvement, redevelopment, and use intensification representing a unique opportunity to expand the Downtown Core.

Land Uses

Residential. Residential uses should be encouraged as a component of mixed-use buildings within the Edge. Dense residential development, including multi-story residential buildings should be also be considered appropriate.

Retail. Retail uses should first be directed to the Downtown Core before developing within the Edge.

Service. Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge.

Office. Office uses should be encouraged as a component of mixed-use buildings within the Edge, however like residential, office uses on the ground floor should be permitted.

Public Uses. Public uses should be considered appropriate within the Edge.

Built Form

The built form of the Edge should consist of mix of larger buildings at, or near, the sidewalk and front property line and standalone buildings with yards and open spaces. While a continuous streetwall is desirable in some areas, particularly in areas adjacent to the Core Downtown, some larger sites could develop with large yards and open spaces around buildings. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys. Surface parking lots should be screened and landscaped around the perimeter.

Downtown Transition

The areas outside of the Downtown Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown.

Land Uses

Residential. All types of residential uses are appropriate in the Downtown Transition Area. Mixed-use buildings may be appropriate within the Transition area, provided the ground floor use is residentially compatible.

Retail. Retail uses should not be encouraged in the Downtown Transition area.

Service. Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an office function may be appropriate, but should be considered on a case-by-case basis.

Office. Low intensity and professional office uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area.

Public Uses. Public uses should be considered appropriate within the Downtown Transition area.

Built Form

The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space or a small side yard setback. This subarea should be denser and have taller buildings compared to the surrounding neighborhoods outside of the downtown.

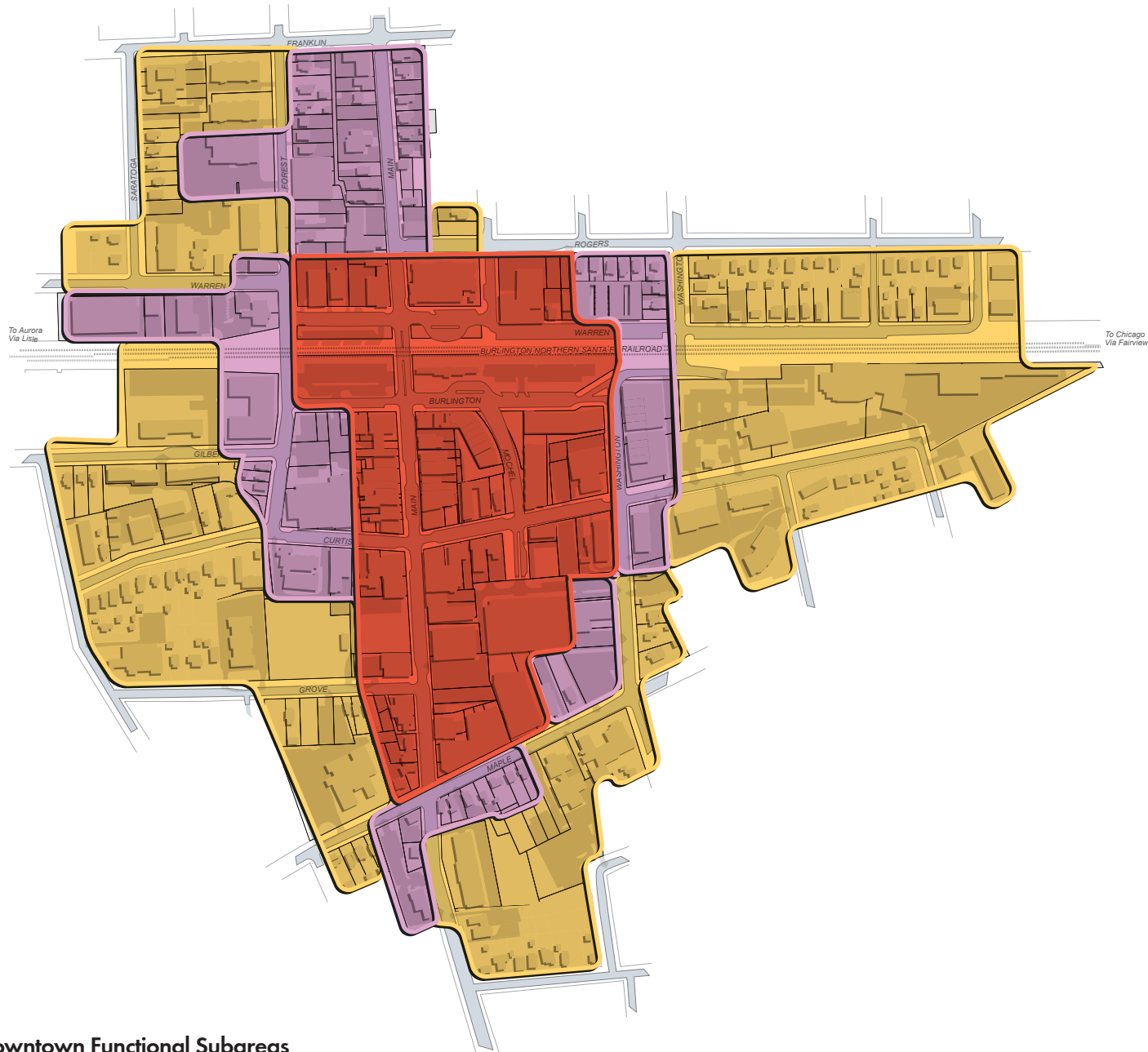
Surrounding Neighborhoods

Several attractive and stable residential neighborhoods surround the Downtown Study Areas. Some neighborhoods are experiencing an increase in owner reinvestment and the character of the homes adds to the charm and overall "setting" of Downtown Downers Grove. Development within the Edge should strive to mitigate any negative impacts associated with development, including traffic and parking. Furthermore, an improved and revitalized Downtown Downers Grove would positively affect nearby neighborhoods provided they are connected and accessible to Downtown.




KEY FOCUS AREAS

Downtown

Functional Subareas

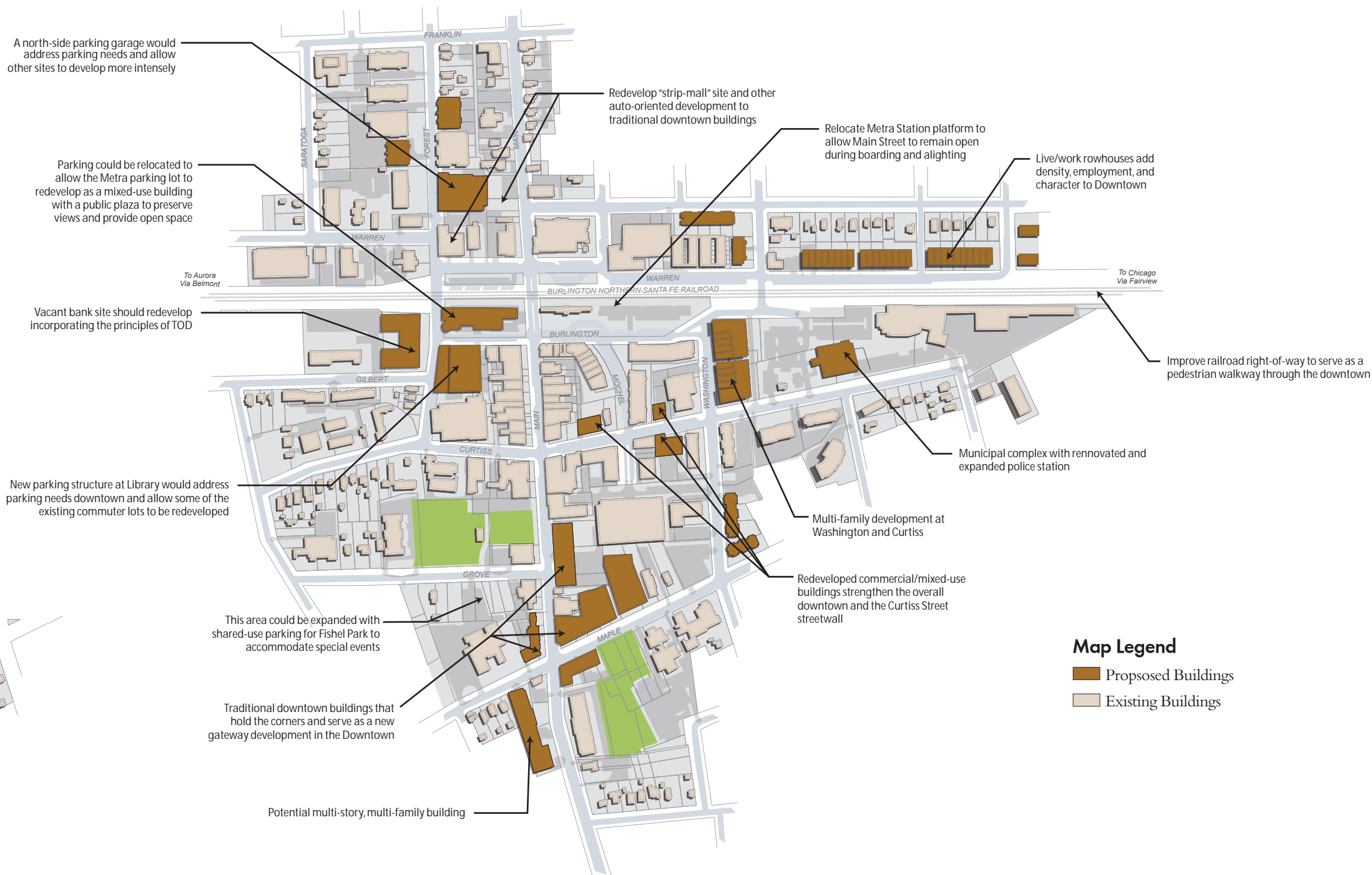


Downtown Functional Subareas

-  Downtown Core
-  Downtown Edge
-  Downtown Transition

KEY FOCUS AREAS

Downtown Development Concept



Map Legend

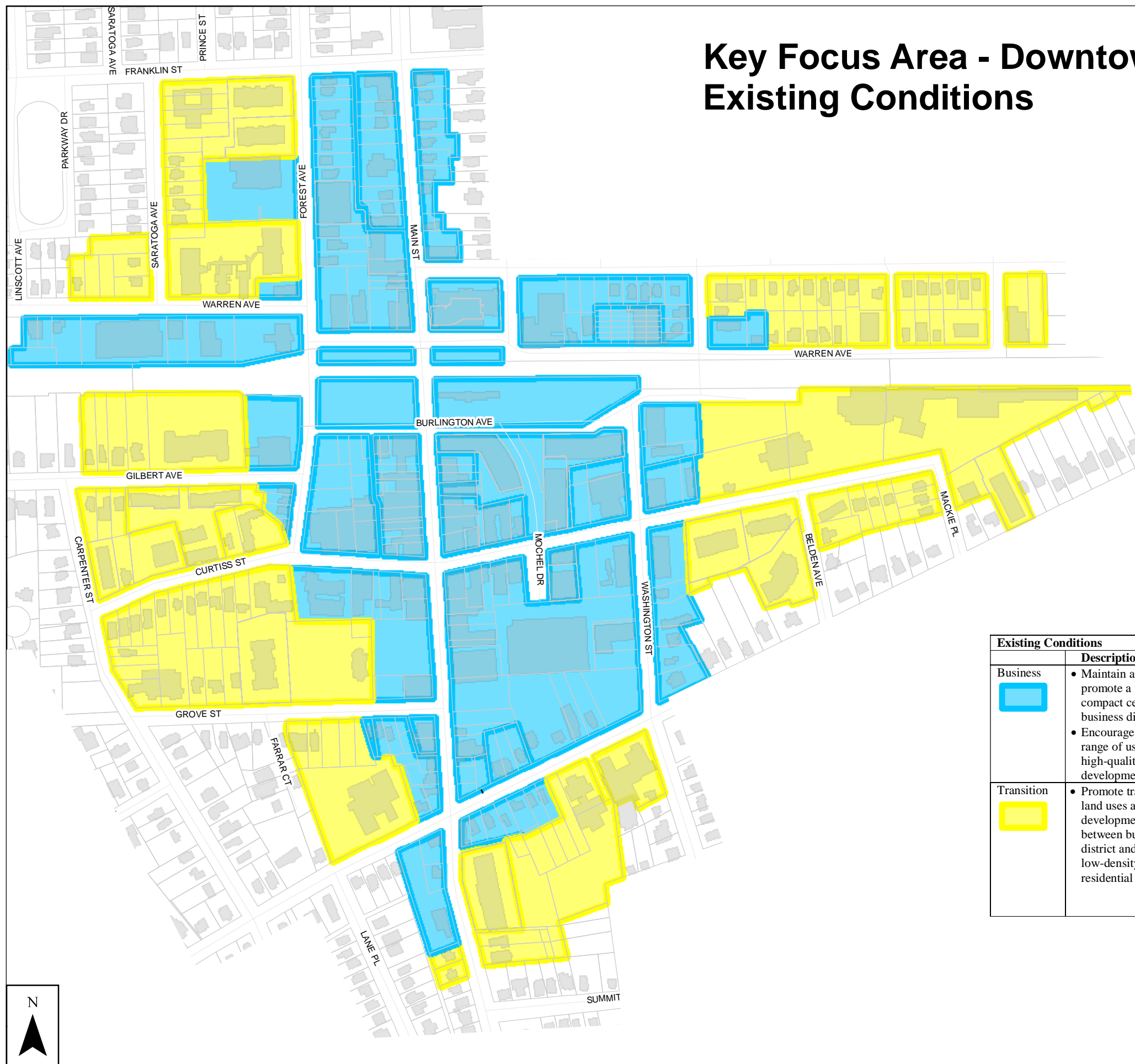
- Proposed Buildings
- Existing Buildings



Maple/Main Alternative



Mixed-use building or office building wrapped around restored historic mill

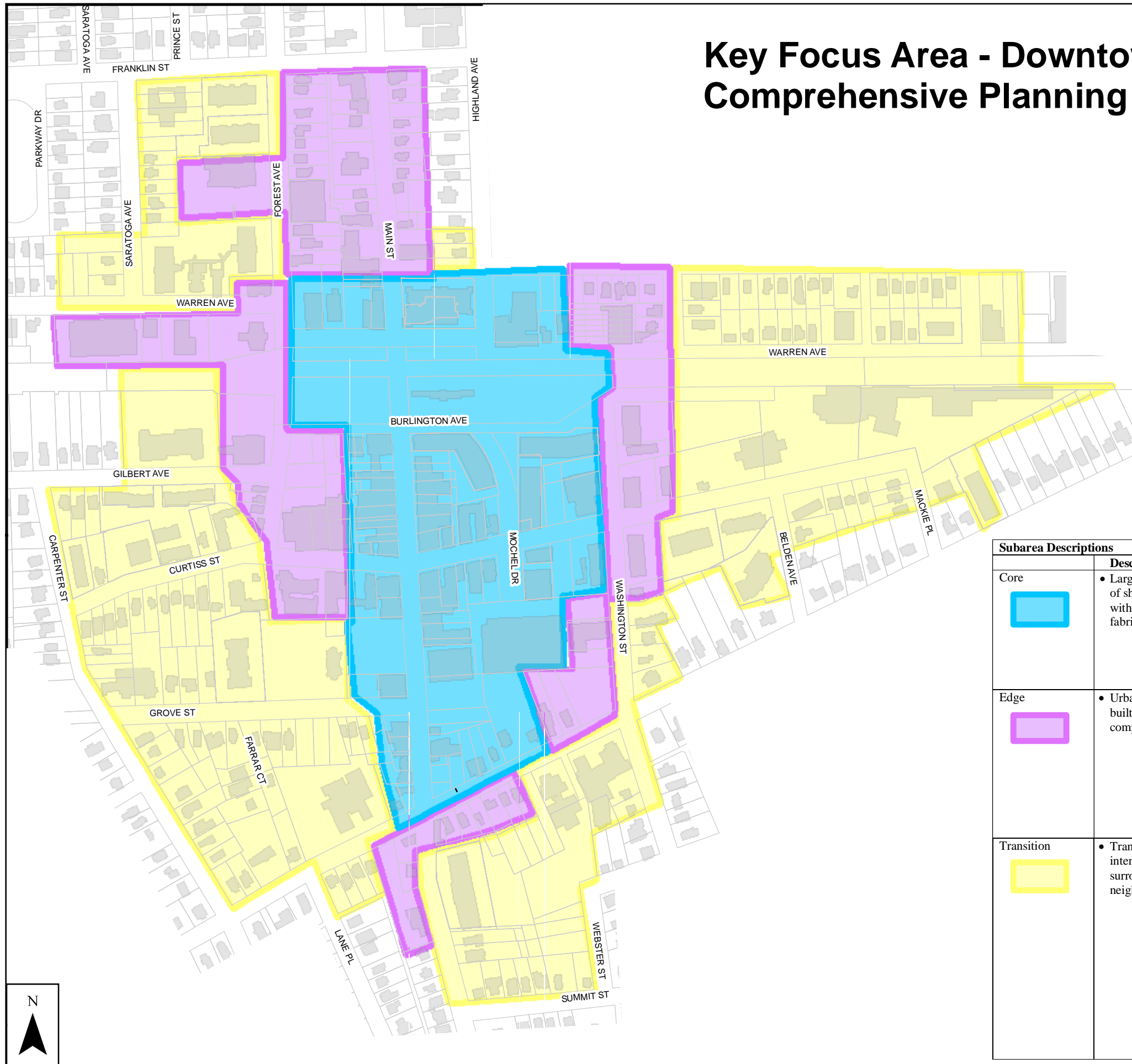
Key Focus Area - Downtown Functional Subareas Existing Conditions






Existing Conditions				
	Description	Height	Uses	Form
Business 	<ul style="list-style-type: none"> Maintain and promote a vibrant and compact central business district Encourage a broad range of uses and high-quality development 	<ul style="list-style-type: none"> Up to seven stories 	<ul style="list-style-type: none"> Apartment/condo residential uses Retail, service, entertainment, restaurant, public and office, Mixed-use buildings 	<ul style="list-style-type: none"> Streetwall required No setbacks Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Transition 	<ul style="list-style-type: none"> Promote transitional land uses and development patterns between business district and nearby low-density residential areas 	<ul style="list-style-type: none"> Up to six stories 	<ul style="list-style-type: none"> Single family, duplex, townhouse and apartment/condo residential uses Offices Beauty shops, barbers, art studios No other permitted uses 	<ul style="list-style-type: none"> No streetwall Setback requirements for street, side and rear On-site parking No drive-through or auto-oriented uses

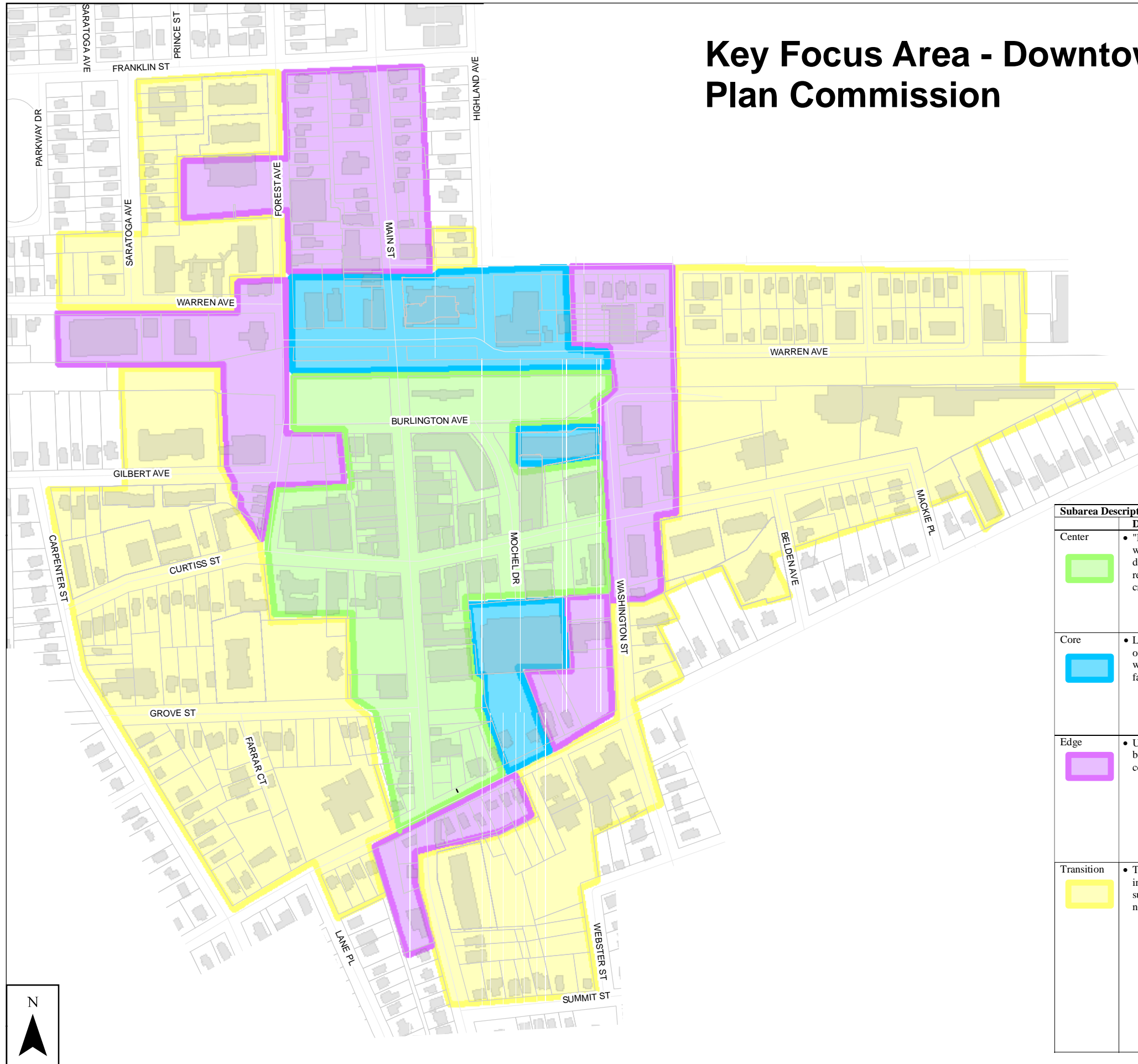






Key Focus Area - Downtown Functional Subareas Comprehensive Planning Ad Hoc Committee



Subarea Descriptions				
	Description	Height	Uses	Form
Core 	<ul style="list-style-type: none"> Largest concentration of shopping/dining with very urban fabric 	<ul style="list-style-type: none"> Five to six stories 	<ul style="list-style-type: none"> Mixed-use buildings Retail, service, entertainment, public - 1st floor Office, residential - 2nd floor and above 	<ul style="list-style-type: none"> Streetwall required Buildings at or near sidewalk Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Edge 	<ul style="list-style-type: none"> Urban fabric and built form not as compact as core 	<ul style="list-style-type: none"> Three to four stories 	<ul style="list-style-type: none"> Retail and service in core first Residential stand-alone or mixed-use building Office on 1st floor or in mixed-use building Public uses appropriate 	<ul style="list-style-type: none"> Mix of larger buildings at or near sidewalks and standalone buildings w/ yards Streetwall not required Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Transition 	<ul style="list-style-type: none"> Transition from more intensive uses into surrounding neighborhoods 	<ul style="list-style-type: none"> Two to three stories 	<ul style="list-style-type: none"> Retail not encouraged Residential stand-alone or residential mixed-use with residentially compatible first floor Service not encouraged Low-intensity offices (lawyers, accountants, etc.) appropriate Public uses appropriate 	<ul style="list-style-type: none"> Buildings smaller than core and edge but denser and taller than adjacent neighborhoods No streetwall Setback from sidewalk to create a front yard Small side yard setbacks

Key Focus Area - Downtown Functional Subareas Plan Commission



Subarea Descriptions				
	Description	Height	Uses	Form
Center 	<ul style="list-style-type: none"> "Historic" downtown with new development respecting height and creating similar feel 	<ul style="list-style-type: none"> Three to four stories 	<ul style="list-style-type: none"> Mixed-use buildings Retail, service, entertainment, public - 1st floor Office, residential - 2nd floor and above 	<ul style="list-style-type: none"> Streetwall required Buildings at or near sidewalk Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Core 	<ul style="list-style-type: none"> Largest concentration of shopping/dining with very urban fabric 	<ul style="list-style-type: none"> Five to six stories 	<ul style="list-style-type: none"> Mixed-use buildings Retail, service, entertainment, public - 1st floor Office, residential - 2nd floor and above 	<ul style="list-style-type: none"> Streetwall required Buildings at or near sidewalk Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
Edge 	<ul style="list-style-type: none"> Urban fabric and built form not as compact as core 	<ul style="list-style-type: none"> Three to four stories 	<ul style="list-style-type: none"> Retail and service in core first Residential stand-alone or mixed-use building Office on 1st floor or in mixed-use building Public uses appropriate 	<ul style="list-style-type: none"> Mix of larger buildings at or near sidewalks and standalone buildings w/ yards Streetwall not required Parking - on-street, public lots, parking deck, rear of buildings No drive-through or auto-oriented uses
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DEPARTMENT OF COMMUNITY DEVELOPMENT MEMO

To: Plan Commission
From: Stan Popovich, AICP
Director of Community Development
Subject: 16-PLC-0019, Downers Grove Comprehensive Plan Update
Date: June 27, 2016

The Village Council created the Comprehensive Planning Ad Hoc Committee (committee) to update the Village's 2011 Comprehensive Plan. As part of this directive, the Committee is also charged with developing updated zoning regulations for the downtown. The first step of this process was for the committee to review the downtown focus area plan within the existing Comprehensive Plan.

The Committee discussed the downtown focus area plan at great length during their May and June meetings and developed an updated focus area plan based on these discussions. As the next step in the process, the downtown focus area plan is being presented to the Plan Commission for their review and comment. Once the Plan Commission has reviewed the focus area plan, the plan will be presented to the Village Council. Based on Council direction on the plan, the committee will begin updating the existing downtown development regulations.

Key Updates to Downtown Focus Area Plan

- **Addition of Downtown Policy Recommendations.** The Committee has modified some existing policy recommendations and has created new recommendations including the use of stormwater best management practices, wayfinding improvements, centralized garbage collection areas, and the increased promotion of downtown.
- **Downtown Catalyst Sites.** The Committee has revised the text of the catalyst sites to identify sites that have been developed or are in the process of being developed. The updates include the removal of 5122 Main Street as a catalyst site and the additions of the Masonic Temple parking lot on Curtiss Street and the AT&T parking lot on Forest Avenue as catalyst sites.
- **Development of Downtown Subareas.** The downtown is often referred to, and treated as a single place. In fact, the downtown is comprised of several distinct areas with different forms, uses, conditions, characteristics and potential. The committee has developed three subareas of the downtown; the core, the edge and the transition. Each subarea is described with the type of land uses and built form that would be appropriate in those areas. The subarea plan is designed to have more intense uses and downtown form in the core while the transition area should provide less intense uses and a built form that is more compatible with the adjacent residential neighborhoods. The functional subareas are also mapped to create a clear delineation of their boundaries. This section and the three proposed subareas will be used as the principal guide to the development of downtown zoning regulations.
- **Development Concept.** A downtown development concept has been prepared. The concept plan locates existing buildings and identifies where infill development could take place throughout the downtown

core, edge and transition areas. The concept plan does not limit new development to just the identified catalyst sites, but shows development that could occur on properties throughout the downtown core, edge and transition areas.

Staff Recommendation

Staff recommends the Plan Commission hold an open discussion of proposed focus area plan. As part of the Comprehensive Plan, this focus area plan is the vision for downtown. The Plan Commission should discuss if this is the right vision and plan for downtown. Key questions that should be discussed during the Plan Commission meeting include:

- Are three subareas appropriate?
 - As shown, the core is larger buildings with more intense uses in an urban fabric
 - The edge is mid-sized buildings with intense uses in a mix of urban and suburban fabric
 - The transition is smaller buildings with less intense uses in a suburban fabric
- Are the subareas appropriate for the streets they are located on?
 - Are the subarea boundaries appropriate?
 - What feel and character do we want for the downtown and the downtown street corridors?
- Are the proposed uses for the subareas appropriate?
- Are the catalyst site descriptions appropriate for the type of development the Village wishes to attract at these locations?
- What works well in the downtown currently and what should be replicated?
- What doesn't work well in the downtown currently and should not be repeated?

Attachments

Proposed Downtown Focus Area Plan

Existing Downtown Focus Area Plan

Ad Hoc Committee meeting minutes

Key Focus Areas Downtown

Downers Grove's Downtown is generally comprised of commercial, residential, office and civic uses and is notable for its historic buildings ~~including the Tivoli Theatre and the Masonic Temple~~. The boundaries of the Downtown Core are clearly demarcated with little room to expand beyond its current area. While no longer the primary economic engine for Downers Grove, the Downtown continues to play an important function for the Village. The Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network.

The Downtown is bisected by the BNSF railroad tracks and adjacent commuter parking lots. Main Street is the central business corridor in Downtown and has a coordinated streetscape from Franklin Street to Maple Avenue. In recent years, several new developments have occurred in Downtown providing new housing, parking and retail opportunities. These additional households increase the market demand for retail, restaurants, and services in the dDowntown. Recommendations in this subarea plan take into consideration both the history of Downtown as well as these recent developments.

~~Key Concepts~~ Downtown Policy Recommendations

- The An improved Downtown wayfinding system should be a priority for Downtown. Wayfinding should ~~enhanced and expanded to~~ include key destinations, public parking facilities, Village Hall, historic landmarks, Downtown parks and ~~recreation~~ facilities, and Metra. Wayfinding can not only direct pedestrians and motorists to destinations in the Downtown, but can help promote the Downtown's unique amenities to commuters and visitors.
- Downtown's urban environment contains a lot of concrete and asphalt, which contributes to stormwater runoff. Where possible, best management practices should be constructed in order to improve stormwater management. Grove Street's permeable pavers serves as a good example of how this could be implemented in downtown.
- Developing boundaries for the Downtown's transition areas should be a priority for the Downtown. Opportunities to expand the boundaries of the dDowntown are limited, ~~including significant east-west expansion, however there are opportunities~~ opportunities for future development . The priority for the dDowntown should be on infill development and redevelopment of key sites in order to maximize the Downtown's potential while strategically evaluating opportunities to expand the boundaries.
- Infill development and redevelopment should be pedestrian-oriented in order to complement the historic building pattern of the Downtown. Retail shops with attractive display windows and restaurants with sidewalk cafes maintain visual interest and generate foot traffic.
- Prohibit new and redevelop existing, non-pedestrian-oriented businesses including the strip commercial center on north Main Street and auto-oriented businesses, including drive-thru uses which should be relocated outside of the Downtown. Office uses should be encouraged to occupy space above the ground floor.

- To maintain the Downtown's unique identity and character, the Village should consider policies, programs and tools to identify and facilitate the protection of historic buildings and sites and encourage adaptive reuse of historic structures.
- The Village should maintain a commitment to quality architecture through the development of tools and design guides for the Downtown properties.
- As key properties redevelop, a sense of enclosure should be maintained to provide comfort to pedestrians. A sense of enclosure is attained through the combination of street widths and building height in proportion to the historic building pattern of the Downtown.
- The importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.
- Consider dedication of surface parking for shoppers and parking deck use for commuters. The Village should also consider parking counters at public lots and the Parking Deck that will provide drivers with real time information on the number of available parking spots as they navigate the Downtown.
- Reinforce the Downtown as the primary focal point in the community by working with Downtown Mgmt to promote the activation of the Downtown's gathering spaces with special events, public art, and other temporary outdoor uses.
- Guided by the findings of the 2011 Parking Study, explore suitable locations on the north side of the railroad tracks for expanded parking, including the potential for a new parking deck. Not only would this provide businesses on the north end of the Downtown and north side commuters with a parking option, but it could serve as a catalyst for north side investment by allowing new development to buy into the parking deck and allow them to fully utilize their property. On either Forest Avenue or Main Street between Franklin Street and Warren Avenue may represent a potential location.
- Identify areas for centralized garbage collection for businesses in the Downtown Core. A centralized dumpster area should be well screened and can remove this unsightly, yet necessary component of business operation to open up alleyways and the rear of buildings for storefronts and rear entrances.
- Encourage outdoor seating areas for restaurants and entertainment uses by streamlining the permitting process and reducing restrictions on sidewalk seating. Additionally, the Village should identify opportunities to expand sidewalks where appropriate and utilize existing set backs on buildings to create plazas and larger outdoor areas. The Village could consider a pilot program to expand outdoor seating into on-street parking spaces as some other communities ~~de~~have done.
- Promote business initiated/focused special events, such as Encourage businesses to hold sidewalk sales, ~~in order to~~ to increase energy and activity in Downtown.
on the street and to help attract people to the Downtown.
- With bus and train service, the Downtown is, and should remain, a multi-modal environment that fosters a sense of energy and vitality. As a complement to public transportation, active transportation and the use of bicycles should also be supported and encouraged. However, the Downtown should first remain a "walkable" area. The Village should support the installation of

additional bike parking at both public and private facilities in the Downtown's periphery to allow cyclists to park and secure their bikes and become "pedestrians" in the Downtown.

- The Village should explore the feasibility of constructing a pedestrian grade separated crossing near the Metra station. This significant capital investment would increase the safety of commuters and residents as they cross the railroad tracks. The Village should look into funding sources to help finance its construction, including grants from Burlington Northern Santa Fe (BNSF), the Illinois Commerce Commission, federal grants, and Metra.
- Ensure that adequate parking is provided for motorcycles and scooters in the Downtown.
- The Village should review circulation patterns, roadway capacities, and parking availability in the downtown after the completion of the Marquis on Maple development and the mixed-use and residential developments currently planned at Catalyst Sites #8, 13, and 16.

Downtown Catalyst Sites

8. Gilbert & Forest

This site presents an opportunity to create a pedestrian-oriented, rather than automobile-oriented, development on a parcel that is highly visible given its proximity to the railroad tracks. Redeveloping this site into a more transit-oriented development (TOD) that is sensitive to nearby residential areas would be an optimum use. By fronting new development on this site towards Forest Street, uses will have an orientation towards Downtown and would provide a terminating vista on Burlington Avenue from the east. The size and location of this site provides an opportunity to use part of the site for expansion or reconfiguration of commuter parking Lot D. The Burlington Station development has been approved by the Village, which adds 89 one- and two-bedroom units to the Downtown. The location of this development will create a terminating vista at the end of Burlington Avenue when looking west from Main Street. This development will serve as a great example of transit-oriented development in the Downtown.

9. Main & Warren

This site presents an opportunity to redevelop an auto-oriented strip center and a one-story building into a multi-story, mixed-use development. Complementing this development, this site could ~~accomodate~~accommodate a parking structure catering to the Downtown employees, shoppers and commuters along Forest Avenue.

10. Washington & Warren

This area provides an important transition from residential areas to the north to the Downtown. ~~Complementing recent multi-family residential development along Warren, T~~his site provides an opportunity to provide additional multi-family, office, mixed-use or parking.

11. AT&T Switching Station Parking Lot

This parking lot next to the AT&T Switching Station holds redevelopment potential. This site is ideally located for residential or for parking on the north side of the tracks to serve commuters and businesses.

The parking lot is underutilized during the middle of the workday. The Village should explore how much of the lot is used by AT&T and see if it would be feasible to acquire.

~~5122 Main Street~~

~~This one-story building is outdated in terms of aesthetics and function. The majority of the leasable space is below grade and is only accessible from inside the building. Since the construction of the Downtown parking garage, this building's most distinguishing feature (the arcade connection from Main Street to the rear) no longer serves any practical purpose. An ideal redevelopment scenario for this site would be the construction of a two- to three-story building with storefronts accessible from Main Street. The fact that this building is under Village control removes a significant barrier to redevelopment.~~

12. Post Office Operations

The post office provides an important civic function and a vital traffic-generator for the Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain Downtown.

13. Curtiss & Washington

Parcels on the northeast corner of Curtiss Street and Washington Street have been approved for redevelopment. This will include 48 apartments between two buildings at the northeast corner of this intersection. The north half of this catalyst site remains an ideal location for a mixed-use TOD development with residential above retail or for a dense multi-story residential development. ~~eould be assembled to create a 1.5-acre redevelopment site. Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above ground floor retail. The Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above ground floor commercial uses.~~

~~Mochel & Curtiss~~

~~Redevelopment of this site would serve to complete the transformation of Mochel Drive by complementing recent construction projects, and replicating the height, bulk and density of neighboring buildings. Such a development could reinforce the entrance to the parking garage.~~

14. Masonic Temple Parking Lot

The parking lot west of the Masonic Temple has development potential to add more housing units and commercial space in the downtown. Currently, the lot is underutilized and has a drive-thru structure that is no longer in use. Any building constructed on this site should be set back as to not disrupt the view of the Masonic Temple, which is a landmark within the Downtown.

15. Grove & Main

An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street.

16. Maple & Main

This intersection is the southern gateway into the Downtown. Except for the historic building on the southwest corner, the condition, setback and/or orientation of the buildings surrounding this intersection do not contribute to creating a true gateway. The Village-owned surface parking lot on the northeast corner is a key site for infill development which would create a strong presence as a gateway into Downtown. The recently-constructed parking garage likely offsets any lost public parking resulting from development of the surface lot.

Potential Redevelopment of Sites 15 & 16

The south end of Main Street, including its intersection with Maple Avenue represents some of the Downtown's best opportunities for improvement. While the north end of the Downtown has experienced significant redevelopment, the south end has seen only a modest amount of reinvestment. Despite its proximity to the new parking deck, the south end of the Downtown lacks the density found in other parts of the Downtown and the gaps in the streetwall and retail storefronts are detrimental to its character and vibrancy. Highlighted on this page are examples of different alternatives for some of the key sites in the south end of the Downtown, illustrating potential catalytic develop-ments that seek to improve Downtown's appearance and function.

The one-story commercial building currently occupied by Subway and medical offices, along with its associated parking (Site 15), represents one of the most underutilized sites in all of Down-town. The site has the capacity to accommodate a multi-story mixed use development, with a pedestrian arcade connecting to the Village's parking deck along with on-site parking that could be provided behind the building. At the time of this plan, the Village was reviewing a proposed development at the northeast corner of Main Street and Maple Avenue that would have a mix of retail and residential on site. This would build density on the south end of the Downtown Core.

Consider relocating commuter parking to new structures in the periphery of Downtown to encourage commuters to walk through downtown and patronize downtown businesses

Reestablish the alley to provide service entrances for all buildings along Main Street

Explore opportunities for a grade separated crossing for pedestrians

Should a smaller Village Hall/Civic Center be constructed, the Village should consider a range of uses including multi-family

Commuter parking Lot D should have year-round landscaping to screen residential properties to the west

To Aurora Via Lake

To Chicago Via Fairview

The permeable pavers at Grove Street represent an excellent best practice toward stormwater management Downtown

Seek and create additional opportunities to provide open space areas like this one at Mochel and Burlington

Parking lot screening and interior landscaped islands should be provided in all surface parking lots in Downtown

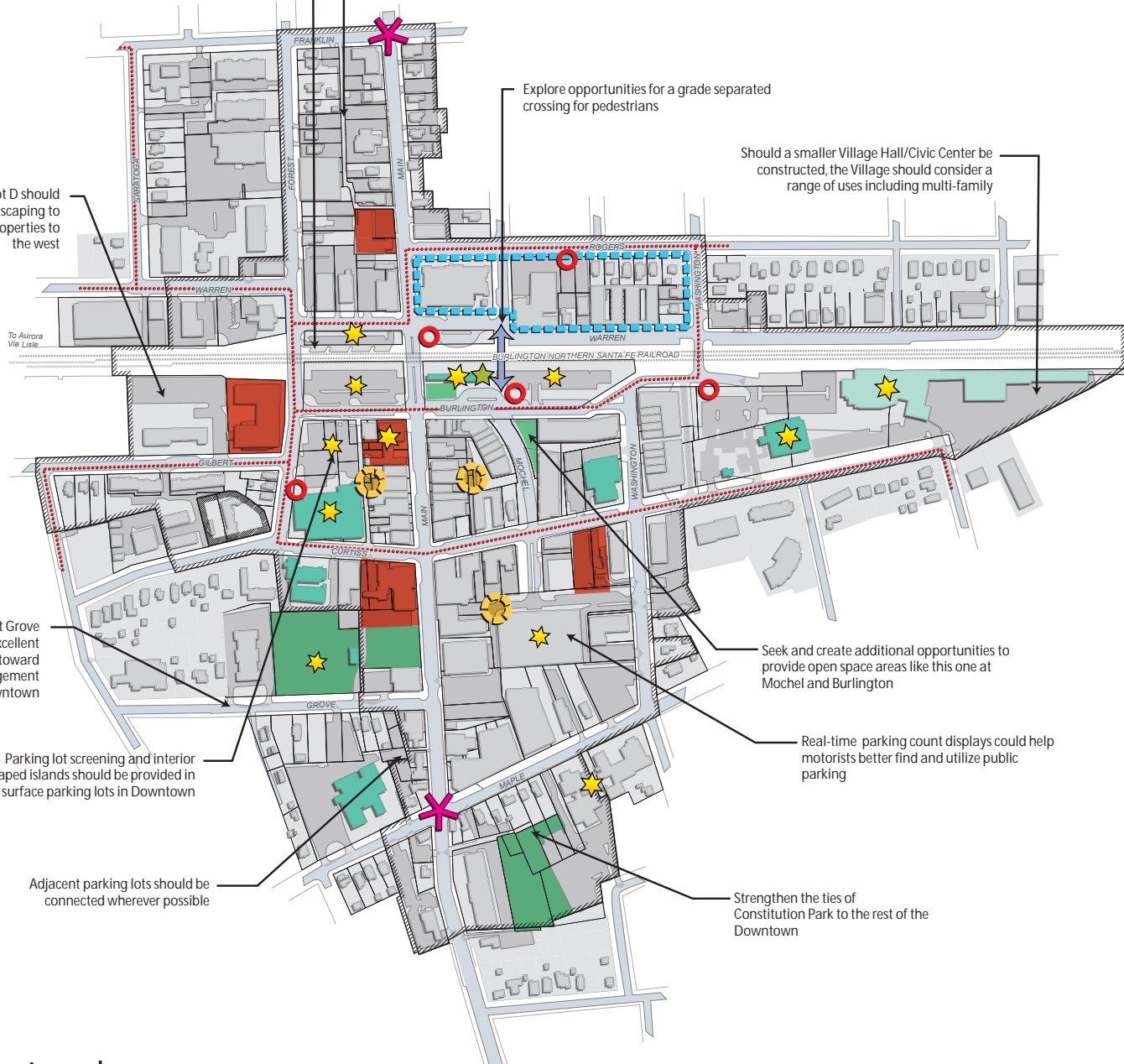
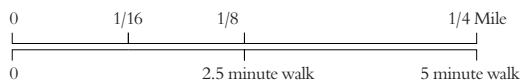
Real-time parking count displays could help motorists better find and utilize public parking

Adjacent parking lots should be connected wherever possible

Strengthen the ties of Constitution Park to the rest of the Downtown

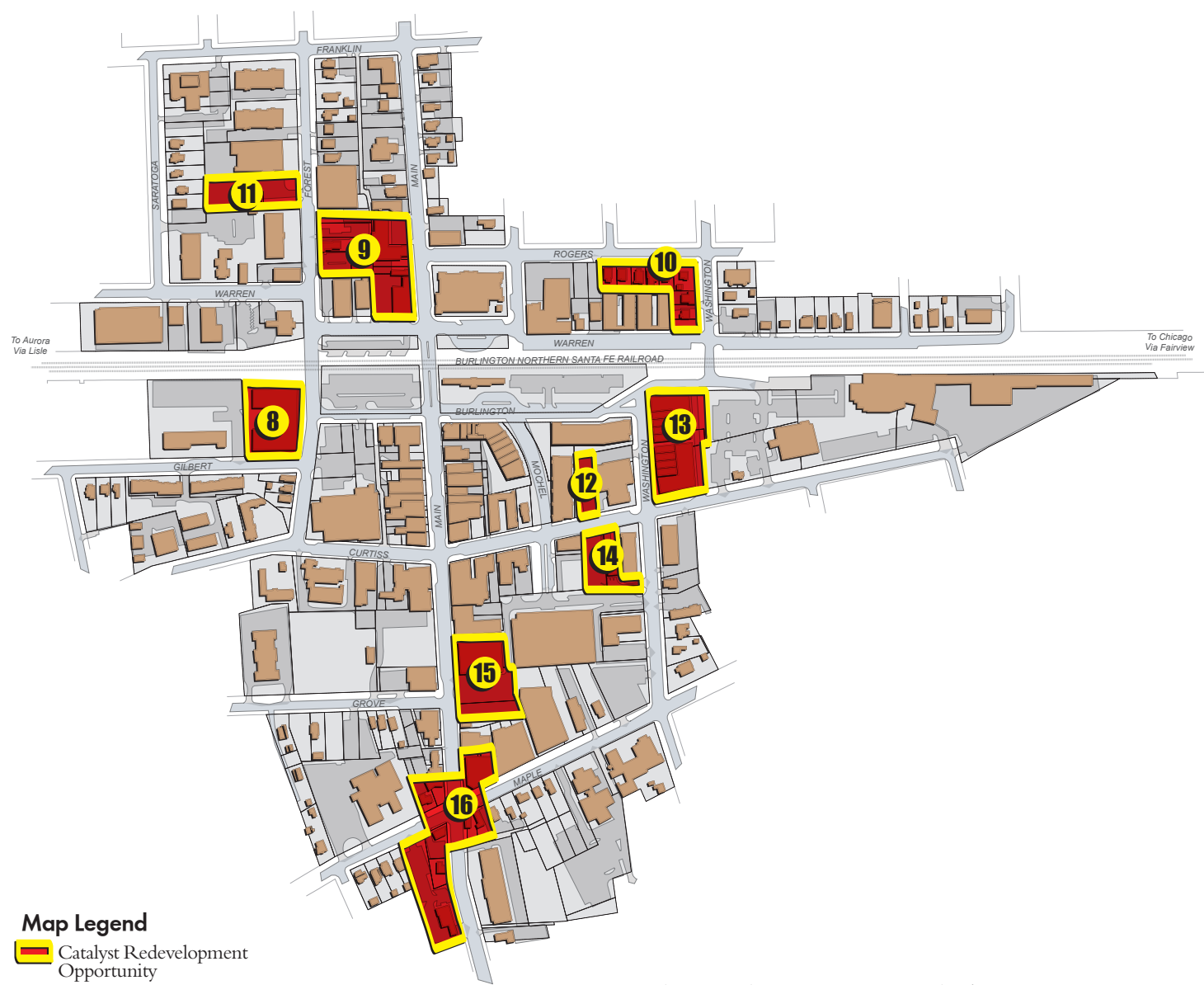
Map Legend

-  Key Downtown Destinations
-  Gateway Sign/Feature
-  Existing TIF District
-  Existing Auto-Oriented Business
-  Centralized Garbage Collection
-  North-side Parking Deficiency
-  Pedestrian Underpass
-  Parks & Open Space
-  Public Uses
-  Village-proposed Bike Route
-  Bike Parking
-  Metra Commuter Station

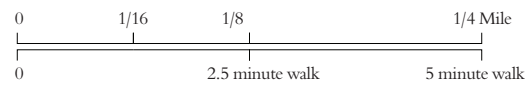


KEY FOCUS AREAS

Downtown Catalyst Sites



Map Legend
Catalyst Redevelopment Opportunity



Downtown's Subareas

Downtown Downers Grove is often referred to, and treated as, a single place. While it is true that Downtown is a unique destination in the community, it is actually comprised of several distinct areas, with different form, uses, conditions, characteristics and potentials. The Downtown Subarea Plan addresses the specific needs of each "Functional Subarea" area and establishes recommendations for the improvement and enhancement of each area in the future, including appropriate uses and intensities.

Downtown Core

The Downtown Core is focused around the intersection of Curtiss Street and Main Street. It represents the largest concentration of the shopping and dining opportunities that exist in Downtown. While the Core is fully developed, there are opportunities for improvement, redevelopment, and use intensification.

Land Uses

Residential. Residential uses should not be considered a required component of the Downtown Core, however they can be a component of mixed-use buildings.

Retail. Retail uses should be promoted within all areas of the Downtown Core.

Entertainment. Entertainment uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core. Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout.

Office. Office uses should be encouraged as an upper floor component of mixed-use buildings within the Downtown Core.

Service. Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core.

Public Uses. Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting of primarily office functions should be treated like office land uses.

Built Form

The built form of the Downtown Core should consist of buildings at or near the sidewalk and front property line. A zero-foot side yard setbacks should be strictly enforced to help establish and maintain a continuous streetwall. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys. Drive thrus and other auto-oriented developments should not be allowed in the Downtown Core.

Downtown Edge

The Downtown Edge is an area that exhibits some characteristics of the Downtown Core, but its urban fabric and built form are not currently as compact. Although the Downtown Edge is fully developed,

there are significant opportunities for improvement, redevelopment, and use intensification representing a unique opportunity to expand the Downtown Core.

Land Uses

Residential. Residential uses should be encouraged as a component of mixed-use buildings within the Edge. Dense residential development, including multi-story residential buildings should be also be considered appropriate.

Retail. Retail uses should first be directed to the Downtown Core before developing within the Edge.

Service. Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge.

Office. Office uses should be encouraged as a component of mixed-use buildings within the Edge, however like residential, office uses on the ground floor should be permitted.

Public Uses. Public uses should be considered appropriate within the Edge.

Built Form

The built form of the Edge should consist of mix of larger buildings at, or near, the sidewalk and front property line and standalone buildings with yards and open spaces. While a continuous streetwall is desirable in some areas, particularly in areas adjacent to the Core Downtown, some larger sites could develop with large yards and open spaces around buildings. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys. Surface parking lots should be screened and landscaped around the perimeter.

Downtown Transition

The areas outside of the Downtown Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown.

Land Uses

Residential. All types of residential uses are appropriate in the Downtown Transition Area. Mixed-use buildings may be appropriate within the Transition area, provided the ground floor use is residentially compatible.

Retail. Retail uses should not be encouraged in the Downtown Transition area.

Service. Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an office function may be appropriate, but should be considered on a case-by-case basis.

Office. Low intensity and professional office uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area.

Public Uses. Public uses should be considered appropriate within the Downtown Transition area.

Built Form

The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space or a small side yard setback. This subarea should be denser and have taller buildings compared to the surrounding neighborhoods outside of the downtown.

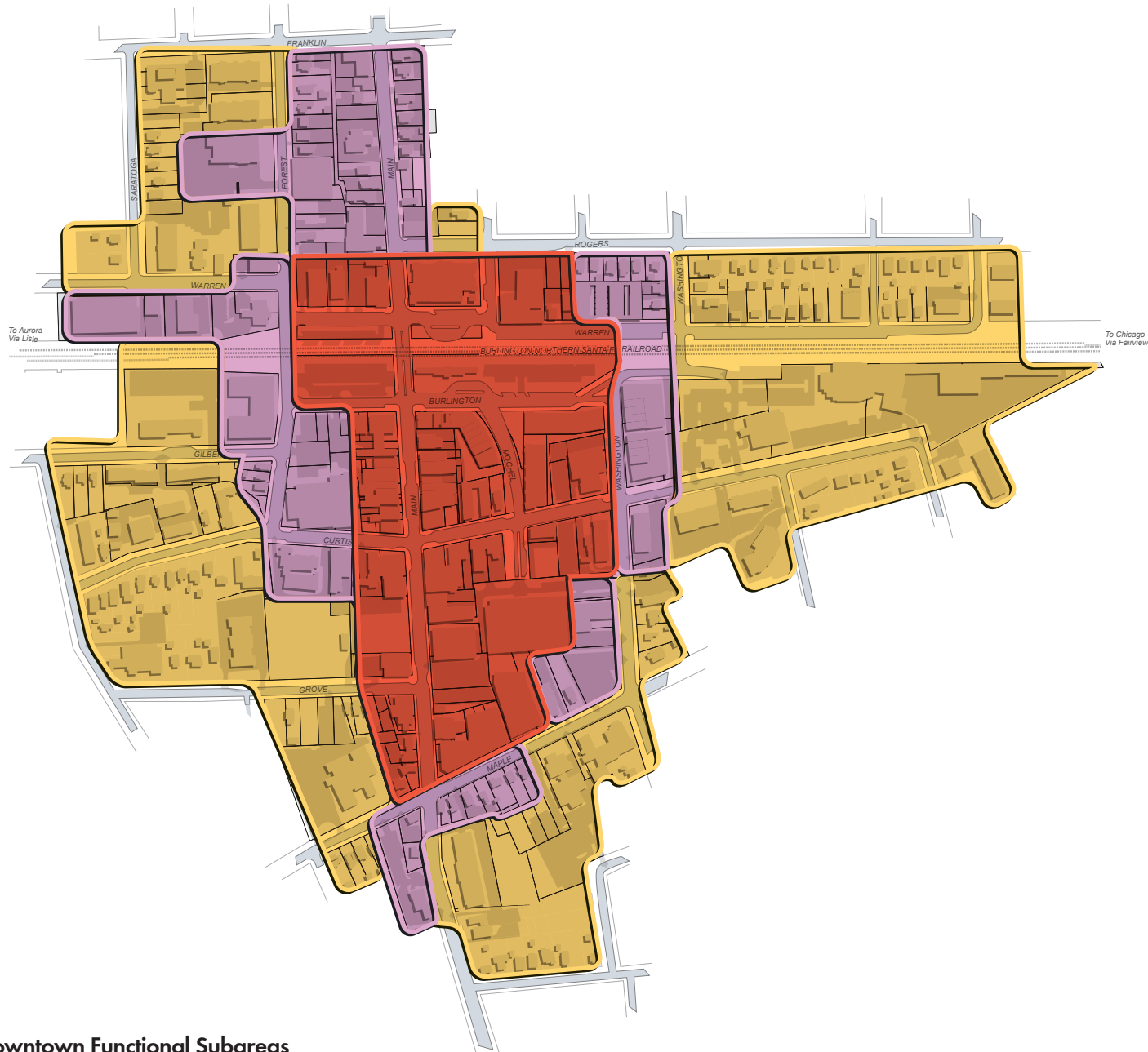
Surrounding Neighborhoods

Several attractive and stable residential neighborhoods surround the Downtown Study Areas. Some neighborhoods are experiencing an increase in owner reinvestment and the character of the homes adds to the charm and overall "setting" of Downtown Downers Grove. Development within the Edge should strive to mitigate any negative impacts associated with development, including traffic and parking. Furthermore, an improved and revitalized Downtown Downers Grove would positively affect nearby neighborhoods provided they are connected and accessible to Downtown.




KEY FOCUS AREAS

Downtown

Functional Subareas

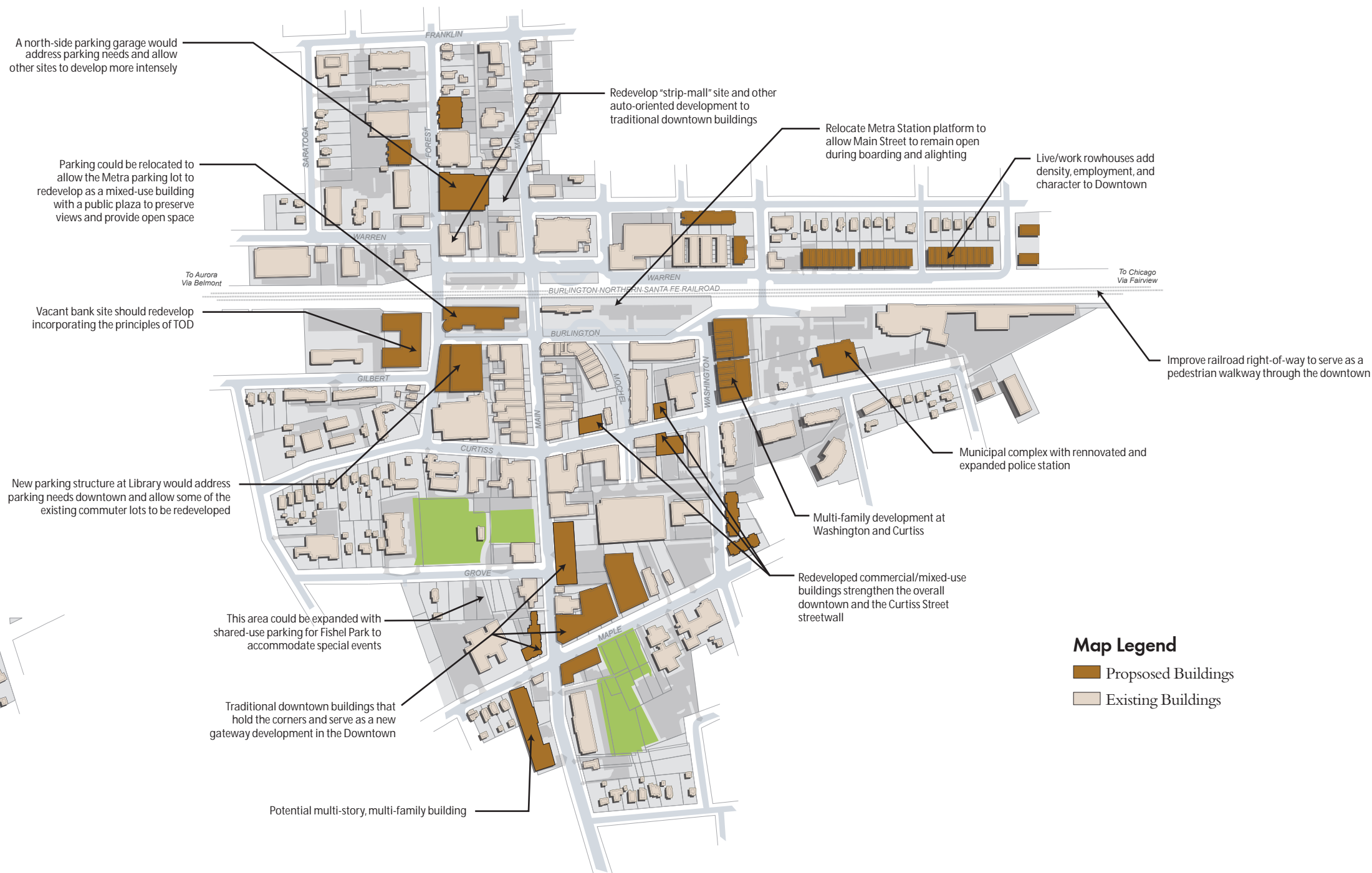


Downtown Functional Subareas

-  Downtown Core
-  Downtown Edge
-  Downtown Transition

KEY FOCUS AREAS

Downtown Development Concept



Map Legend

- Proposed Buildings
- Existing Buildings

Maple/Main Alternative



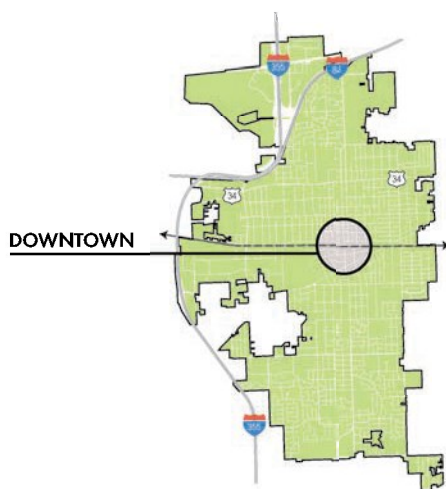
CURRENT COMPREHENSIVE PLAN

KEY FOCUS AREAS

Downtown

Downers Grove's Downtown is generally comprised of commercial, residential, office and civic uses and is notable for its historic buildings including the Tivoli Theatre and the Masonic Temple. The boundaries of Downtown are clearly demarcated with little room to expand beyond its current area. While no longer the primary economic engine for Downers Grove, Downtown continues to play an important function for the Village. Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network.

Downtown is bisected by the BNSF railroad tracks and adjacent commuter parking lots. Main Street is the central business corridor in Downtown and has a coordinated streetscape from Franklin Street to Maple Avenue. In recent years, several new developments have occurred in Downtown providing new housing, parking and retail opportunities. Recommendations in this subarea plan take into consideration both the history of Downtown as well as these recent developments.



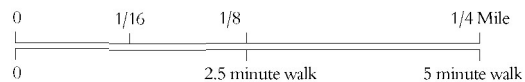
Key Concepts

- The Downtown **wayfinding system** *should be enhanced* and expanded to include key destinations, public parking facilities, Village Hall, parks and recreation facilities, and Metra.
- Opportunities to expand the boundaries of downtown are limited, including significant east-west expansion. The **priority for downtown should be on infill development and redevelopment of key sites** in order to maximize downtown's potential while strategically evaluating opportunities to expand the boundaries.
- Infill **development and redevelopment** *should be pedestrian-oriented* in order to complement the historic building pattern of Downtown. Retail shops with attractive display windows and restaurants with sidewalk cafes maintain visual interest and generate foot traffic.
- Prohibit new and **redevelop existing, non-pedestrian-oriented businesses** including the strip commercial center on north Main Street and auto-oriented businesses, including drive-thru uses which should be relocated outside of Downtown. Office uses should be encouraged to occupy space above the ground floor.
- To maintain Downtown's unique identity and character, the Village should consider policies, programs and tools to **identify and facilitate the protection of historic buildings and sites** and encourage adaptive reuse of historic structures.
- The Village should **maintain a commitment to quality architecture** through the development of tools and guides for Downtown properties.
- As key properties redevelop, **a sense of enclosure should be maintained** to provide comfort to pedestrians. A sense of enclosure is attained through the combination of street widths and building height in proportion to the historic building pattern of Downtown.
- The **importance of public uses** (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.
- Consider **dedication of surface parking for shoppers** and parking deck use for commuters.

CURRENT COMPREHENSIVE PLAN

Map Legend

- Key Downtown Destinations
- Gateway/Directory Signage
- Existing TIF District
- Existing Auto-Oriented Businesses
- Parks & Open Space
- Public Uses
- Village-proposed Bike Route
- Metra Commuter Station



Consider relocating commuter parking to new structures in the periphery of Downtown to encourage commuters to walk through downtown and patronize downtown businesses

Reestablish the alley to provide service entrances for all buildings along Main Street

Explore opportunities for a grade separated crossing for pedestrians

The north side of the Tivoli Theatre presents an opportunity to create a mural promoting downtown and to improve its appearance to residential properties to the north



Should a new Village Hall/Civic Center be constructed, the most appropriate reuse of the site is multi-family

The use of chain-link fencing in Downtown should be prohibited

Commuter parking Lot D should have year-round landscaping to screen residential properties to the west

Parking lot screening and interior landscaped islands should be provided in all surface parking lots in Downtown

Adjacent parking lots should be connected wherever possible

Strengthen the ties of Constitution Park to the rest of the Downtown

Murals should be painted on all large blank and visible facades in the Downtown

9: KEY FOCUS AREA PLANS

OTHER RECOMMENDED IMPROVEMENTS

There are opportunities to complement development and redevelopment efforts with smaller improvements that can be applied throughout Downtown or to specific sites. These "other recommended improvements" are largely aesthetic in nature and are of a smaller scale than redeveloping an entire site

CURRENT COMPREHENSIVE PLAN

KEY FOCUS AREAS

Downtown Catalyst Sites

8 Gilbert & Forest

This site presents an opportunity to create a pedestrian-oriented, rather than automobile-oriented, development on a parcel that is highly visible given its proximity to the railroad tracks. Redeveloping this site into a more transit-oriented development (TOD) that is sensitive to nearby residential areas would be an optimum use. By fronting new development on this site towards Forest Street, uses will have an orientation towards Downtown and would provide a terminating vista on Burlington Avenue from the east. The size and location of this site provides an opportunity to use part of the site for expansion or reconfiguration of commuter parking Lot D.

9 Main & Warren

This site presents an opportunity to redevelop an auto-oriented strip center and a one-story building into a multi-story, mixed-use development. Complementing this development, this site could accommodate a parking structure catering to Downtown employees, shoppers and commuters along Forest Avenue.

10 Washington & Warren

This area provides an important transition from residential areas to the north to Downtown. Complementing recent multi-family residential development along Warren, this site provides an opportunity to provide additional multi-family, office, mixed-use or parking.

11 5122 Main Street

This one-story building is outdated in terms of aesthetics and function. The majority of the leasable space is below grade and is only accessible from inside the building. Since the construction of the Downtown parking garage, this building's most distinguishing feature (the arcade connection from Main Street to the rear) no longer serves any practical purpose. An ideal redevelopment scenario for this site would be the construction of a two- to three-story building with storefronts accessible from Main Street. The fact that this building is under Village control removes a significant barrier to redevelopment.

12 Post Office Operations

The post office provides an important civic function and a vital traffic-generator for Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain Downtown.

13 Curtiss & Washington

Parcels on the northeast corner of Curtiss Street and Washington Street could be assembled to create a 1.5 acre redevelopment site. Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above ground floor retail.

14 Mochel & Curtiss

Redevelopment of this site would serve to complete the transformation of Mochel Drive by complementing recent construction projects, and replicating the height, bulk and density of neighboring buildings. Such a development could reinforce the entrance to the parking garage.

15 Grove & Main

An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street.

16 Maple & Main

This intersection is the southern gateway into Downtown. Except for the historic building on the southwest corner, the condition, setback and/or orientation of the buildings surrounding this intersection do not contribute to creating a true gateway. The Village-owned surface parking lot on the northeast corner is a key site for infill development which would create a strong presence as a gateway into Downtown. The recently-constructed parking garage likely offsets any lost public parking resulting from development of the surface lot.

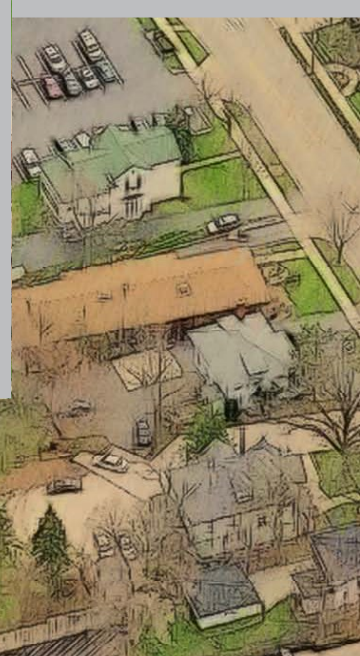
CURRENT COMPREHENSIVE PLAN



CURRENT COMPREHENSIVE PLAN

KEY FOCUS AREAS

Downtown **Redevelopment Concepts**



9. KEY FOCUS AREA PLANS

CURRENT COMPREHENSIVE PLAN



Potential Redevelopment of Sites 15 & 16

The south end of Main Street, including its intersection with Maple Avenue represents some of Downtown's best opportunities for improvement. While the north end of Downtown has experienced significant redevelopment, the south end has seen only a modest amount of reinvestment. Despite its proximity to the new parking deck, the south end of Downtown lacks the density found in other parts of Downtown and the gaps in the streetwall and retail storefronts are detrimental to its character and vibrancy. Highlighted on this page are examples of different alternatives for some of the key sites in the south end of Downtown, illustrating potential catalytic developments that seek to improve Downtown's appearance and function.

The one-story commercial building currently occupied by Subway and medical offices, along with its associated parking (Site 15), represents one of the most underutilized sites in all of Downtown. The site has the capacity to accommodate a multi-story mixed use development, with a pedestrian arcade connecting to the Village's parking deck along with on-site parking that could be provided behind the building.

Approved 05/04/16

VILLAGE OF DOWNERS GROVE
COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
APRIL 6, 2016 - 7:00 P.M.

Chairman Gorman called the April 6, 2016 meeting of the Downers Grove Comprehensive Planning Ad Hoc Committee meeting to order at 7:00 p.m.

ROLL CALL:

PRESENT: Chairman Dave Gorman, John Luka, Carine Acks, Ed Kalina, Irene Hogstrom, Mark Thoman, Jim Wilkinson, Marge Earl, Daiva Majauskas

STAFF: Community Development Dir. Stan Popovich and Management Analyst Megan Miles

VISITORS: Michael Cassa, President, Economic Development Corporation, 5159 Mochel, Downers Grove; Don Rickard, Chairman, Plan Commission; John Houseal, Devin Lavigne & Ian Tobin with Houseal Lavigne Associates

COMPREHENSIVE PLANNING AD HOC COMMITTEE INTRODUCTION

The chairman invited members to introduce themselves. Community Development Dir. Stan Popovich discussed that this committee will be reviewing two projects over the next six months, including the Comprehensive Plan update and the Downtown zoning regulations. A review of the schedule followed. Once the Ad hoc committee has completed its work, recommendations will be forwarded to the Plan Commission for review and, ultimately, to the Village Council by December 2016. Agendas will be posted on-line.

INTRODUCTION OF COMPREHENSIVE PLAN UPDATE

A. Introduction of objectives, roles and responsibilities, deliverables and schedule:

Dir. Popovich summarized that the goal of the committee is to provide a detailed update to the village's five-year Comprehensive Plan (Plan) update. Details followed. The committee will be also be reviewing 63rd and 75th Streets as new key focus areas to be added to the Plan.

B. Project initiation workshop: Mr. Devin Lavigne explained how he intended to bring the plan and its map forward for the members to review. A history on how the village's comprehensive plan came about was explained. A break down of the various chapters within the comprehensive plan followed. Mr. Lavigne discussed that the current comprehensive plan was recognized in 2012 by the American Planning Association in Illinois as the best plan in the state. Further explanation of the review process followed by Mr. Lavigne.

Approved 05/04/16

Mr. John Houseal explained there was a difference of putting together a comprehensive plan initially versus a plan update. He further explained how he envisioned the revisions to the document would be made, including the two new sub-areas. Members were encouraged to provide their input. Mr. Lavigne emphasized that this committee was a working group and he would be providing information to the members prior to the meeting in order for members to understand what would be discussed and to be a target for the meeting.

Mr. Devin Lavigne asked members for their input on how they liked the plan, where the plan could be revisited, and, if there were other themes to be considered. He and Director Popovich also emphasized the plan was more of a reference guide versus a book that was read cover to cover.

Members noted active transportation such as sidewalks, bike paths, and in general, easier access to different areas. Mr. Lavigne agreed this area needed to be reviewed since it had “emerged” over the past five years. It was suggested a review of the transitional nature of the downtown area, review of retail in the 63rd Street corridor (at the Woodward intersection). Further comments included that the plan could facilitate a more vibrant downtown area and the Ogden Avenue corridor. One member noted re-establishing the implementation steps that follow each of the chapters; and create a Low Density Office Research Management zoning classification for the downtown area in order for doctors or lawyers to relocate in such developments.

Mr. Houseal pointed out for members that zoning was not planning; zoning was a tool to implement planning recommendations, and these two areas would be tracked simultaneously because if a regulatory strategy were to be created for the village to follow, the downtown or some of its downtown districts would have to be defined and zoned differently but, at the same time, converge at some point.

Continuing the input, members also suggested:

- a review of pedestrian walkways over or under train stations
- consider the types of non-traditional businesses the village wants to attract
- the possibility of residential parking permits
- the review of the sign ordinance and a review of 63rd Street at the Meadowbrook Shopping Center
- review the Public Transportation chapter since PACE was updating its plan
- reviewing historic preservation since the village had new tools now
- review the plan in the context of why would someone want to move to the village, why would a resident want to stay in the village, why would a person shop in the village, why is the Village desirable?
- protecting the village’s urban forests
- reviewing neighborhood sustainability/sense of place as the village modernizes
- keeping the plan as short as possible with numerous graphics but continue to honor the TCD3 report
- considering a branding plan to tie in various downtown areas
- reviewing zoning code as it relates to stormwater and lot coverage plan
- considering a use for Hidden Lake

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The chairman summarized that he preferred to keep the information in the plan that the committee believed should remain, and discuss it thoroughly, as opposed to just pulling it out.

C. Public Comment: Chairman Gorman opened up the meeting to public comment.

Mr. Cassa encouraged the committee to take advantage of the Economic Development Commission. If the committee was going to designate a certain part of the village as a particular type of use, such as office or retail, Mr. Cassa suggested that the committee consider whether there was a demand for the use. Also, he recommended that the village consider attracting the Millennial workforce to the local economy and ensure they can live in the village, have transportation and enjoy leisure time. It was a top priority for other cities.

Mr. Luka agreed the ratio of renters to homeowners was much different than in the years 2007-2008 and Millennials were not interested in home ownership as much as prior generations. Millennials wanted nice amenities with night life and access. The resident believed there had to be a new thought process. He did like the village's comprehensive plan.

Discussion followed on the convergence of the Millennials and the Baby Boomers and how housing models will be changing in the future to encompass both demographics in vertical housing (multi-family) structures. Home ownership was not a priority for either of the two demographics. Ideas and conversation flowed on this topic.

INTRODUCTION OF DOWNTOWN ZONING REVIEW

- A. Introduction of objectives, roles and responsibilities, deliverables and schedule
- &
- B. Project initiation workshop:

Mr. Houseal reminded the committee that the village was parallel tracking a downtown regulatory strategy as well. The goal was to define the downtown better: what was the transition and what did it mean in terms of the sense of place of the transition area? Once that was defined, Mr. Houseal said it would be easier to draft a regulatory strategy to guide development that invests in the downtown.

Mr. Houseal proceeded to ask members for their input as to what they saw as issues to the downtown zoning uses, transitions, or development that has pushed the village to look at the downtown zoning, land uses, or built form currently. (Dir. Popovich provided a map of the downtown business zoning district and transition area for members to view.) Dialog followed that the committee will have to determine, through discussion, whether it wants one downtown district or possibly smaller individual districts, and look at the transitional zones between commercial and residential within the downtown districts. The City of Geneva was cited as an example of how it uses the downtown district and transitions from commercial to residential yet it defines the transitional zoning first.

Further discussion was raised on whether economic development gets suppressed in transitional areas so that something better and more useful to the community gets developed. Mr. Lavigne explained it was more of an appropriateness of character in certain areas. Details followed on how

Approved 05/04/16

he would define transitional zones and how he would define specific zones outside the transitional zone.

Turning the discussion back to members' input about the downtown area, Ms. Majauskas stated the downtown lacked "any sort of wow." It was uninviting and there was no vision. Other comments included the strip of land with industrial buildings on the south side of Rogers Street, between Maple and the downtown, impacted both the downtown and the Fairview/Maple area. The EDC plan recommended the consideration of multi-family or light office uses for the area. Overall, the area was unattractive.

It was then mentioned how various strategic zoning changes were made to the Village of LaGrange which eventually changed the downtown area completely in a successful way.

Mr. Lavigne summarized that members should focus on what will make the downtown better, what uses should exist, the character of the downtown, and to not focus on codes or regulations because his firm would draft those. Asked if staff kept an inventory of what businesses were working well and what businesses were moving into the new buildings, Mr. Popovich said that Linda Kunze with the Downtown Management Corporation would have that information.

Mr. Houseal encouraged members to walk or bike the downtown, and not drive, to get ideas, take notes, and get to know the areas. Conversation then led to the unattractiveness of the downtown alleys, parking garages, etc. (Dir. Popovich said he would provide pattern books to the members in the future.)

Mr. Houseal mentioned that members could contact him anytime through Mr. Popovich and, in turn, he would disseminate any information to the committee members.

Members were then asked to read Chapters 1 through 3 of the Comprehensive Plan and to hold off any discussion about the downtown zoning.

C. Public Comment: No comments.

ADJOURNMENT

THE MEETING WAS ADJOURNED AT 8:42 P.M. ON MOTION BY MR. LUKA SECONDED BY MS. EARL. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 9-0.

/s/ Celeste K. Weilandt
Celeste K. Weilandt

(As transcribed by MP-3 audio)

Approved 06/01/16

VILLAGE OF DOWNERS GROVE
COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
May 4, 2016 - 7:00 P.M.

Chairman Gorman called the May 4, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Dave Gorman, Carine Acks, Marge Earl, Irene Hogstrom, John Luka, Mark Thoman, Jim Wilkinson

ABSENT: Ed Kalina, Daiva Majauskas

STAFF: Community Development Director Stan Popovich

VISITORS: Devin Lavigne and Ian Tobin with Houseal Lavigne Associates; Amy Gassen, 5320 Benton, Downers Grove; Don Rickard, 4735 Main St., Downer Grove; Gordon Goodman, 5834 Middaugh, Downers Grove; Linda Kunze, Downtown Management, Downers Grove; and Rick Kulovany, 6825 Camden Rd., Downers Grove

APPROVAL OF MINUTES

MINUTES OF APRIL 6, 2016, WERE APPROVED ON MOTION BY MR. THOMAN, SECONDED BY MS. HOGSTROM. MOTION CARRIED BY VOICE VOTE OF 7-0.

COMPREHENSIVE PLAN REVIEW

A. Chapter 1: Mr. Devin Lavigne explained how the plan was basically formatted from the original plan and mentioned the statistical numbers used in the plan were updated from the latest census. Asked if there were any questions about the demographic numbers, it was mentioned that it appeared the village was getting older and more wealthier and not many starter homes existed in the village. Dialog followed on the changes that were being noticed in the tables, i.e., the number of increased households, the aging population, and the lack of racial diversity in the village while the county grew in diversity. Asked whether the trends that have taken place over the past five years should be highlighted, Mr. Lavigne believed they should and stated the tables could be contrasted with the 2009 data, along with new text discussing the 2011 Comprehensive Plan and its five-year update process.

Approved 06/01/16

Page 10 - Past Plans and Studies – Mr. Lavigne will add the 2011 Comprehensive Plan, the 2011 Downtown Parking study, the 2015 Economic Development Plan to Enhance the Sales Tax Base, the 2015 Downers Economic Development Corporation Strategic Plan, the Zoning and Subdivision Ordinance adoptions and the updated 2015 Historic Preservation Ordinance. The studies will be added under the Background paragraph.

Vision Statement – The committee was asked whether there were new priorities that needed to be added. Changes for this section followed:

1. Add the five-year update to this section;
2. Page 20, the paragraph starting with the words, “continued reinvestment in residential neighborhoods....” add text about the new Preservation Ordinance and how it has lead to landmarking of historic properties. Add that the village is working to preserve historically significant structures;
3. Update the text under the Urban Forest to reflect the tree reinvestment that is taking place since the loss of the ash trees.
4. As a form of recognition, add verbiage about the various TCD-3 neighborhood study meetings that took place and include village staff, council members and citizens providing their input on issues of neighborhood safety, traffic issues, etc.;
5. In the paragraph that begins “Highly diverse and sustainable economic opportunities,” add something about the influx of new residents in the downtown area and the residential opportunities in the downtown;
6. Revisit the Vision Statement one last time after the 63rd Street and 75th Street plans have been reviewed; and
7. Under Fairview Station -- which discusses the local transportation improvements – expand the text to include the new Pace bus routes. Mention that the station is in the process of being landmarked.

B. Chapter 2: See above.

C. Downtown Focus Area Plan: Mr. Lavigne explained how catalyst sites are sometimes incorporated into comprehensive plans and how they are defined. The village had nine catalyst sites identified (pg. 105). Members were asked to provide their input regarding the plan’s catalyst sites.

1. Add text about a “well defined edge” of downtown as a key concept and clearly delineate it.
2. The development of Maple Avenue was discussed, noting it was a “reasonable transition” from higher density to lower density and could be used as a demarcation from the downtown area into the residential area.

Approved 06/01/16

Mr. Lavigne then read through Key Concepts and a general dialog followed regarding the various redevelopment sites that have come into the downtown and those that have left. The committee discussed redevelopment constraints, the need for more parking, specifically at the Tivoli parking lot, whether there was a demand for public plazas or more open space, such as a dog park. Dir. Popovich indicated there was no demand that he saw.

Leveraging a right-of-way in the downtown area was suggested as a way to gain parking due to the shortage of parking in general. Also mentioned by Mr. Thoman was the fact that a unified plan needed to be created to address five different garbage vendors.

Mr. Lavigne stated that an opportunity existed to pick up extra parking on Burlington Avenue with the existing parking lot being reconfigured to a one-way and to insert angled parking on Burlington with approximately 25 spaces.

Members, staff and the consultants discussed a number of ideas for the comprehensive plan, including the 48-unit apartment proposal for the 904-910 Curtiss site (Curtiss and Washington); using the space behind Village Hall for parking, expansion of the police station to come south toward Curtiss Street with the fleet maintenance portion to remain; and a grade separation for pedestrians to walk to the opposite of the railroad tracks. (pg. 103)

Lastly, someone suggested adding a striped bike route for the downtown.

Mr. Lavigne pointed out that the Downtown Plan mentioned to “prohibit new and redevelop existing non-pedestrian-oriented businesses” which, as he explained, basically resulted in removing drive-throughs and keeping those types of buildings in the corridors and not in the downtown area. One of the bays of a downtown bank was now being used for trash collection.

Mr. Popovich then discussed the U.S. Post Office stating that staff did not see any real issues with the mail trucks, but recommended reviewing the matter, possibly relocating the larger mail trucks somewhere else but keeping the retail aspect.

As far as considering “dedication of surface parking for shoppers and parking deck for commuters,” Director Popovich said he would review the 2011 parking study to see if there was more discussion on the topic. Comments followed about a once-discussed Metra parking space exchange.

Other ideas that members expressed they wanted to see in the broad policy included increased bike racks on the peripheral edge of downtown; a unified garbage dumpster plan, a pedestrian grade separation and outdoor seating,

Catalyst sites were then reviewed. Sites to be added included the possibility of the Masonic Temple parking lot, the multi-family building south of that location, and locations for bike racks. A suggestion was made to review an empty strip of street next to the Tea Shop to become a dedicated dumpster area. Another suggestion was to encourage property owners north of the Moose Lodge to allow off-street access to the different parking areas versus having small fenced-off areas. One person recommended consideration in the zoning ordinance to change the special use for a drive-through facility to include each stall of the drive-through so that businesses do not use the un-used stalls for storing a dumpster or park cars etc.

Approved 06/01/16

Another catalyst site suggestion was the AT&T switching station parking lot since no one ever parked in its lot.

PUBLIC COMMENT

The chairman opened up the meeting to public comment:

Mr. Rich Kulovany, 6825 Camden, suggested consideration for zoning that allows bed and breakfasts in transition areas. He recommended having more emphasis on historic properties and the village becoming a destination. He also asked to protect the transition areas and to address the causing factors that are leading to stormwater issues. As to parking, he agreed more parking was a real need in the downtown area.

Mr. Gordon Goodman, 5834 Middaugh, was pleased to see that the post office retail space was going to remain, citing the various activities that take place at those locations. He asked to consider the post office as a potential historical landmark. He recommended that the village have a policy in place so that the village's catalyst sites be developed intact and not cannibalized, citing Catalyst Site No. 13 (Curtiss & Washington) which had been ruined by the development. He agreed that the village should acquire properties that are developed in floodways/flood plains in order to address the village's surface water management issue and that the new comprehensive plan recognize this as an important initiative of the community and cooperate with the park district to manage the land as public land.

In closing, Director Popovich announced that the next meeting was scheduled for June 1st with the focus on the Downtown Focus Plan and Chapters 4 and 5.

ADJOURNMENT

THE MEETING WAS ADJOURNED AT 9:11 P.M. ON MOTION BY MR. LUKA, SECONDED BY MS. EARL. MOTION CARRIED BY VOICE VOTE OF 7-0.

Respectfully submitted,

/s/ Celeste K. Weilandt

Celeste K. Weilandt

(As transcribed by MP-3 audio)

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VILLAGE OF DOWNERS GROVE
COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
JUNE 1, 2016 - 7:00 P.M.

Chairman Gorman called the June 1, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:01 p.m. and led the meeting with the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Dave Gorman, Carine Acks, Marge Earl, Irene Hogstrom, Ed Kalina, John Luka (arrives 7:03 pm) , Daiva Majauskas, Mark Thoman, Jim Wilkinson

STAFF: Community Development Director Stan Popovich

VISITORS: Devin Lavigne with Houseal Lavigne Associates; Amy Gassen, 5320 Benton, Downers Grove; Don Rickard, 4735 Main St., Downer Grove; Rich Kulovany, 6825 Camden Rd., Downers Grove

APPROVAL OF MINUTES – MAY 4, 2016

MINUTES OF MAY 4, 2016, WERE APPROVED ON MOTION BY MR. THOMAN, SECONDED BY MS. HOGSTROM. MOTION CARRIED BY VOICE VOTE OF 7-0-1. (Majauskas abstains)

COMPREHENSIVE PLAN REVIEW

A. Downtown Focus Area Plan: Mr. Popovich explained that Houseal Lavigne reworked the Downtown Focus Area Plan with new drawings. Next steps were explained. (Mr. Luka arrives.)

Mr. Devin Lavigne provided a brief overview of how he and Director Popovich approached the issues discussed at the last meeting and how they were incorporated into the current plan being presented tonight.

Key concepts of the Downtown Sub-Area Plan were reviewed in detail which included 1) improving the way-finding system in the downtown area; 2) incorporating green infrastructure (permeable pavers, etc.) wherever opportunities exist; and 3) developing boundaries for the downtown transition area (by using the functional sub-area map identifying the Downtown Core, the Downtown Edge, and the Downtown Transition areas.).

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In addition, Mr. Lavigne stated the following additions were added to the plan in response to previous committee comments: 1) the parking deck should include real-time counters identifying available parking spaces; 2) reinforce that the Downtown is the focal point of the community; 3) identify areas to incorporate a centralized, well-screened garbage area for the businesses in the Downtown Core area; 4) encourage outdoor seating for restaurants/streamline the permitting process; 5) identify opportunities to expand sidewalks/create plazas, where appropriate, utilizing existing setbacks on buildings; 6) promote bike parking on the perimeter of the downtown so cyclists become pedestrians in the downtown area; and 7) investigate the feasibility of constructing a grade-separated crossing near the Metra station, possibly using grants from the railroad, ICC, etc.

Director Popovich invited committee comments regarding the above key concepts.

Ms. Earl questioned the location of a recently approved downtown redevelopment site located at the intersection of Rogers Street and Prospect Avenue, and what sub-area it fell into, i.e., Downtown Transition? Downtown Core? After some discussion, Mr. Lavigne recommended that the committee modify the boundary of the Downtown Sub-Area to include the site.

Adding to the discussion, Mr. Lavigne reminded the committee there were two pieces to the scope of work for the project: an update to the comprehensive plan and also developing a regulatory strategy to the downtown. He explained how the sub-areas could be considered: in built form and in land uses. Examples followed for the Downtown Core, noting that at some point, the village could add language in the plan that addresses drive-throughs.

As a general comment, Ms. Majauskas voiced that the downtown was a “mish-mosh” of buildings with no vision for the downtown or to invite the community to walk the downtown. She cited examples of other communities that offered inviting elements to their downtowns. Other members shared how “flat” the signage was in the village’s downtown area and it was suggested that the Downtown Core sign ordinance or design guidelines be revisited to include such things as fenestration of buildings, use indoor rooms as an extension of outdoor rooms, etc. Design guidelines from other communities were further mentioned as well as getting input from the Downtown Management group.

Per a question, Mr. Lavigne explained the purpose for creating the three sub-areas was to set a table for a third zoning district in the downtown area and to change some of the zoning, which would improve the transition in some areas and develop the downtown area more intensely with minimal impact on adjacent neighborhoods. Asked if landscaping could accomplish some of that, Mr. Lavigne described how that could be addressed in Downtown Edge Sub-Area.

Overall, members voiced positive comments about the delineation of the three sub-areas but mentioned that a branding element could be beneficial for the entryways to the downtown. Dialog followed on how “fluid” the boundary lines were for each of the three downtown sub-areas and whether they could be revised in a few years should the economy pick up, wherein Mr. Lavigne indicated that the Downtown Edge sub-area would be available to pick up such developments.

The importance of on-street parking, through the eyes of the businesses, was then discussed. Businesses did want on-street parking in downtown Downers Grove. However, more dialog followed regarding the challenges of traveling to the downtown area, in general, the fact that vehicles were cutting through residential side streets to avoid the downtown, and the fact that no

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“ring road” existed to get around the downtown. However, a comment was made that the village could not have it both ways – it either has to have a street that moves or it has to have a slower area where people can park and mingle. Comments followed that another parking deck might be in order since it could help with retail development north of the railroad tracks.

Ms. Earl recalled how the village previously discussed the idea of relocating the downtown train platform to where the village hall was currently located in order to alleviate some of the congested traffic in the downtown area, but she believed it was only moving the problem further down the track and would hurt the downtown area because no one would want to stop and shop in the downtown area. Some members believed the issue needed to be revisited again. A last comment was made by Chairman Gorman that a “T” intersection at the Washington Street crossing and tracks could be created instead of the current intersection, and thereby forcing commuters to travel around the downtown area via Washington Street rather than remain on Main Street.

Returning to the parking issue again and its turnover on the street, it was suggested to shorten some time restrictions in order to get those who park longer to use the parking deck or peripheral edge. Another suggestion was to insert language into the plan to encourage parking for Vespas/motorcycles.

Turning to the topic of catalyst sites, Mr. Lavigne walked through the changes made from the last meeting. Concern was raised that parking was being removed for the Main/Maple parking lot. However, Director Popovich pointed out that the lot was created as a temporary lot while the parking deck was being constructed and it was never intended to be permanent parking. Surplus parking existed on the south side.

It was then pointed out by Ms. Majauskas that she was seeing many smaller multi-family developments being constructed in the downtown area with only one parking space being allotted. She shared concern about the shortage of parking spaces. However, another member shared how some of the parking spaces in the Acadia were being purchased by outside individuals since some residents in the building did not want to pay for them and commuters wanted them. Further dialog followed regarding the lack of parking spaces and low parking ratios for the area in general.

Staff was also asked to work on the order of the sub-areas and key focus areas in the plan, for consistency purposes.

B. Chapter 4: Moving to Chapter 4, Mr. Lavigne summarized that the chapter focuses on the residential areas plan which encompasses all of the recommendations and policies related to residential land use. Questions were raised regarding the clarification of “unique character” and “identity” of housing stock and what those terms meant exactly. One member pointed out that while it was easy to talk about historic preservation, she questioned how it gets accomplished. Members shared one example of how that would occur. Another point raised was the fact that preservation becomes difficult when the value of the lot exceeds the value of the structure on the lot and it becomes a tear-down because of it.

Mr. Lavigne pointed out that other tools existed in the pattern book to promote housing diversity. However, one member explained that teardowns over 10 to 20 years would offer diversity anyway because people used different architects, liked different varieties of homes, etc. and so diversity would occur naturally over time.

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After distinguishing the difference between diversity of housing stock as compared to diversity village-wide, Mr. Lavigne suggested inserting the word “community-wide” in front of the word “diversity.” Members then began discussing various topics including those towns that limit the issuance of demolition permits, lot coverage, tree preservation, and towns that have restrictions for impervious surfaces.

Conversation followed whether the Residential Area section was the proper place to insert a stronger policy recommendation for private tree planting and tree planting on public rights-of-ways. Mr. Lavigne said he would review the name of the section. Someone suggested adding language that states parkway trees are for the public and a resident should not be allowed to veto its planting in the village’s right-of-way.

On the topic of housing affordability, Ms. Earl pointed out that the idea of housing affordability had to be looked at from the regional perspective, noting that Downers Grove backed up to other communities that offered affordable housing. She also clarified that it was also a matter of what type of housing a person wanted. For example, a starter home in the village or a two-story home on a large lot located in Plainfield. It was also pointed out that affordable housing included rental property.

On the topic of cut-through traffic, test driving through neighborhoods was a concern and it was suggested to include some language about that in the plan.

Last minute comments included encouraging green building initiatives in residential areas.

C. Chapter 5: Deferred to next meeting.

PUBLIC COMMENT

The chairman opened up the meeting to public comment:

Mr. Rich Kulovany, 6825 Camden, walked through his slide presentation as it related to the new historic preservation ordinance. He discussed many developers tear down historic homes because they want modern amenities and they justify the reason that it makes economic sense to tear down the home. However, Mr. Kulovany explained that people can purchase a home, renovate its interior, and landmark it as long as the front facade remains intact. He stated that the Friends of the Edward House would like to see language in the plan that promotes historic preservation, since there was not a large percentage of historic homes remaining in the village. In addition, he pointed out the benefits of keeping the older homes: the lumber is usually old growth hardwood, a foundation exists, and less construction mess and noise pollution occurs as compared to new construction.

Ms. Amy Gassen, 5320 Benton Avenue, commented that she has heard from old residents that they want to downsize, live in a one-story home, yet want a small garden and to be able to walk to the downtown. She asked that to be considered when providing residential options. As to limiting driveways to be impervious, her concern was that garages would be pushed to the front of the lot and she did not believe the village should encourage that.

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No further public comment was received.

Regarding an earlier comment about lot coverage and impervious surfaces, a suggestion was made by a member that it may be beneficial to use a calculation of whichever is less. It was also pointed out that another benefit with rehabbing a historic home as opposed to razing it and constructing new, was that an owner would not have to pay an impact fee to the school district or the park district.

Due to the July 4th holiday, Director Popovich said he would send an email to everyone to see what next meeting date worked best.

ADJOURNMENT

THE MEETING WAS ADJOURNED AT 9:10 P.M. ON MOTION BY MRS. EARL, SECONDED BY MR. LUKA. MOTION CARRIED BY VOICE VOTE OF 9-0.

Respectfully submitted,

/s/ Celeste K. Weilandt

Celeste K. Weilandt

(As transcribed by MP-3 audio)

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VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING
PUBLIC HEARING

JUNE 27, 2016, 7:00 P.M.

Chairman Rickard called the June 27, 2016 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Rickard, Mr. Cozzo, Mr. Cronin, Ms. Gassen, Ms. Johnson, Mrs. Rabatah, Mr. Thoman

ABSENT: Ms. Hogstrom, Mr. Quirk; ex-officios Mr. Livorsi, Ms. Lupesco, Mr. Menninga

STAFF: Community Development Director Stan Popovich

VISITORS: Mary Ann Badke, 5408 Carpenter Downers Grove; Robert Wayman, 5516 Dugard, Downers Grove; Jamie Calandriello, 5401 Carpenter, Downers Grove; Kim McNulty, 4810 Stonewall Ave., Downers Grove; Kathy Nybo, 5253 Blodgett, Downers Grove; Rich Kulovany, 6825 Camden Rd., Downers Grove; Joe Grossman, 5603 Middaugh, Downers Grove

APPROVAL OF MINUTES

JUNE 6, 2016 MINUTES –MOTION BY MR. THOMAN, SECONDED MS. GASSEN, TO APPROVE THE MINUTES. MOTION CARRIED BY VOICE VOTE OF 6-0-1. (MR. CRONIN ABSTAINS.)

PUBLIC HEARINGS:

Chairman Rickard explained the protocol for the public hearings and swore in those individuals that would be speaking on the petitions below.

FILE 16-PLC-0023: A petition seeking approval of a Special Use to allow an office use to provide more than 4.5 parking spaces per 1,000 square feet of floor area and a Rezoning from M-1, Light Manufacturing to O-R-M, Office-Research-Manufacturing. The property is located on the northwest corner of Warrenville and Finley Road, commonly known as 2200 Warrenville Road (PINs 08-01-400-004, and -006). Adam Stokes, Agent of Nicolson Porter & List, Inc. and Arbor Vista LLC, Petitioners; Arbor Vista LLC, Owner.

Per staff's memorandum to the commission, the petitioner is requesting to continue the public hearing to August 1, 2016. Staff recommended continuing the hearing.

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WITH RESPECT TO FILE 16-PLC-0023, MR. THOMAN MADE A MOTION THAT THE PLAN COMMISSION CONTINUE THE PUBLIC HEARING TO THE AUGUST 1, 2016 PLAN COMMISSION MEETING.

SECONDED BY MS. JOHNSON.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 7-0.

FILE 16-PLC-0019: The purpose of the request is to consider an update to the Downtown Focus Area Plan for the draft updated Downers Grove Comprehensive Plan, which, if adopted will become the official plan for the Village as required by Section 1.12 of the Municipal Code. Village of Downers Grove, Petitioner.

Community Development Director Stan Popovich summarized that the Village is updating its Comprehensive Plan through the Comprehensive Planning Ad Hoc Committee which has been working on it since April 2016. Before the commissioners was the downtown focus area plan update. Staff was seeking commissioner input tonight as to whether the Downtown Focus Area Plan was meeting the village's vision and goal of what the downtown should look like.

Per Mr. Popovich, four items were being updated: 1) policy recommendations; 2) catalyst sites, 3) creation of some downtown sub-areas, and 4) a development concept which had been added to the plan. Key points to the four items were reviewed in detail as well as a comparison of the village's current land use map as compared to a new land use map depicting three sub-areas. Per Director Popovich, the newly-created development concept plan depicted potential in-fill sites.

Directing the commission's attention to some key questions that staff prepared, Director Popovich asked that the commissioners discuss among themselves the key questions. He did add that he received an email from a resident who expressed concern about the bulk of the buildings, some guidance on architecture for new developments, and the greenery around the downtown area.

Dialog opened up with a question from Mr. Cozzo regarding the clarification of why three properties facing Maple and Main were considered part of the "Edge" and not the "Core," wherein Director Popovich explained that the idea was to "step down" into the transition areas since the properties were closer to the residential neighborhoods and were shorter in height.

Ms. Gassen inquired what the bulk requirements would be for the downtown Edge, wherein Director Popovich could not answer due to those requirements not being discussed at the ad hoc committee level; however, he explained that the intent was to have the taller buildings in the Core area with a maximum of 70 feet, then stepping down the buildings toward the Edge/residential areas, with a maximum height of 35 feet in the residential areas. The Transitional area height maximum was currently at 60 feet. Dir. Popovich explained what the next steps were as far as the development regulations for the downtown.

As to extending the Edge sub-area on Main Street north to Franklin Avenue, Director Popovich surmised that the thinking was that the area was mostly Downtown Business with many of the homes on the east being old and commercially used, while on the west side of Main Street, smaller

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commercial office spaces existed. It was an opportunity to have some additional density there. Also, he said St. Joseph's was located immediately to the north.

Chairman Rickard inquired whether there was discussion about the southern end of the Downtown Core area, near the West Suburban Bank. He believed what was designated was fine and said he would not want to extend the core area beyond the boundaries that were depicted.

Chairman Rickard opened up the meeting to public comment.

Mr. J. Robert Wayman, 5516 Dugard Drive, as an engineer, stated that if the zoning in the downtown area allows the building at Main and Maple then the rest of the downtown area was subject to that type of building. He voiced concern whether the village or residents would want all of the downtown area to look like that. He cautioned the village on its decision, stating that once the village made that determination in its comprehensive plan, a developer could go to court demanding that type of building and the village would have no grounds to stand on to reject such request. Additionally, he expressed concern about the lack of stormwater retention in the "red" area as well as increased traffic and parking issues.

Mr. Rich Kulovany, 6825 Camden Road, stated he did not understand the process of how the zoning was going to be changed, what responsibility the Plan Commission would have, or the ad hoc committee. His sense from attending the ad hoc committee meetings was that the committee did not want a 70-foot tall canyon in the downtown area. He noted the taller buildings don't blend in with the historic buildings. Furthermore, he said he understood that the direction was to have the high density, larger height properties at the periphery of downtown and the smaller, more approachable properties where the retail would exist. Mr. Kulovany further asked staff about the timing of the new zoning ordinance, whether the Downtown Business would be handled as a stand-alone basis or combined together only with a full recommendation and new comprehensive plan and a full review of zoning. If the village was not going to do anything about downtown zoning, it would not prevent the canyon scenario until 2017, then, he stated, it was showing the village that "you're not listening."

Mr. Kulovany stated he was confused as to the reporting process from the Plan Commission to the ad hoc committee. Lastly, he supported the idea of changing the setbacks and having a few extra feet for outdoor restaurant space.

Director Popovich proceeded to respond to Mr. Kulovany's concerns on how the two committees would report to each other in further detail. Mr. Popovich noted the Comprehensive Plan Update and Downtown Zoning Regulations were both High Priority Action Items set by the Village Council. The schedule is to complete the downtown focus area plan, have the Plan Commission review and comment on the downtown focus area plan and then provide it to Council for their review and to receive their direction. At that time, the ad hoc committee would start to work on developing downtown zoning regulations. The downtown zoning regulations are anticipated to be back before the Plan Commission in the fall with Council review in late fall. The entire Comprehensive Plan update would be back before the Plan Commission in the fall with Council review in late fall / early winter. The plan is to have both items completed by the end of 2016.

He explained that if the commissioners had changes to the map or text changes, to provide those changes to him, and they would be forwarded to the village council.

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Mr. Joe Grossman, 5603 Middaugh, inquired what the timing was for the changes to the comprehensive plan, wherein Director Popovich explained it was within the next six months -- by December 31, 2016. Mr. Grossman asked if there were traffic studies done that discuss what would happen if additional 70 ft. high buildings were constructed in the downtown area. The chairman, in turn, explained how each developer provides its own traffic study.

Mr. Grossman spoke about the redevelopment of the Chicago Avenue Corridor in Evanston and invited the commissioners/public to see what 70-foot tall buildings look like at the corner of Chicago Avenue and Main Street, which he believed changed the character of the area.

Ms. Kathy Nybo, 5253 Blodgett, expressed concern about the height of buildings, noting the village called itself a village and if new tall buildings were constructed the village would have to change to a "city." She wished there was more "variety." She also believed that if more residential units were being constructed in the heart of downtown, it would take away from the retail that is needed. She asked whether there was some sort of option that could be offered to developers to better blend in with the "feel" of the downtown. She voiced concern that the buildings would be too close for access by emergency vehicles. Lastly, she questioned whether the village could require developers to be more responsible with regard to protection of trees and tree replacement.

Ms. Maryanne Badke, 5408 Carpenter Street, asked the commissioners to think about how such large buildings would affect the parking in the downtown, what type of feel did the commissioners want for the downtown area, and what was their vision? She appreciated the green space, however.

Ms. Jamie Calandriello, 5401 Carpenter, shared similar concerns as stated above. She asked that future plans keep the "home town" feeling the village had. She liked the idea of having a center zone in the downtown where the area was further protected from some of the larger developments yet maintained some of the historical significance, the green space, and the meeting places.

Mr. Rich Kulovany, 6825 Camden, stated there were two items addressed at the ad hoc committee level that were not included in staff's report tonight: the issue of parking at the library, and the introduction of inns and/or bed & breakfasts in the Transition area. In speaking with the mayor and some other individuals, Mr. Kulovany stated they thought those were good ideas since historic preservation was being discussed recently. He said the village could become a destination due to the historic homes and people could stay downtown.

Asked if bed and breakfasts (B&Bs) were going to be excluded in the Transitional area, since they were of a lesser intense use, Director Popovich explained that it could be something discussed when the downtown regulations are reviewed and then determined whether B&Bs can be located in the Transition or the Edge area. To date, he did not see anything specific to B&Bs being listed.

Chairman Rickard agreed that if 70 ft. developments started being added to Main Street it would become dramatically different and probably not desirable. However, while he did not have an issue with the 70 feet in the location being discussed, he did have an issue with a building being constructed right on the property line and the tall developments "pushing Main Street." He preferred some consistency in height on Main Street, such as a 3-story height limit or a height max of 45 feet, so it could provide a stair-stepping effect when traveling down Main Street.

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Mr. Thoman referenced the comments he made at prior meetings and, again, stated he did not see the village as an urban area but instead a suburban area. He recalled discussions with staff, the Plan Commission, and council, to push the taller buildings out of downtown, citing current examples. He encouraged commissioners to stand at Curtiss and Main and measure the latest proposal, commenting that it would be twice as tall as the water tower. Stepping back a building, he also believed, was a very good concept. Mr. Thoman urged the Comprehensive Plan Ad hoc Committee to revise the plan's text from a "square foot per dwelling" zoning requirement to a "floor area ratio" requirement. Mr. Thoman provided some of the research he did on other suburbs and believed this was what the residents were looking for. Lastly, he suggested that the Ad hoc committee insert into the comprehensive plan stronger language that ties into the consistent look and feel of the existing four-street area of the downtown – possibly creating another sub-area category for downtown Main Street -- which would include Curtiss Street and thereby creating the small downtown that everyone wants to maintain while providing staff with a comprehensive plan for developers when they come to develop in the downtown area.

Conversation was raised by Mrs. Rabatah on the difficulty of putting into language "the look and feel" that was expressed by the residents because it was subjective. The chairman believed it had to do more with the design standards versus the bulk standards.

Director Popovich shared his concerns about adding a fourth sub-area along Main Street. The chairman also suggested keeping the three zones but shrink the Core and lower the height and bulk requirements but expand the Edge to pick up the Core that was being lost. Director Popovich then shared of some challenges he saw and reviewed them on the overhead for commissioners.

Mr. Cozzo shared his idea of limiting buildings to three-stories in height from Grove Street to Burlington Avenue on both sides of Main Street since two tall buildings already existed. Details of his idea followed. Mr. Thoman also supported Mr. Cozzo's ideas, citing Naperville's downtown. Ms. Gassen concurred that the central part of downtown should be protected and the village should take the necessary steps to preserve what the village had left in its downtown, through zoning.

Mr. Bob Wayman, 5516 Duran Drive, referred to a vacant lot located at Curtiss and Washington, across from the post office, and asked what was planned for the lot. Per Director Popovich, a four-story, 48-unit apartment building was planned for the lot at 904-910 Curtiss with parking in a garage.

Ms. Mary Ann Badke, 5408 Carpenter, thanked Mr. Thoman and Ms. Gassen for their comments about limiting the size of the buildings and having some form of guidelines.

Mr. Bill Grossman, 5603 Middaugh, also concurred with the above comments about having guidelines and defining another core area for the downtown. He cited how that was accomplished by the Village of Hinsdale. He hoped the commission would consider going as far south as Maple Avenue and as far north to just beyond the railroad tracks.

Hearing no further comments, the public comment portion was closed.

Director Popovich indicated he was not looking for details from the commissioners at this point, but, instead, a general direction to give to the village council. As to considering a new "nucleus" area, as discussed above, he then asked if the uses defined in the Downtown Core could be applied

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to the nucleus area, wherein commissioners commented that the uses for the new area could be the same as the existing Core but the difference would be in the bulk. The mixed uses already existed and as long as they were meeting the goals of preserving the look and feel of the area, it worked.

Per Ms. Gassen's question on addressing traffic and parking, Director Popovich explained that the intent of the recommendation listed in the document was for the village to review traffic and parking after the recently approved developments were constructed. Ms. Gassen suggested implementing more short-time (15 minute) parking spaces.

Mr. Cozzo inquired of staff if there was any discussion of building another parking deck over an existing surface parking lot, wherein Director Popovich indicated there was potential talk about a location north of the library as well as south of 4929 Forest, and the potential for a reconfiguration of the parking spaces just north of the library lot.

Director Popovich then asked the commissioners for their input as to street design in general. Specifically, he asked whether it was appropriate for the Edge to have more of a Main Street feel, i.e., islands of trees or landscaping or should it have a residential street feel where the parking, grassy area, and sidewalk lead up to a building? Discussion flowed back and forth but comments made were that if anything helped in the Transition into the next area, was fine but with consistent sections of greenspace, thereby giving businesses some flexibility if they wanted to expand outside seating etc.

No comments followed regarding the catalyst sites nor the Downtown policy recommendations.

Director Popovich then asked the commissioners to define what the new core area would entail. Suggestions included Main Street from Maple Avenue to the railroad tracks, and then on Curtiss Avenue from Forest to Washington. (Director Popovich then referenced how that new core would look on the overhead.) Mr. Thoman believed this addressed many of the concerns heard from prior meetings and it maintained the illusion of the small town downtown. Mr. Cozzo shared some of his concerns about the boundary lines, but others ensured him that further dialog would continue and the boundaries would be fine-tuned.

The commission reached consensus to create a fourth zone with different bulk standards but include a floor area ratio requirement as opposed to square footage per dwelling unit requirement.

WITH RESPECT TO FILE 16-PLC-0019, MR. THOMAN MADE A MOTION THAT STAFF REPORT TO THE VILLAGE COUNCIL AND TO THE COMPREHENSIVE PLAN AD HOC COMMITTEE WHAT WAS DISCUSSED ABOVE.

SECONDED BY MR. COZZO. ROLL CALL:

**AYE: MR. THOMAN, MR. COZZO, MR. CRONIN, MRS. GASSEN, MRS. JOHNSON,
MRS. RABATAH, CHAIRMAN RICKARD**

NAY: NONE

MOTION CARRIED. VOTE: 7-0

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Mr. Popovich provided a quick update for the July 11th Plan Commission meeting. He directed commissioners to pick up their copies of the Planning magazine. Lastly, he reported the next Comprehensive Plan Ad Hoc Committee meeting was scheduled for July 14, 2016 and the agenda would be posted on-line the Friday before the meeting.

THE MEETING WAS ADJOURNED AT 9:00 P.M. ON MOTION BY MS. GASSEN, SECONDED BY MRS. RABATAH. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 7-0.

/s/ Celeste K. Weilandt
Celeste K. Weilandt
(As transcribed by MP-3 audio)