

Date: August 5, 2005

Subject: Clarendon Hills Community Workshop Summary

From: Jewell Walton, Associate Project Manager

To: Rob Bahan, Village Manager, Village of Clarendon Hills
Mike Brown, Director of Community Development, Village of Clarendon Hills

The purpose of this memo is to summarize the results of the community workshop held on July 28, 2005. This meeting was the second workshop out of a three-part series of public meetings scheduled for the Downtown planning process. During this meeting, the consultant team of *S.B. Friedman & Company*, The Lakota Group, and Metro Transportation Group presented concept plans and market findings for the Downtown. The main objective of the community workshop was to obtain feedback from the community at large on the plans presented and to extract the important elements within the set of plans to consolidate them into one master plan for the Downtown.

The consultant team presented four concept plans that followed a min-mid-max approach to Downtown development. Along with plans, the corresponding market support and traffic generation for new development was also discussed. After a 30-minute presentation on the conceptual plans for the Downtown, the attendees were asked to break out into groups of eight to ten to participate in an open discussion regarding their likes, dislikes, and improvements/ideas for the concept plans. Ideas were discussed at each table and recorded on large flip chart sheets. After an hour of open discussion at individual tables, a representative from each group was asked to share their table's ideas with the larger group.

There were a number of ideas presented by each group. However, we summarized the recurring themes from many of the participants. For full details, please see the attached summary list.

Participants generally liked the following elements of the four concept plans:

- Redevelopment of the Metra parking lot
- The use of the Walker alley for pedestrians
- The new alignment of Ann Street
- Redevelopment/reuse of the police station
- The concept of mixed-use buildings with condominiums, particularly along Burlington

Participants identified the following as elements they did not like or had general concerns about:

- Development over 3-stories
- The realignment of Ann Street
- The cavernous feel of additional stories

- The character, appeal, and safety of the proposed parking garage(s)

The redevelopment of the Metra station was identified as a top priority for most of the table groups. Generally, it was considered by participants to be a catalyst for development within the Downtown. Overall, participants were comfortable with more density Downtown as long as the heights did not exceed three stories or create a cavernous feeling along Downtown streets. Parking was also identified as a concern. Most of the table groups expressed concern about the location and character of the new parking facilities. For the proposed parking garages, participants expressed the strong desire for the garages to be of high architectural quality and design so that they would not appear obtrusive.

Participants offered great feedback and ideas on how to improve upon the Downtown plan. Some recurring themes include the following:

- Limit height and step back stories to avoid cavernous feel along streets
- Keep residential parking and hidden and off residential streets
- Develop parking deck(s) in a way that makes them discreet, attractive, and safe
- Enhance green space

Overall, participants were in favor of new development but in a balanced way that would not dramatically change the character of the Downtown. Respect for area residents and current businesses owners is key and development should occur in a way that encourages them to stay as well as attract new residents and businesses who are looking to locate in Downtown Clarendon Hills.

MEMORANDUM

August 1, 2005

TO: Rob Bahan, Village of Clarendon Hills
FR: John LaMotte, The Lakota Group
RE: **Downtown Visioning Workshop**
CC: Daniel Grove, Dan Gardner & Jewell Walton, S.B. Friedman & Company
Peter Lemmon, Metro Transportation

The following list is a summary of the feedback received at the Clarendon Hills Downtown Visioning Workshop on July 28, 2005. The items go in order of priority as presented by each breakout group leader, and are prefixed by the number of times mentioned by a group. Please note that many of the comments complement or contradict one another.

- (6) Clean-up Walker alley for pedestrian uses
- (5) Redevelop Metra lot
- (5) Where 3-story condos are proposed, step back the third floor
- (4) Keep curve of Ann Street
- (4) No condos over 3-story
- (4) Straighten Ann Street (various concerns of cost for this undertaking)
- (3) Keep parking hidden and off of residential streets
- (3) Avoid cavernous feel along streets by limiting height
- (3) Mixed-use retail/condos good idea (on Burlington, near Metra)
- (3) Improve view from Metra train and tracks
- (3) Reuse police station (as pub or restaurant)
- (3) Redevelopment of Burlington to residential
- (2) General concern of character/appearance/safety of parking deck
- (2) Minor street alignment for safety
- (2) Enhance green space
- (2) Support for Concept D's treatment of Metra station and Ann Street alignment
- (2) Keep Metra development low
- (2) Redevelop apartments to east of Metra station
- (2) Redevelop east side of Prospect with a variety of styles and mass
- (2) Walker Parking deck a positive thing as long as there are enough spaces
- (2) Add retail and activity
- (2) Improve streetscape in front of Village Hall
- (1) Joint develop Metra lot to take advantage of activity of Metra station
- (1) General concern over development impacts on existing parking
- (1) General concern over how service will be handled
- (1) Reuse bank sites to increase shopping retail
- (1) Support for Concept B; redevelopment of East side of Prospect
- (1) Support for rowhome development at Park and Walker
- (1) Removal of Sloan Triangle at Prospect and Park

- (1) Support for addition of service retail west of fire station
- (1) Support for development on west end of Burlington per Concept B
- (1) Coordinate Metra drop-offs with proposed parking deck
- (1) Be sensitive to existing business/service owners
- (1) Clean up backs of buildings
- (1) Support for Village identity; to be seen from Metra train
- (1) Proposed parking decks need high architectural quality
- (1) Be sensitive to rears of rowhomes which face single-family homes
- (1) Question raised – does the downtown need two decks?
- (1) Support for the east-west pedestrian cut through per Concept D
- (1) High architectural quality desired for any proposed development
- (1) Support for underground utility lines
- (1) Direct/route more people from Ogden Avenue to the downtown
- (1) Support for Concept D's treatment of Metra station and Ann Street alignment
- (1) Support for tightening Burlington/Prospect intersection
- (1) Support for keeping veterinarian within walking distance of downtown
- (1) Add pedestrian overpass as part of Metra station in Concept D