

Public participation is invited. When called upon, please approach the microphone and state your name. Kindly limit your remarks to 3 minutes.

VILLAGE OF VILLA PARK
Village Hall, Board Chambers
20 South Ardmore Avenue
Villa Park, IL 60181

Plan Commission

May 20, 2026

7:00 PM

Chair Person: Marianne Gonzales

Commissioners: John "Jack" Cuthbertson, Matt D'Alessandro, Mahmood Khan, Alan Hasler

Board Liaison: President Kevin Patrick

Staff Liaison: Assistant Village Manager Michael Guerra

- 1. Call to Order - Roll Call**
- 2. Public Comments on Agenda Items**
- 3. Public Comments on Non-Agenda Items**
- 4. Amendments to the Agenda**
- 5. Consent Agenda**
- 6. Old Business**
 - a. Reconsideration of recommendation for Parking Restrictions on Villa Avenue for Old Town Business District

To review the current parking restriction on Villa Ave and to provide any possible recommendations on modifications to the area. This request is to examine the current parking restrictions along Villa Avenue to see if they should be updated to meet the current Village and the surrounding businesses' needs, as there have been several changes to the area.
 - b. Discussion on possible alternative parking options for the Terrace Alley Improvement Project.
- 7. New Business**
 - a. Request for additional stop signs on Summit the intersections with Park and Central per resident request

Request to review the intersections of Summit Ave. with Park Ave and Summit Ave. with Central Blvd. from a resident
 - b. Public Hearing - ZBA-26-03 - Sidney and Yale Subdivision

- c. Review proposed concepts for improvements to the Village owned parking lot at the Villa Park Historical Society Museum at Central Blvd. and Villa Ave.

Review proposed concept options provided by Baxter and Woodman for improvements to the Village parking lot along Central Blvd at the Historical Museum

- 8. Chairperson Comments**
- 9. Commissioner Comments**
- 10. Village Board Liaison Comments**
- 11. Staff Liaison Comments**
- 12. Adjournment**

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.



MEMORANDUM

TO: Plan Commission

FROM: Mike Guerra, Assistant Village Manager

DATE: May 20, 2026

SUBJECT: Reconsideration of recommendation for Parking Restrictions on Villa Avenue for Old Town Business District

RECOMMENDED ACTION:

To review the current parking restriction on Villa Ave and to provide any possible recommendations on modifications to the area. This request is to examine the current parking restrictions along Villa Avenue to see if they should be updated to meet the current Village and the surrounding businesses' needs, as there have been several changes to the area.

BACKGROUND:

The Village Board, along with several local business owners, has requested a review of the current parking restrictions on Villa Avenue. This request aims to evaluate whether these restrictions should be updated to better meet the needs of the Village and surrounding businesses, especially given the significant changes to the area. Many businesses have transitioned or newly opened since the last parking updates were enacted in 2020.

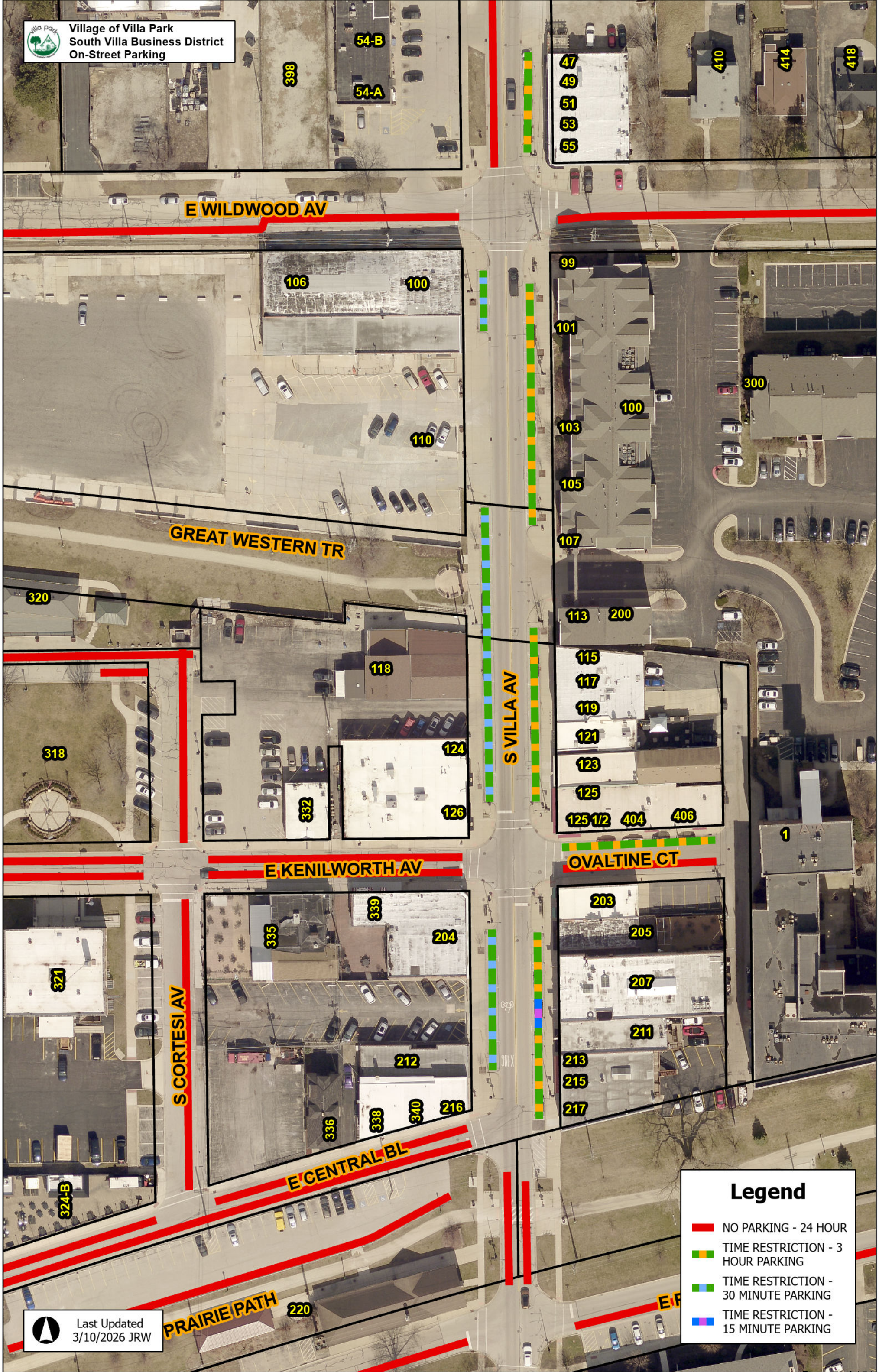
In 2024, the Village commissioned a parking study of the Old Town District (report attached). More recently, the Village constructed the Villa Park Recreation Center (VPRC) which removed on-street parking on Wildwood and Myrtle Avenues in favor of off-street parking. It has been noted that during peak usage of the [VPRC](#), available parking is limited. Consequently, the Village is in the process of expanding the VPRC parking lot and is currently awaiting grant funding to help offset construction costs.

Additionally, the Village sold the large municipal lot off Villa Avenue for the construction of the Union apartment complex. Construction began in late January 2026, which has temporarily removed the off-street lot and several spaces on Villa Avenue. Upon completion, the project will provide over 90 public parking stalls within a parking garage and add 2–3 additional on-street parking stalls on Villa Avenue. Finally, the Village is reviewing the design and layout of the Museum parking lot to make it more prominent and accessible. Staff has performed an initial review and is meeting with DuPage County to discuss whether the proposed modifications are allowable before bringing the matter to the Planning & Zoning Commission.

DISCUSSION: It was staff's understanding that the current parking configuration on Villa Avenue—which includes multiple, varying timed restrictions—was established in 2020 to suit the business landscape and area usage at that time. Since then, the local business dynamic has shifted significantly. Long-standing establishments such as Pioneer Garden & Feed, Eclipse Dog Grooming, and Cherokee Rose have closed. Meanwhile, new businesses have opened, including Villa Perk

Coffee Co. and the Captain's Room, further changing the needs of the area.

The current patchwork of three different time restrictions has created enforcement challenges in the past. To address this, staff recommends implementing a uniform time restriction throughout the area. A consistent 3-hour limit on both sides of the street would allow the Police Department to enforce parking more effectively by monitoring the area at regular intervals.



Legend

- █ NO PARKING - 24 HOUR
- █ TIME RESTRICTION - 3 HOUR PARKING
- █ █ TIME RESTRICTION - 30 MINUTE PARKING
- █ █ TIME RESTRICTION - 15 MINUTE PARKING

Villa Avenue Downtown Parking Study

Villa Park, Illinois



Prepared For:



June 5, 2024

1. Introduction

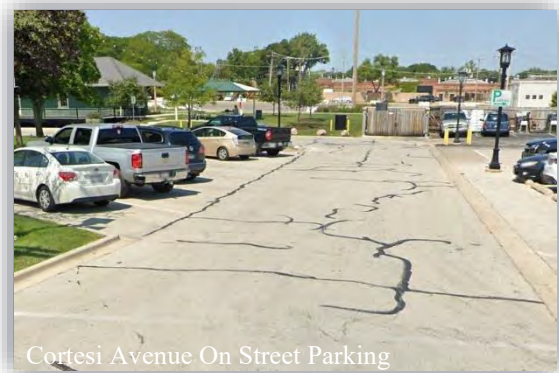
This report summarizes the findings and recommendations of a parking demand assessment of the parking supply within the Villa Avenue downtown area in Villa Park, Illinois. The study area for the parking assessment is generally bounded by St. Charles Road on the north, Villa Avenue on the east, Park Boulevard on the south, and Myrtle Avenue on the west. The study area consists of public and private parking lots and on-street parking spaces that are both regulated and unregulated and are used by downtown employees, visitors, and patrons.

This parking demand assessment was performed to assist the Village of Villa Park in the evaluation of the existing and future parking demand operations and develop recommendations on Village Code appropriateness.

As such, the purpose of this study is four-fold, as follows:

1. Inventory the downtown parking supply and posted parking regulations
2. Document the utilization of the parking supply on a typical weekday and a Saturday and evaluate the data to identify locations where parking surpluses and deficits exist
3. Estimate the impact on the downtown parking supply from new development projects
4. Recommend improvements to address areas of parking deficit

The following chapters of this report include the documentation and evaluation of existing downtown parking conditions, estimation of public parking impacts from the new downtown development projects, and a series of recommendations, policies, and strategies to address areas of parking deficit.



2. Existing Parking Conditions

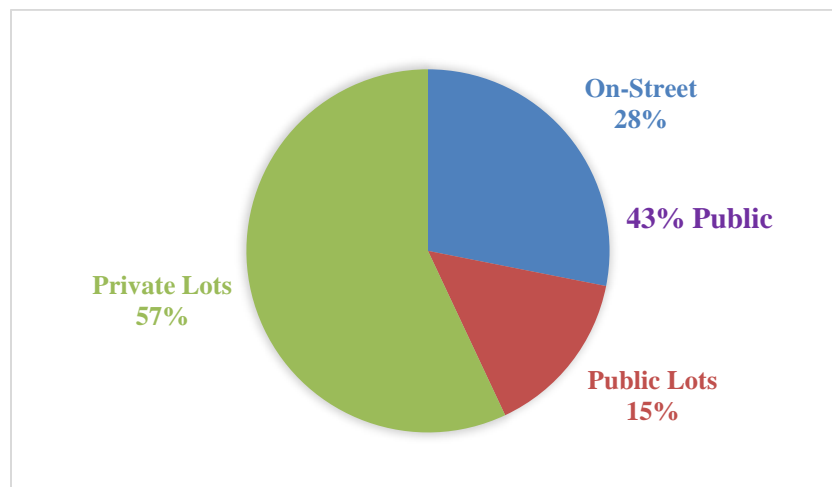
This chapter summarizes the inventory of on-street parking, public parking and private parking within the Villa Avenue downtown area in Villa Park, the utilization of the parking supply on weekdays and weekends and the key findings from the evaluation. The data presented in this chapter was determined from field reviews and parking occupancy surveys of the downtown parking system.

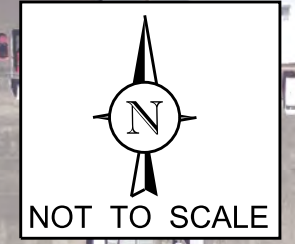
Parking Inventory

An inventory of all the parking spaces within downtown Villa Avenue was performed by KLOA, Inc. **Figures 1** and **2** show the location and inventory of these parking spaces with respect to the downtown study area. The study area has a total of 644 parking spaces including 96 spaces in public parking lots (14%), 181 on-street parking spaces (28%) and 367 (57%) private lot parking spaces. **Table 1** summarizes the parking inventory in downtown Villa Park.

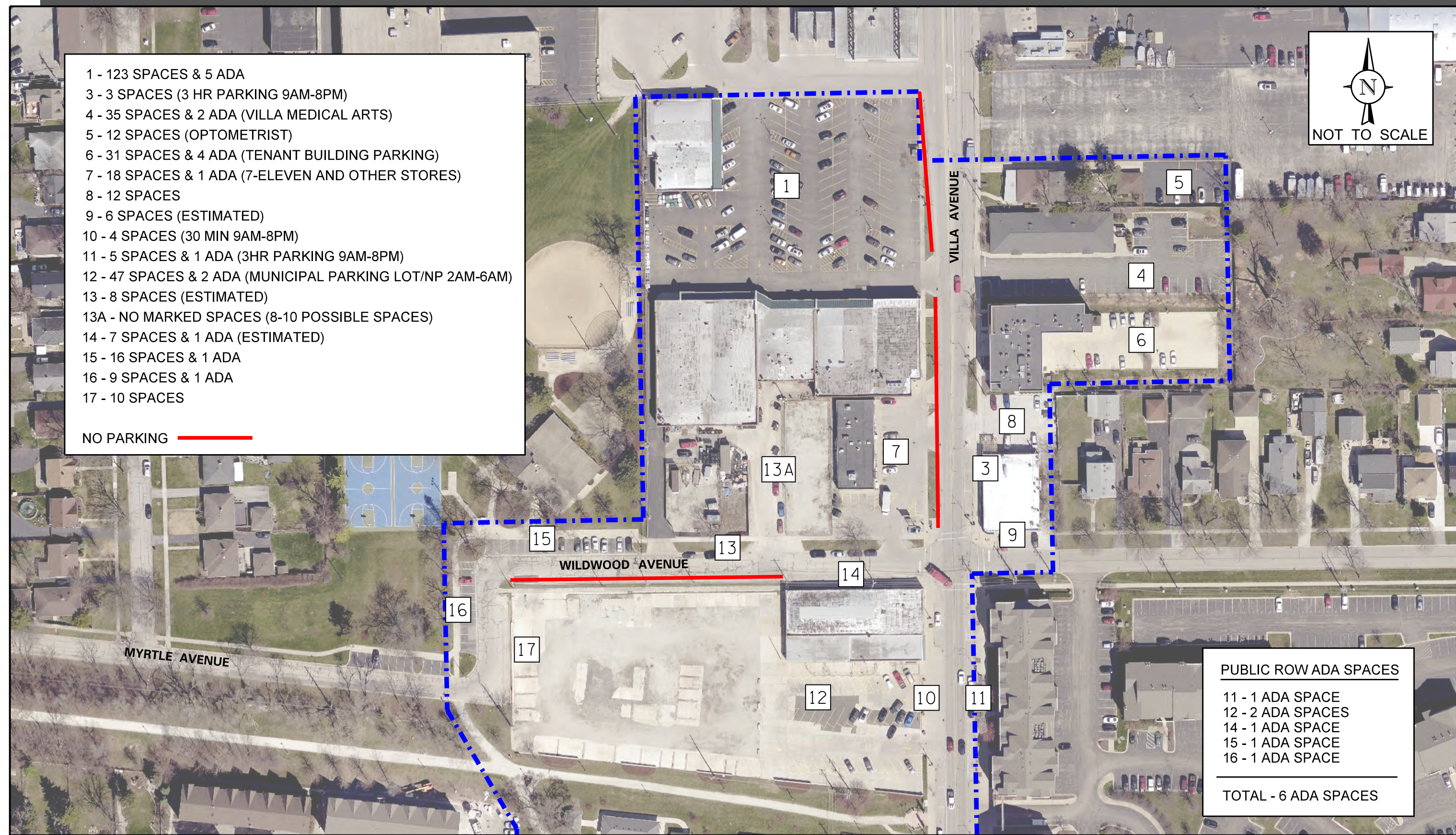
Table 1
DOWNTOWN PARKING INVENTORY

Facilities	Parking Spaces	
	Number	Percentage
Public On-Street Parking	181	28%
Public Parking Lots	96	15%
Private Parking Lots	367	57%
Total	644	100%





- 1 - 123 SPACES & 5 ADA
 - 3 - 3 SPACES (3 HR PARKING 9AM-8PM)
 - 4 - 35 SPACES & 2 ADA (VILLA MEDICAL ARTS)
 - 5 - 12 SPACES (OPTOMETRIST)
 - 6 - 31 SPACES & 4 ADA (TENANT BUILDING PARKING)
 - 7 - 18 SPACES & 1 ADA (7-ELEVEN AND OTHER STORES)
 - 8 - 12 SPACES
 - 9 - 6 SPACES (ESTIMATED)
 - 10 - 4 SPACES (30 MIN 9AM-8PM)
 - 11 - 5 SPACES & 1 ADA (3HR PARKING 9AM-8PM)
 - 12 - 47 SPACES & 2 ADA (MUNICIPAL PARKING LOT/NP 2AM-6AM)
 - 13 - 8 SPACES (ESTIMATED)
 - 13A - NO MARKED SPACES (8-10 POSSIBLE SPACES)
 - 14 - 7 SPACES & 1 ADA (ESTIMATED)
 - 15 - 16 SPACES & 1 ADA
 - 16 - 9 SPACES & 1 ADA
 - 17 - 10 SPACES
- NO PARKING ———



- PUBLIC ROW ADA SPACES**
- 11 - 1 ADA SPACE
 - 12 - 2 ADA SPACES
 - 14 - 1 ADA SPACE
 - 15 - 1 ADA SPACE
 - 16 - 1 ADA SPACE
-
- TOTAL - 6 ADA SPACES**

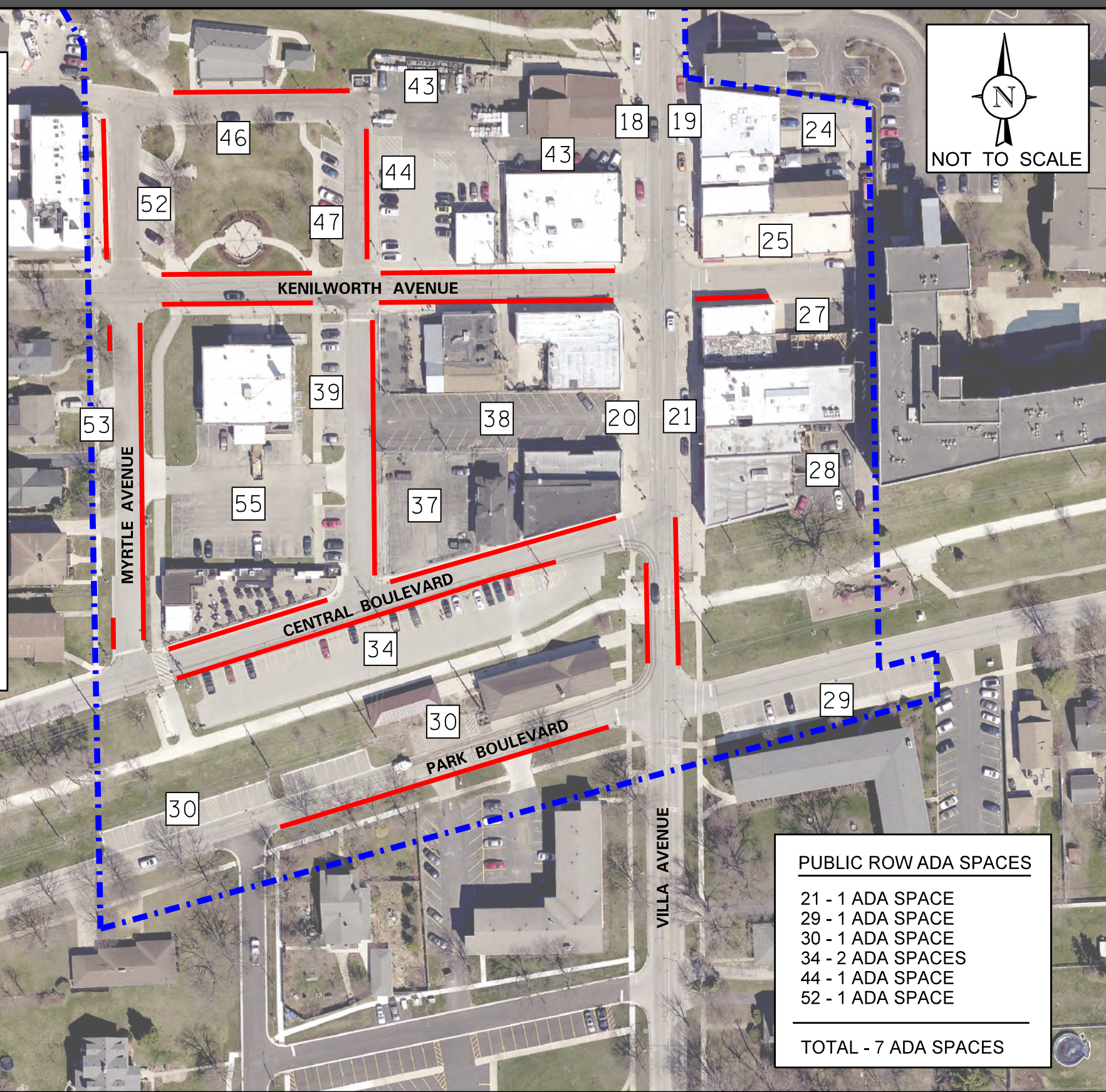
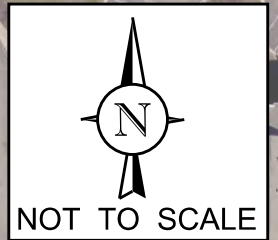
VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

VILLA AVENUE PARKING STUDY
NORTH SECTION



- 18 - 6 SPACES (30 MINUTE PARKING 9AM-8PM)
- 19 - 6 SPACES (3HR PARKING 9AM-8PM)
- 20 - 4 SPACES (30 MINUTE PARKING 9AM-8PM)
- 21 - 4 SPACES & 1 ADA (3 HR PARKING 9AM-8PM), 1 SPACE (15 MIN 4PM-8PM)
- 24 - 7 SPACES & 2 RESERVED EMPLOYEE PARKING
- 25 - 4 SPACES ESTIMATED (3 HR PARKING 9AM-8AM)
- 27 - 6 SPACES (PRIVATE PARKING FOR GM SMITH & SONS AGENTS/CUSTOMERS)
- 28 - 8 SPACES
- 29 - 18 SPACES & 1 ADA (NO PARKING 2AM-6AM)
- 30 - 27 SPACES & 1 ADA (NO PARKING 2AM-6AM)
- 34 - 29 SPACES & 2 ADA
- 37 - 16 SPACES (DEMITO'S PARKING)
- 38 - 30 SPACES & 1 ADA (PRIVATE PARKING FOR 207 S. VILLA AVE.)
- 39 - 18 SPACES
- 43 - 24 RESERVED SPACES FOR MORE BREWING COMPANY
- 44 - 15 SPACES & 1 ADA
- 46 - 5 SPACES ESTIMATED
- 47 - 8 SPACES
- 52 - 6 SPACES & 1 ADA
- 53 - 6 SPACES ESTIMATED
- 55 - 20 SPACES (RESERVED FOR ASSOCIATED TECHNICAL SERVICES)

NO PARKING ———



PUBLIC ROW ADA SPACES	
21	1 ADA SPACE
29	1 ADA SPACE
30	1 ADA SPACE
34	2 ADA SPACES
44	1 ADA SPACE
52	1 ADA SPACE
TOTAL - 7 ADA SPACES	

VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

VILLA AVENUE PARKING STUDY
SOUTH SECTION



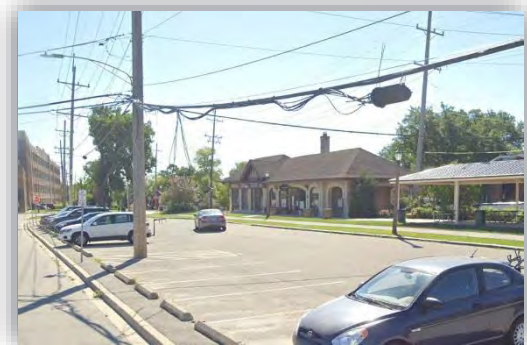
On-Street Public Parking

There are currently 181 on-street parking spaces spread throughout the downtown study area. Approximately 24 spaces are signed for 3-hour parking from 9:00 A.M. to 8:00 P.M., 14 spaces are signed for 30-minute parking from 9:00 A.M. to 8:00 P.M. and one space is signed for 15-minute parking. The remaining 142 on-street spaces do not have any time restrictions.

Off-Street Public Parking

There are three public parking facilities in the downtown study area as outlined below:

- *West Side of Villa Avenue North of the Great Western Trail.* This lot has a total of 47 regular spaces and two handicapped spaces for a total of 49 free off-street parking spaces. Parking on this lot is not allowed from 2:00 A.M. to 6:00 A.M. It should be noted that this lot as well as the vacant area to the west will be redeveloped with a six-story apartment (220 units) with 8,000 square feet of retail, 325 residential only parking spaces and 100-102 public parking spaces.
- *Cortesi Avenue Public Parking Lot.* This lot is located on the northeast quadrant of the intersection of Cortesi Avenue with Kenilworth Avenue and provides 15 regular parking spaces and one handicapped space for a total of 16 free off-street parking spaces.
- *Villa Park Historical Society Museum Lot.* This lot is located on the north side of the Villa Park Historical Society Museum between Villa Avenue and Myrtle Avenue and provides 29 regular spaces and two handicapped spaces for a total of 31 free off-street parking spaces.



Private Parking Lots

Based on field observations, the following are the private lots within the Villa Avenue downtown area:

- Ace Hardware Shopping Center – 128 spaces (plus approximately 10 spaces behind the building)
- Villa Medical Arts – 37 spaces
- Dr. James Saul Optometrist – 12 spaces
- 39 Villa Avenue building – 35 spaces
- 7-11 Strip Center – 19 spaces
- Mijo’s Tacos – 12 spaces
- BTF Salon/Positive Impressions/Mahoney’s Pub – 9 spaces
- GM Smith & Son – 6 spaces
- Michael Anthony’s/Fingers-N-Faces Salon – 8 spaces
- DeMito’s Parking – 16 spaces
- 207 S. Villa Avenue – 31 spaces
- More Brewing Company – 24 spaces
- Associated Technical Services – 20 spaces



Ace Hardware Shopping Center Lot



7-11 Strip Center Lot



207 S. Villa Avenue Lot

Parking Occupancy

To determine the existing downtown parking demand, KLOA, Inc. performed parking occupancy surveys on Thursday May 4, 2023 and Saturday May 6, 2023. For each survey day, the number of occupied parking spaces was counted every hour between 9:00 A.M. and 12:00 A.M. The surveys were conducted for all public parking spaces in the study area, including the on-street spaces and public parking lots. **Tables 2** and **3** summarize the hourly public and private parking utilization on each of the two survey days.

Table 2
 PARKING INVENTORY & OCCUPANCY - THURSDAY, 5/4/2023

	Inventory (Spaces)	Parking Occupancy									
		9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
On-Street Parking											
Spaces/Vehicles	181	44	48	50	56	62	68	55	57	56	67
Percent Occupied		24.3%	26.5%	27.6%	30.9%	34.2%	37.5%	30.3%	31.4%	30.9%	37.0%
Public Parking Lots											
Spaces/Vehicles	96	21	23	28	32	30	29	29	28	29	37
Percent Occupied		21.8%	23.9%	29.1%	30.3%	31.2%	30.2%	30.2%	29.1%	30.2%	38.5%
Total Public Parking											
Spaces/Vehicles	277	65	71	78	88	92	97	84	85	85	104
Percent Occupied		23.4%	25.6%	28.1%	31.7%	33.2%	35.0%	30.3%	30.6%	30.6%	37.5%
Private Parking Lots											
Spaces/Vehicles	367	80	104	127	132	138	120	115	114	109	125
Percent Occupied		21.7%	28.3%	34.6%	35.9%	37.6%	32.6%	31.3%	31.0%	29.7%	34.0%
Total Parking Spaces											
Spaces/Vehicles	644	145	175	205	220	230	217	199	199	194	229
Percent Occupied		22.5%	27.1%	31.8%	34.1%	35.7%	33.6%	30.9%	30.9%	30.1%	35.5%

Table 2
 PARKING INVENTORY & OCCUPANCY - THURSDAY, 5/4/2023 (Continued)

	Inventory (Spaces)	Parking Occupancy					
		7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
On-Street Parking							
Spaces/Vehicles	181	75	85	73	53	43	31
Percent Occupied		41.4%	46.9%	40.3%	29.2%	23.7%	17.1%
Public Parking Lots							
Spaces/Vehicles	96	32	56	45	28	15	11
Percent Occupied		33.3%	58.3%	46.8%	29.1%	15.6%	11.4%
Total Public Parking							
Spaces/Vehicles	277	107	141	118	81	58	42
Percent Occupied		38.6%	50.9%	42.5%	29.2%	20.9%	15.1%
Private Parking Lots							
Spaces/Vehicles	367	136	104	85	60	51	43
Percent Occupied		37.0%	28.3%	23.1%	16.3%	13.8%	11.7%
Total Parking Spaces							
Spaces/Vehicles	644	243	245	203	141	109	85
Percent Occupied		37.7%	38.0%	31.5%	21.8%	16.9%	13.1%

Table 3
 PARKING INVENTORY & OCCUPANCY - SATURDAY, 5/6/2023

	Inventory (Spaces)	Parking Occupancy									
		9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
On-Street Parking											
Spaces/Vehicles	181	39	53	52	53	47	62	73	75	73	70
Percent Occupied		21.5%	29.3%	28.7%	29.3%	26.0%	34.3%	40.3%	41.4%	40.3%	38.7%
Public Parking Lots											
Spaces/Vehicles	96	23	33	26	29	37	39	40	38	34	35
Percent Occupied		24.0%	34.4%	27.1%	30.2%	38.5%	40.6%	41.7%	39.6%	35.4%	36.5%
Total Public Parking											
Spaces/Vehicles	277	62	86	78	82	84	101	113	113	107	105
Percent Occupied		22.3%	31.0%	28.1%	29.6%	30.3%	36.4%	40.8%	40.8%	38.6%	37.9%
Private Parking Lots											
Spaces/Vehicles	367	118	135	136	133	151	118	101	95	88	98
Percent Occupied		32.1%	36.7%	37.0%	36.2%	41.1%	32.1%	27.5%	25.8%	23.9%	26.7%
Total Parking Spaces											
Spaces/Vehicles	644	180	221	214	215	235	219	214	208	195	203
Percent Occupied		27.9%	34.3%	33.2%	33.3%	36.4%	34.0%	33.2%	32.2%	30.2%	31.5%

Table 3
 PARKING INVENTORY & OCCUPANCY - SATURDAY, 5/6/2023 (Continued)

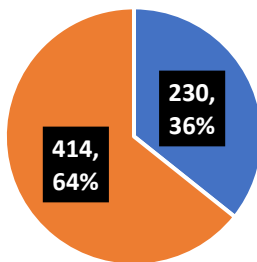
	Inventory (Spaces)	Parking Occupancy					
		7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
On-Street Parking							
Spaces/Vehicles	181	85	87	84	75	74	66
Percent Occupied		47.0%	48.1%	46.4%	41.4%	40.9%	36.5%
Public Parking Lots							
Spaces/Vehicles	96	60	85	89	66	49	36
Percent Occupied		62.5%	88.5%	92.7%	68.8%	51.0%	37.5%
Total Public Parking							
Spaces/Vehicles	277	145	172	173	141	123	102
Percent Occupied		52.3%	62.1%	62.4%	50.1%	44.4%	36.8%
Private Parking Lots							
Spaces/Vehicles	367	102	108	104	91	81	79
Percent Occupied		27.8%	29.4%	28.3%	24.7%	22.0%	21.5%
Total Parking Spaces							
Spaces/Vehicles	644	247	280	277	232	204	181
Percent Occupied		38.3%	43.4%	43.0%	36.0%	31.6%	28.1%

Overview of Overall Downtown Parking Utilization

As shown in Tables 2 and 3, the current utilization of public parking in the Villa Avenue downtown can be summarized as follows:

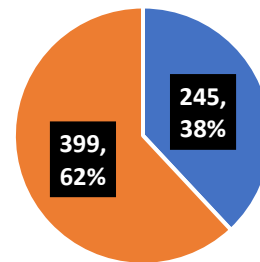
- *Weekday Daytime.* The peak parking utilization during the daytime hours of a weekday occurred at 1:00 P.M. when 230 of the 644 public parking spaces (35.7%) were occupied leaving 414 vacant parking spaces in the study area (Chart 1).
- *Weekday Evening.* The peak parking utilization on a weekday during the evening occurred at 8:00 P.M. when 245 of the 644 public parking spaces (38.0%) were occupied leaving 399 vacant parking spaces in the study area (Chart 2).
- *Saturday Daytime.* The peak parking utilization during the daytime hours on Saturday occurred at 1:00 P.M. when 235 of the 644 parking spaces (36.4%) were occupied leaving 409 vacant parking spaces in the study area (Chart 3).
- *Saturday Evening.* The peak parking utilization during the evening hours on a Saturday occurred at 8:00 P.M. when 280 of the 644 parking spaces (43.4%) were occupied leaving 364 vacant parking spaces in the study area (Chart 4).

Chart 1
Thursday May 4 (Daytime)



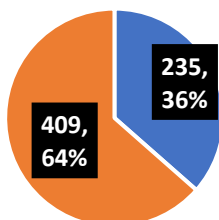
■ Occupied ■ Vacant

Chart 2
Thursday May 4 (Evening)



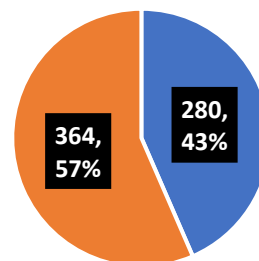
■ Occupied ■ Vacant

Chart 3
Saturday May 6 (Daytime)



■ Occupied ■ Vacant

Chart 4
Saturday May 6 (Evening)



■ Occupied ■ Vacant

On-Street Public Parking Utilization

Figures 3 and 4 show the average peak utilization of on-street parking on a Thursday during the daytime. **Figures 5 and 6** show the average peak utilization of on-street parking on a Thursday during the evening. The Saturday daytime and evening average peak parking utilization of on-street parking is shown in **Figures 7 through 10**. As shown in the figures, only a few segments of on-street parking had above 90 percent utilization. It is important to note during certain hours, various segments had a parking utilization of 95 percent or more. Below is a list of the segments where parking utilization exceeded 90 percent of the block capacity during specific hours.

Weekday

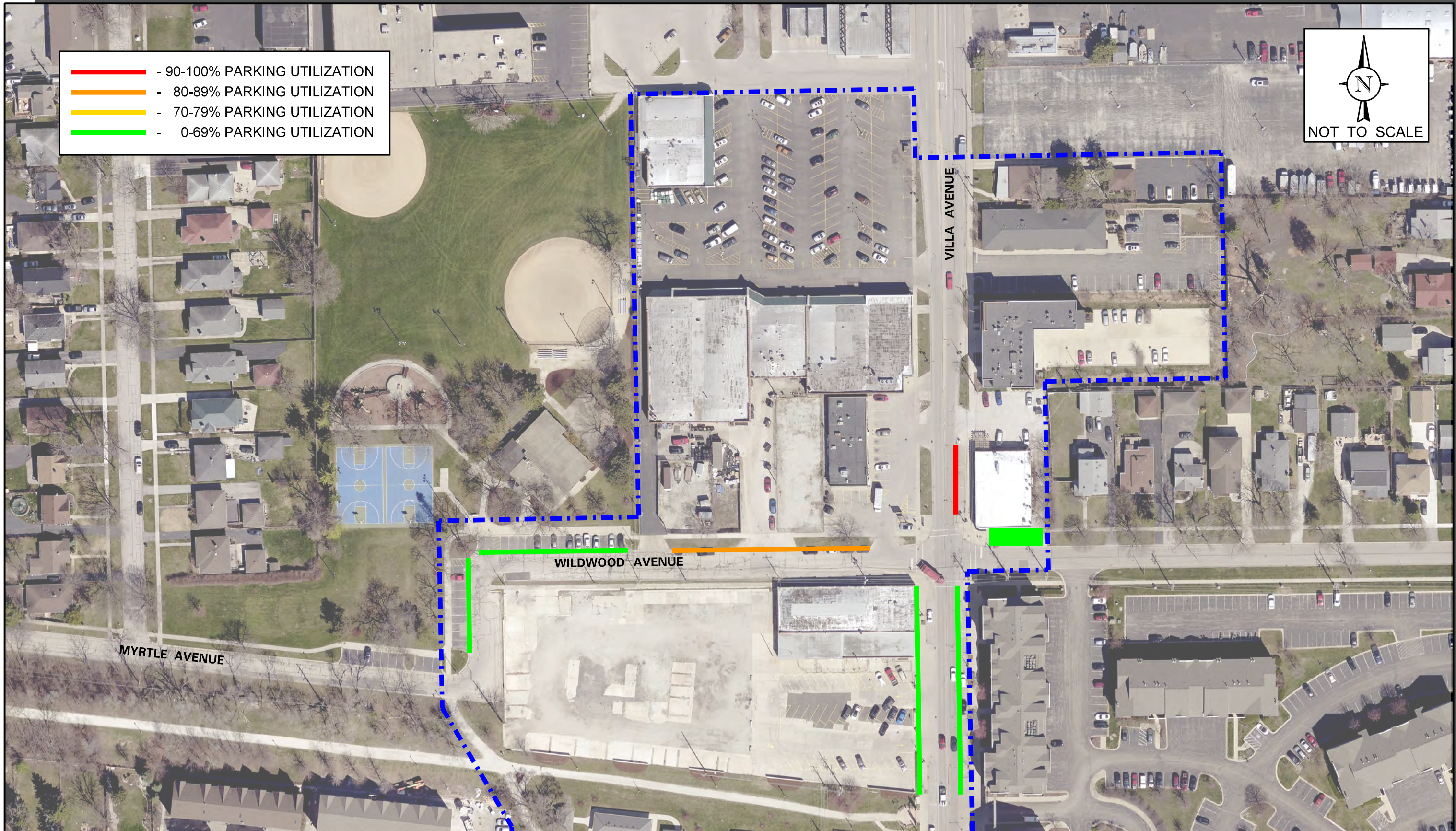
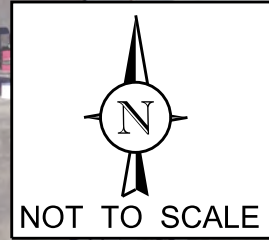
- East Side of Villa Avenue between St Charles Road and Wildwood Avenue
- North side of Wildwood Avenue east of Villa Avenue
- North side of Wildwood Avenue west of Villa Avenue
- East and West sides of Villa Avenue between Kenilworth Avenue and the Great Western Trail
- West side of Villa Avenue between Kenilworth Avenue and Central Boulevard
- North side of Kenilworth Avenue between Villa Avenue and North/South Alley
- West side of Cortesi Avenue between Myrtle Avenue and Kenilworth Avenue

Saturday

- East Side of Villa Avenue between St Charles Road and Wildwood Avenue
- North side of Wildwood Avenue east of Villa Avenue
- East and West sides of Villa Avenue between Kenilworth Avenue and the Great Western Trail
- East and West sides of Villa Avenue between Kenilworth Avenue and Central Avenue
- West side of Cortesi Avenue between Myrtle Avenue and Kenilworth Avenue
- East side of Myrtle Avenue between Myrtle Avenue and Kenilworth Avenue
- West side of Myrtle Avenue between Kenilworth Avenue and Central Boulevard

Bar graphs showing the parking utilization of each on-street parking segment are included in the Appendix.

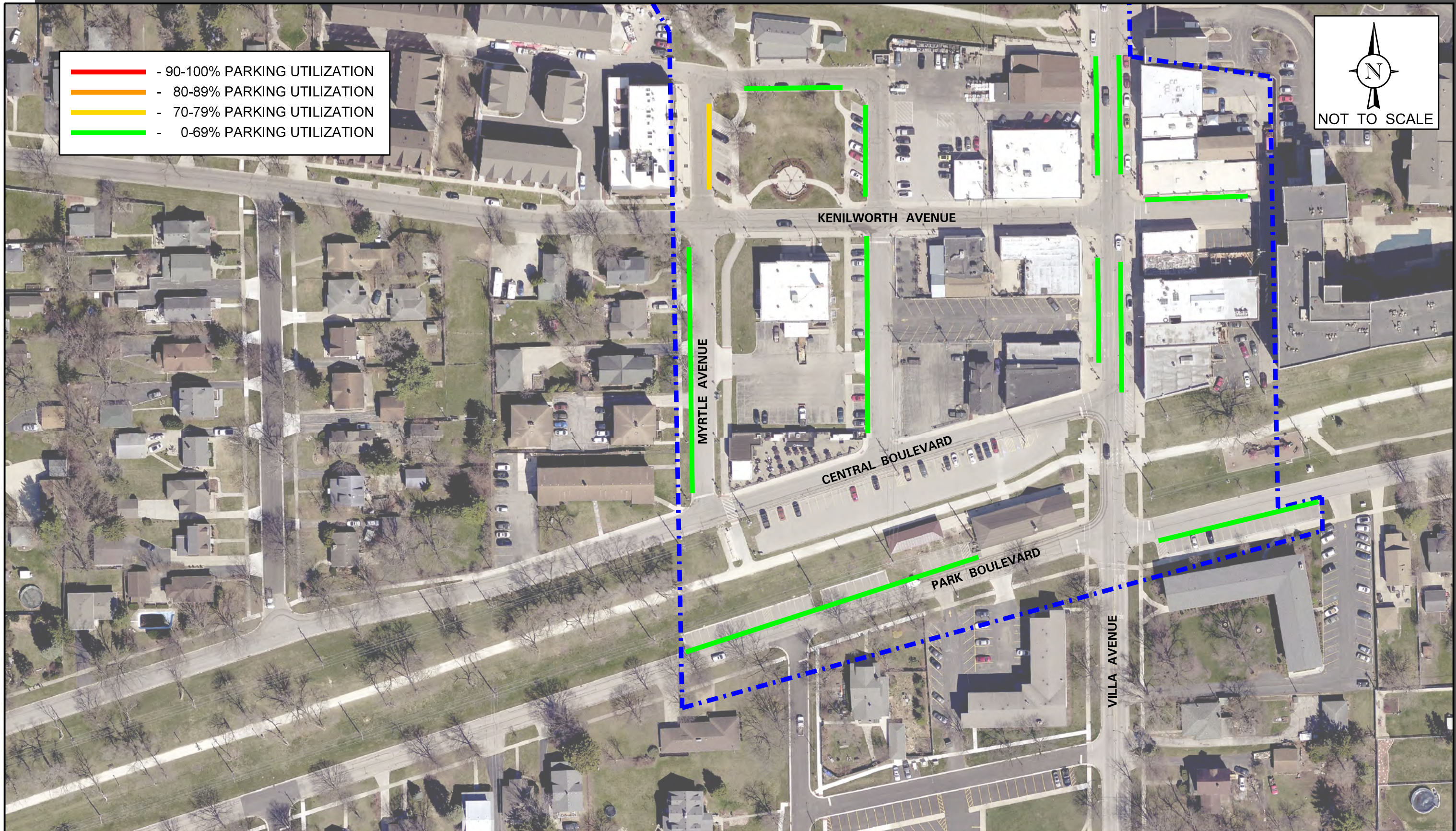
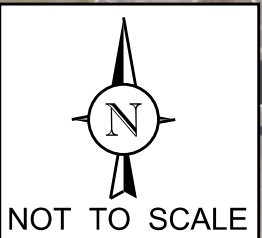
- - 90-100% PARKING UTILIZATION
- - 80-89% PARKING UTILIZATION
- - 70-79% PARKING UTILIZATION
- - 0-69% PARKING UTILIZATION



VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (DAYTIME)
THURSDAY MAY 4, 2023
NORTH SECTION

- - 90-100% PARKING UTILIZATION
- - 80-89% PARKING UTILIZATION
- - 70-79% PARKING UTILIZATION
- - 0-69% PARKING UTILIZATION

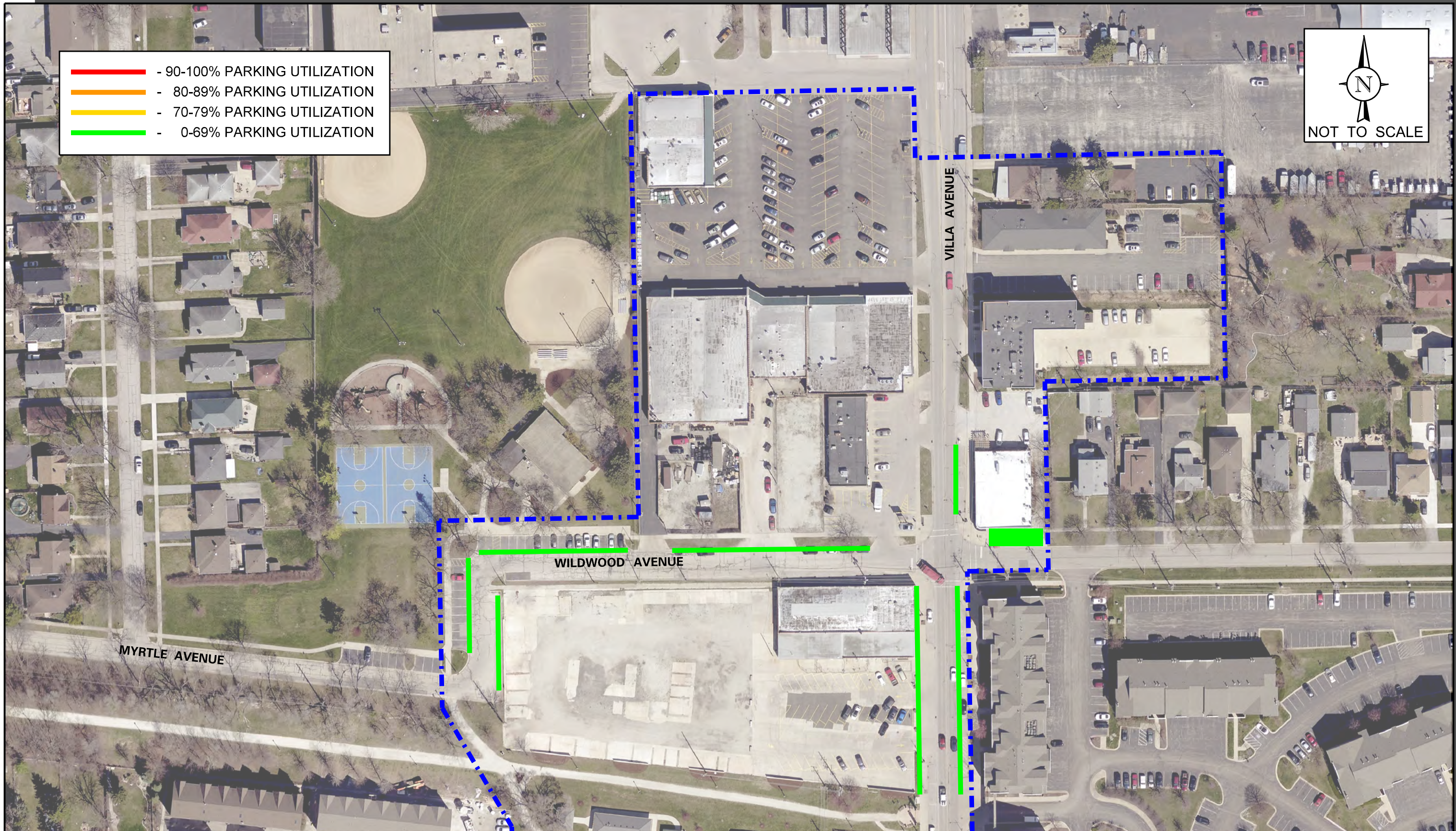
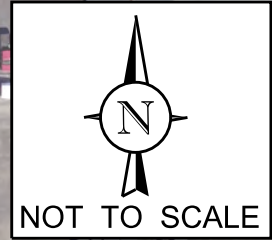


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (DAYTIME)
THURSDAY MAY 4, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 4

- - 90-100% PARKING UTILIZATION
- - 80-89% PARKING UTILIZATION
- - 70-79% PARKING UTILIZATION
- - 0-69% PARKING UTILIZATION

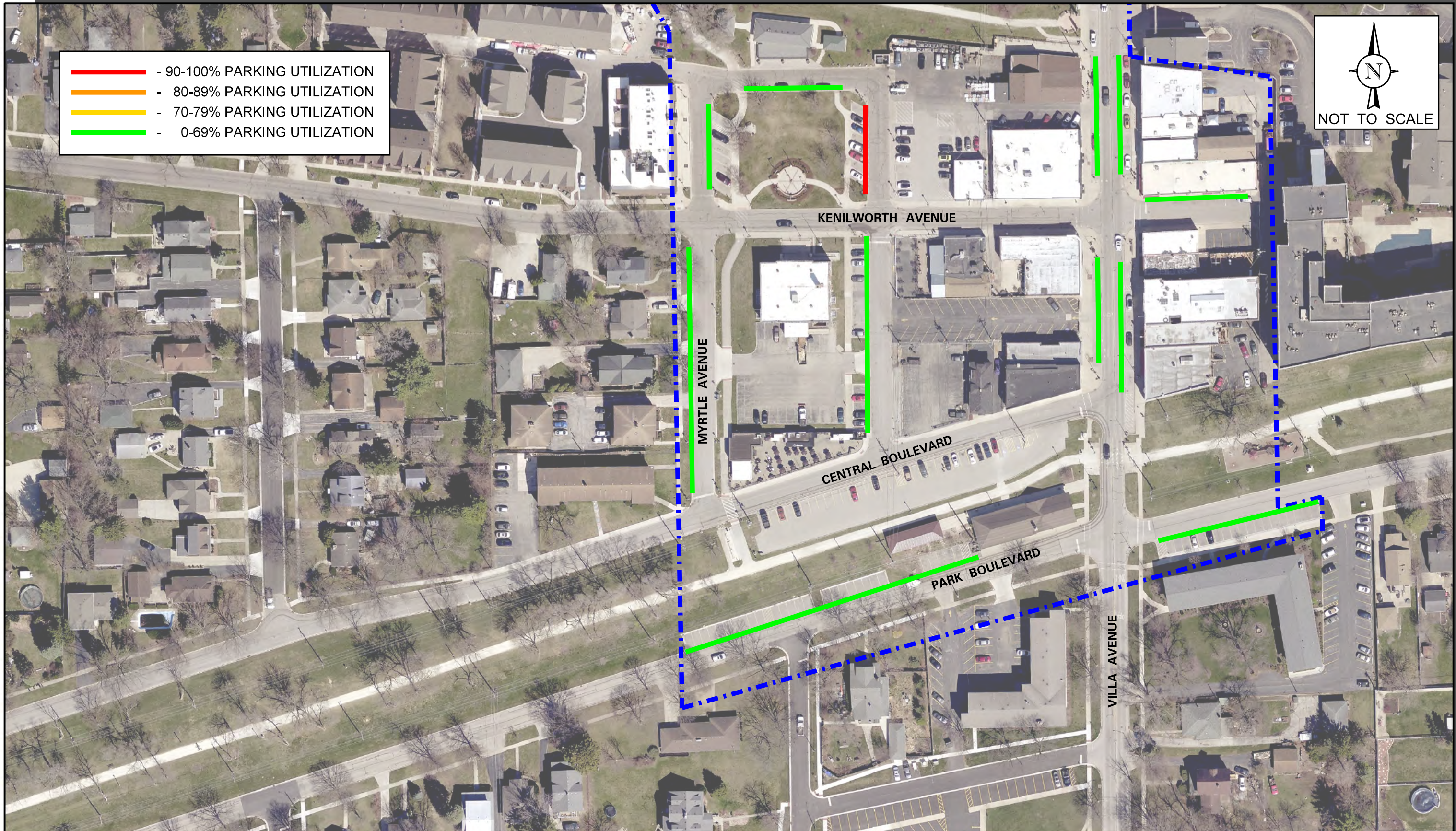
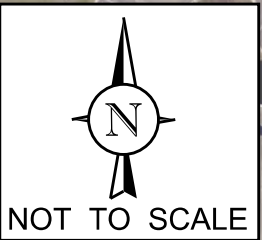


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (EVENING)
THURSDAY MAY 4, 2023
NORTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 5

- - 90-100% PARKING UTILIZATION
- - 80-89% PARKING UTILIZATION
- - 70-79% PARKING UTILIZATION
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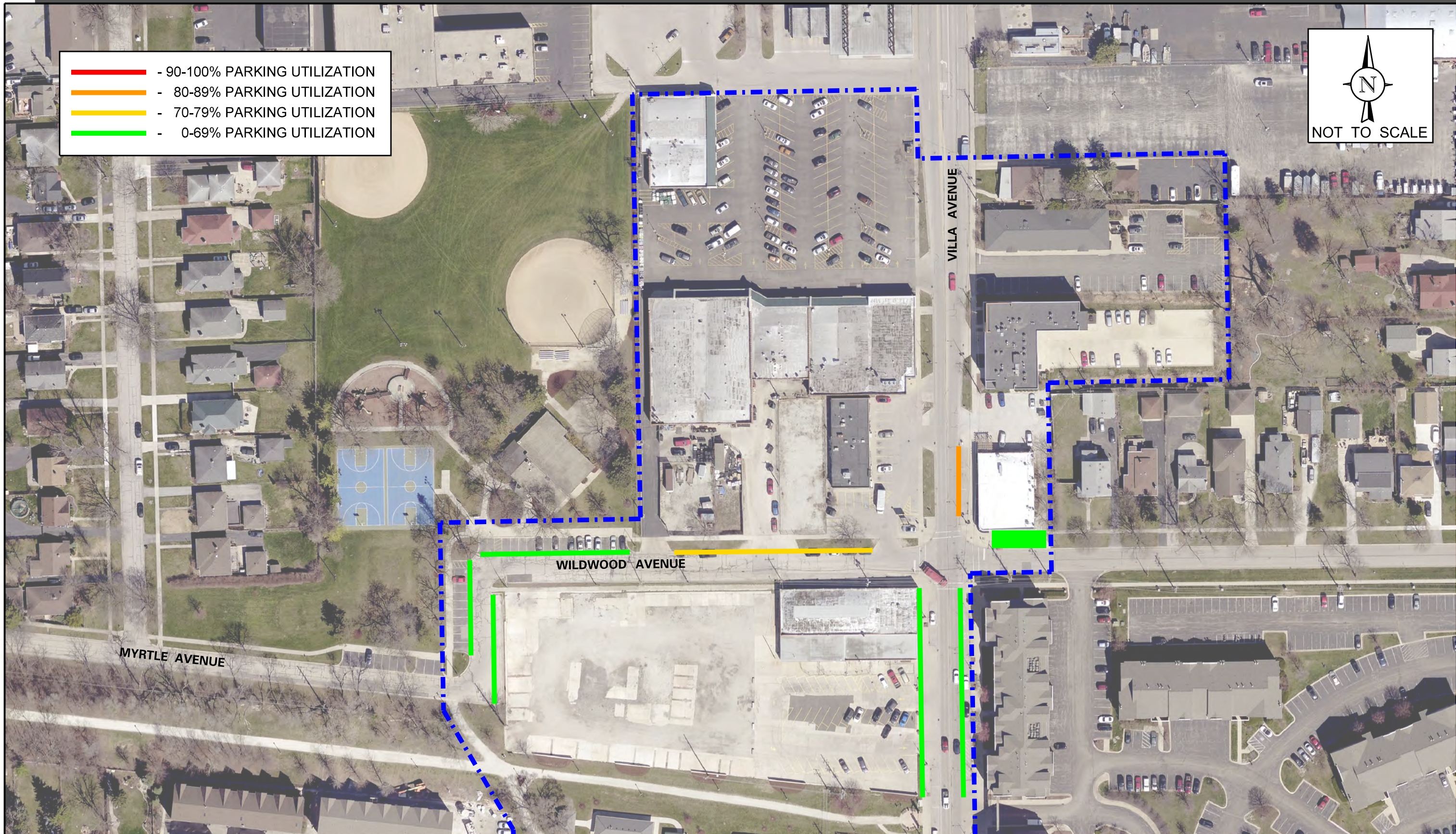
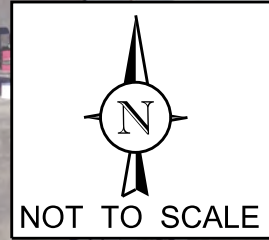


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (EVENING)
THURSDAY MAY 4, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 6

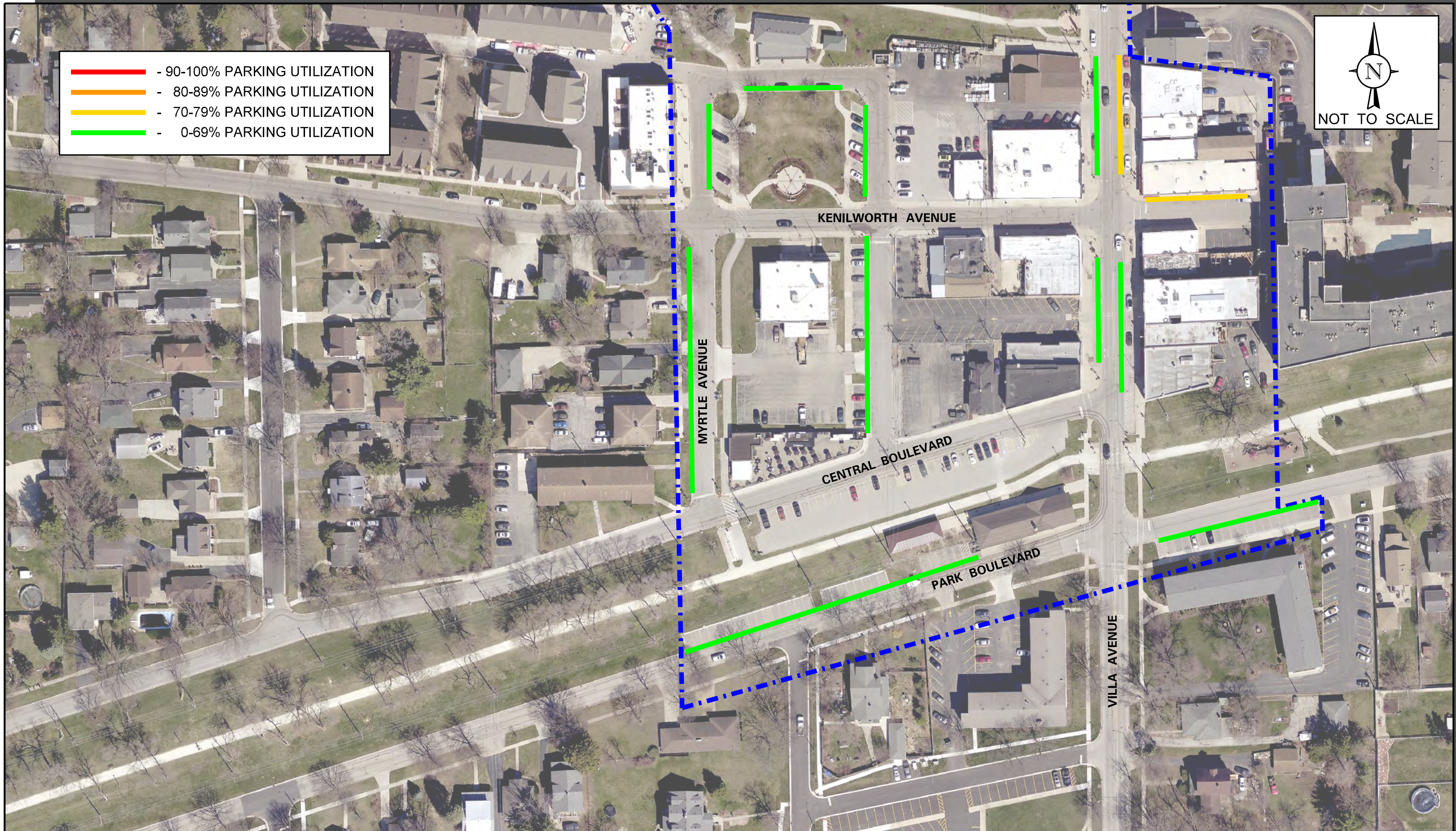
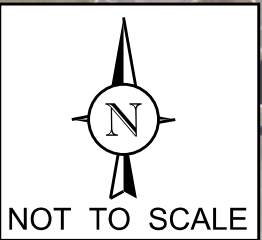
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (DAYTIME)
SATURDAY MAY 6, 2023
NORTH SECTION

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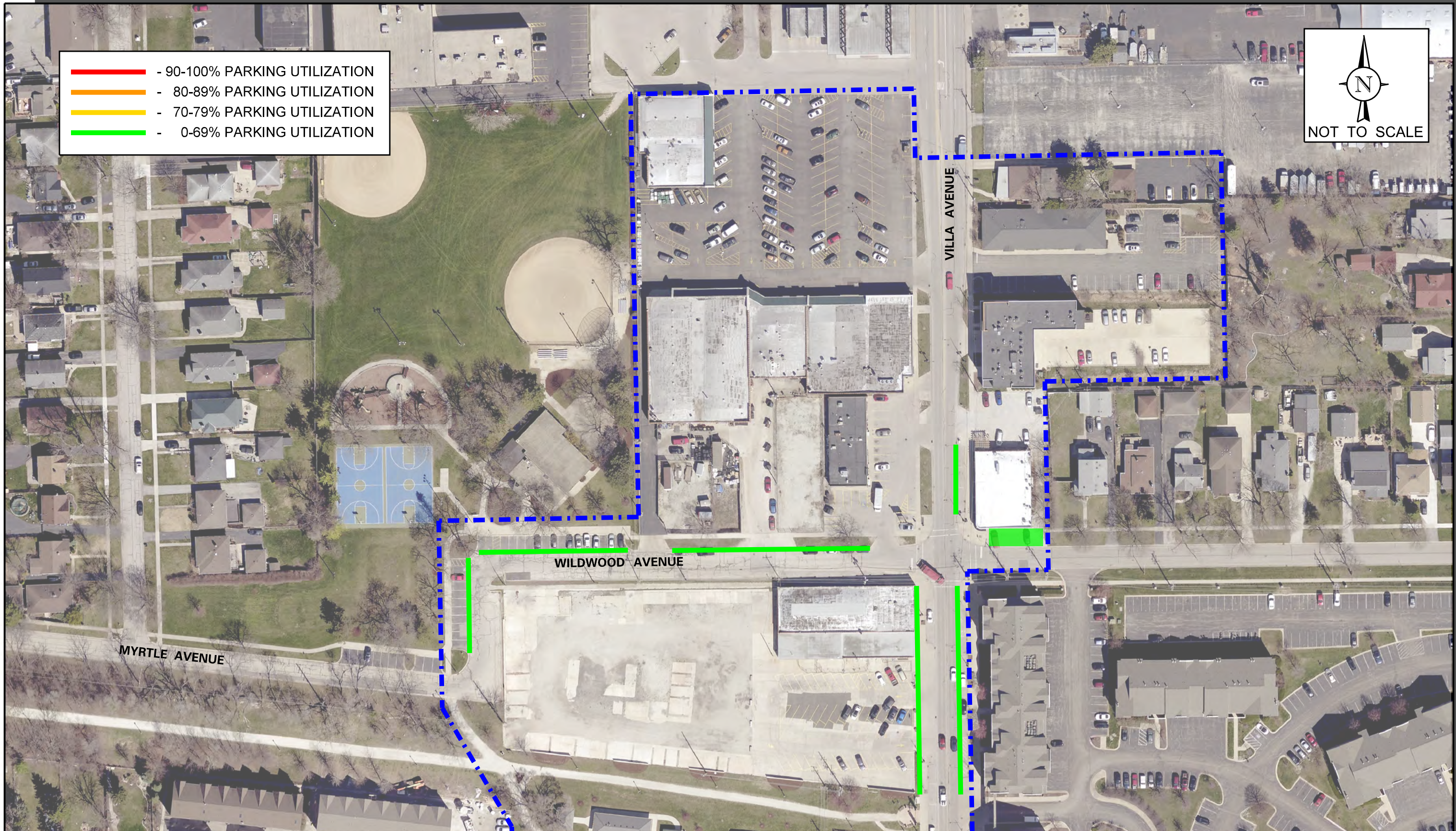
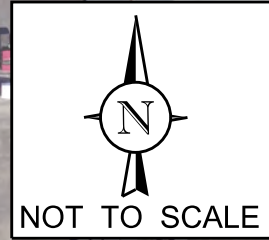


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (DAYTIME)
SATURDAY MAY 6, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 8

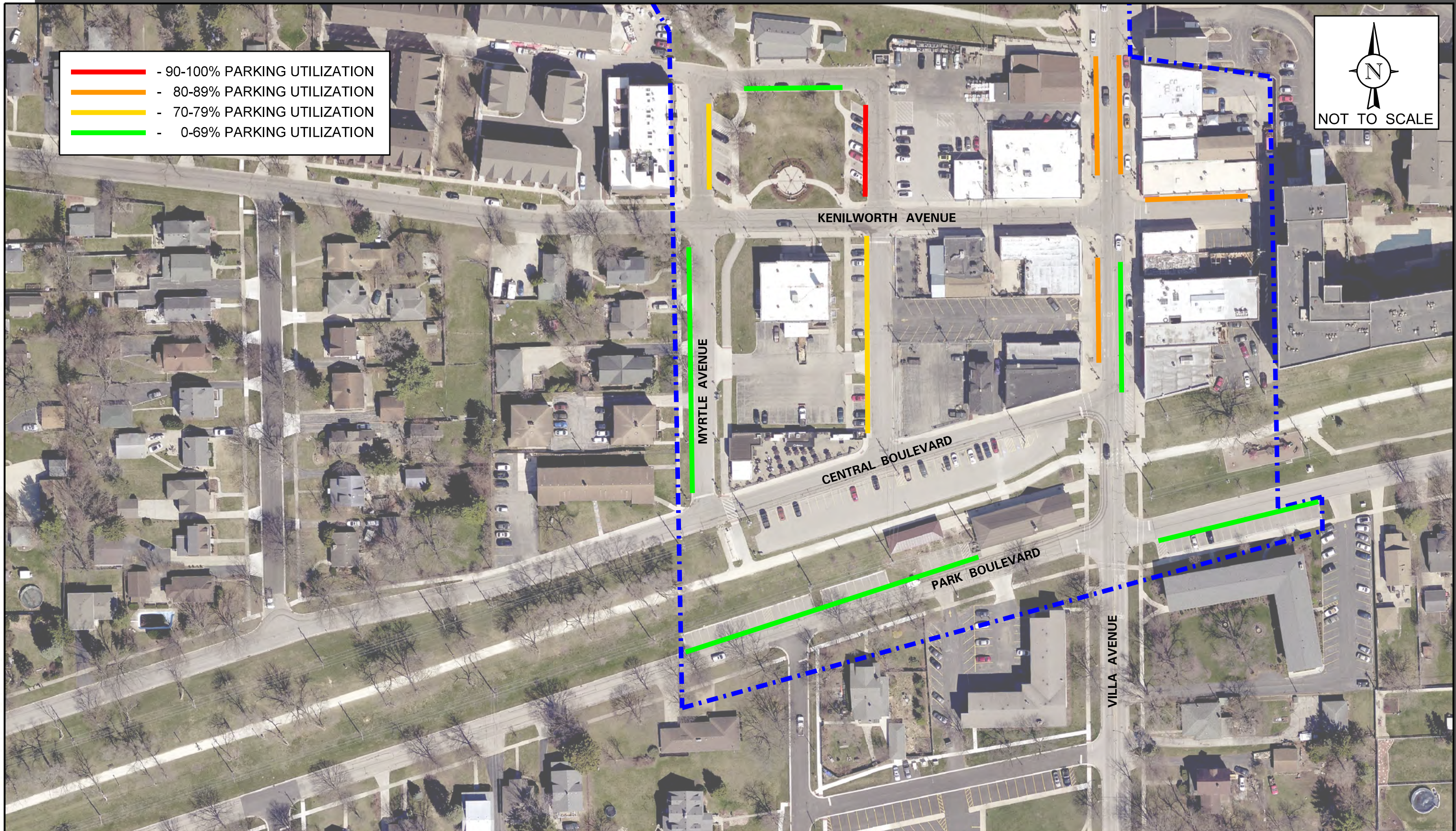
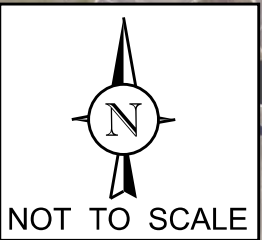
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (EVENING)
SATURDAY MAY 6, 2023
NORTH SECTION

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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

ON-STREET PARKING UTILIZATION (EVENING)
SATURDAY MAY 6, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 10

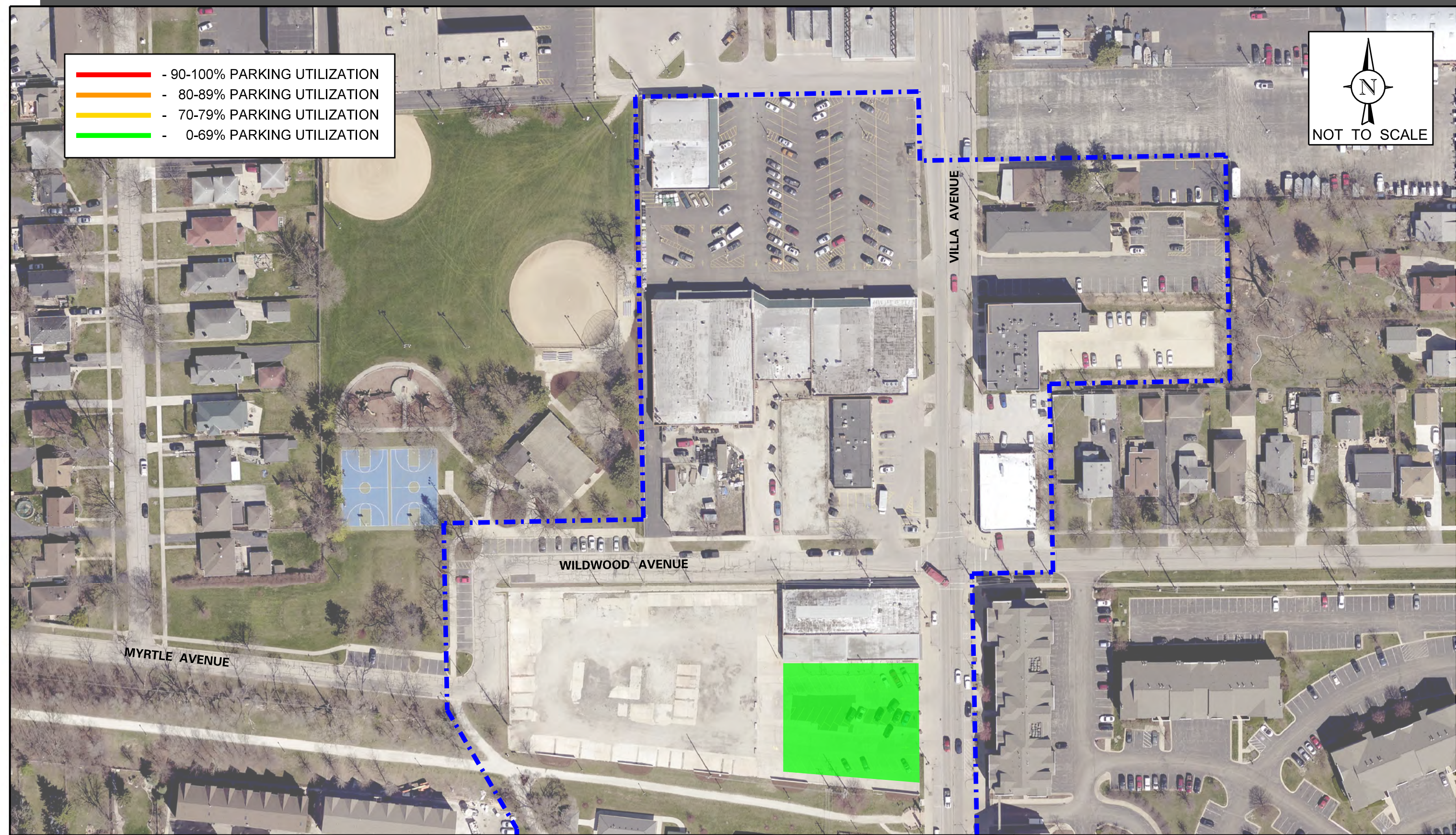
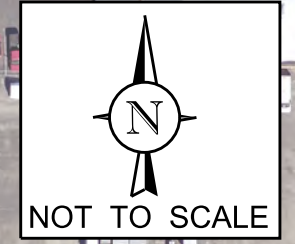
Off-Street Public and Private Parking Lot Utilization

The average peak utilization of the public parking lots on a weekday and a Saturday are shown in **Figures 11** through **18**. The private parking lot utilization on a weekday and a Saturday are shown in **Figures 19** through **26**.

Based on the surveys, the average utilization of the public lots never exceeded 70 percent with the exception of the Cortesi Avenue public lot which exceeded the parking lot capacity from 8:00 P.M. to 12:00 A.M (double parked). It is important to note that none of the private parking lots exceeded their capacity.

Most of the private lots average parking utilization was less than 70 percent with a couple of exceptions such as DeMito's parking lot and the More Brewing Company lot. It is worth noting that some of the private lots experienced higher demand at specific hours. However, this demand only occurred for one or two hours. Bar graphs of each parking lot for both days are included in the Appendix.

- - 90-100% PARKING UTILIZATION
- - 80-89% PARKING UTILIZATION
- - 70-79% PARKING UTILIZATION
- - 0-69% PARKING UTILIZATION

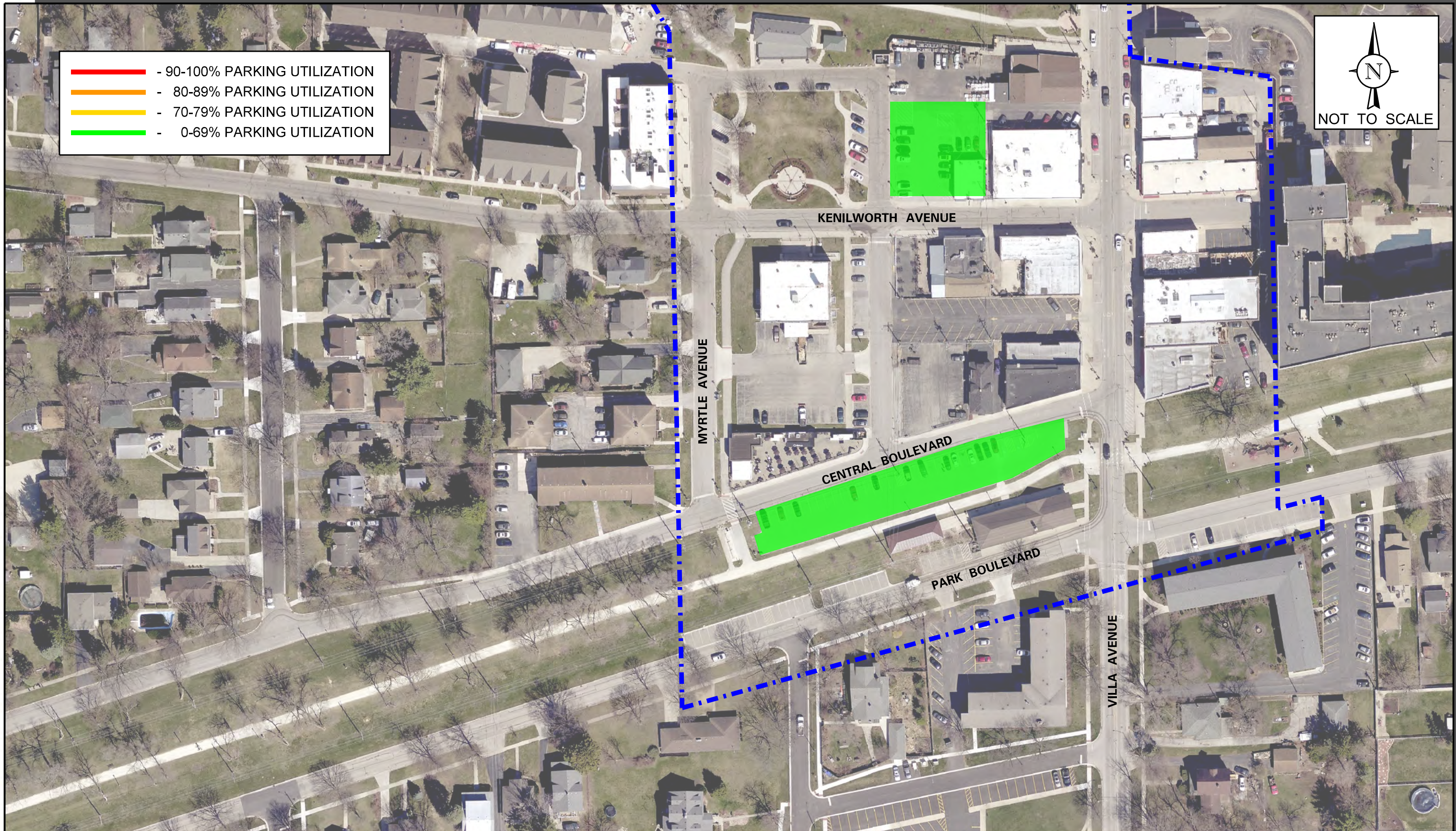
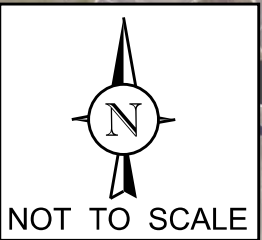


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (DAYTIME)
THURSDAY MAY 4, 2023
NORTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 11

- 90-100% PARKING UTILIZATION
- 80-89% PARKING UTILIZATION
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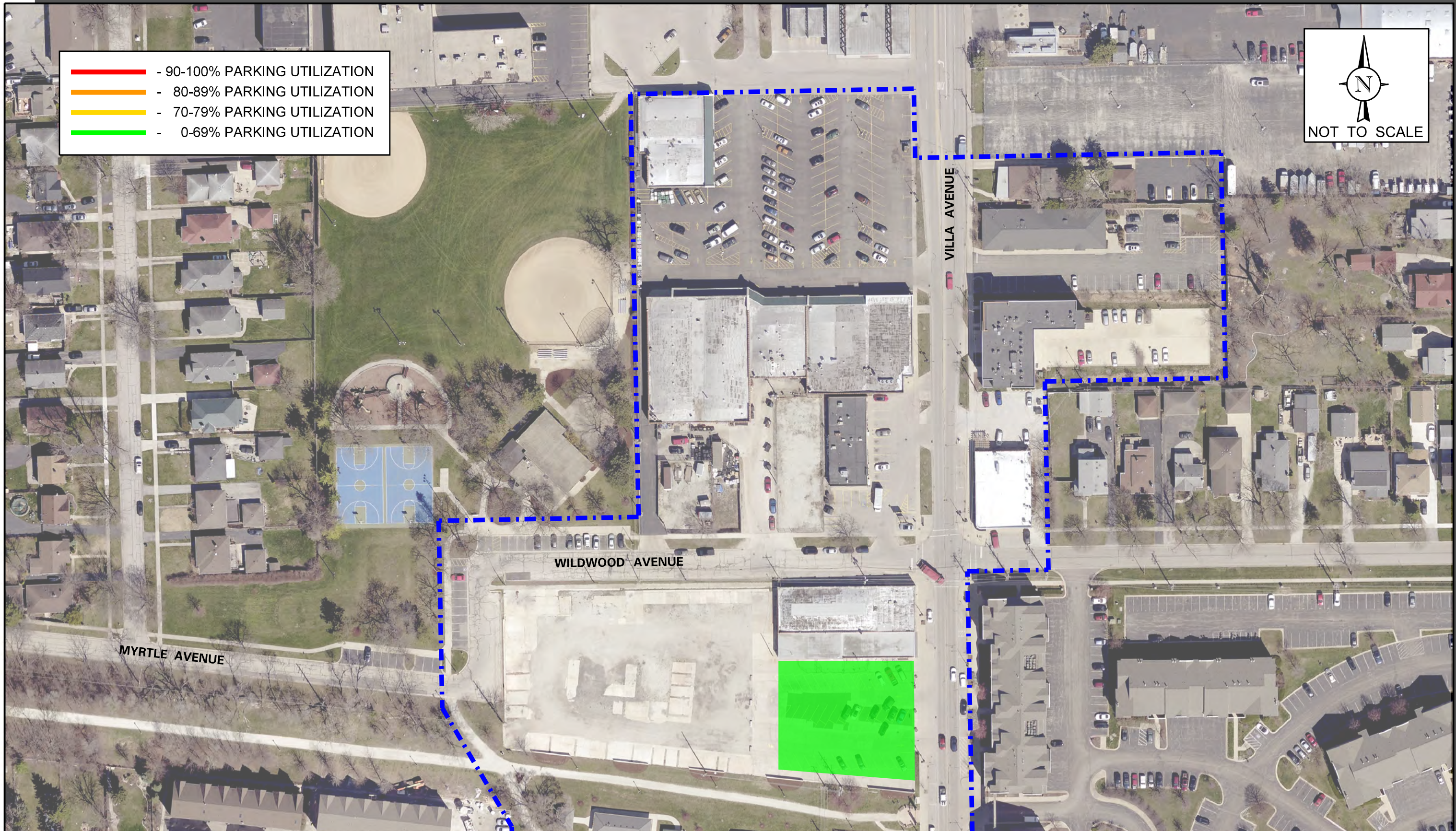
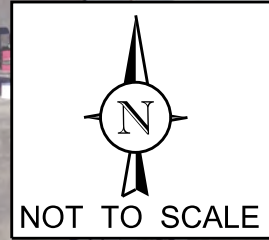


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (DAYTIME)
THURSDAY MAY 4, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 12

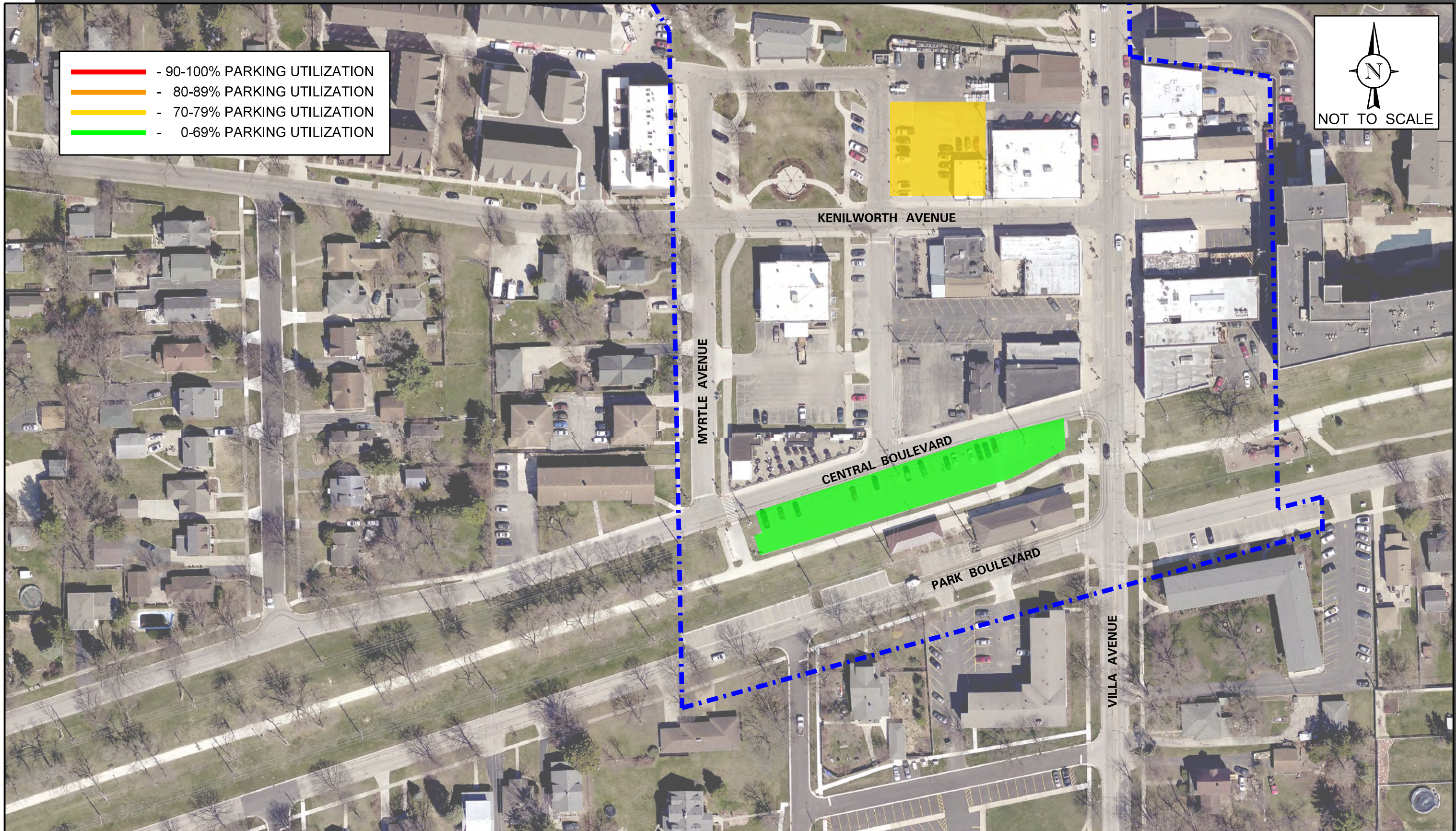
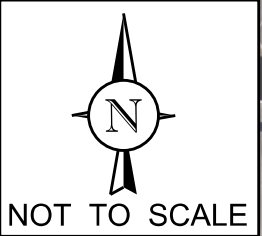
- █ - 90-100% PARKING UTILIZATION
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- █ - 0-69% PARKING UTILIZATION



VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (EVENING)
THURSDAY MAY 4, 2023
NORTH SECTION

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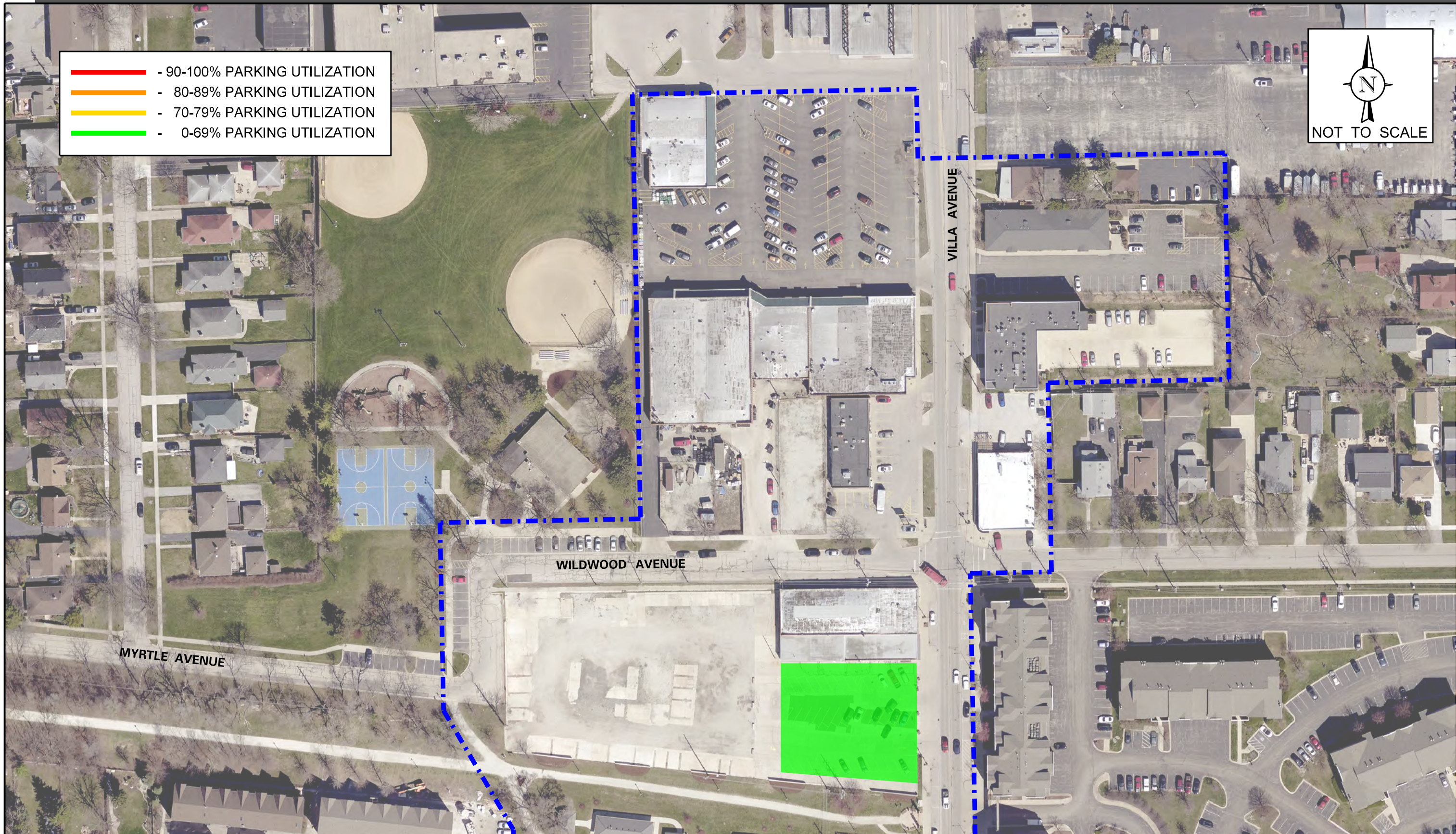
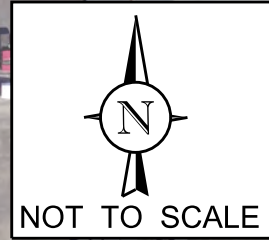


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (EVENING)
THURSDAY MAY 4, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 14

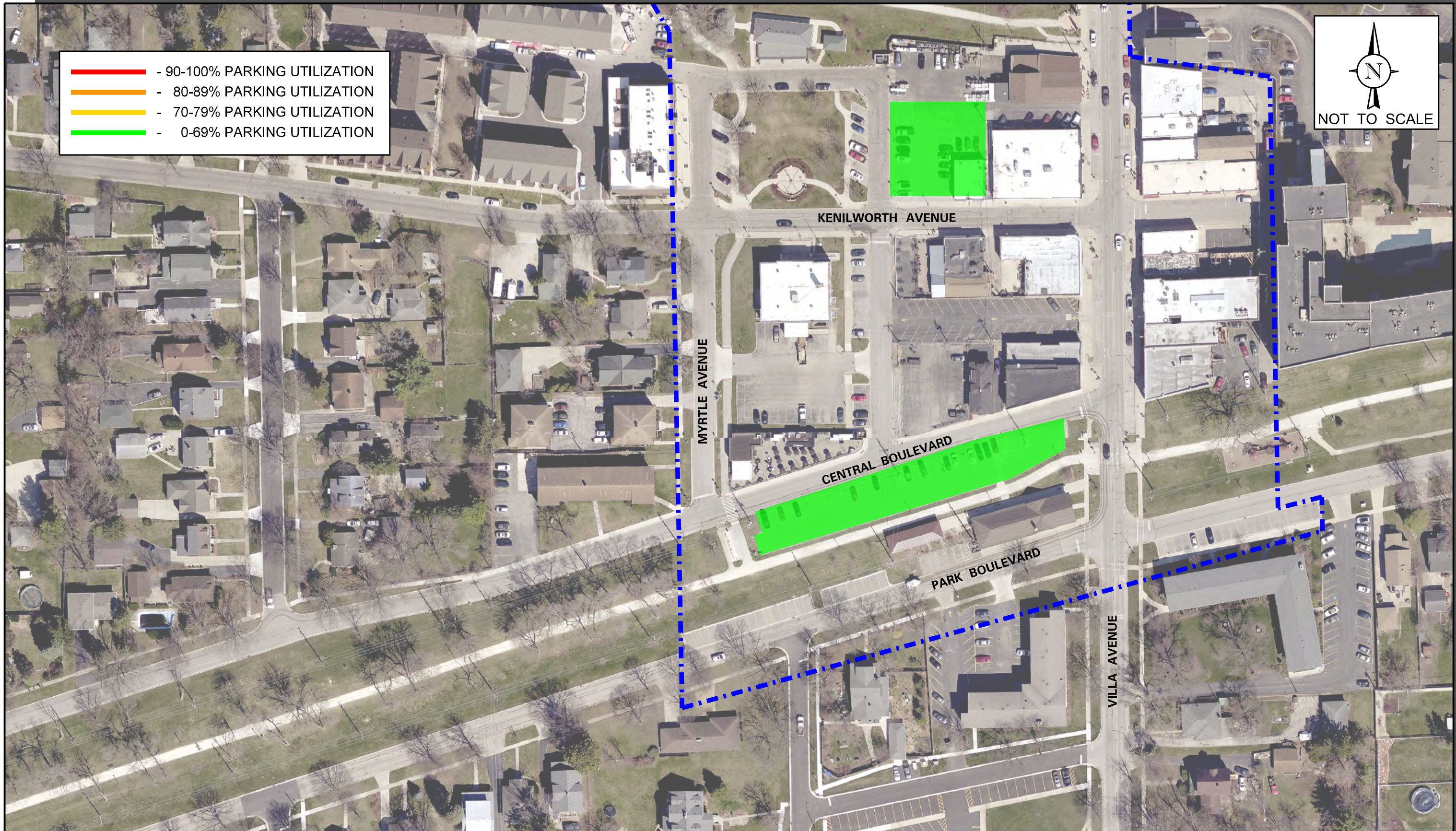
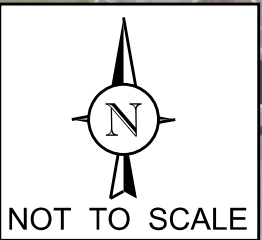
- 90-100% PARKING UTILIZATION
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (DAYTIME)
SATURDAY MAY 6, 2023
NORTH SECTION

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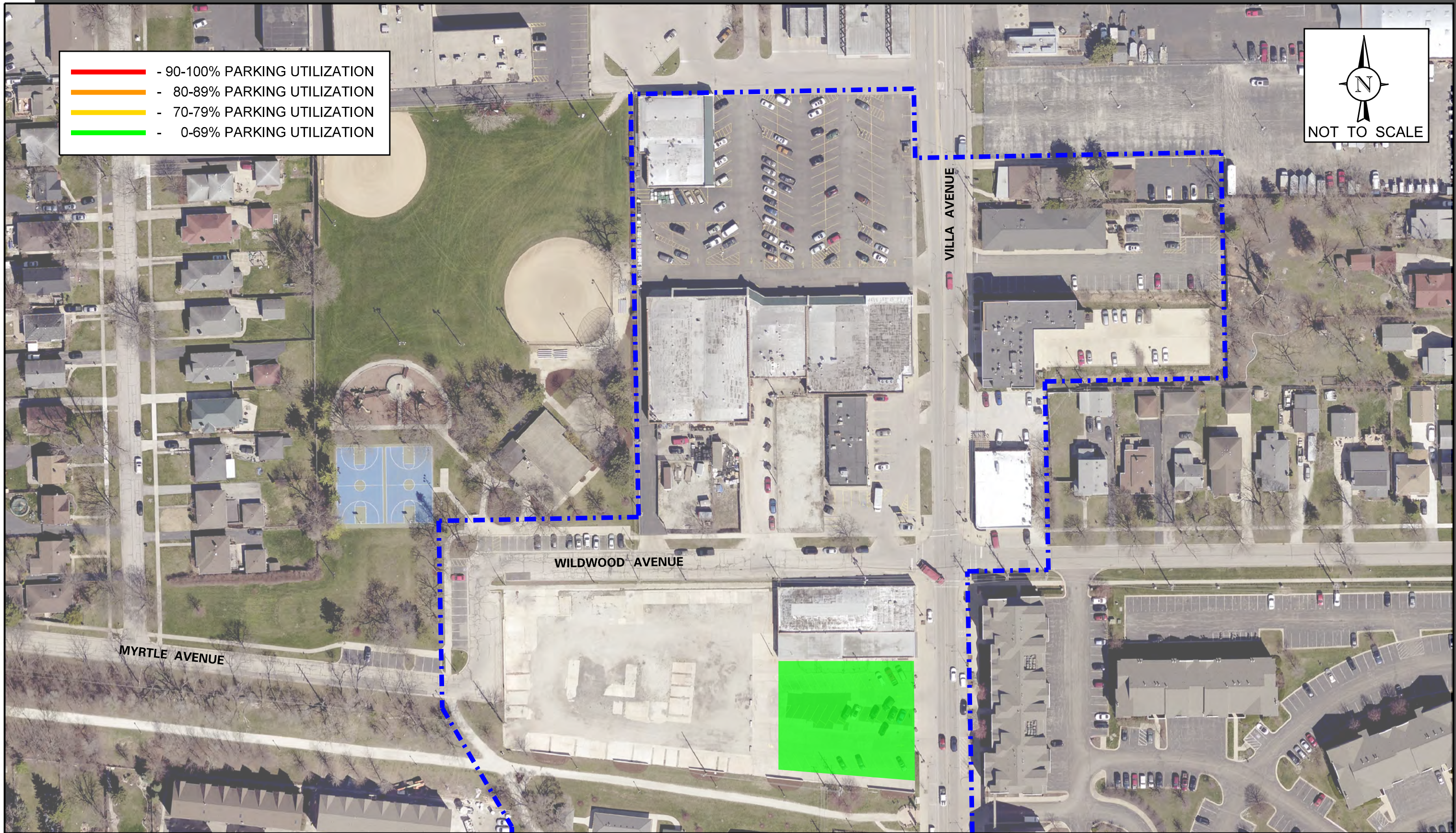
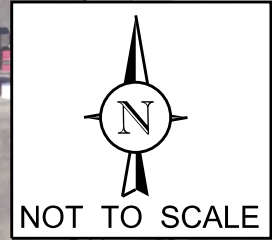


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (DAYTIME)
SATURDAY MAY 6, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 16

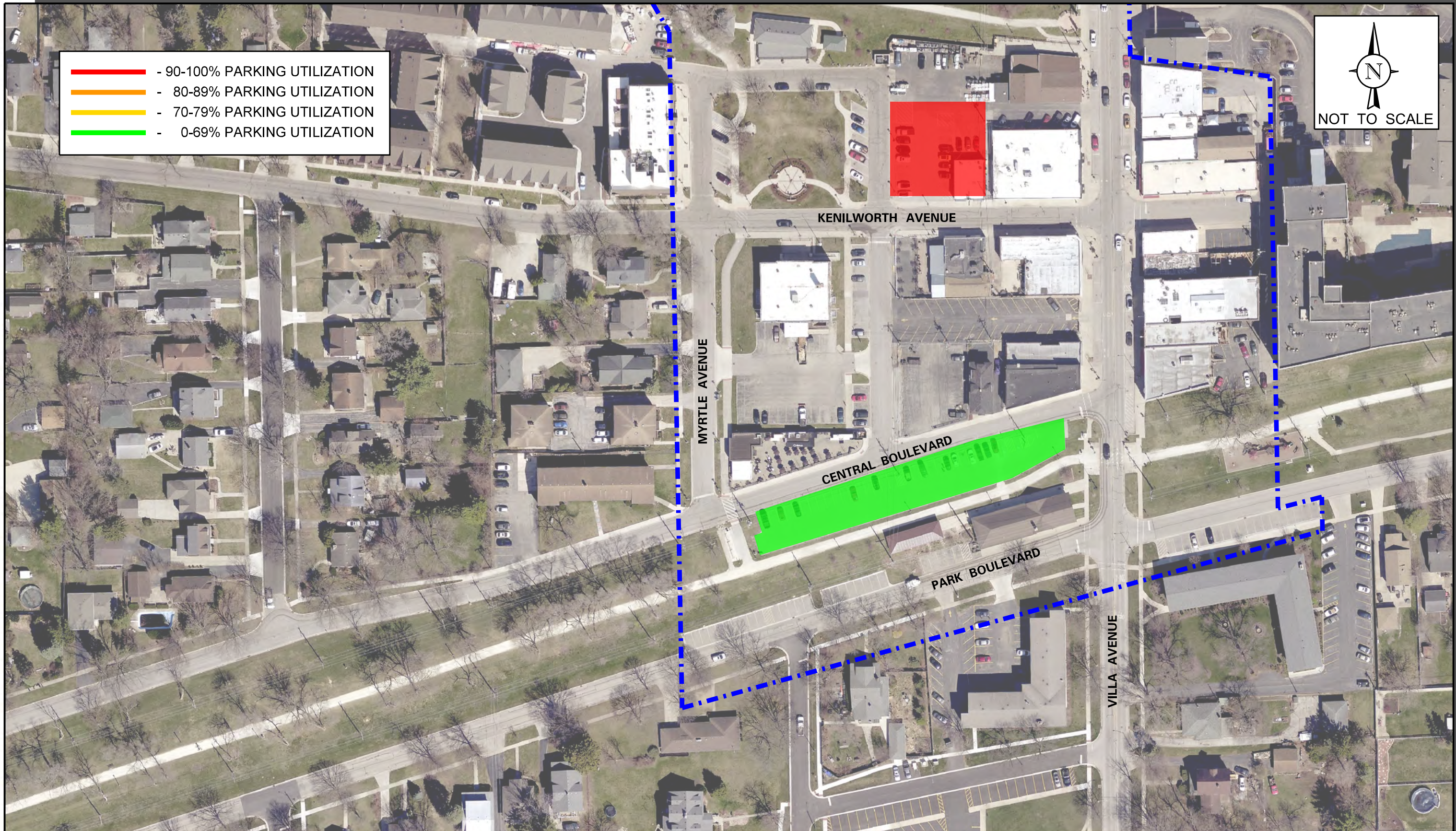
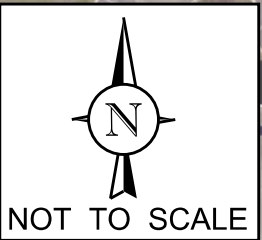
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (EVENING)
SATURDAY MAY 6, 2023
NORTH SECTION

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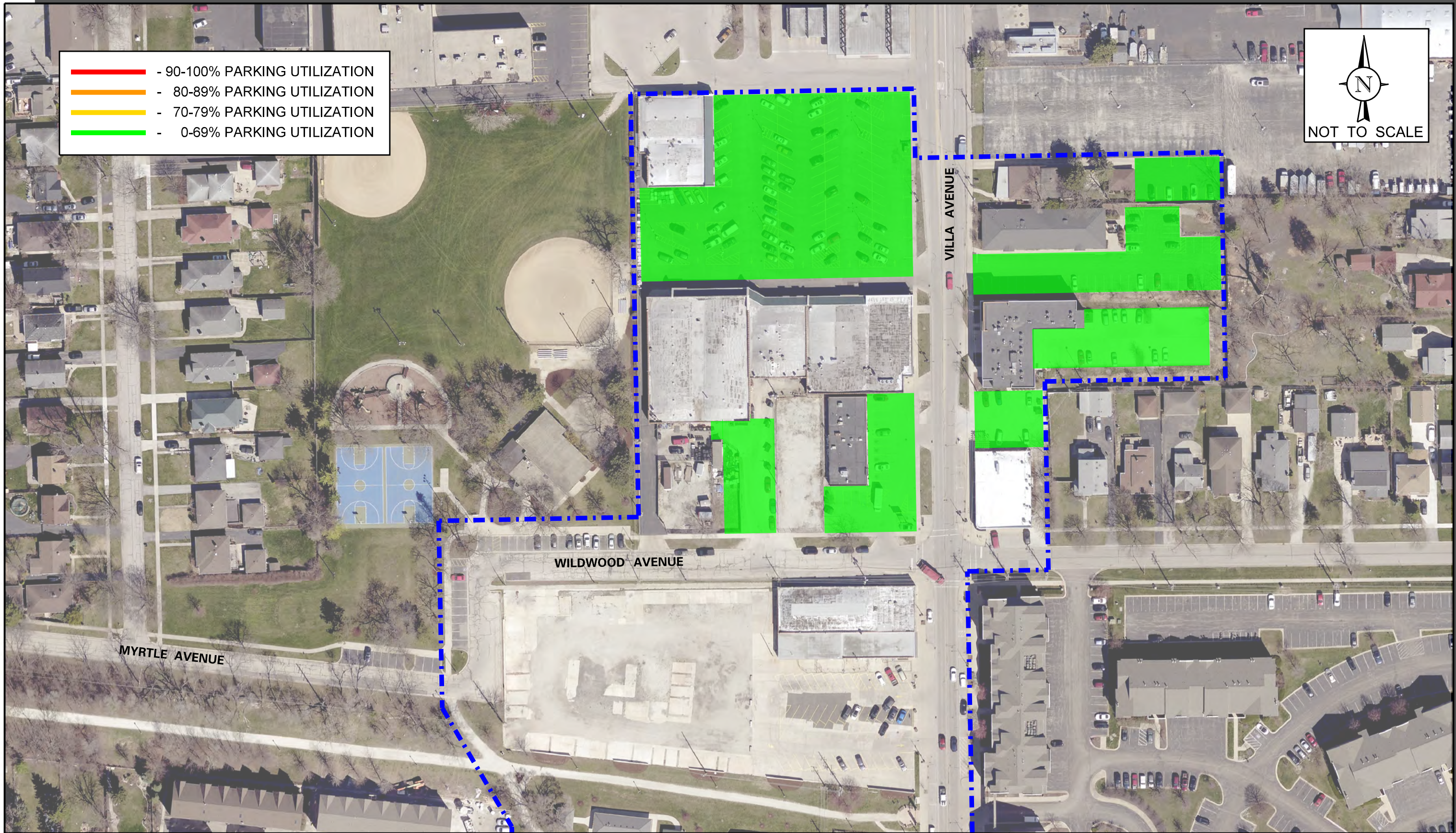
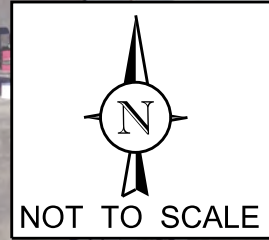


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PUBLIC LOT PARKING UTILIZATION (EVENING)
SATURDAY MAY 6, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 18

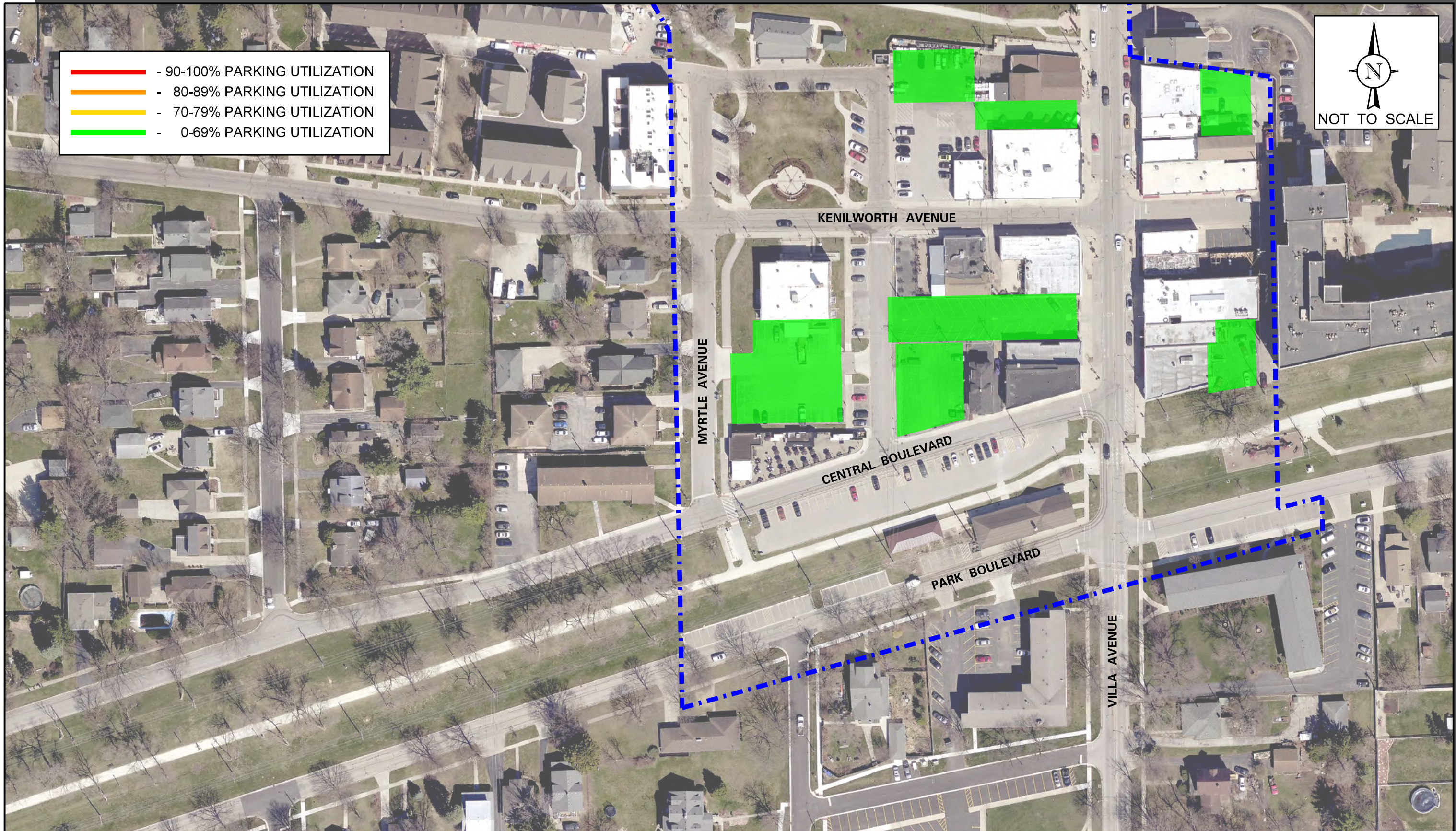
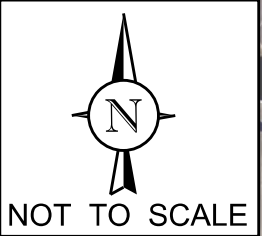
- █ - 90-100% PARKING UTILIZATION
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (DAYTIME)
THURSDAY MAY 4, 2023
NORTH SECTION

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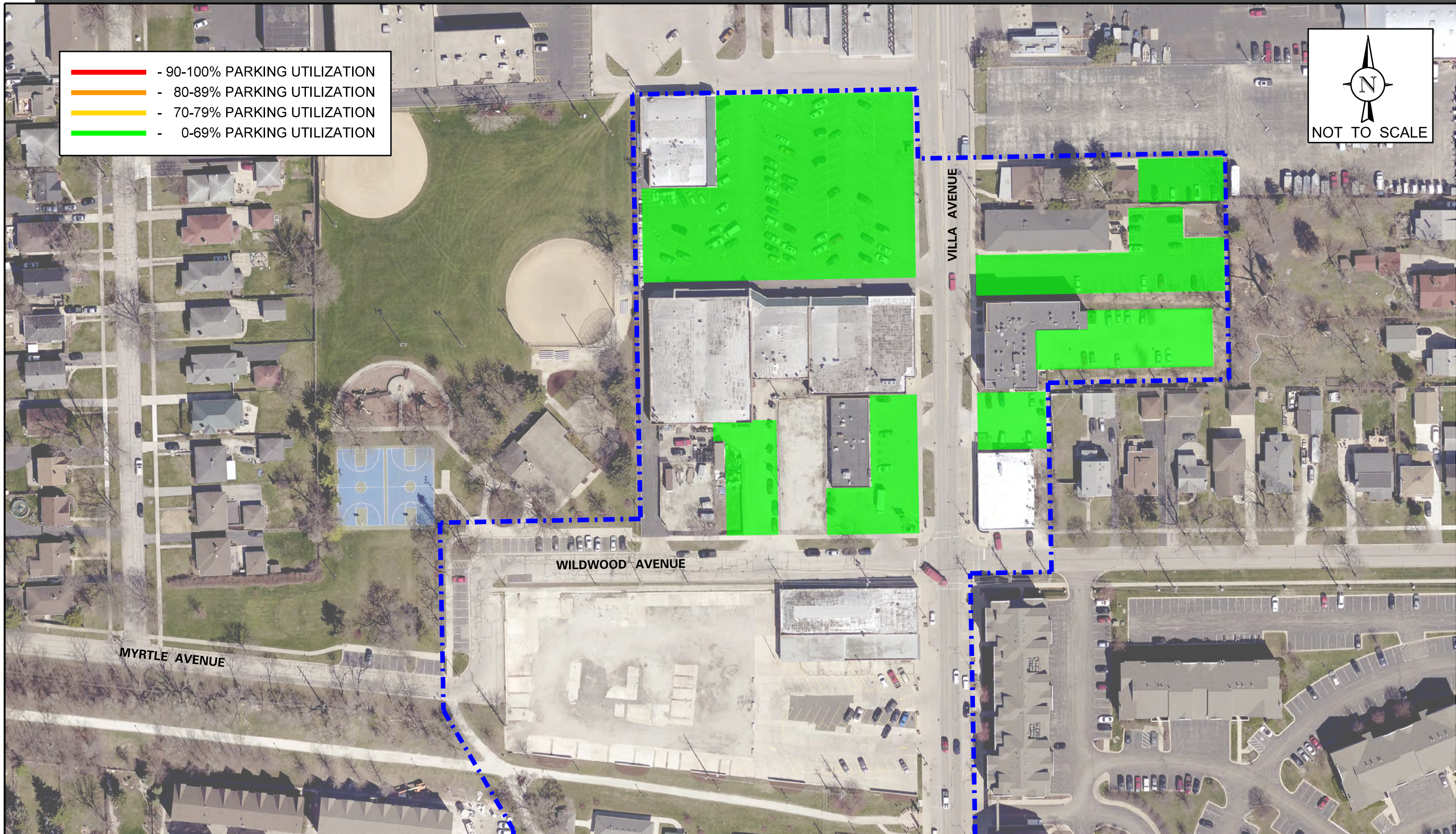
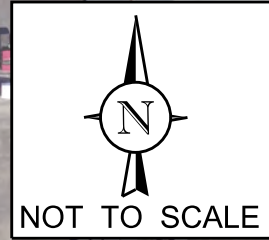


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (DAYTIME)
THURSDAY MAY 4, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 20

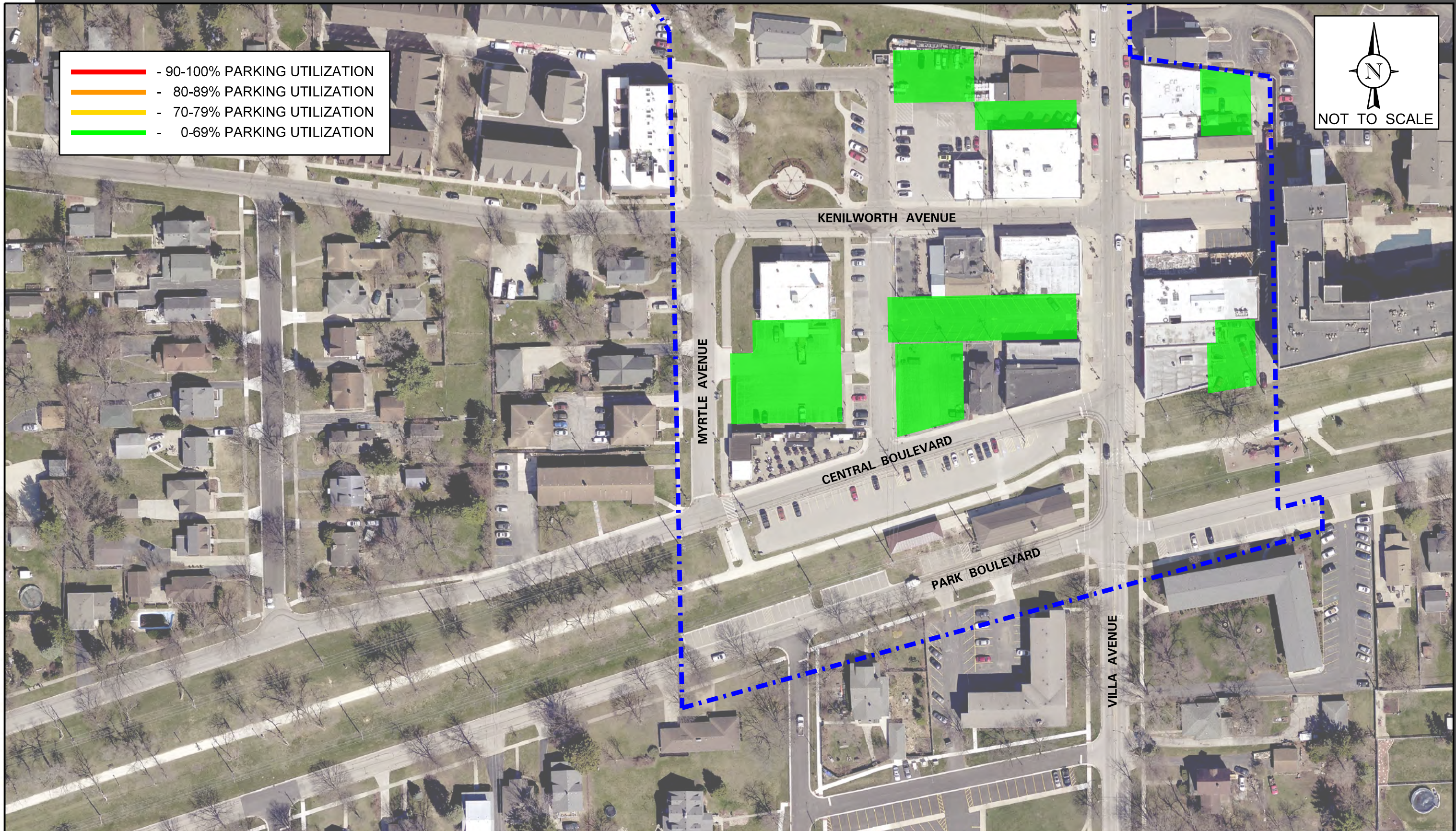
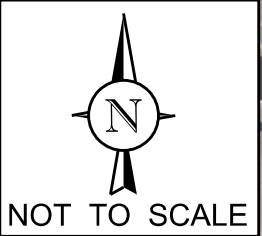
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (EVENING)
THURSDAY MAY 4, 2023
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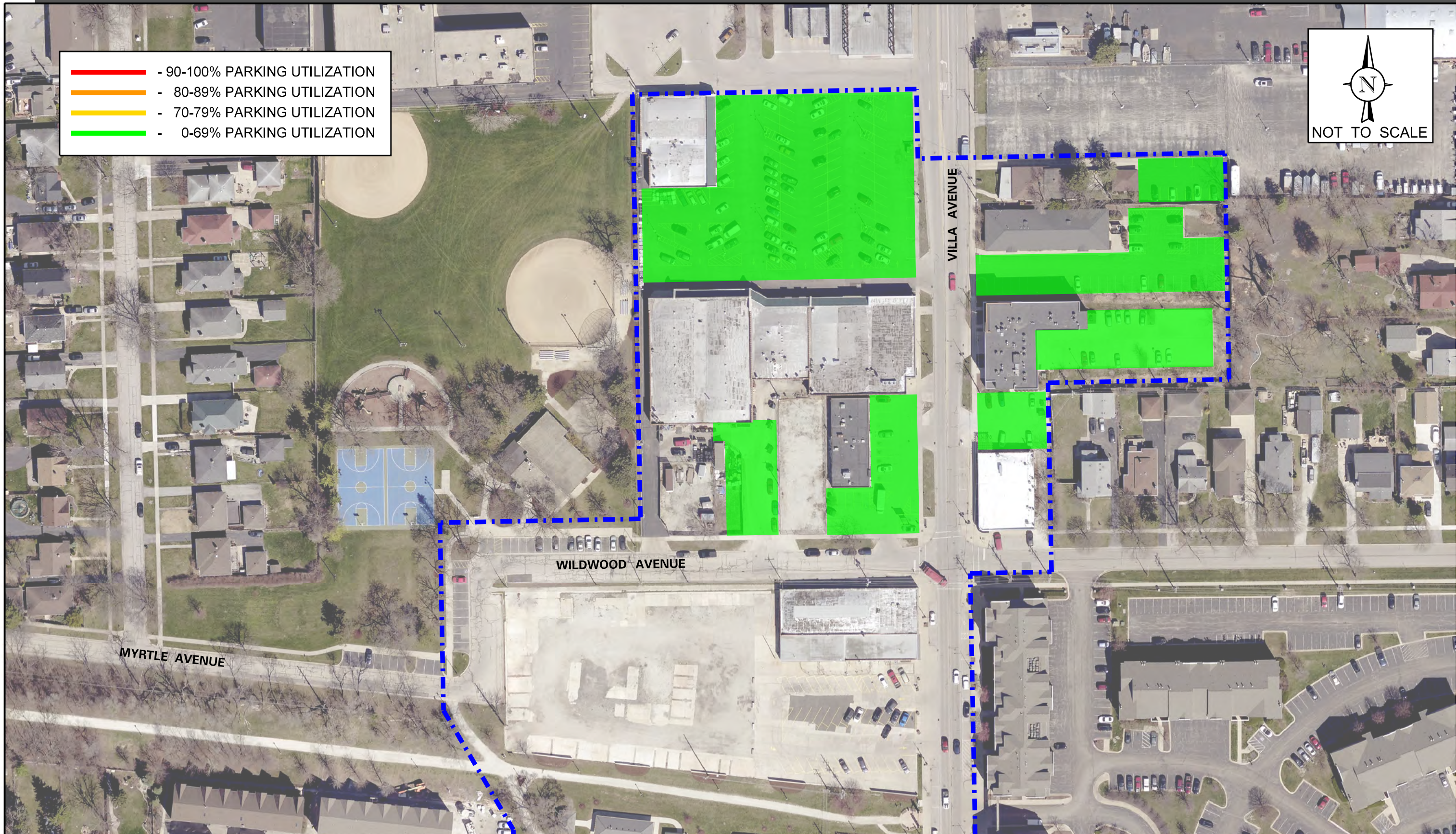
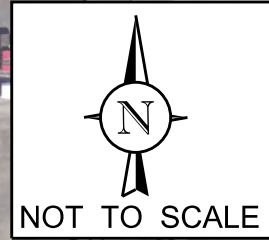


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (EVENING)
THURSDAY MAY 4, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 22

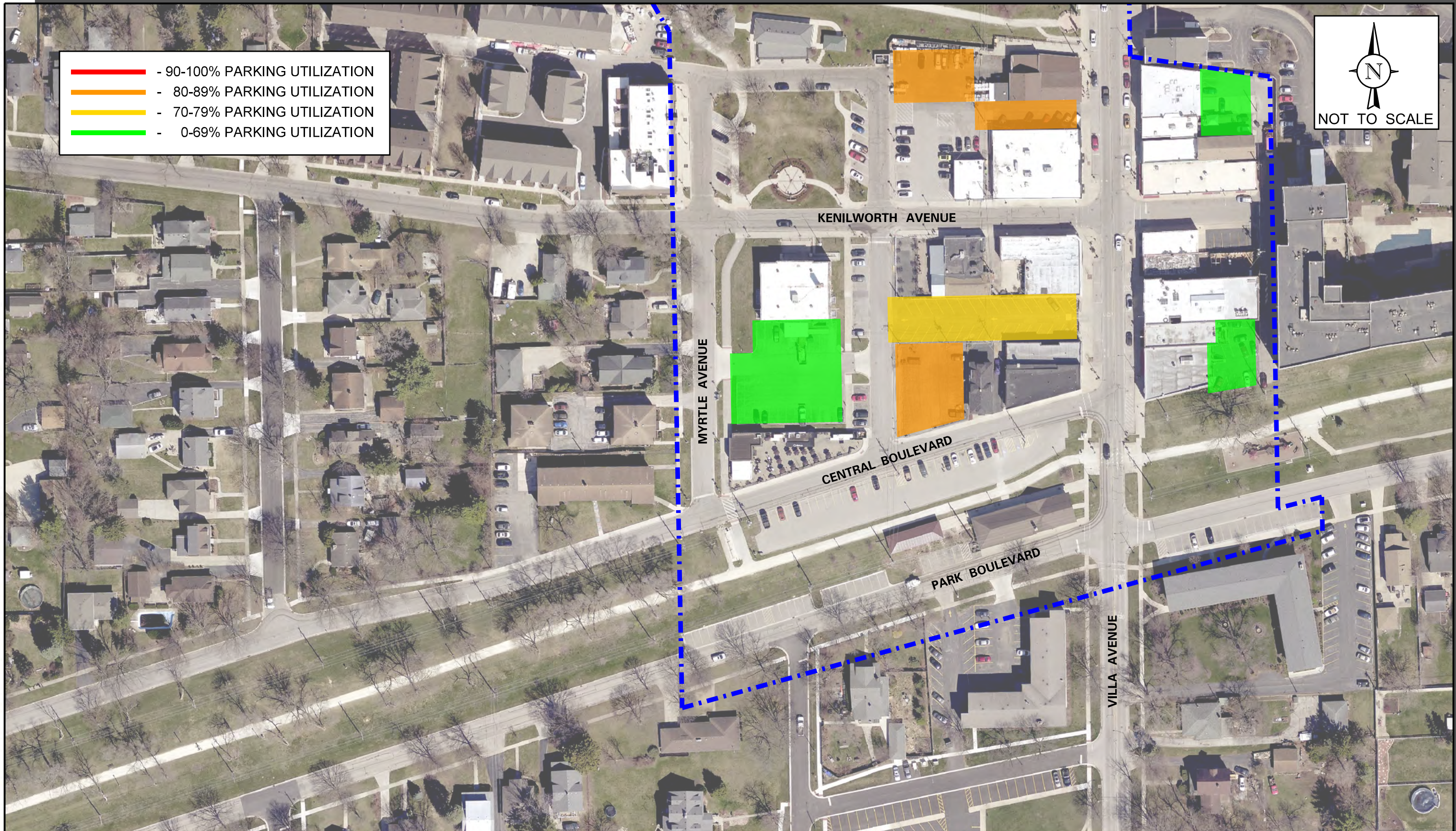
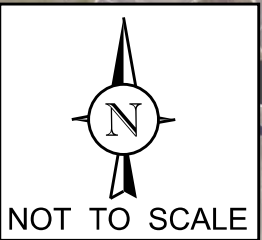
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (DAYTIME)
SATURDAY MAY 6, 2023
NORTH SECTION

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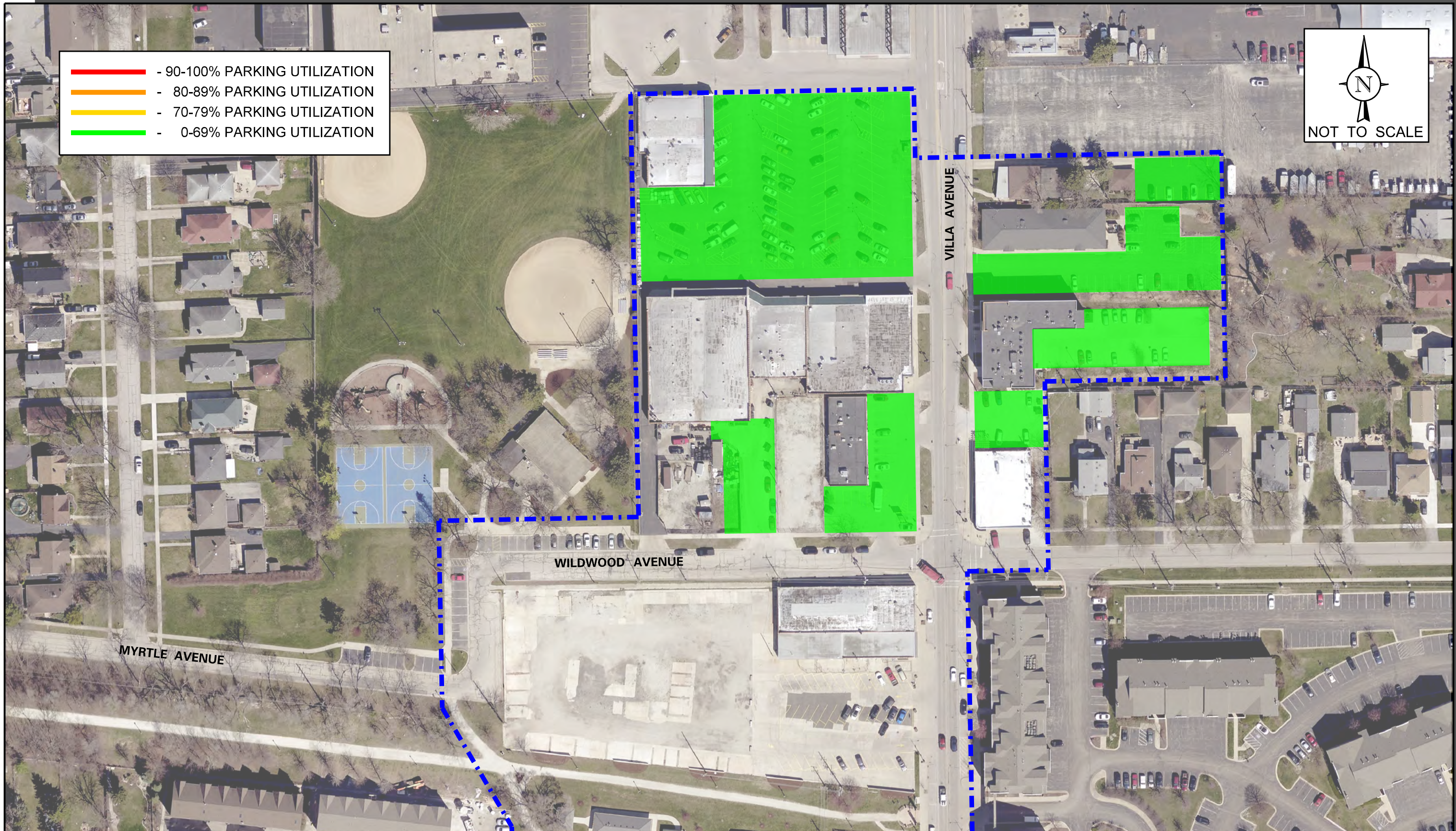
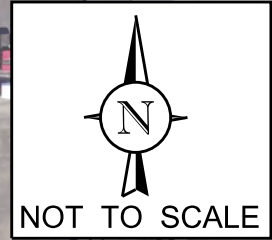


VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (DAYTIME)
SATURDAY MAY 6, 2023
SOUTH SECTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-117 Figure: 24

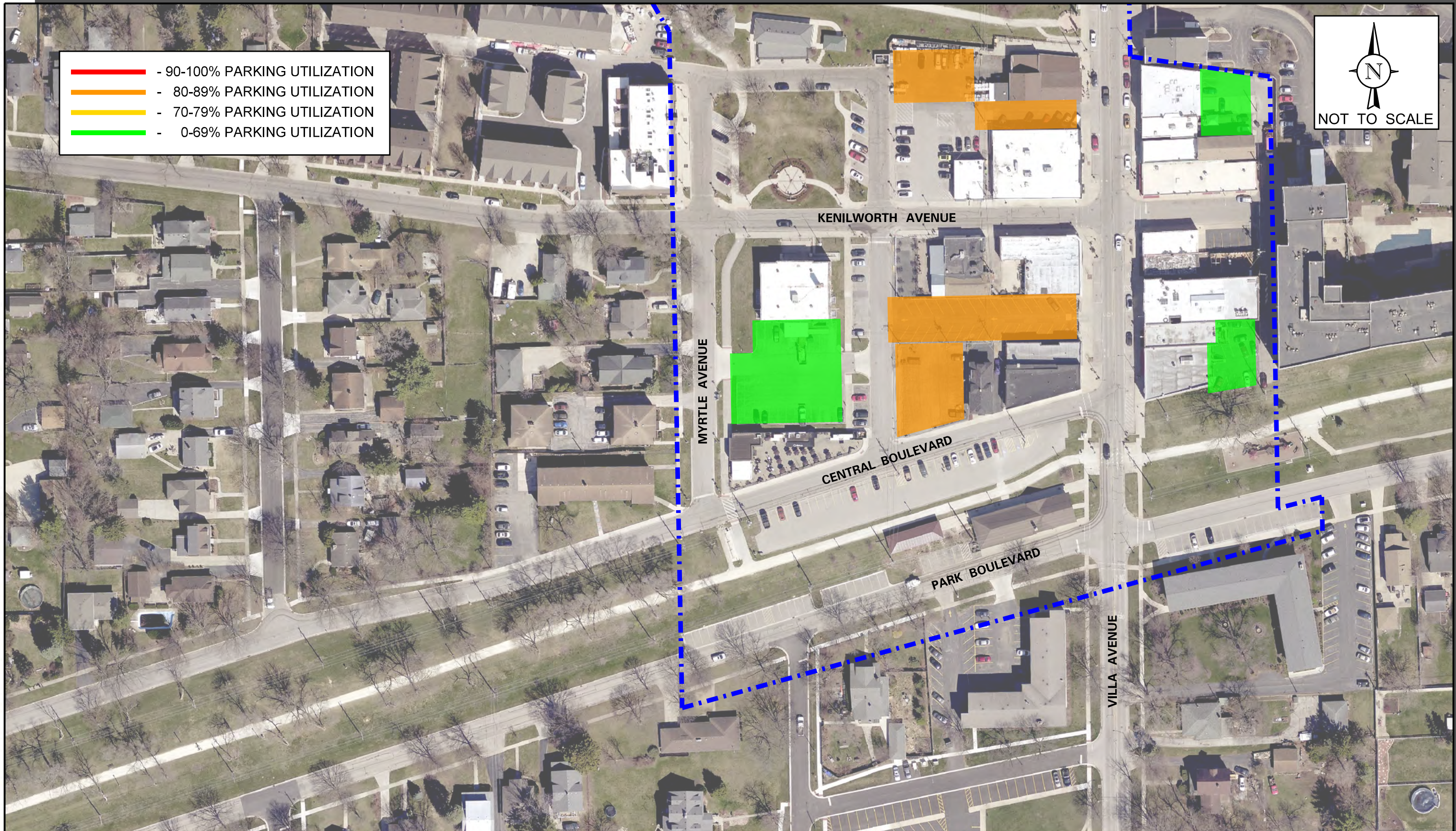
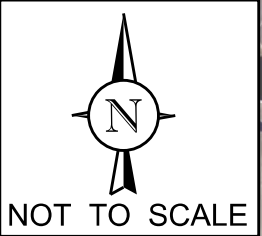
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VILLA AVENUE
PARKING STUDY
VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (EVENING)
SATURDAY MAY 6, 2023
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VILLA AVENUE
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VILLA PARK, ILLINOIS

PRIVATE LOT PARKING UTILIZATION (EVENING)
SATURDAY MAY 6, 2023
SOUTH SECTION

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Job No: 23-117 Figure: 26

3. Projected Parking Conditions

The future parking conditions in the downtown area will be impacted by redevelopment projects. With the development of any parcel, the following changes in the parking characteristics must be examined:

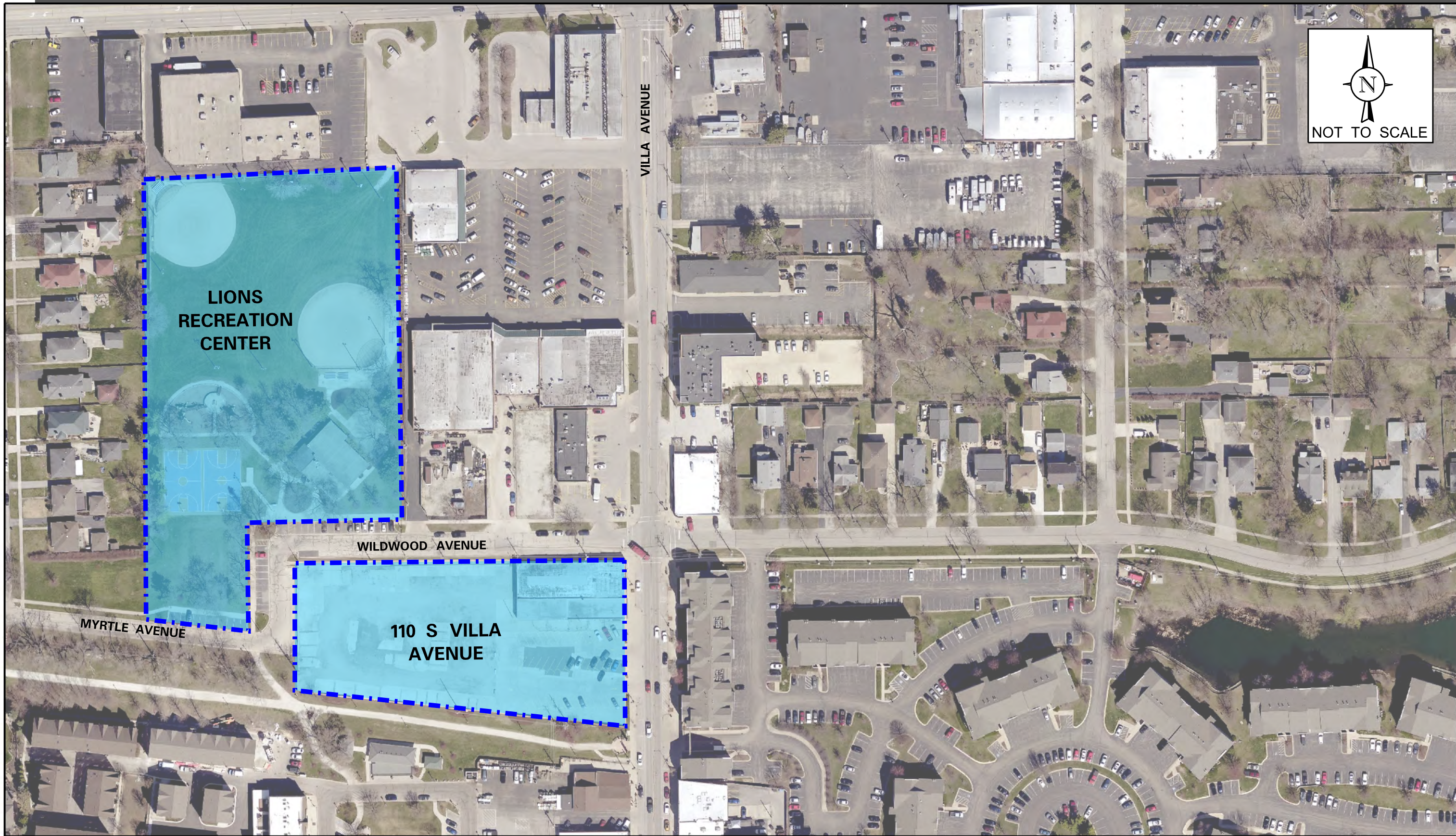
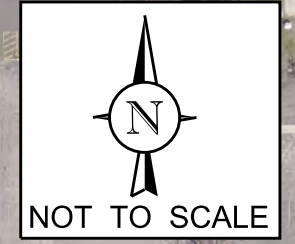
- *Type of Parking.* The change in the type of parking (i.e., public vs. private) and/or the parking regulations (i.e., reserved parking, time restrictions, etc.), if any.
- *Parking Inventory.* The net gain or loss in the number of parking spaces resulting from the development project.
- *Parking Demand.* The net gain or loss in parking demand resulting from the development.

Future Downtown Developments

According to Village officials, several new developments are proposed, approved, and/or under construction in downtown Villa Avenue, as shown in **Table 4** and **Figure 27**.

Table 4
DOWNTOWN DEVELOPMENT PROJECTS

Location	Land Use	Status
320 E. Wildwood Avenue	Lions Recreational Center (Phase I – 73 off-street parking spaces) (Phase II – 53 additional off-street parking spaces)	Under Construction
110 S. Villa Avenue	220 Apartment Units/8,000 s.f. Retail (100 public parking spaces, 315 residential only parking spaces and 8 on-street parking spaces)	Spring 2024 Construction



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FUTURE DOWNTOWN DEVELOPMENT

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Job No: 23-117 Figure: 27

Multi-Family and Retail Uses Parking Rates

As discussed above, the future downtown developments consist of the reconstruction of the existing Lions Park and one mixed-use development that will include multi-family residential units and 8,000 square feet of retail space. For analysis purposes, half of the retail space was assumed to be a restaurant (100 seats) while the other half was assumed to be general retail. The following summarizes the peak parking ratios for multi-family developments and retail based on (1) the Village of Villa Park, and (2) parking rates published in the *Parking Generation Manual*, 5th Edition published by the Institute of Transportation Engineers (ITE):

- *Village of Villa Park Requirements.* According to the Village’s Zoning Ordinance, multifamily developments are required to provide 1.0 parking spaces per unit or 1.0 per bedroom (whichever is greater). Restaurants are required to provide 0.33 spaces per seat and retail uses 4.0 spaces per 1,000 square feet.
- *ITE Parking Ratios.* The *ITE Parking Generation Manual* indicates that Multifamily residential land uses (Mid-Rise, Land Use Code 221) have an average parking ratio of 1.23 spaces per unit. A high turnover restaurant and a retail land use have the following peak parking demand:

PEAK PARKING DEMAND PER ITE

Land Use	Monday-Thursday	Friday	Saturday
High Turnover Restaurant	8.97 spaces per 1,000 s.f.	14.27 spaces per 1,000 s.f.	11.53 spaces per 1,000 s.f.
Retail	2.79 spaces per 1,000 s.f.	3.13 spaces per 1,000 s.f.	2.77 spaces per 1,000 s.f.

Parking Evaluation of the Future Developments

The following summarizes each of the developments, evaluates the potential changes they would have on the downtown parking supply and demand, and identifies any positive or negative impacts they would have on downtown parking conditions.

320 E. Wildwood

This is the redevelopment of the existing Lions Park and is currently under construction. The redevelopment will be conducted in two phases with the first phase providing 73 off-street parking spaces and the second phase an additional 53 off-street parking spaces. It is important to note that this redevelopment will eliminate approximately 38 on-street parking spaces for a net gain of 88 public parking spaces. The net gain in parking spaces will provide adequate parking for the Lions Park Recreational Center. It is recommended that these parking spaces be made available to the general public, especially at night-time, to ensure that adequate public parking is provided for all of the businesses within the downtown center.

110 S. Villa Avenue

This mixed-use development is proposed to be located on the south side of Wildwood Avenue between Villa Avenue and Myrtle Avenue. The subject site is currently occupied by a vacant parcel and a public parking lot that provides approximately 49 off-street parking spaces. As proposed, the site will be redeveloped with a seven-story building providing 220 apartment units with the following composition:

- Five studio units
- 140 one-bedroom units
- 65 two-bedroom units
- 10 three-bedroom units

In addition, the site will include 8,000 square feet of first floor retail space. Approximately 315 residential only parking spaces and 100 off-street public parking spaces will be provided in a garage. Furthermore, approximately eight on-street parking spaces will be provided along the west side of Villa Avenue fronting the development thus providing a net gain of four on-street parking spaces. As such, the proposed development will provide a net gain of approximately 55 public parking spaces.

As previously indicated, half of the 8,000 square feet of retail space was assumed to be a restaurant with 100 seats while the other half was assumed to be a typical retail store. Based on the Village of Villa Park parking requirements, the development should provide 305 residential spaces and the retail portion should provide 33 spaces for the restaurant and 16 spaces for the retail space. Based on this, the development is providing ample parking to meet and exceed the Village of Villa Park requirements for the residential component. The parking required by the future restaurant and retail use can be accommodated by the net gain in the number of public parking spaces.

For comparison purposes and based on ITE parking generation data, the residential portion of the development will have a peak parking demand of approximately 271 vehicles while the restaurant will have a peak parking demand (Friday) of 57 vehicles and the retail space a peak parking demand of 13 vehicles. While it appears that the restaurant and retail component of the development will utilize all of the net gain in public parking spaces, it is important to note that the adjacent area has ample parking available to accommodate this additional demand and the assumed land uses peak at different times thus having good parking demand synergy. As such, the proposed development is providing adequate parking to have a positive impact on the parking supply in the area.

4. Findings and Recommendations

Based on the findings from the parking surveys, and the evaluation of existing and projected parking conditions, recommendations were developed to increase utilization of the public parking supply and mitigate areas where the availability of public parking is constrained. In addition, the recommendations address options for improving wayfinding signage for the public parking lots and the utilization of newer parking technologies.

Summary of Findings

As the parking surveys have shown, the overall parking supply within the downtown study area is sufficient to accommodate the peak parking demand on most days with the exception of some specific parking areas for a couple of hours. The following summarizes the results of the parking surveys:

- *Typical Weekday.* The peak utilization of public parking (on-street and off-street) in the Villa Avenue downtown area on a typical weekday was 50.9% and occurred around 8:00 P.M. A minimum of approximately 136 of the 277 public parking spaces were available at this time.
- *Typical Saturday.* The peak utilization of public parking (on-street and off-street) in the Villa Avenue downtown area on a typical Saturday was 62.4% and occurred around 8:00 P.M. A minimum of approximately 104 of the 277 public parking spaces were available at this time.

Recommendations

Enhanced Marketing and Wayfinding

The existing public parking lots are located within a block or two of the areas with the highest parking demand (DeMito's and More Brewing Company). Yet the parking surveys revealed that the on-street parking along Park Boulevard is underutilized in the evenings and/or weekends. Downtown patrons and business owners can perceive there to be a parking problem if they are unable to park in front of or within view of their destination. The Village may be able to alleviate this perception and achieve greater utilization of the on-street parking along Park Boulevard by publicizing better parking information and improving the visibility and accessibility of these spaces. Furthermore, the Village should increase the visibility of the public lots from Villa Avenue, Kenilworth Avenue, and Wildwood Avenue, and implement wayfinding guidance to the lots.

- *Develop digital downtown public parking maps* – The Village of Villa Park provides various maps on its website. However, there are no maps for the downtown area. The Village should create a map showing public parking options within the Villa Avenue downtown area. The map should also depict all of the public parking options, regulations, and time limitations. The map should be publicized through multiple media platforms including websites, social media, and the Villa Park Chamber of Commerce. The map could also be made available via QR codes. Additional parking lot information should be edited/added on Google and Apple maps, providing visitors with the tools to see where the adjacent parking lots are located and decide ahead of their arrival where they would like to park.

- Develop and implement a wayfinding sign system* – There is inconsistent signage for the public lots within the Villa Avenue downtown. There are no advance signs indicating public parking lot location along Villa Avenue for the lot on the west side of Villa Avenue north of the Great Western Trail. This lot only has a directional sign immediately north of its entrance off Villa Avenue and it is in a state of disrepair. Further, there are no signs along Villa Avenue going northbound indicating the availability of public parking on Central Boulevard or on either direction along Villa Avenue at its intersection with Kenilworth Avenue indicating the availability of public parking within the Cortesi Avenue public lot. Lastly, there is no sign on Myrtle Avenue at its intersection with Central Avenue indicating the availability of public parking on Central Boulevard or along Park Boulevard. The Village should prepare a wayfinding master plan that would establish a uniform and comprehensive system of directional parking signs, lot identifications signs, and parking trailblazing signs as well as identify the appropriate locations to install these signs. Emphasis should be placed on parking guidance from Villa Avenue, Kenilworth Avenue and Central Boulevard. Examples of wayfinding signage are shown below.



Examples of Parking Wayfinding Signage

Better Utilization of the Park Boulevard Parking and Public Parking

Park Boulevard offers approximately 47 parking spaces that are very underutilized. Consideration should be given to better sign these spaces as public parking and providing a pedestrian connection from the spaces on the north side of Park Boulevard just west of Villa Avenue to the Illinois Prairie Path in order to make it more attractive and easier for patrons to utilize these spaces. In addition to improving wayfinding guidance to the lots, as noted above, the following recommendations were developed to better utilize the public parking lots during weekday evenings and weekends.

- *Reduce confusion over public and private parking in the vicinity of the lots.* The Villa Park Historical Society Museum lot should be clearly defined as public parking. In order to better define the public parking lots the following should be considered:
 - a. Install gateway features at entryways to the public parking lots such as overhead signs, lot identification signs, and/or landscaping.
 - b. Install uniform parking banner signs on the light poles along Villa Avenue, Kenilworth Avenue and Central Boulevard.
- *Improve parking lots to enhance self-parking experience and promote the use of the lots.* This could include repaving/restriping the lots, adding landscaping, and enhancing lighting as well as adding electric charging stations.
- *Develop visible pedestrian pass-through routes between the parking spaces on the north side of Park Boulevard and the Illinois Prairie Path.* This would require coordination with the DuPage County Division of Transportation and could be accomplished with pavement markings, new sidewalk and/or signage.
- *Improve pedestrian access to the Illinois Prairie Path and businesses to the north.* The parking spaces on the north side of Park Boulevard require walking on the grass or the street to reach the existing pedestrian system. A sidewalk segment could be installed along the north side of the parking spaces connecting with the recommended connection to the Illinois Prairie Path.
- *Encourage valet parking.* Have businesses develop a valet plan to utilize the on-street parking spaces in front of their respective businesses and valet vehicles to underutilized parking lots in the downtown area.



Better Utilization of On-Street Parking During Evenings and Weekends

Many of the on-street parking spaces along Villa Avenue have a time limit of three hours until 8:00 P.M. However, most of the businesses along Villa Avenue are closed by 5:00 P.M. In order to better utilize the on-street parking spaces, consideration should be given to removing the restriction or reducing it to be from 9:00 A.M. to 5:00 P.M. in order to provide more unrestricted parking when the restaurants in the area begin to experience their peak operation.

Elimination of Parking Requirements for Non-Residential Uses with MX Districts

The Villa Avenue downtown area is mainly composed of various MX zoning categories. Based on the result of the surveys there is plenty of parking available to eliminate the parking requirement for non-residential uses within the Villa Avenue downtown area. This would allow for the greatest amount of usage of existing parking facilities and provide for redevelopment opportunities that will not be burdened with required parking minimums while existing parking spaces remain empty.

The requirement of additional unwarranted parking is a disservice to the limited amount of land available in the Villa Avenue downtown area and is not the highest and best use long term for the Village's economic growth. The elimination of non-residential parking minimums would not be imposed should a project site desires to provide onsite parking for their own internal needs while still ensuring that residences have adequate overnight parking supply, so as to not burden the public on-street parking and public parking lots.

5. Conclusions

This report summarizes the findings from a parking demand assessment of the public parking supply in the Villa Avenue downtown area in Villa Park, Illinois. The study area for the parking assessment was selected by Village staff and is generally bounded by St. Charles Road on the north, Villa Avenue on the east, Park Boulevard on the south, and Myrtle Avenue on the west. The study area consists of public and private parking lots and on-street parking spaces that are both regulated and unregulated and are used by downtown employees, visitors, and patrons.

The purpose of this study was to assist the Village of Villa Park in the evaluation of the existing and future parking demand operations and develop recommendations on Village Code appropriateness.

The following summarizes the findings and results of the study.

Existing Downtown Parking Supply

- The downtown study area provides a total of 277 public parking spaces including approximately 96 spaces (35%) spread over three public lots and 181 spaces (65%) on the street.
- 13 private off-street locations with a total of approximately 367 parking spaces are provided throughout the downtown area.
- Approximately 24 spaces of the 181 on-street spaces are signed for 3-hour parking from 9:00 A.M. to 8:00 P.M., 14 spaces are signed for 30-minute parking from 9:00 A.M. to 8:00 P.M. and one space is signed for 15-minute parking. The remaining 142 on-street spaces do not have any time restrictions.

Existing Downtown Parking Occupancy

- Parking occupancy surveys were performed on Thursday May 4, 2023 and Saturday May 6, 2023 from 9:00 A.M. to 12:00 A.M.
- Of the two days in which the parking occupancy surveys were performed, the peak utilization of public parking in the Villa Avenue downtown area occurred during the Saturday evening (9:00 P.M.) when 173 of the 277 public parking spaces (62.4%) were occupied.
- The peak parking utilization of public parking on a weekday also occurred during the evening (8:00 P.M.) when 141 of the 277 public parking spaces (50.9%) were occupied.

- Of the three public parking lots surveyed, parking utilization was highest in the Cortesi Avenue public lot on Saturday from 8:00 P.M. to 12:00 A.M. where the lot was over capacity with some vehicles double parked.
- Parking utilization was the lowest along Park Avenue throughout the two surveyed days.
- Street parking utilization exceeded 90% during the weekday and Saturday evenings along the segment of Cortesi Avenue between Kenilworth and Myrtle Avenue.

Projected Parking Demand

- The study examined the parking impact of two downtown redevelopment sites. One site is the reconstruction of the Lions Recreational Center along Wildwood Avenue. The other site is the redevelopment of the existing Villa Avenue public parking lot. (110 S. Villa Avenue).
- The Lions Recreational Center will be conducted in two phases with the first phase providing 73 off-street parking spaces and the second phase an additional 53 off-street parking spaces. While the reconstruction will eliminate approximately 38 on-street parking spaces, there will still be a net gain of 88 public parking spaces.
- The 110 S. Villa Avenue will be a mixed-use development that will provide a seven-story building with 220 apartment units and 8,000 square feet of ground floor retail. As part of the development, approximately 315 residential only parking spaces will be provided in a garage and 100 off-street public parking spaces within a garage. Furthermore, approximately eight on-street parking spaces will be provided along Villa Avenue for a net gain of approximately 55 public parking spaces.

Summary of Recommendations

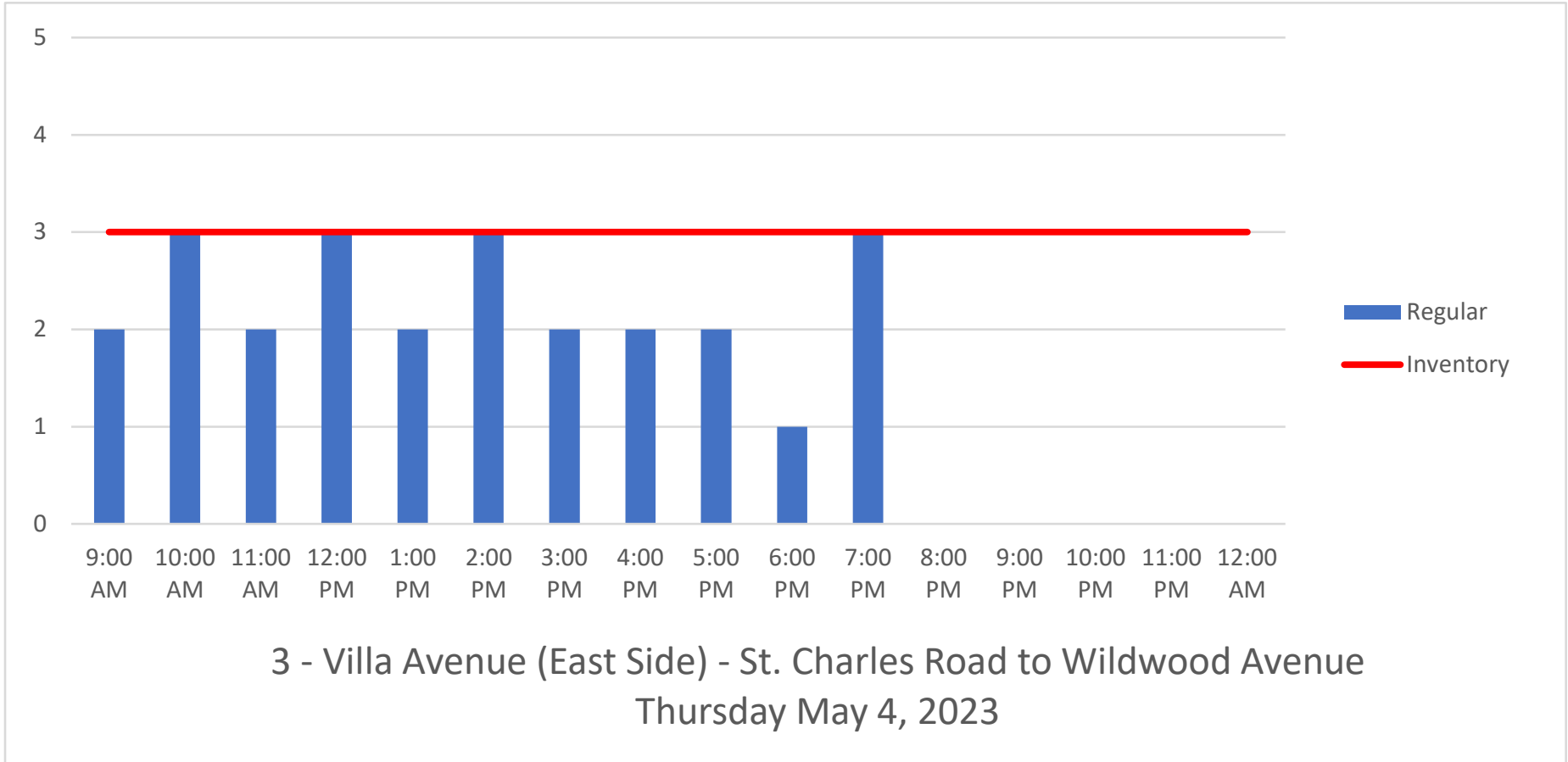
As part of the study, recommendations were developed to increase utilization of the public parking supply, mitigate areas where the availability of public parking is constrained, enhance valet parking operations, and utilize newer parking technologies for enforcement and payment.

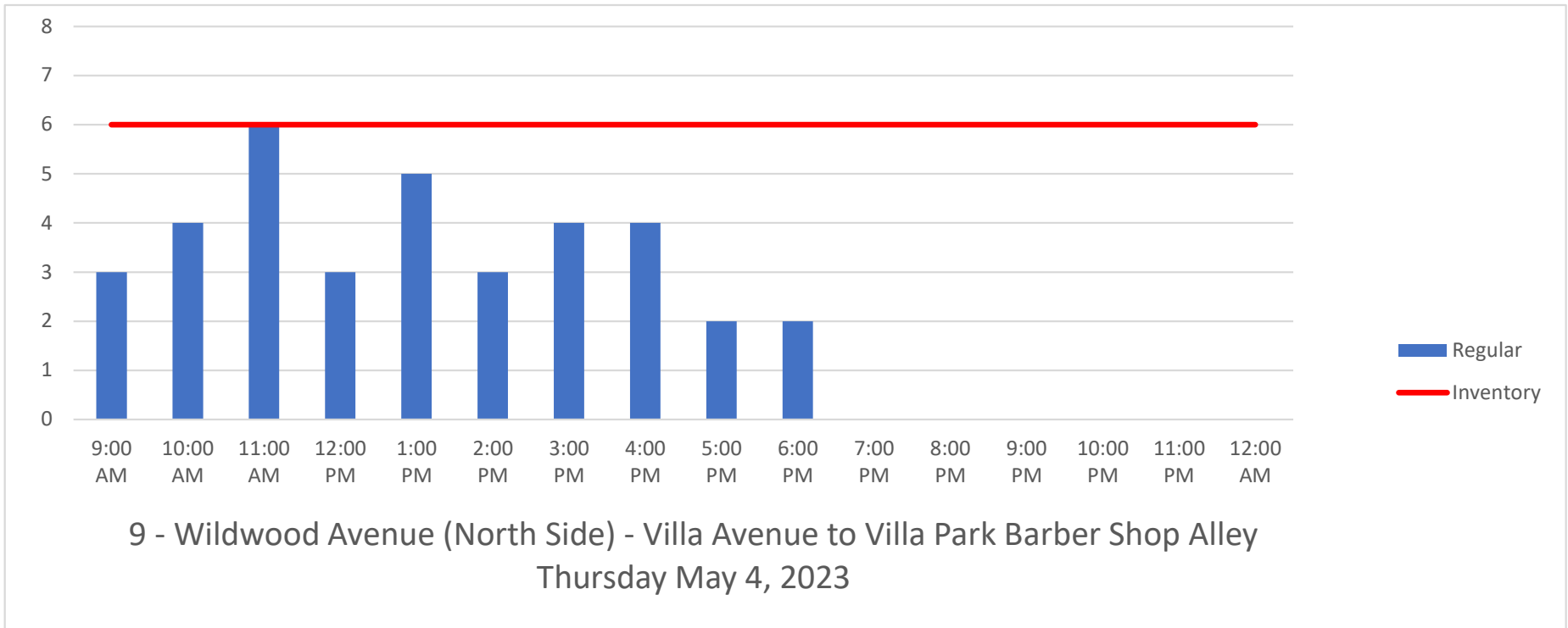
- *Enhance Marketing and Wayfinding.* Recommendations intended to better market the public parking facilities and provide directional guidance to reach the facilities include (1) development of a downtown parking map to be publicized through multiple media platforms, as well as on Google and Apple Maps and (2) development and installation of a comprehensive wayfinding signage system including directional parking signs, lot identifications signs, and parking trailblazing signs.

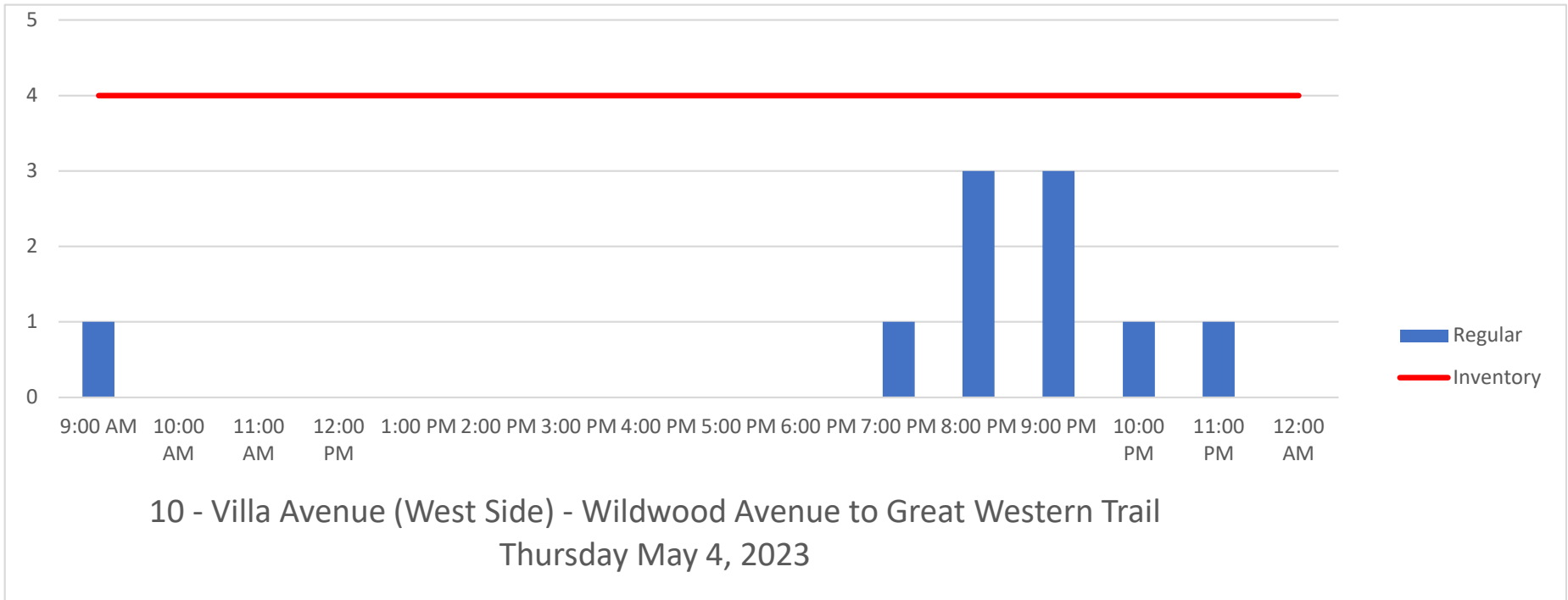
- *Better Utilization of Park Boulevard Parking and Public Lot.* Recommendations include (1) providing a pedestrian connection from the spaces on the north side of Park Boulevard just west of Villa Avenue to the Illinois Prairie Path , (2) installing gateway features at entryways to the public parking lots such as overhead signs, lot identification signs, and/or landscaping, (3) developing visible pedestrian pass-through routes to the Illinois Prairie Path and Central Boulevard via pavement/sidewalk markings and signage, and (4) improving pedestrian accessibility by providing a sidewalk segment along the north side of the parking spaces connecting with the recommended connection to the Illinois Prairie Path.
- *Better Utilization of On-street Parking during Evenings and Weekends.* Recommendations include removing the existing parking restriction or reducing the three-hour restriction to be from 9:00 A.M. to 5:00 P.M. in order to provide more unrestricted parking when the restaurants in the area begin to experience their peak operation.
- *Elimination of Parking Requirements for Non-Residential Uses with MX Districts.* Recommendations intended to allow for the greatest amount of usage of existing parking facilities and provide for redevelopment opportunities that will not be burdened with required parking minimums while existing parking spaces remain empty. This elimination of non-residential minimums would not be imposed should a project site desires to provide onsite parking for their own internal needs.
- *New Parking Inventory.* It is recommended that the additional parking spaces to be provided within the Lions Recreational Center be made available to the general public, especially at nighttime, to ensure that adequate public parking is provided for all of the businesses within the downtown area. As additional public parking opportunities are developed, this additional supply should be taken advantage of to eliminate the burden on private lot developments.

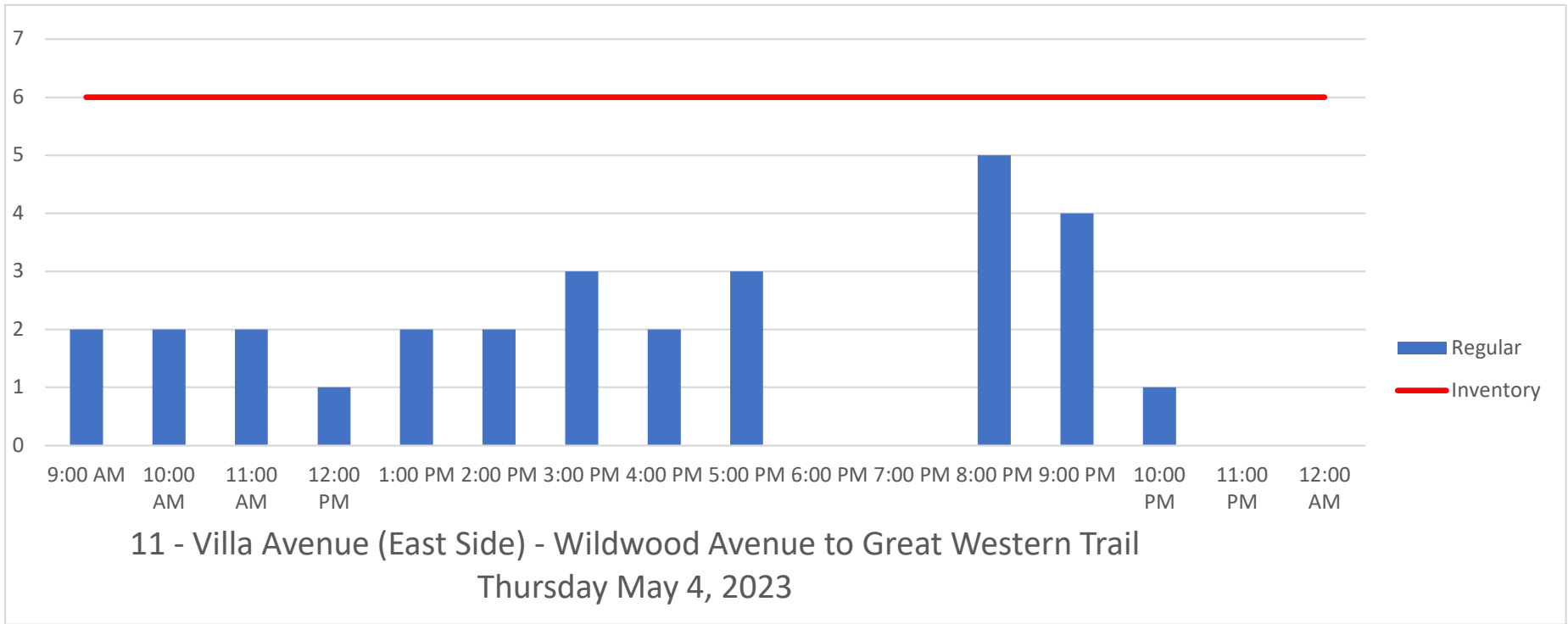
Appendix

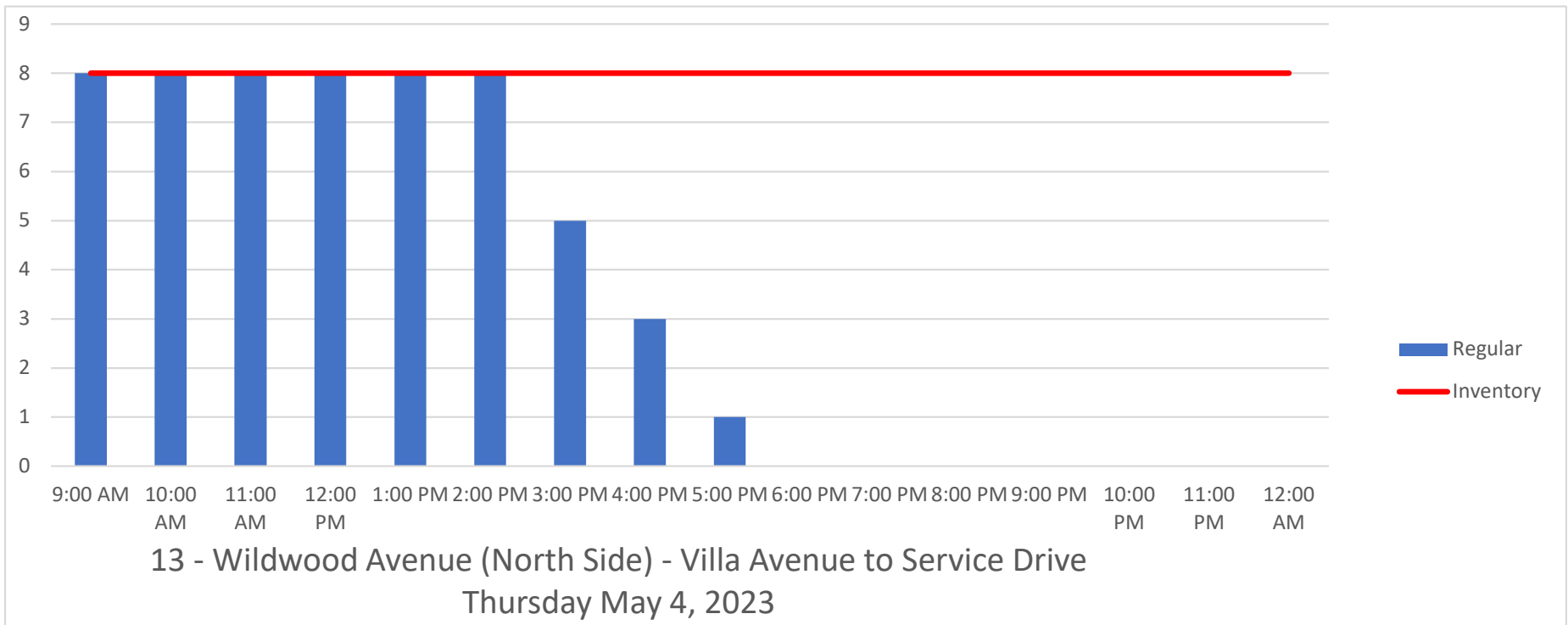
Thursday May 4, 2023
On-Street Parking Survey

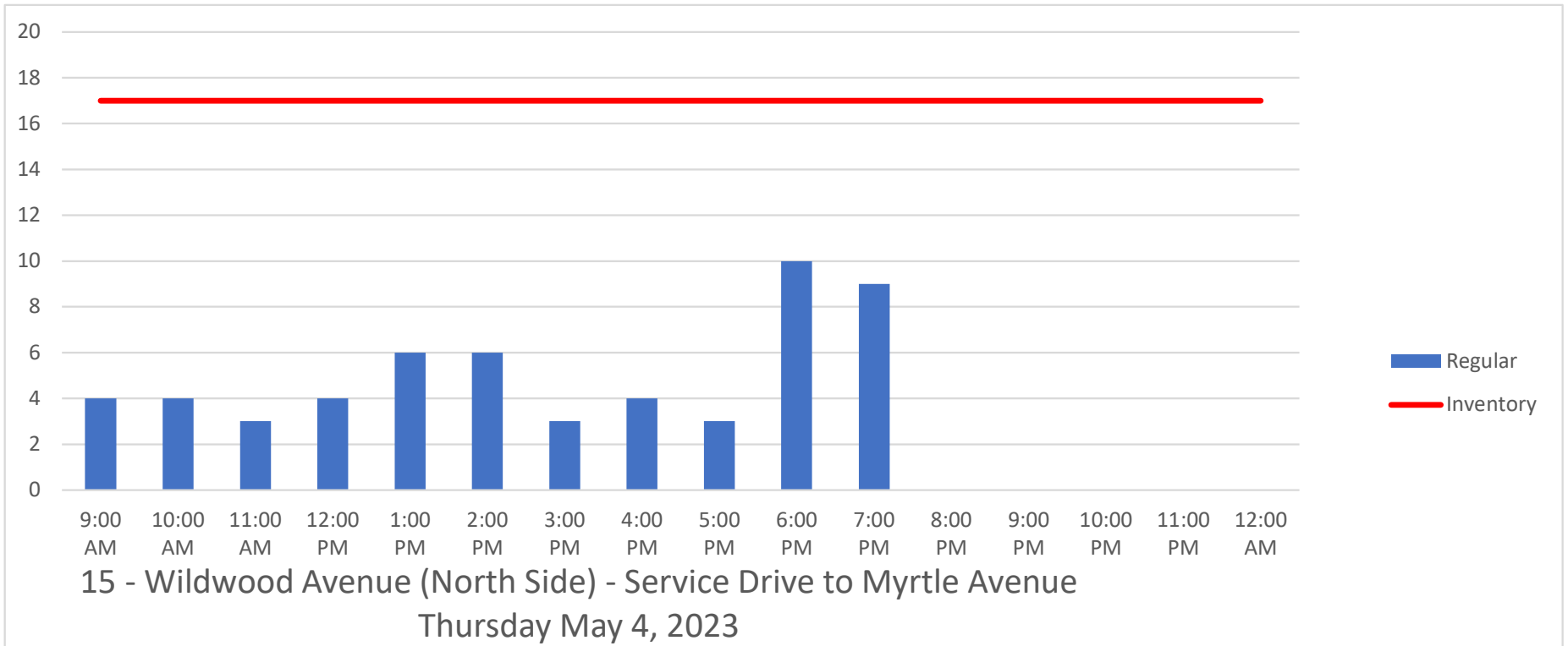


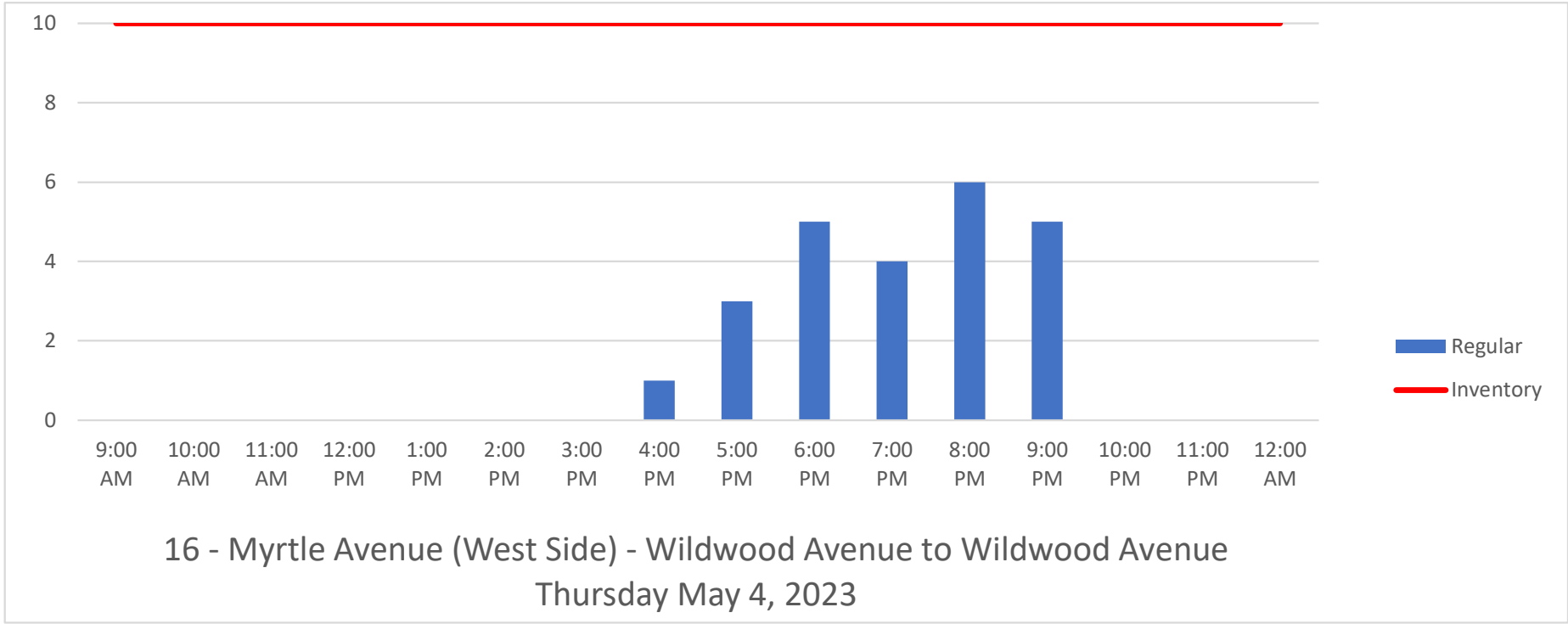


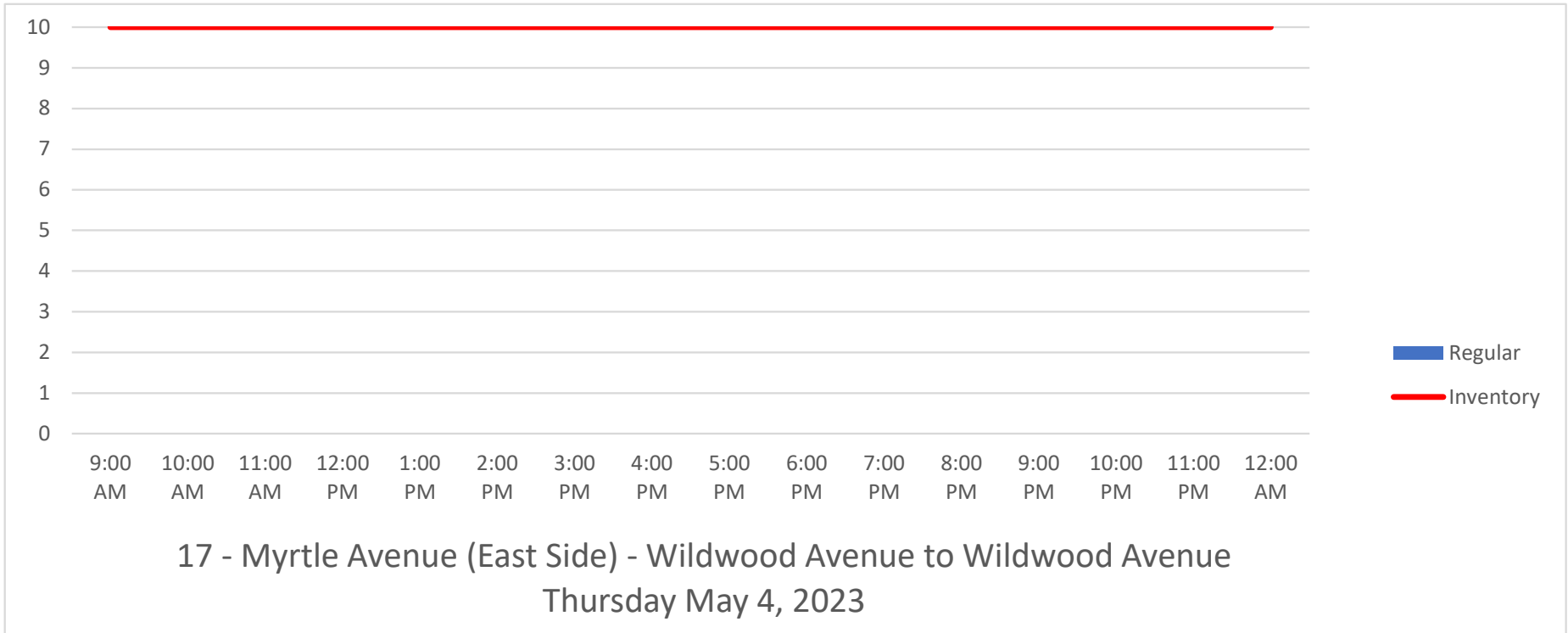


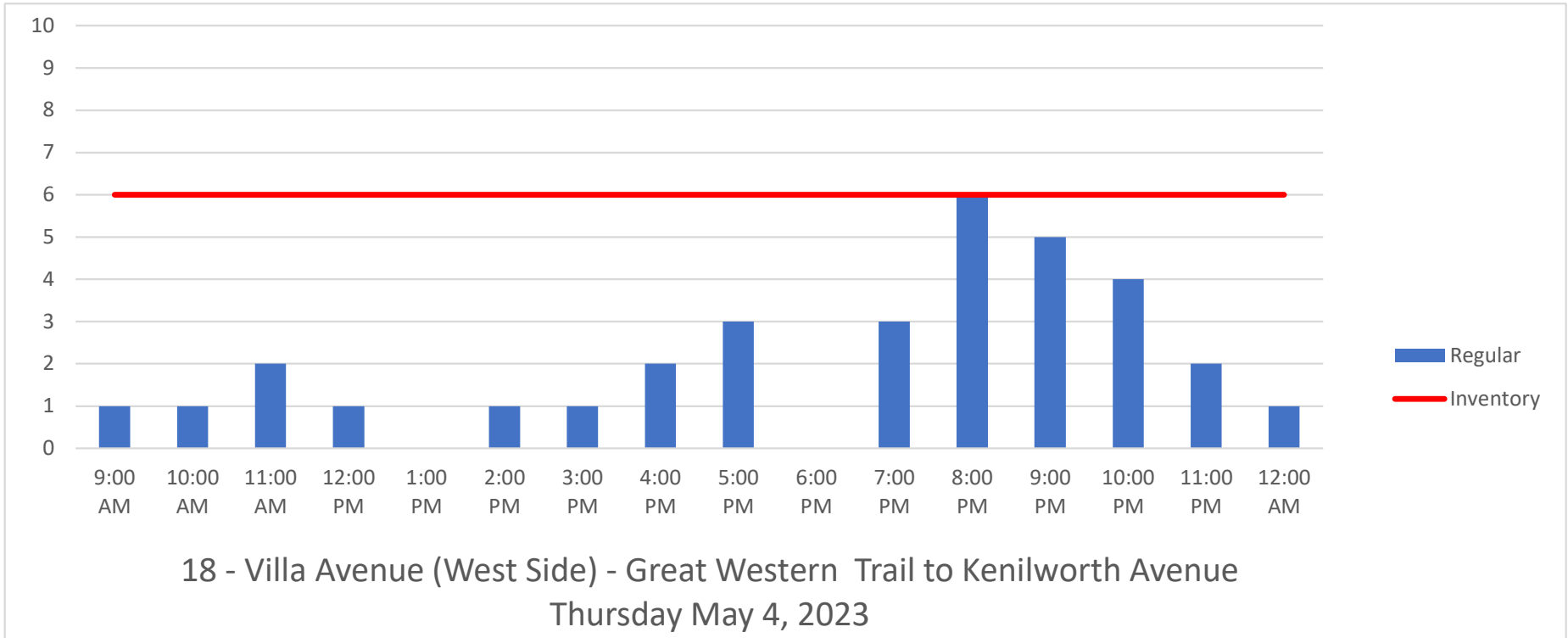


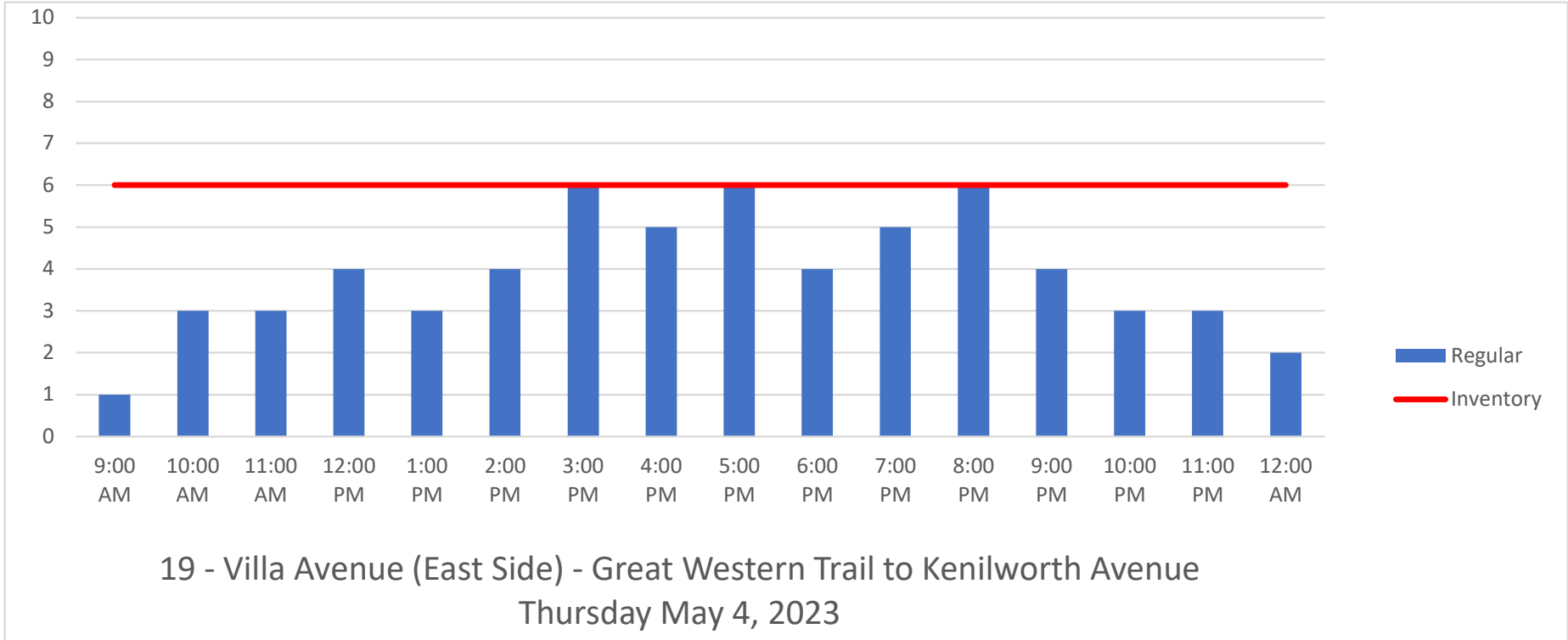


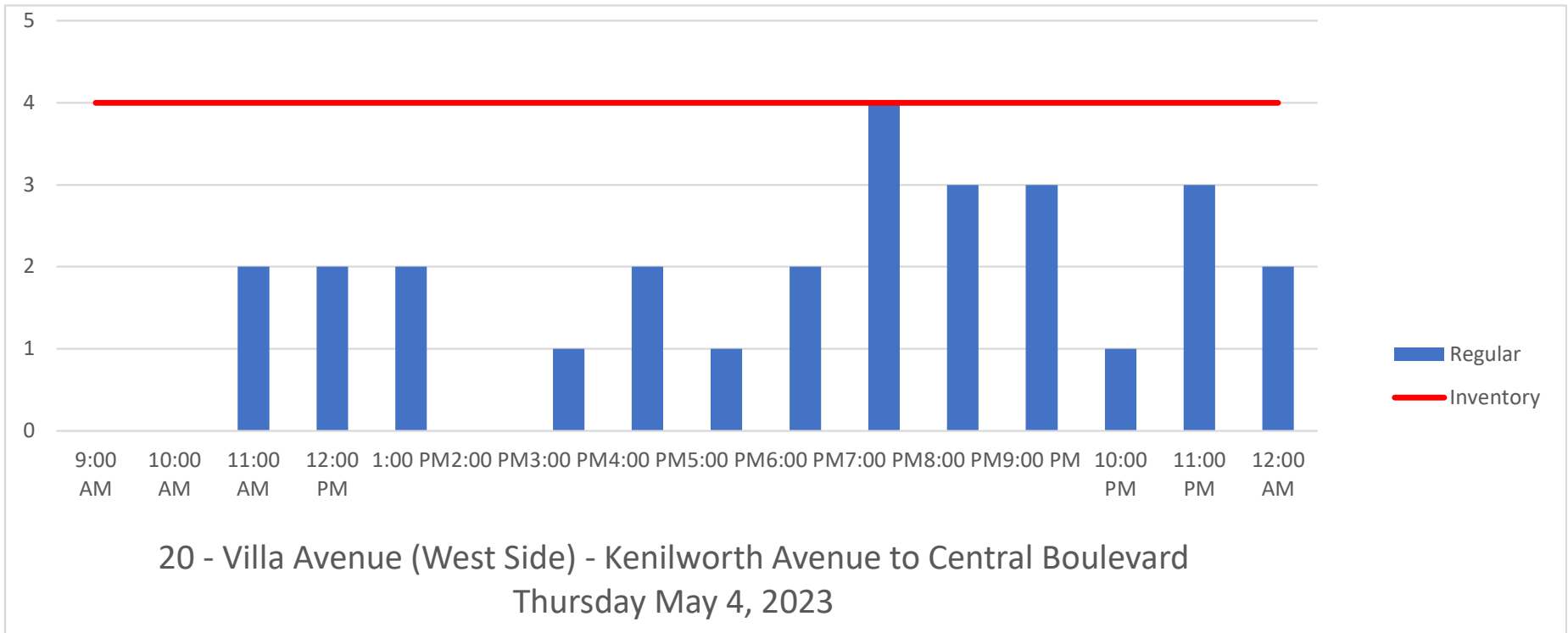


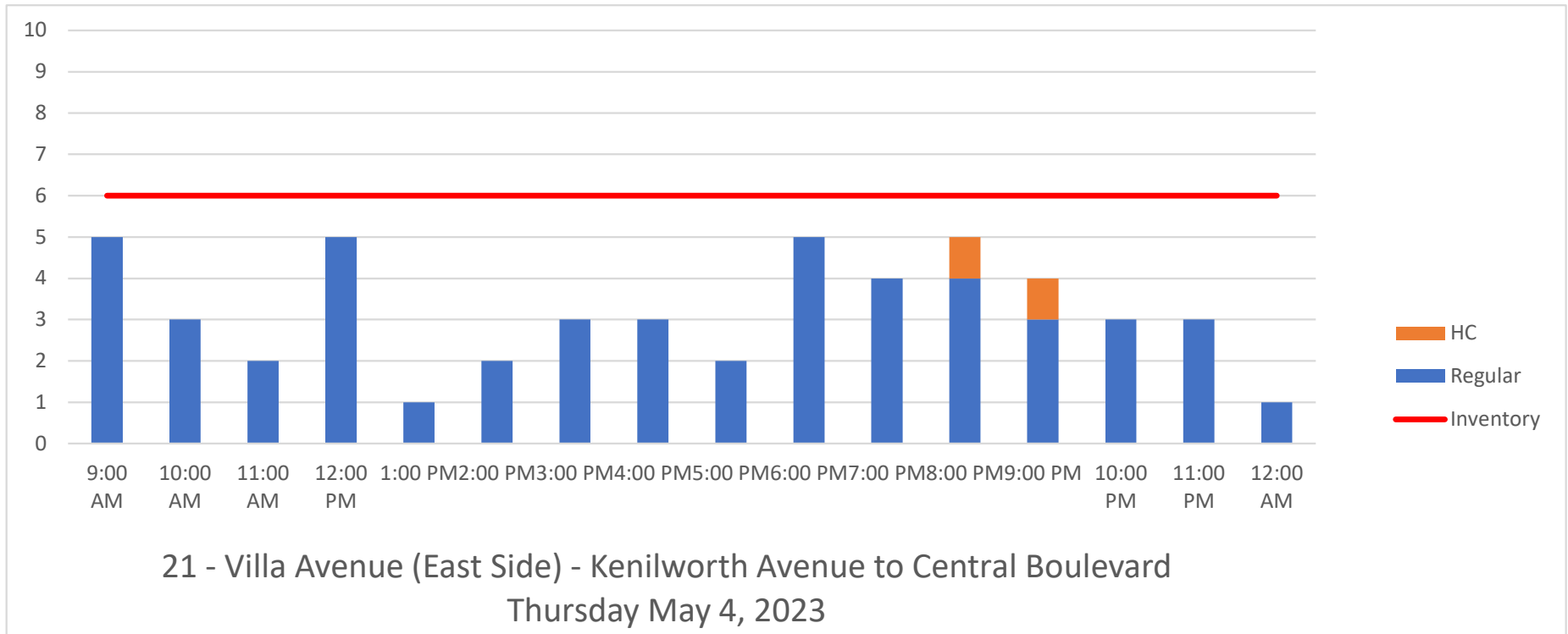


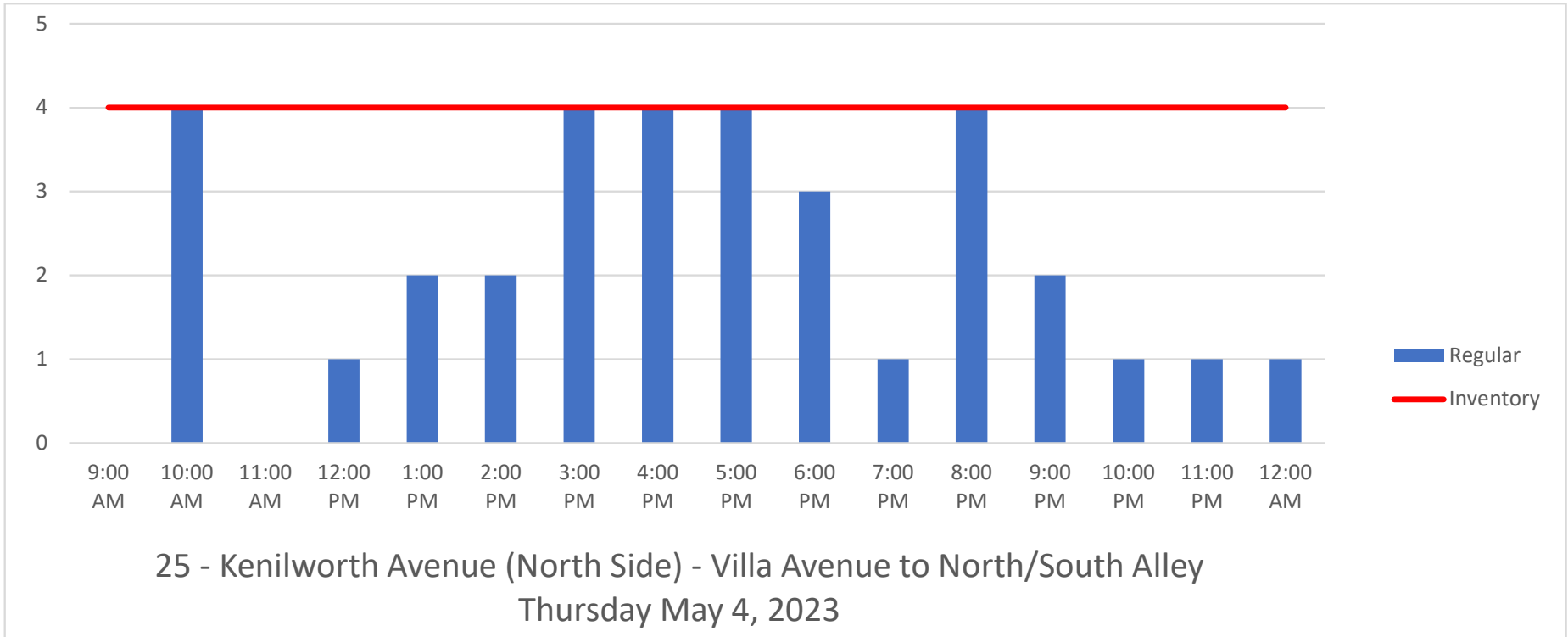


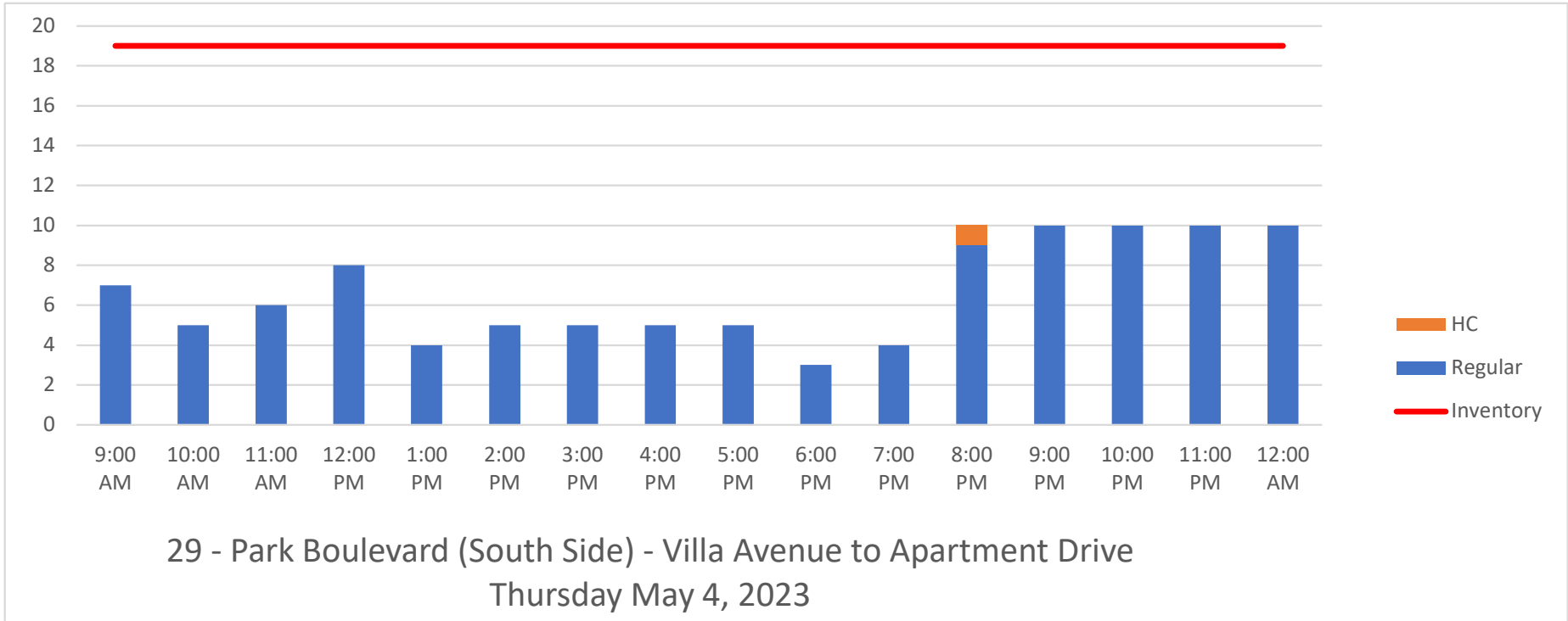


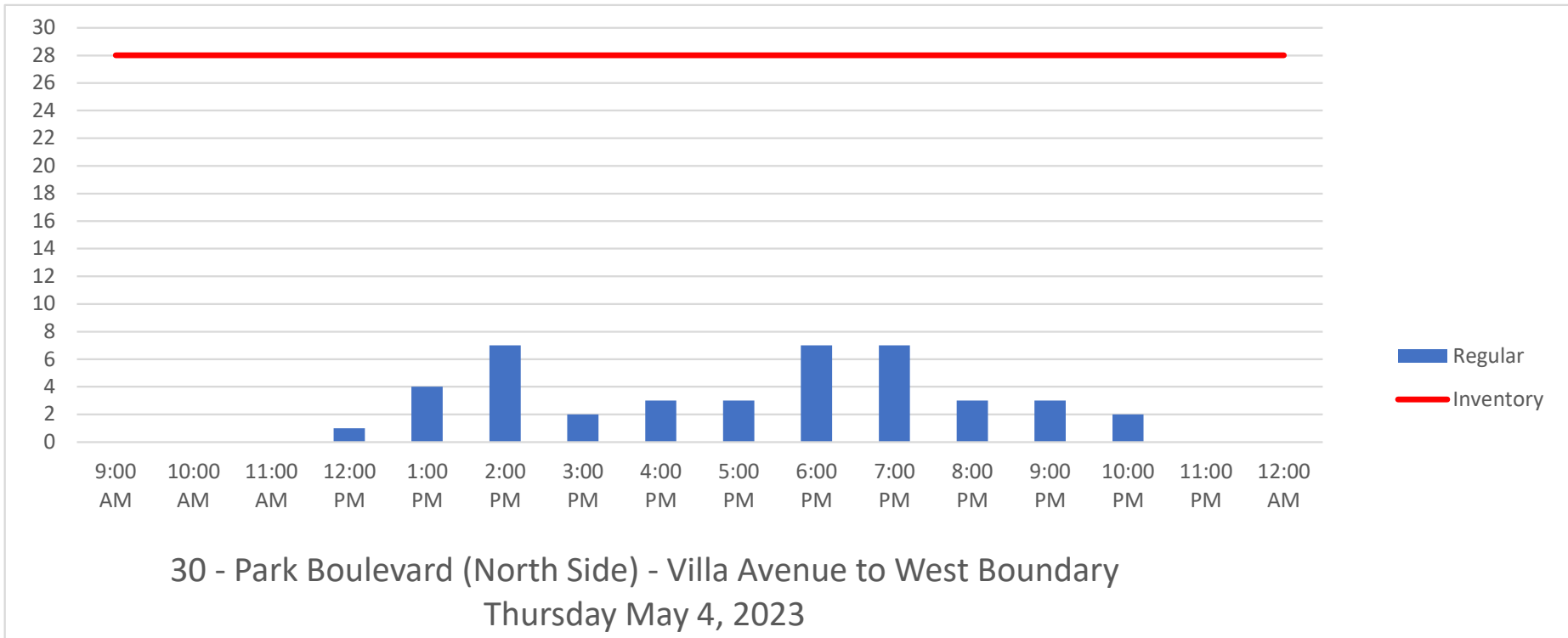


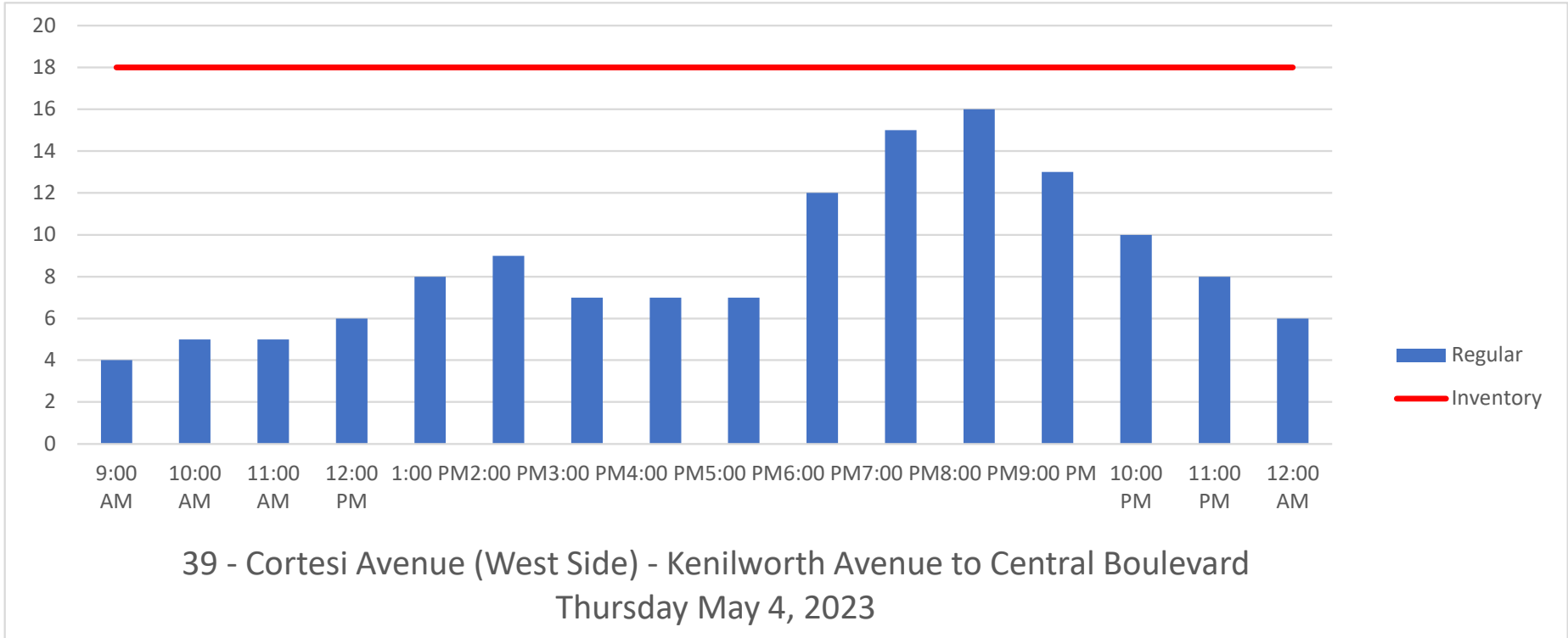


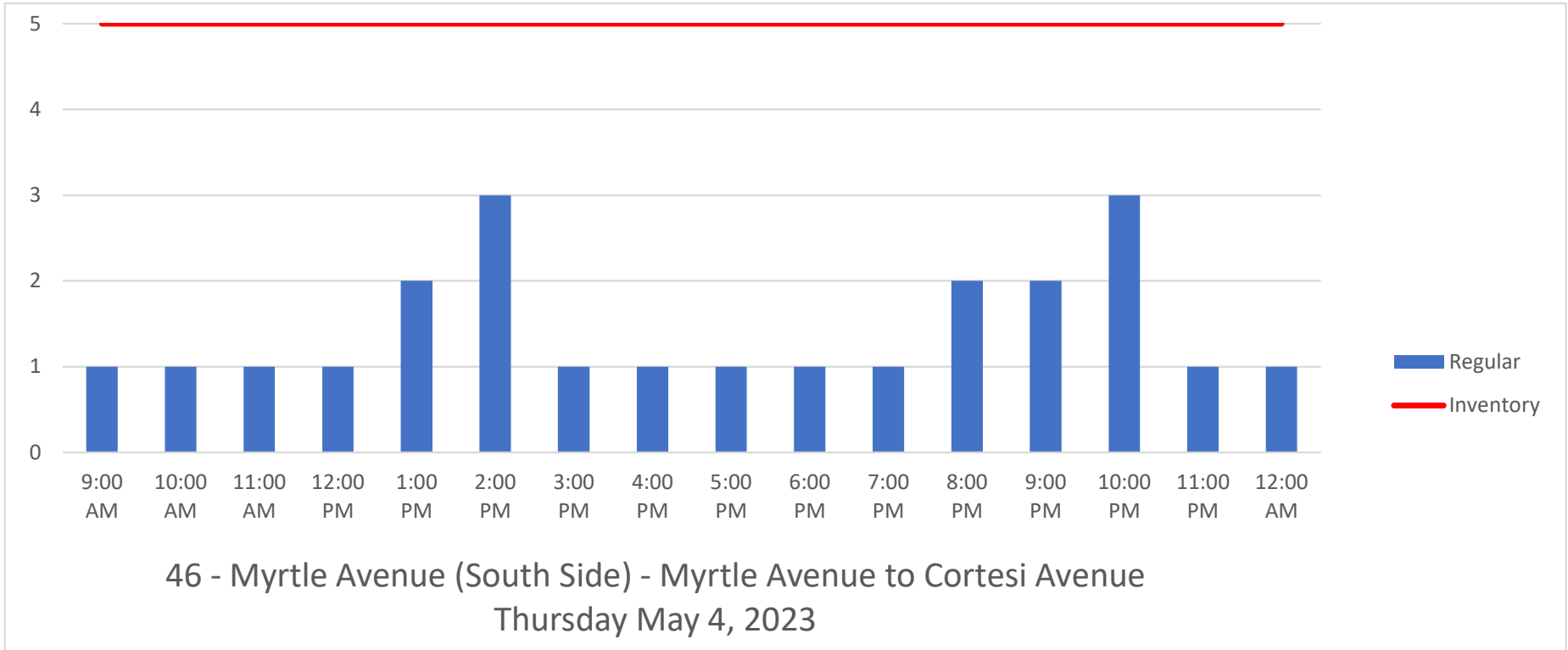


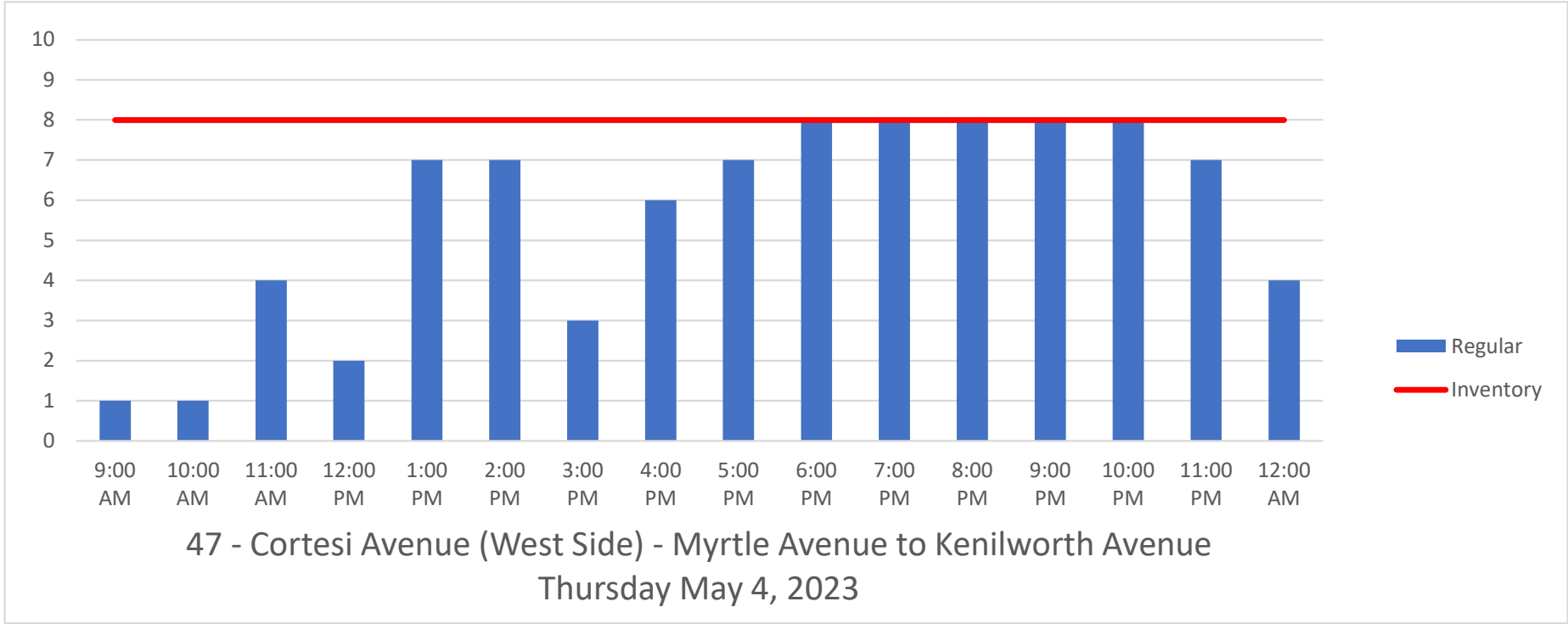


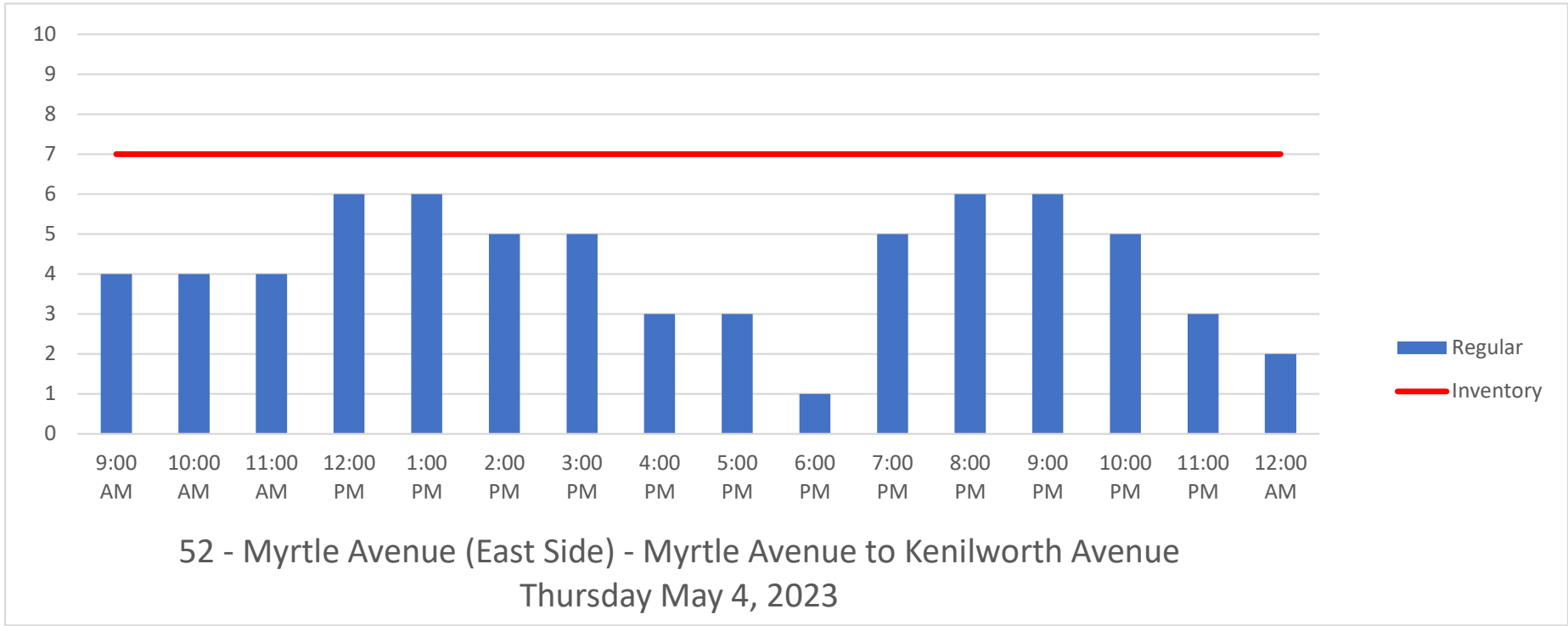


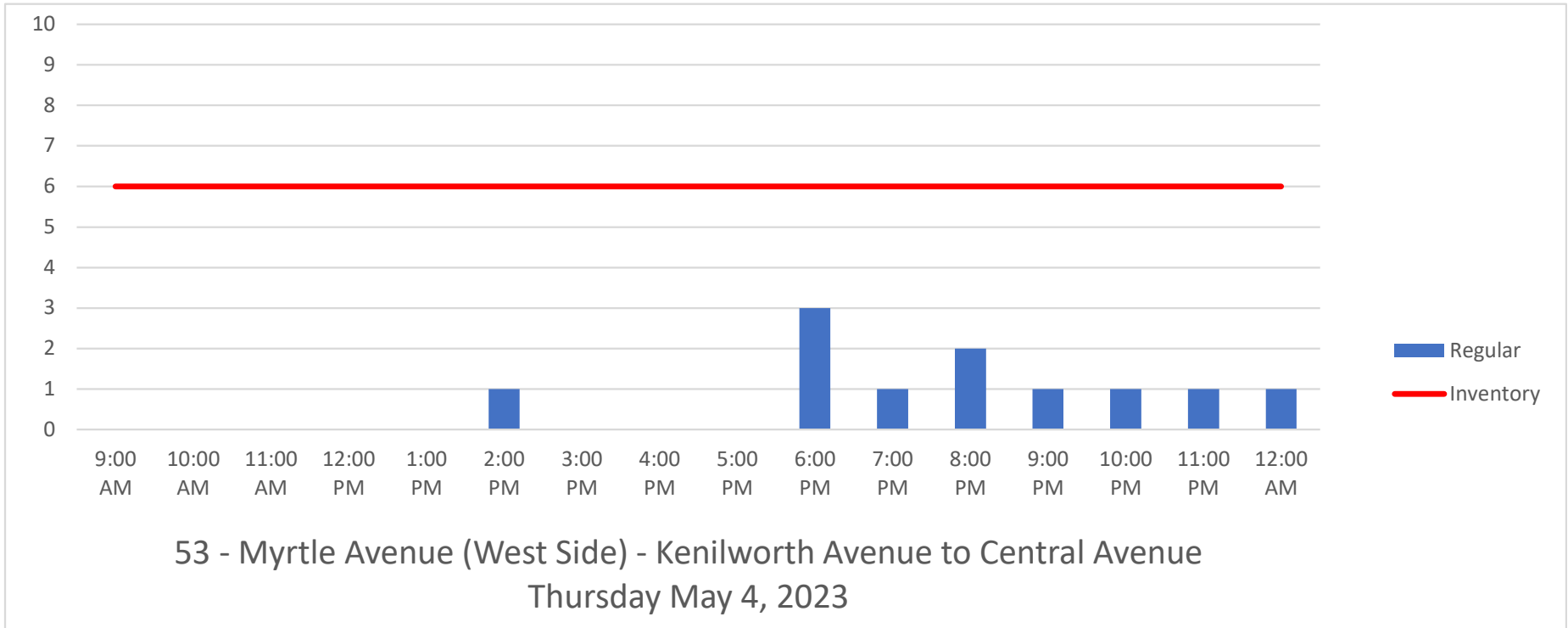




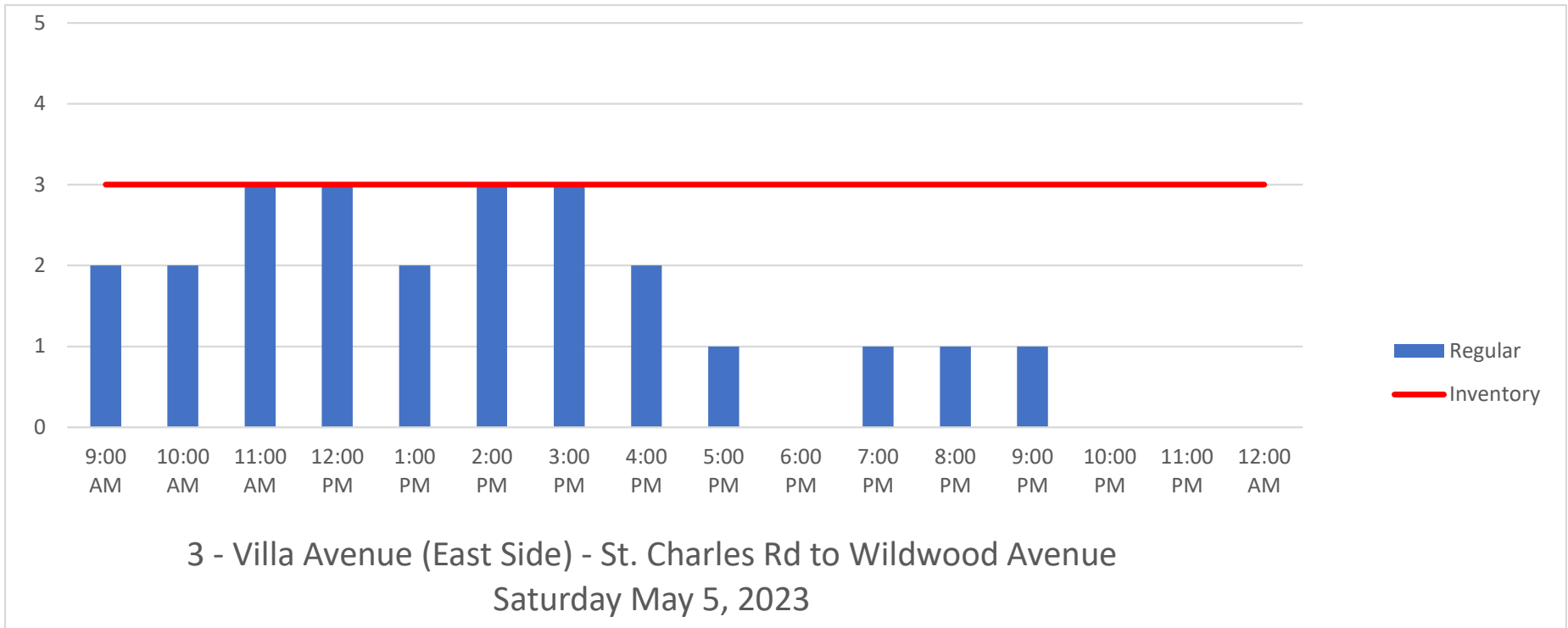


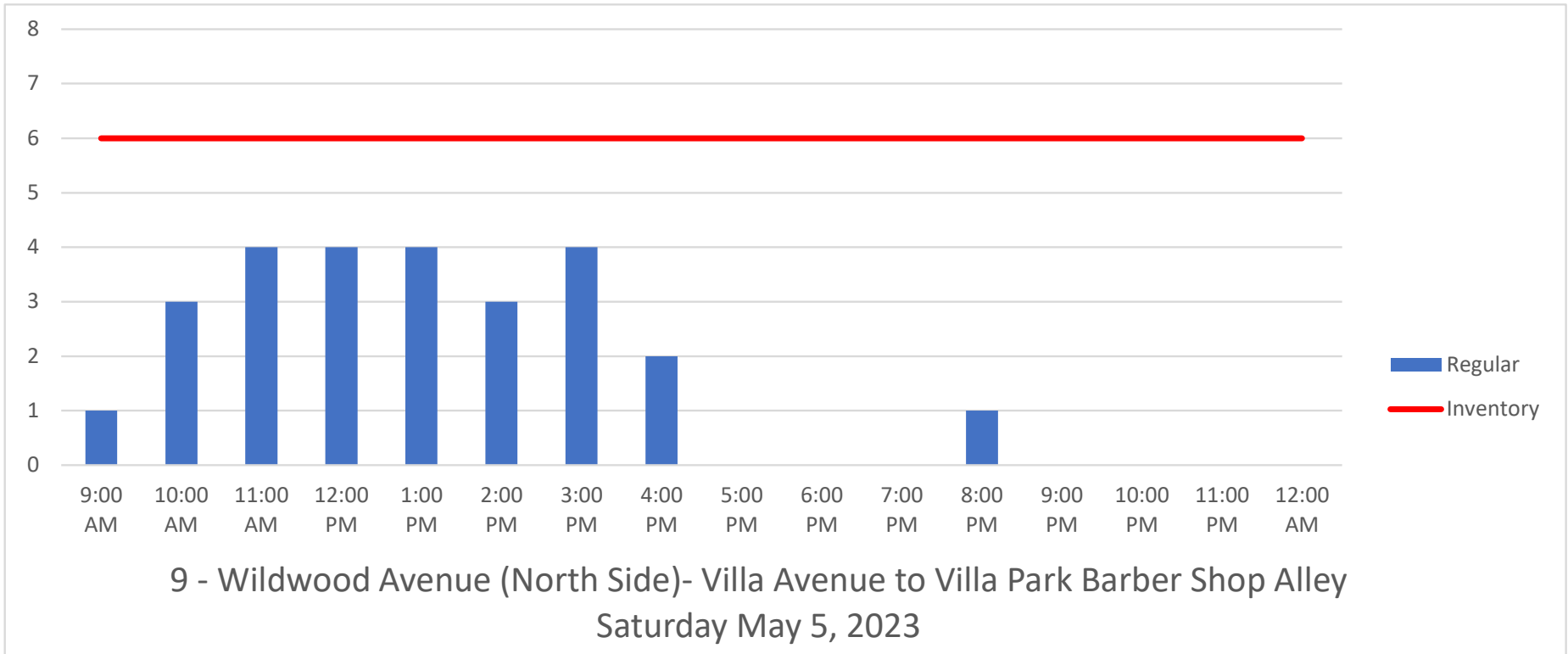


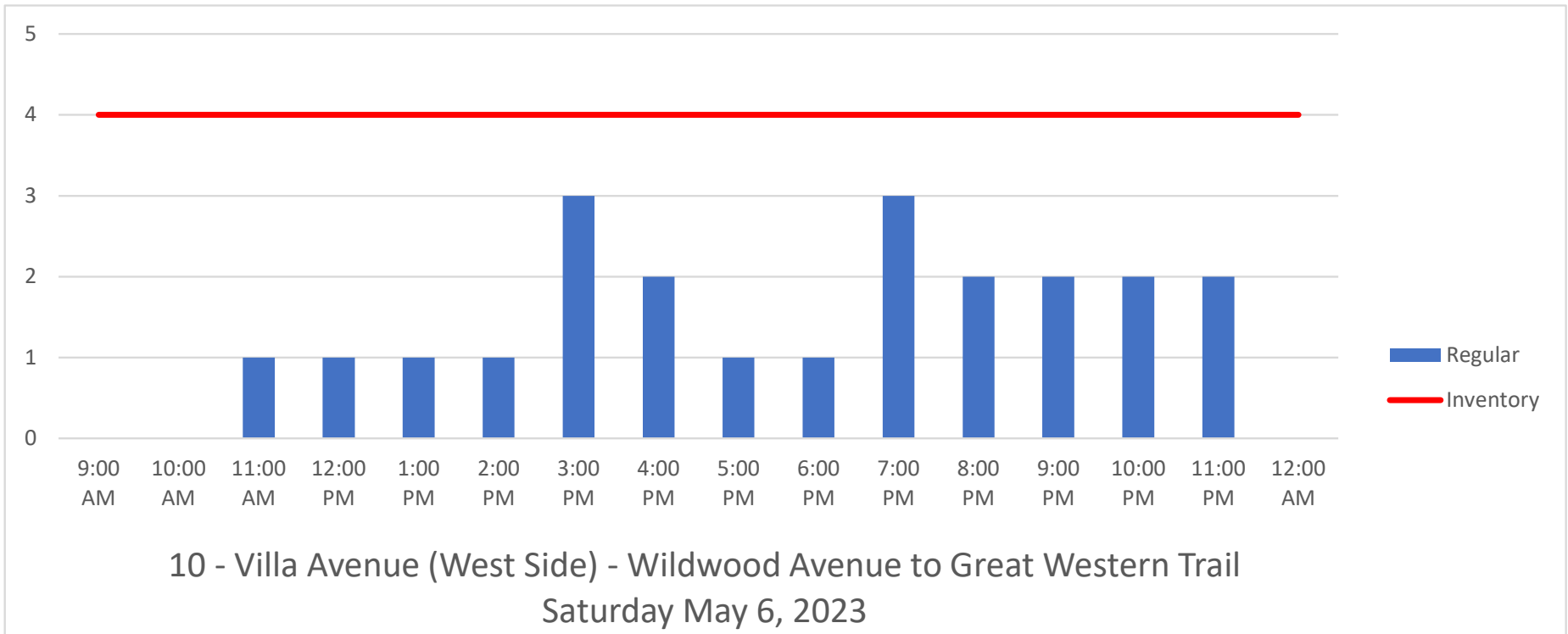


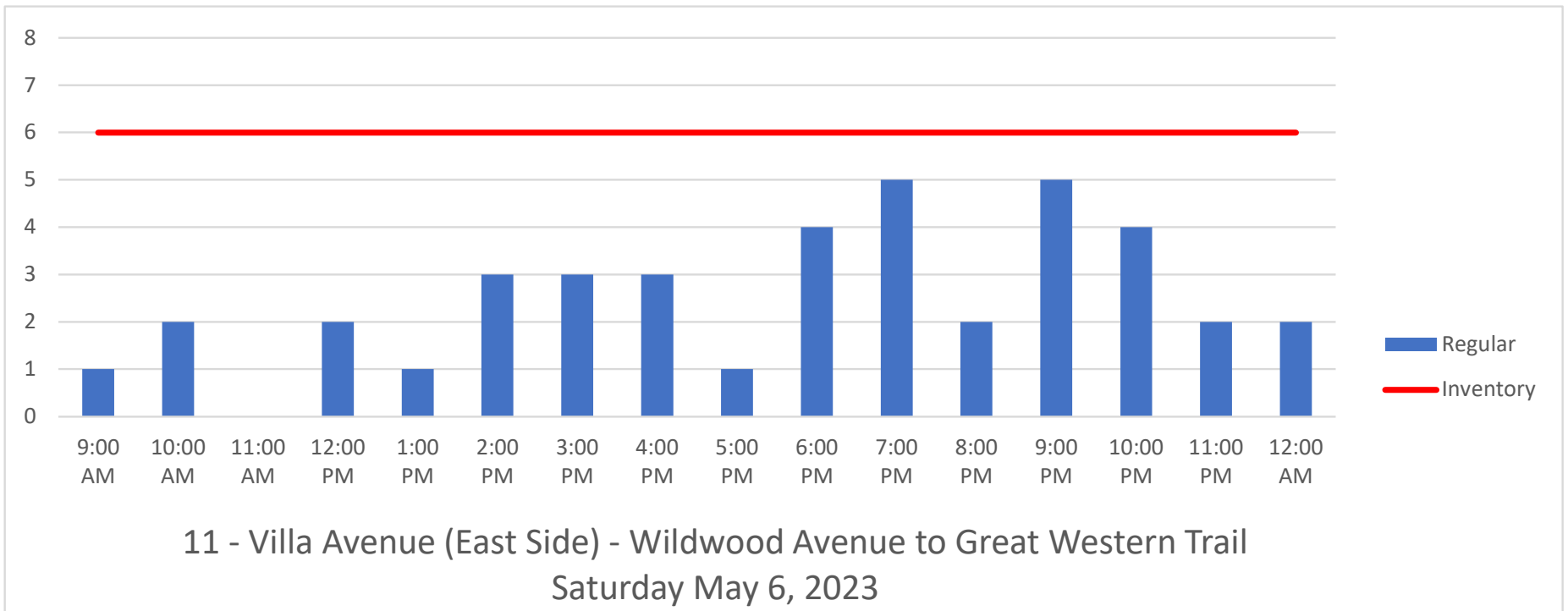


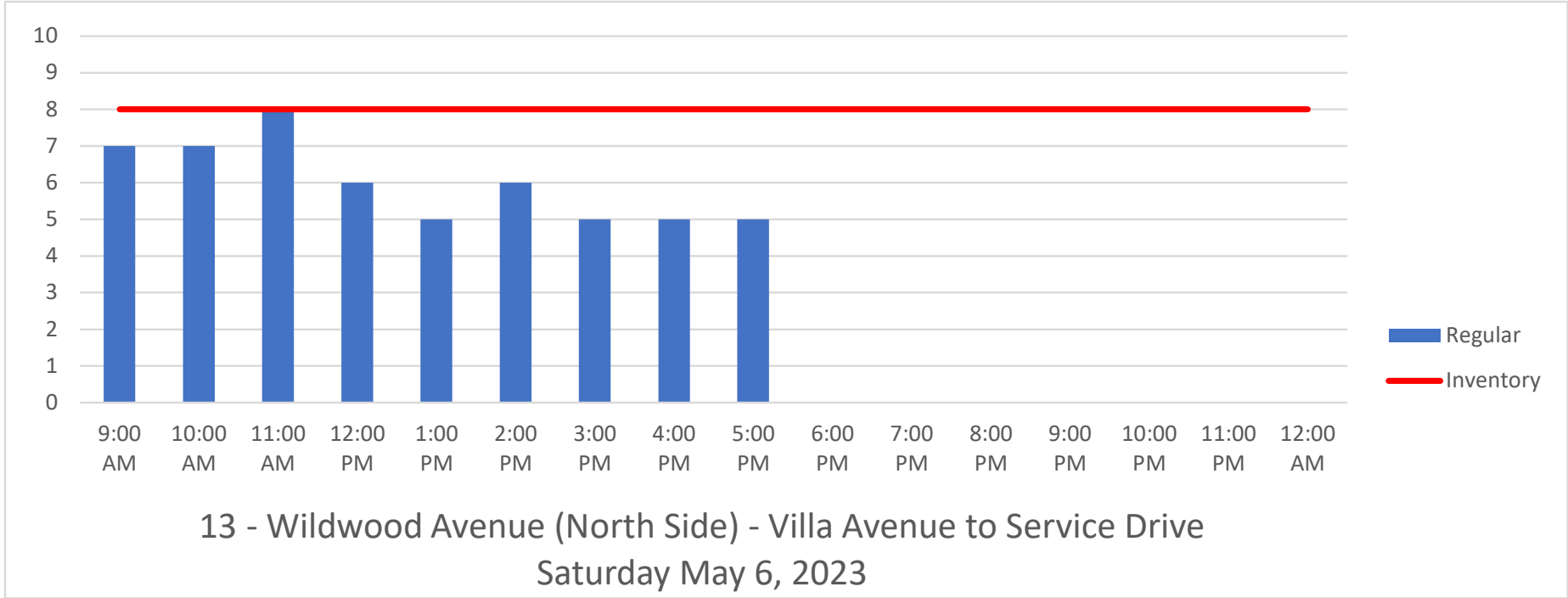
Saturday May 6, 2023
On-Street Parking Survey

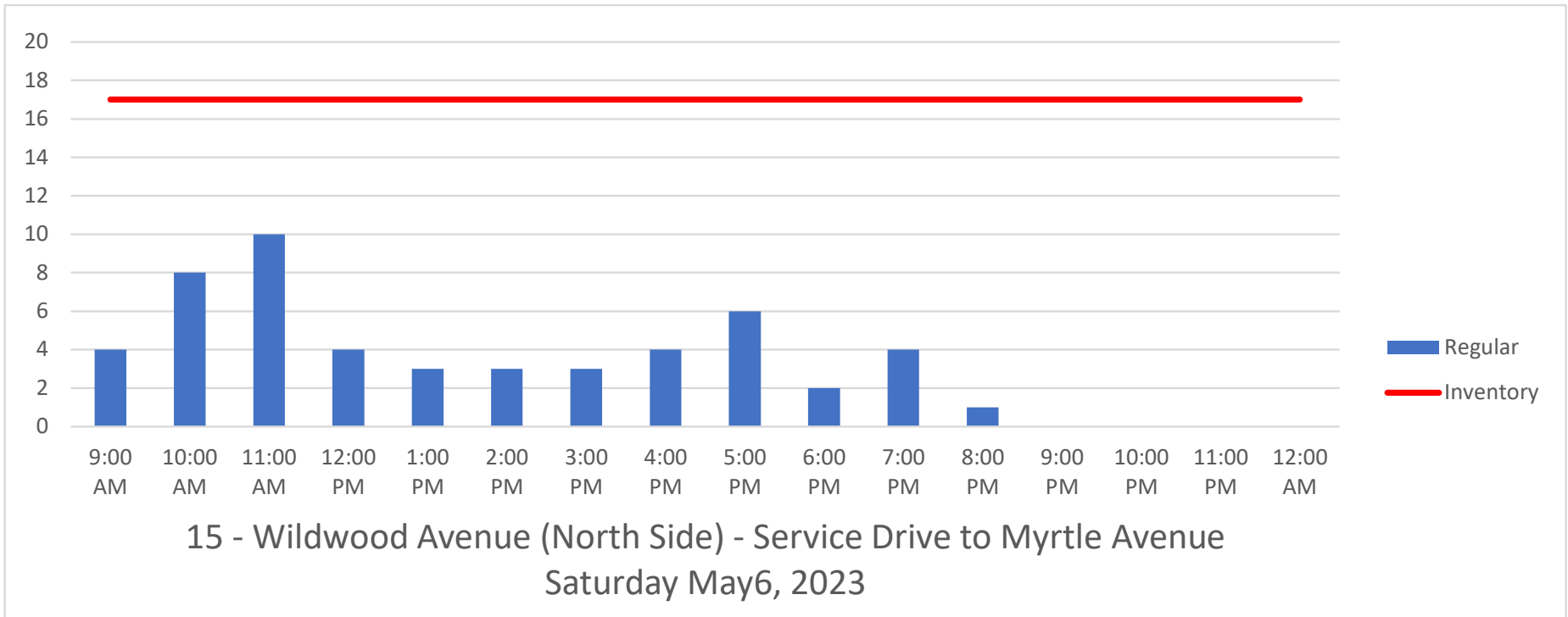


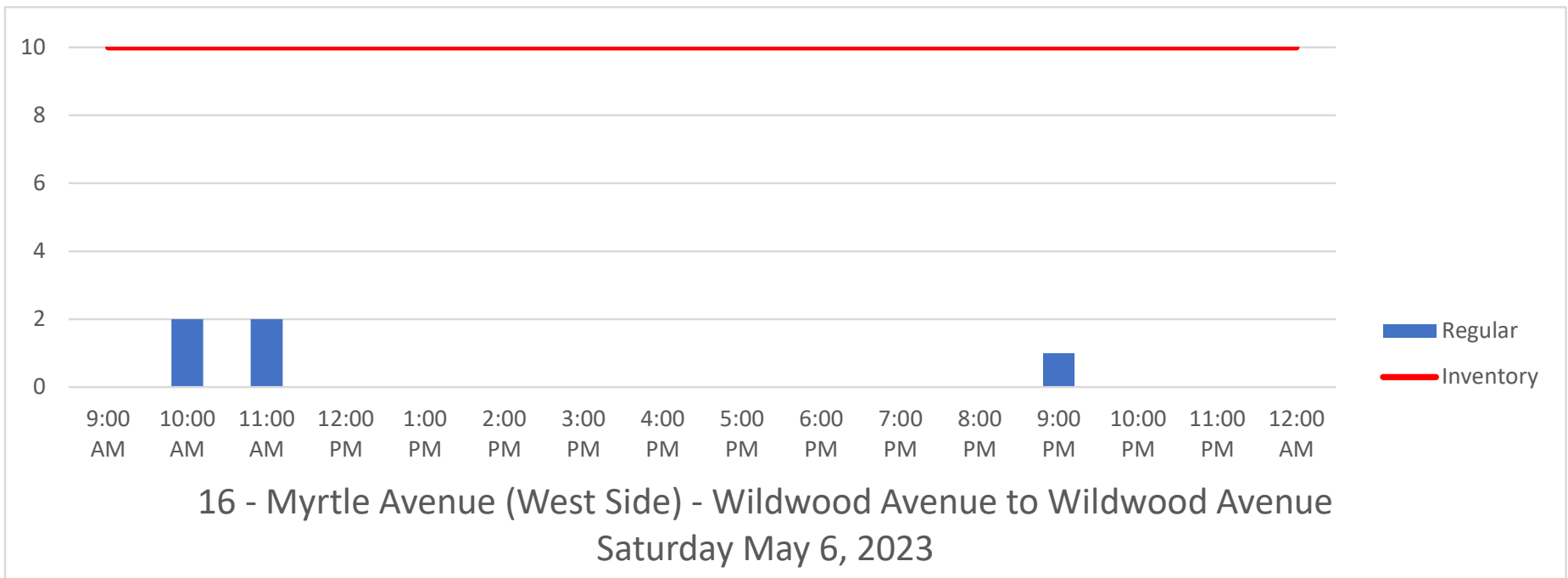


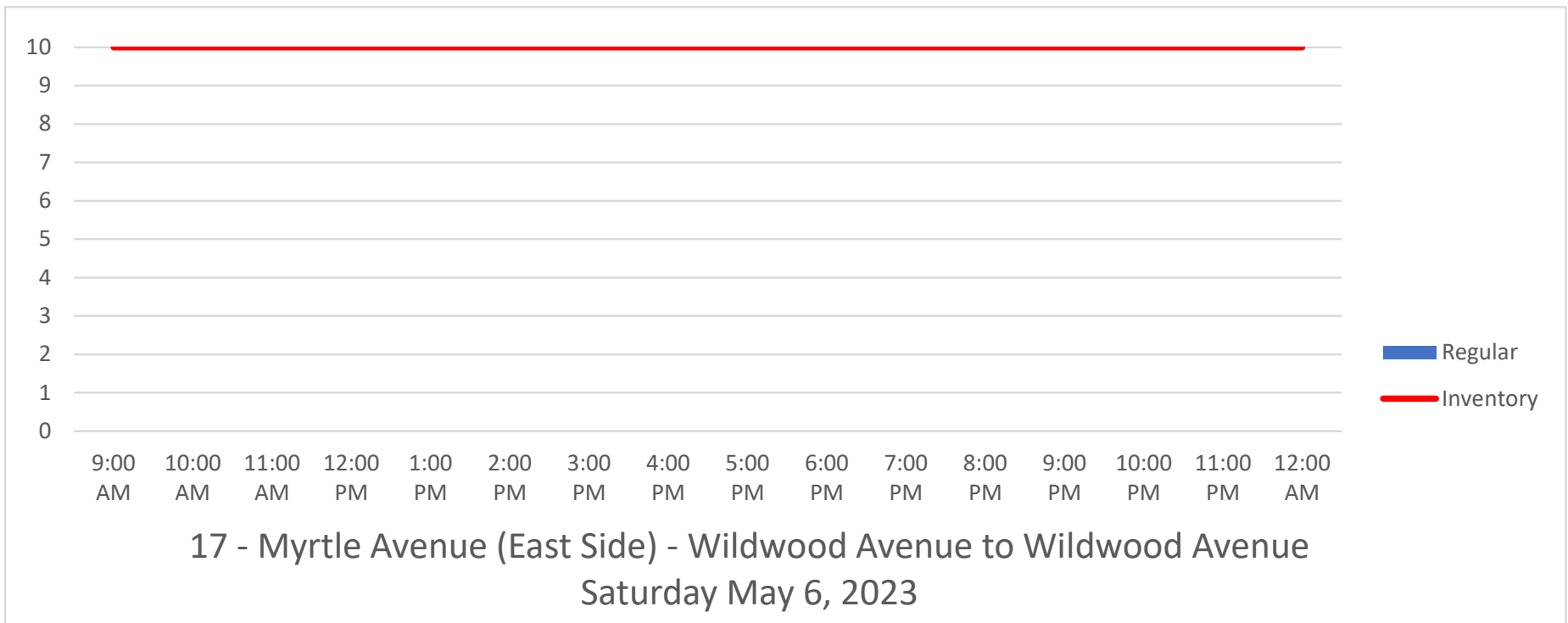


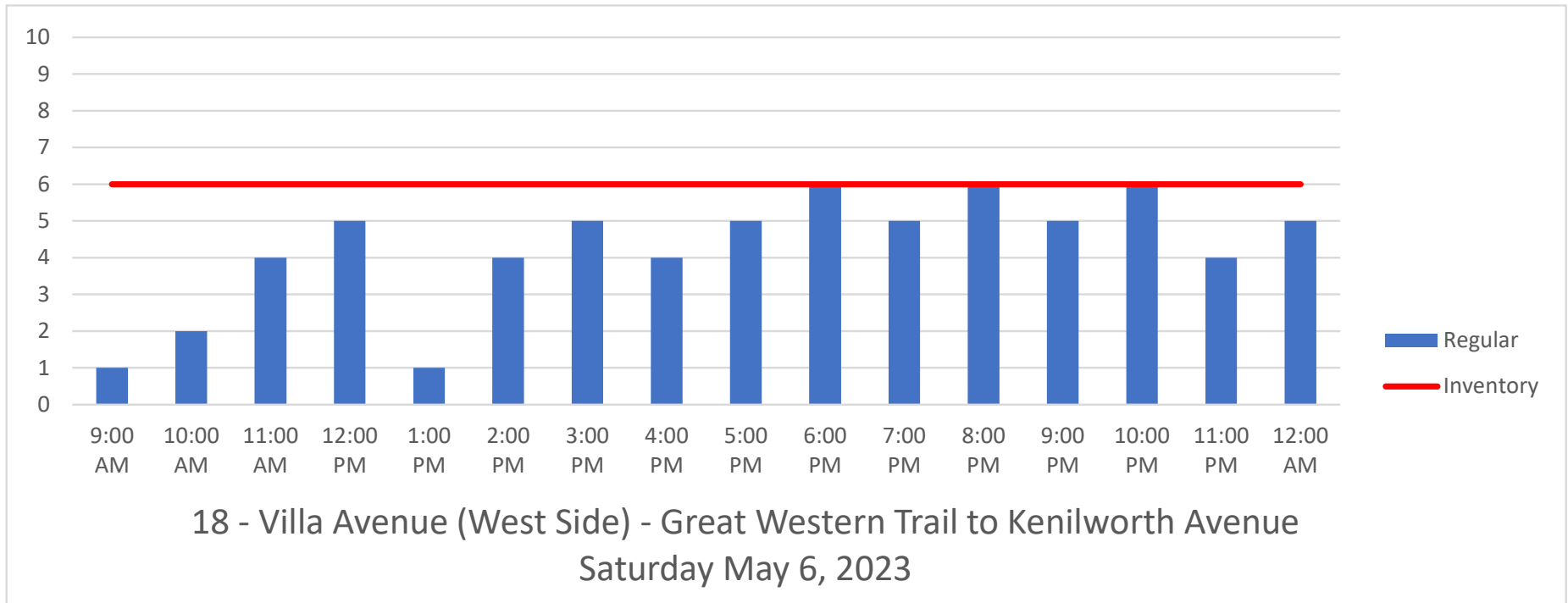


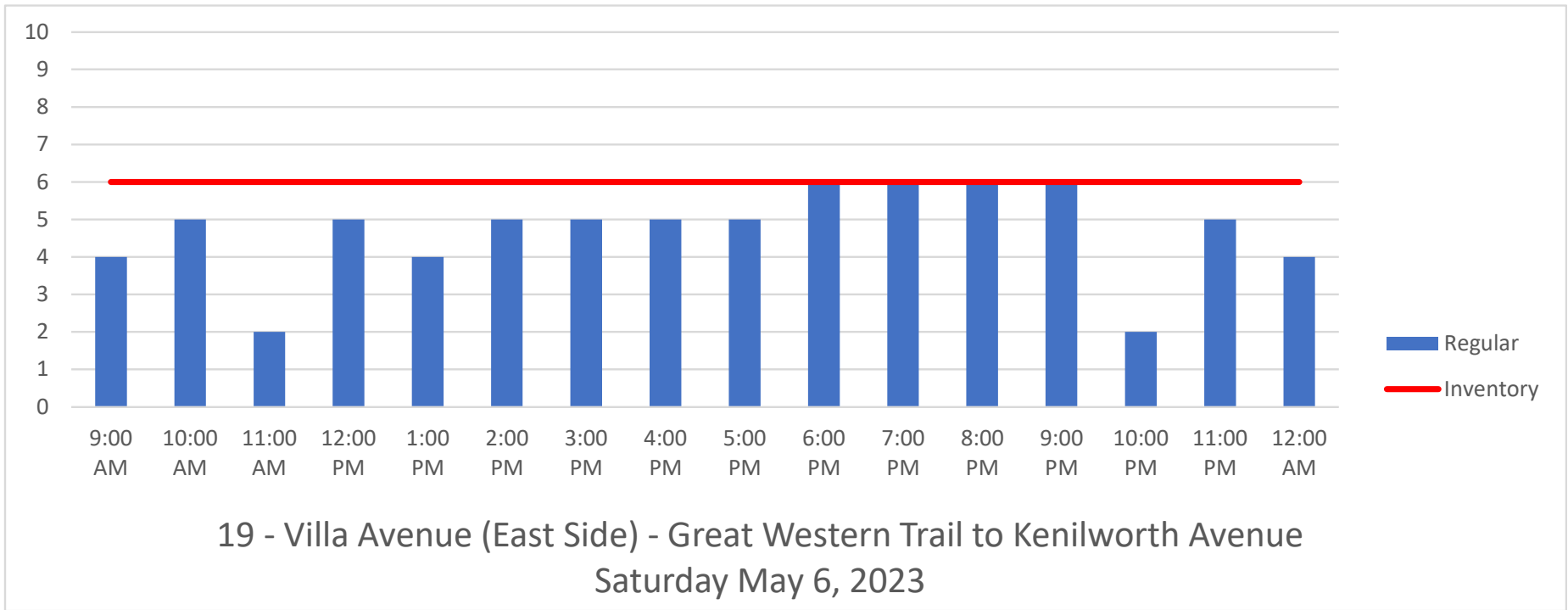


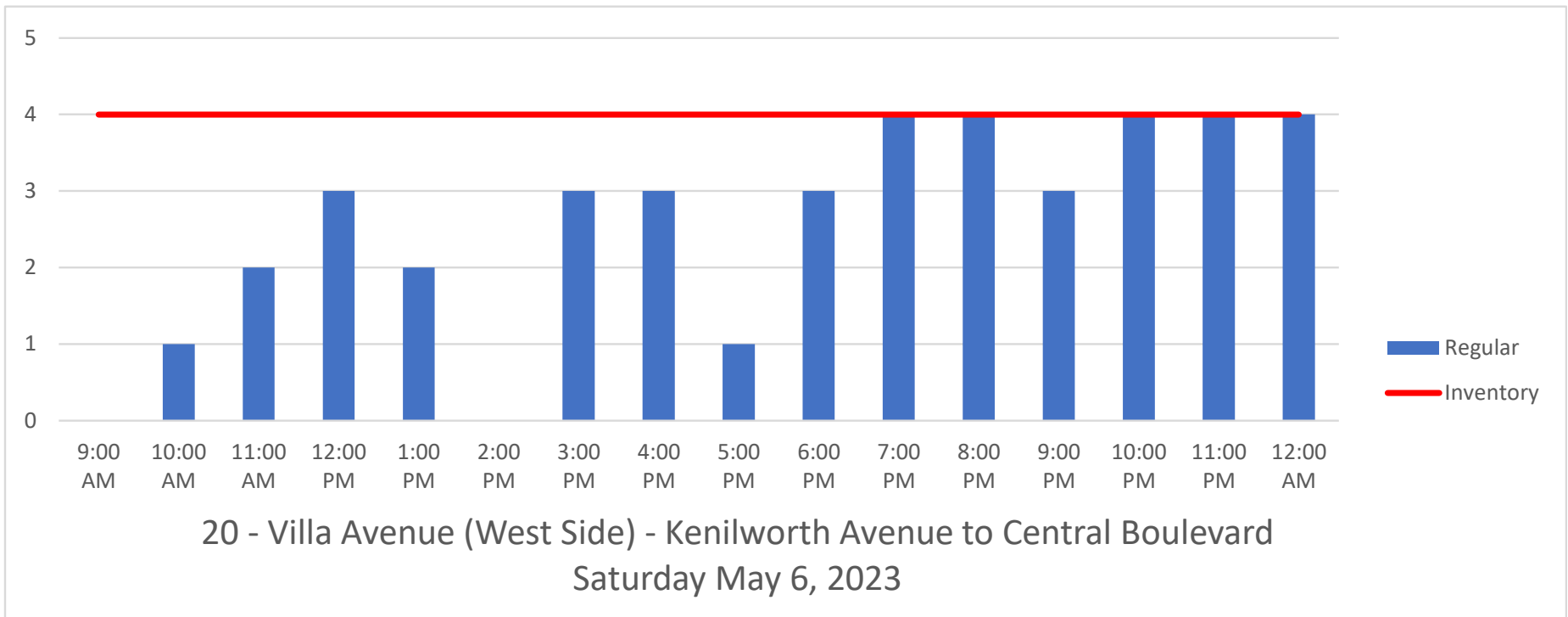


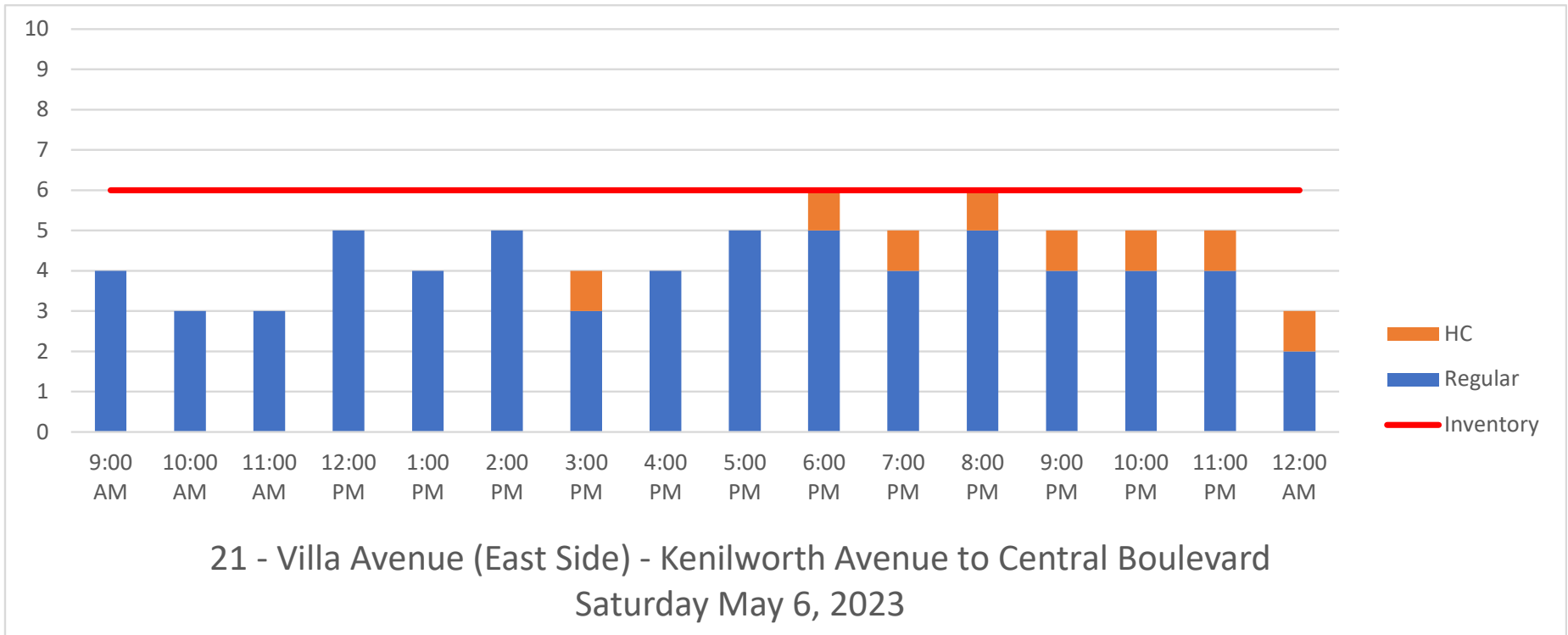


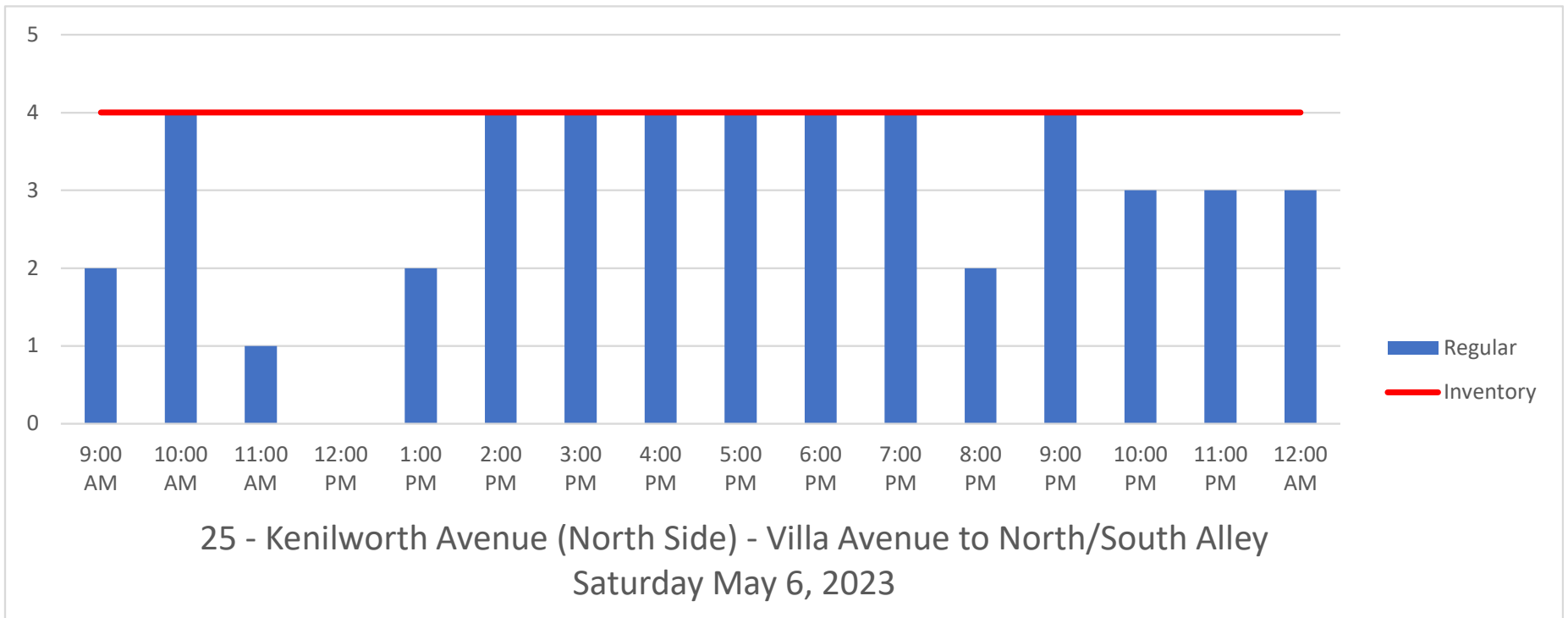


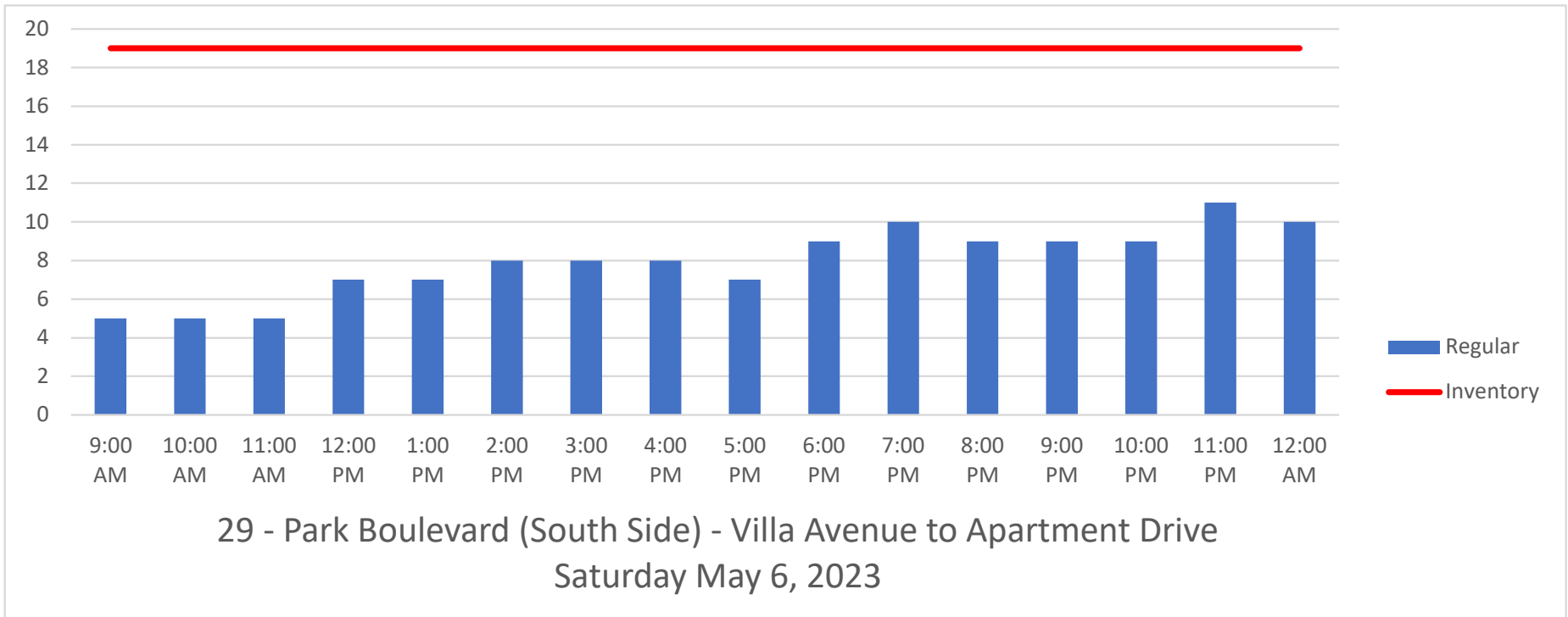


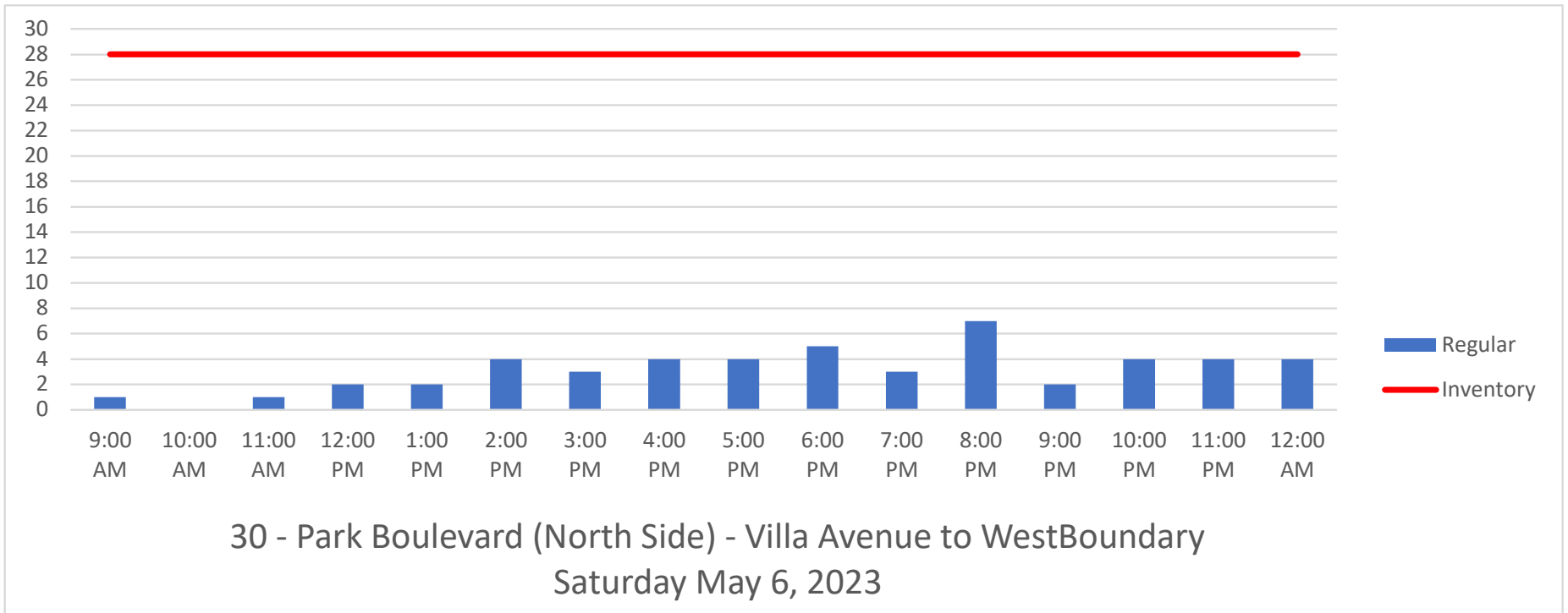


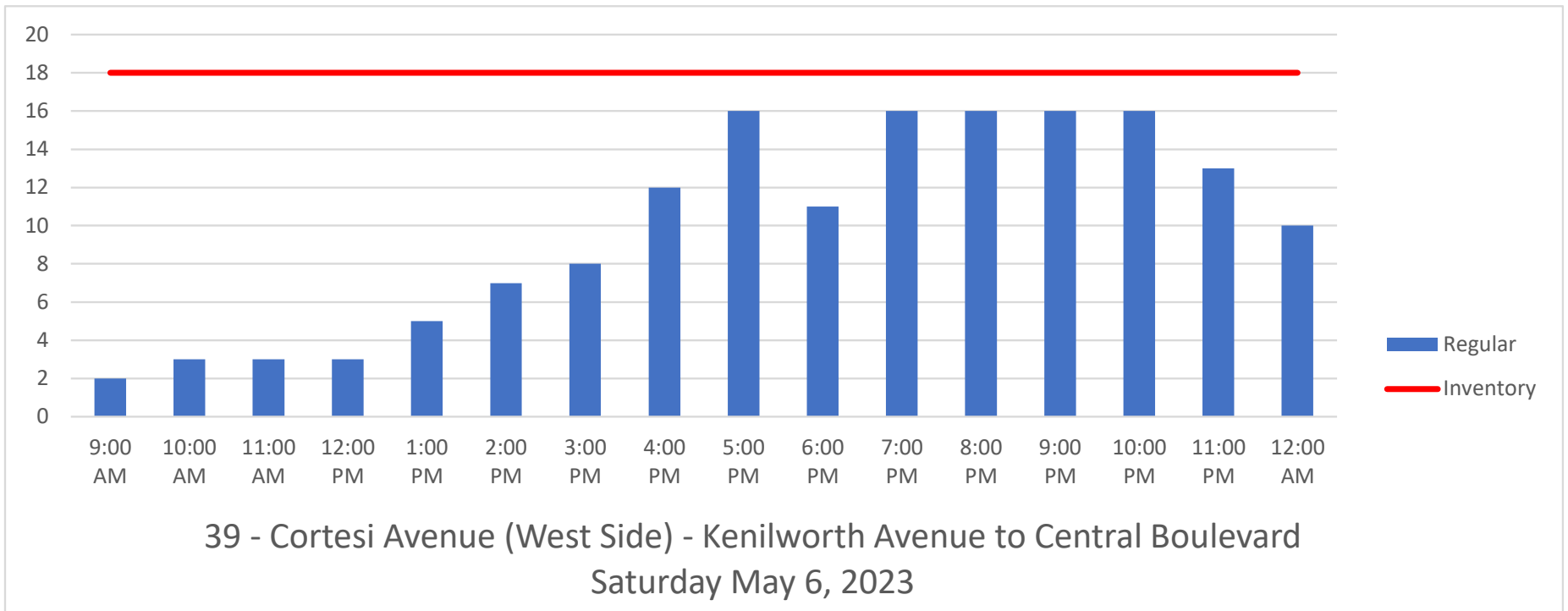


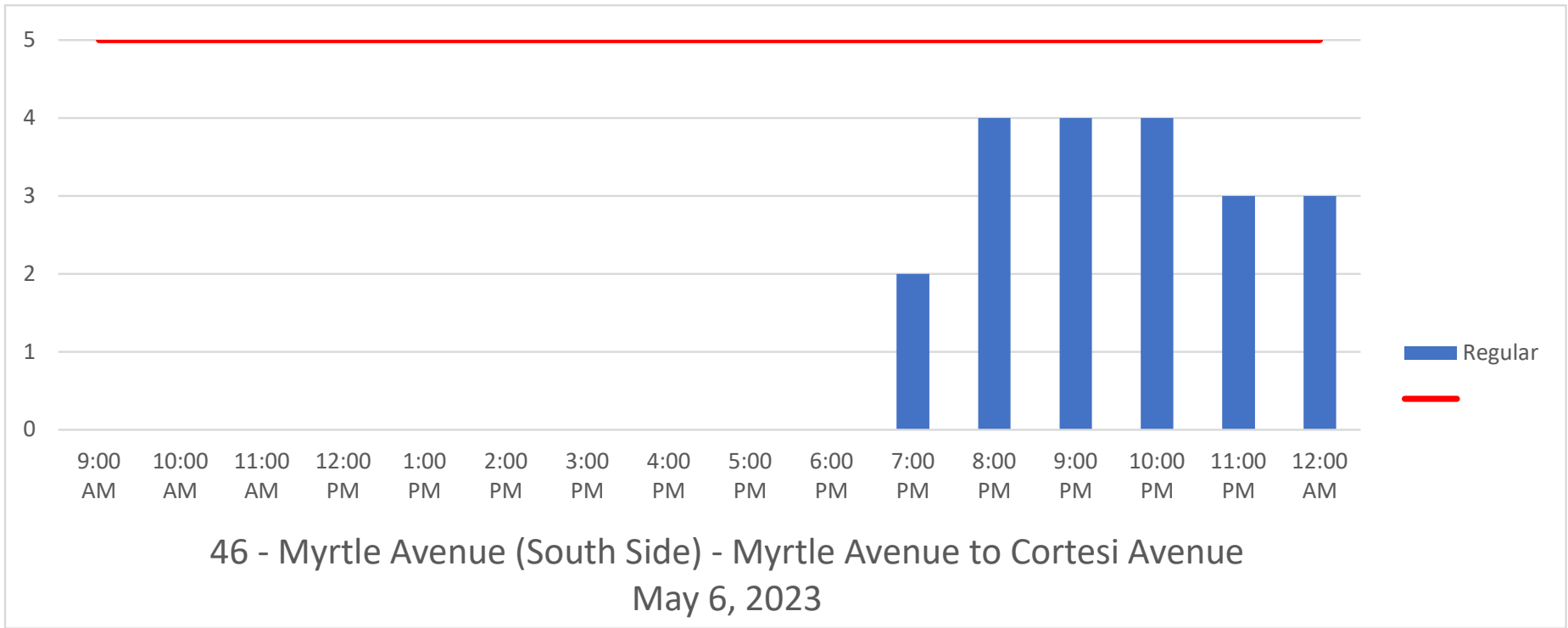


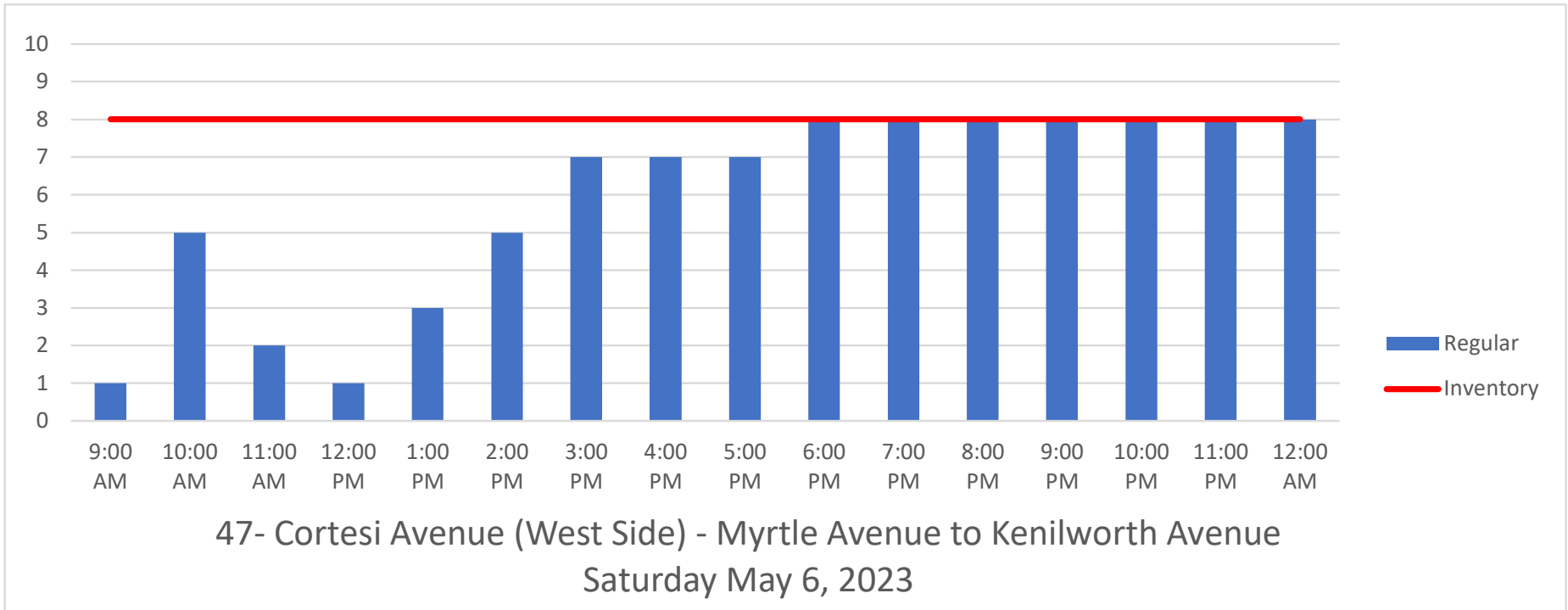


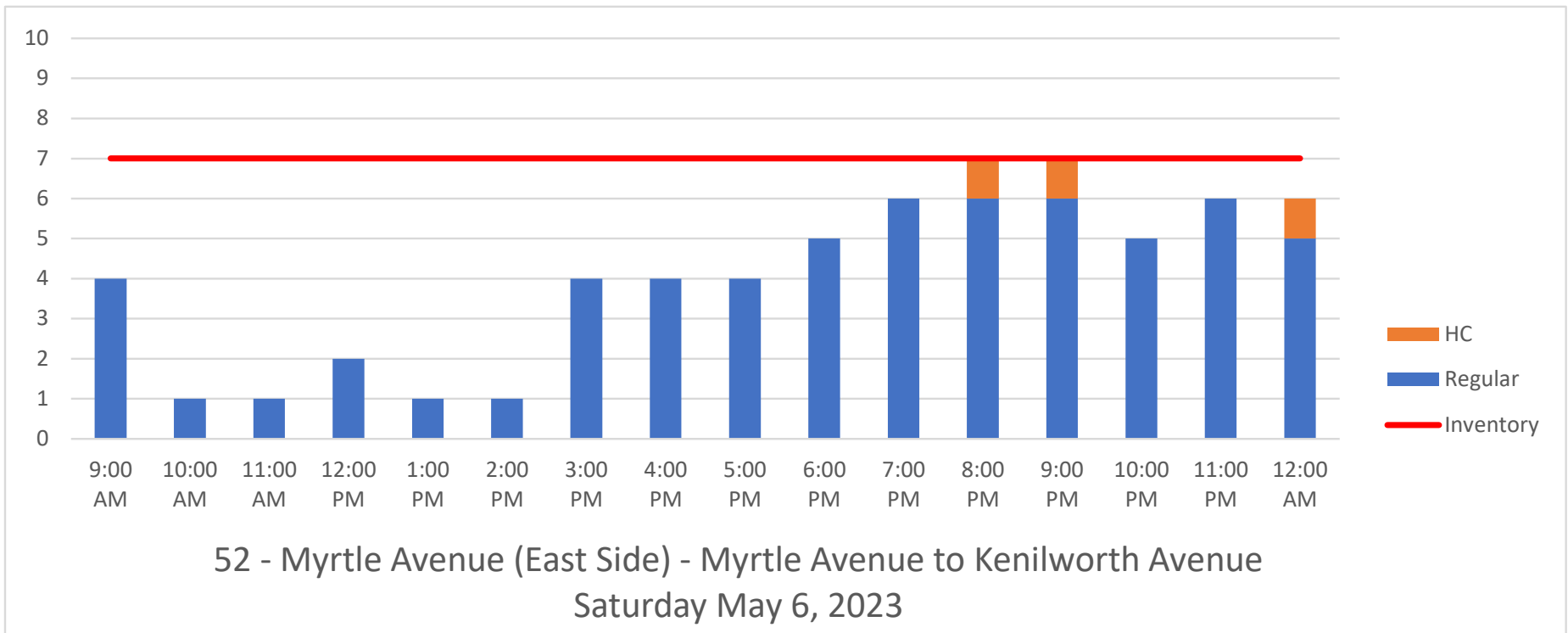


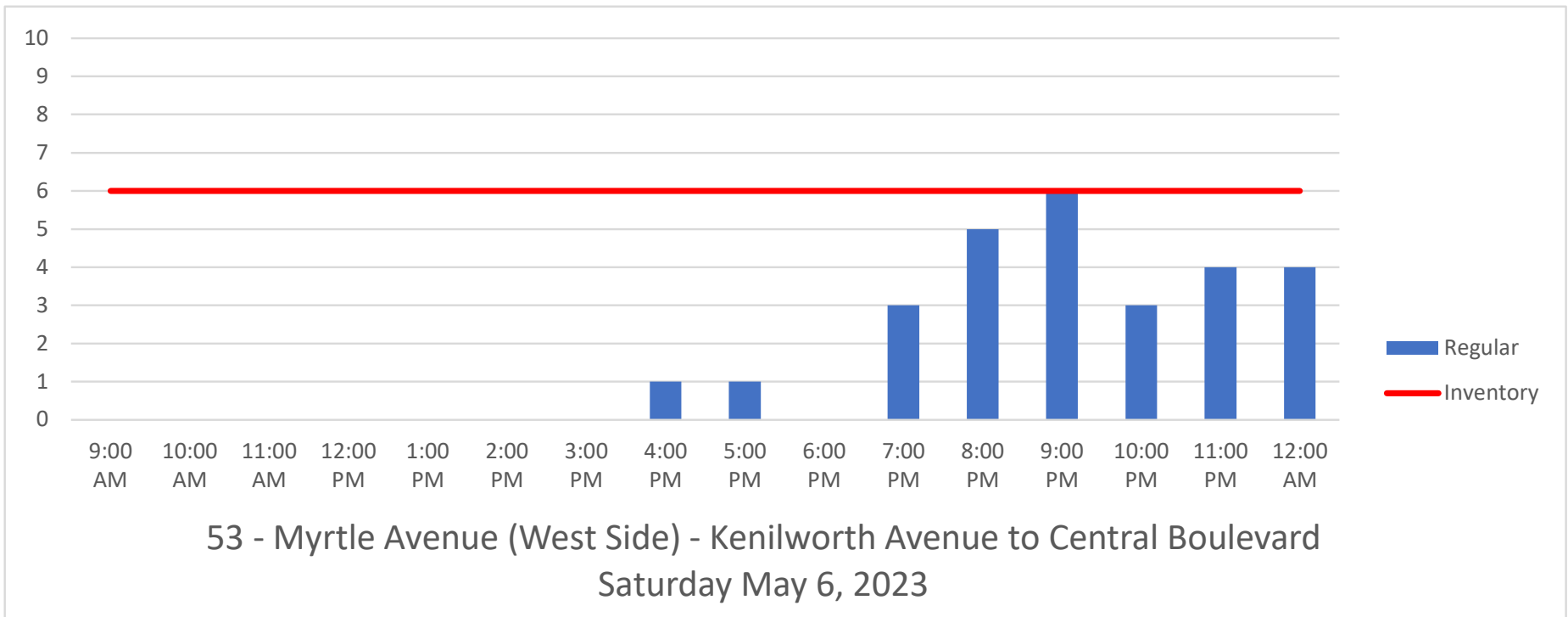




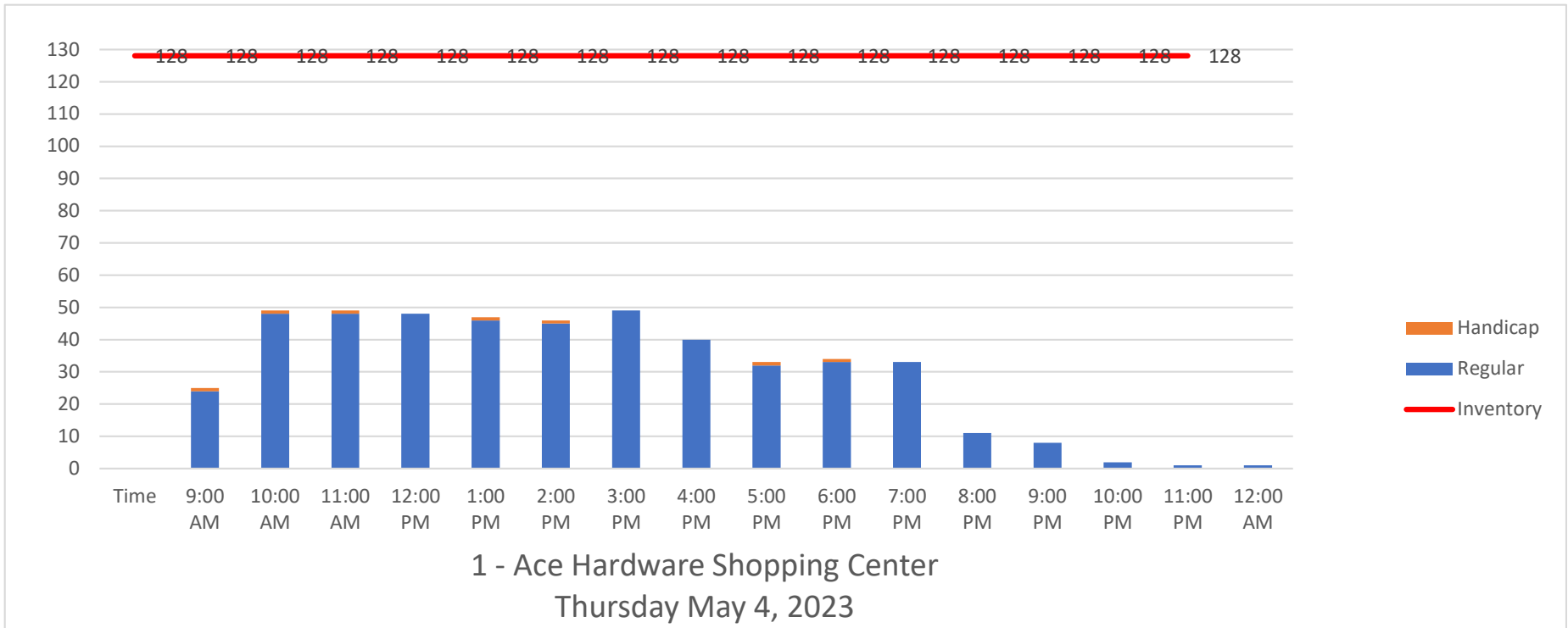


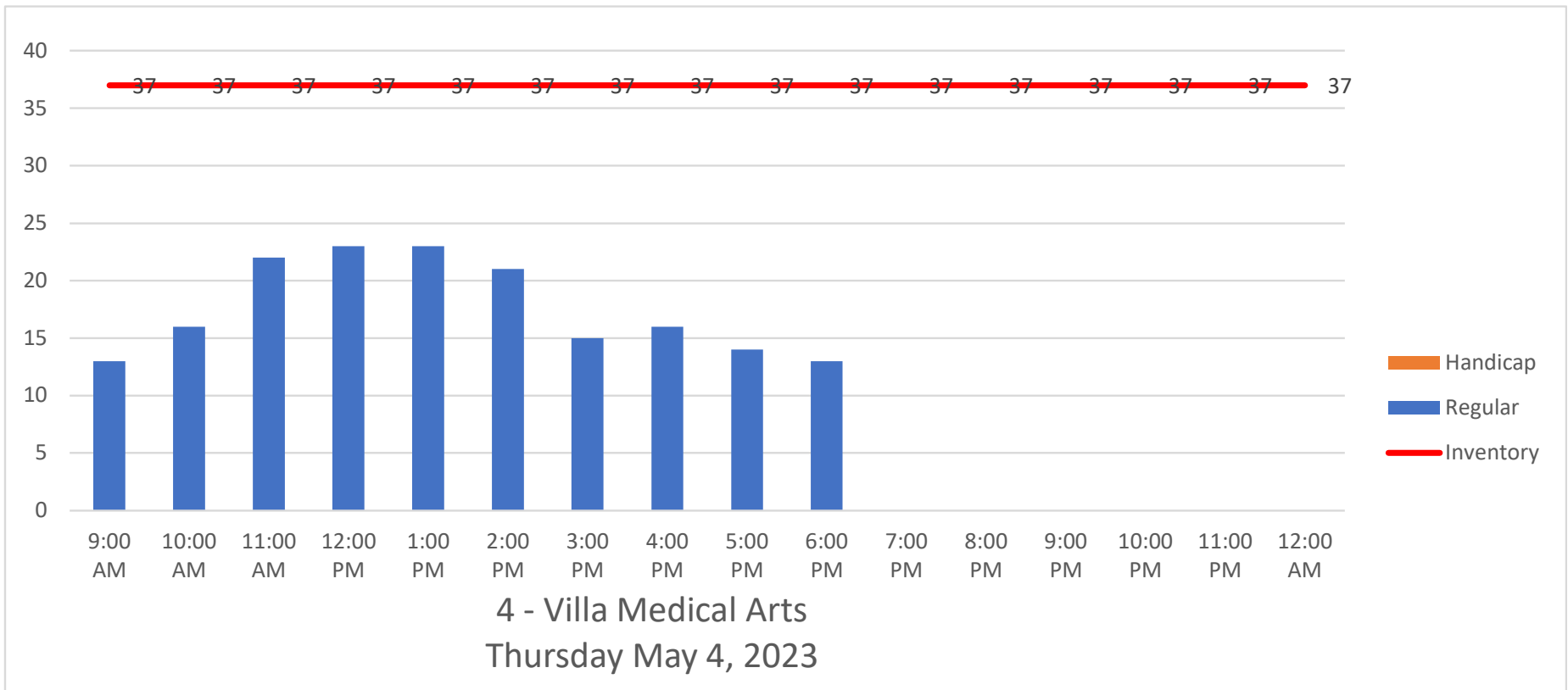


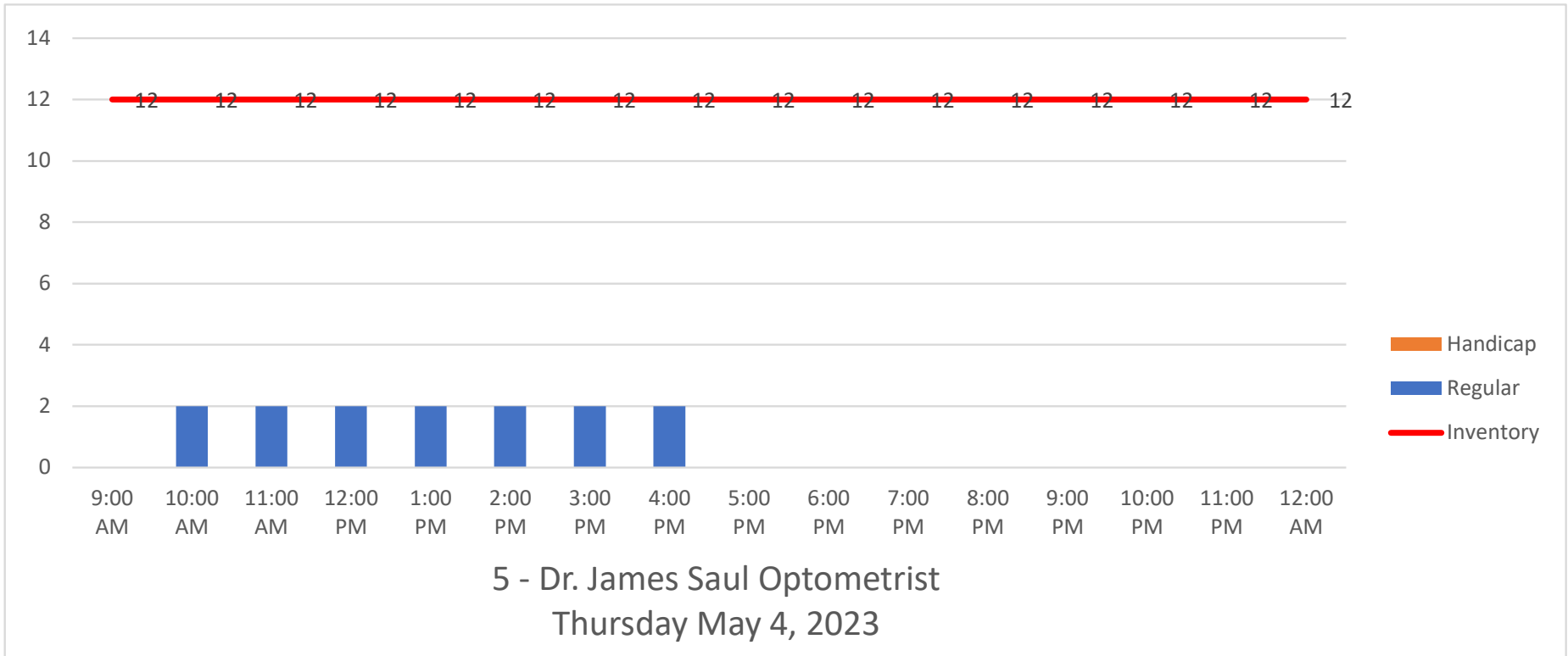


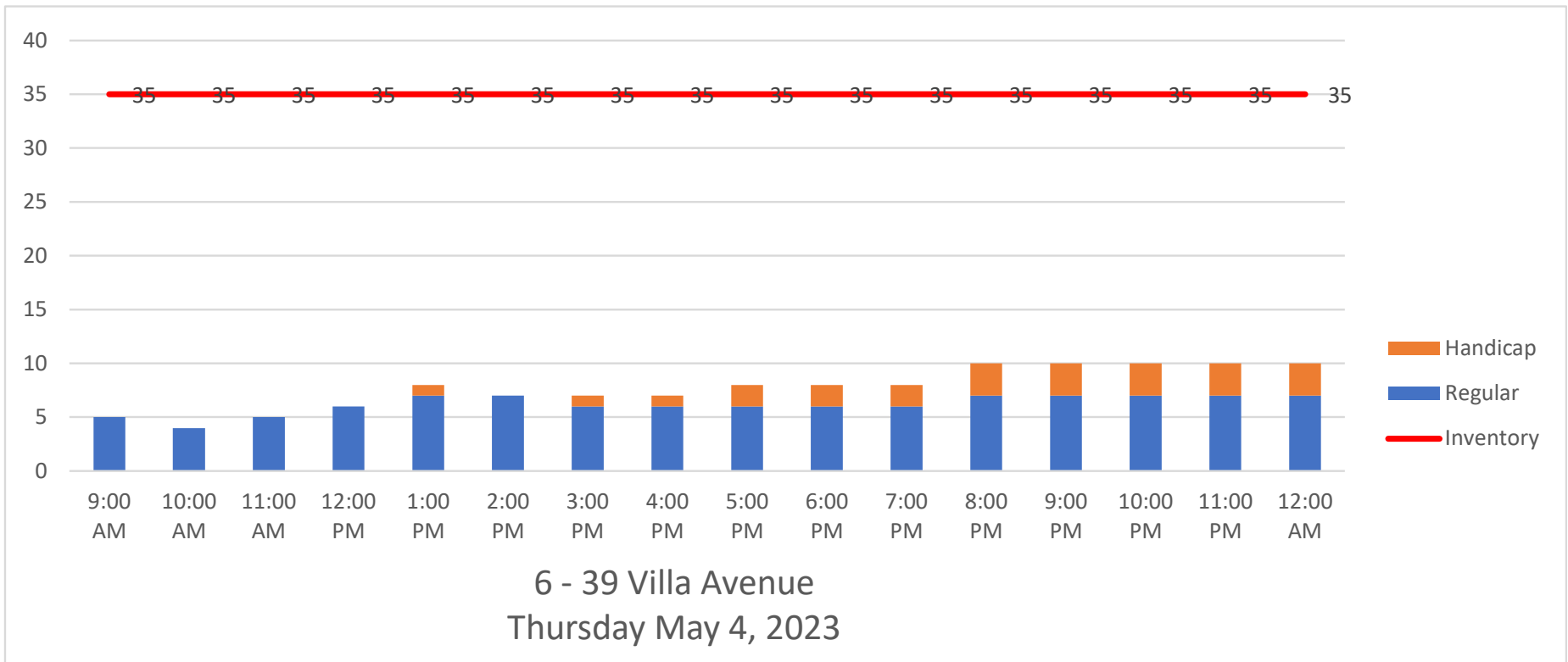


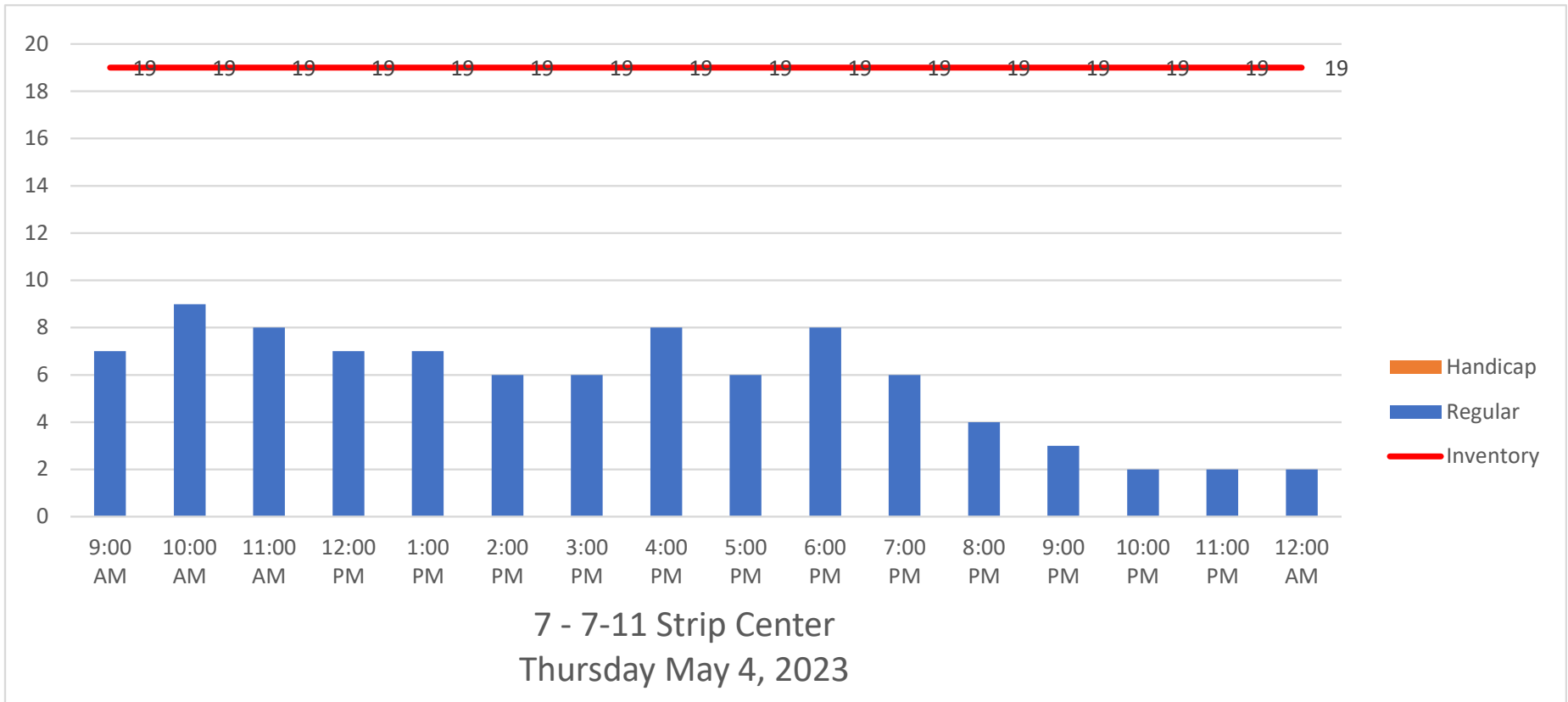
Thursday May 4, 2023
Public and Private Lot
Parking Survey

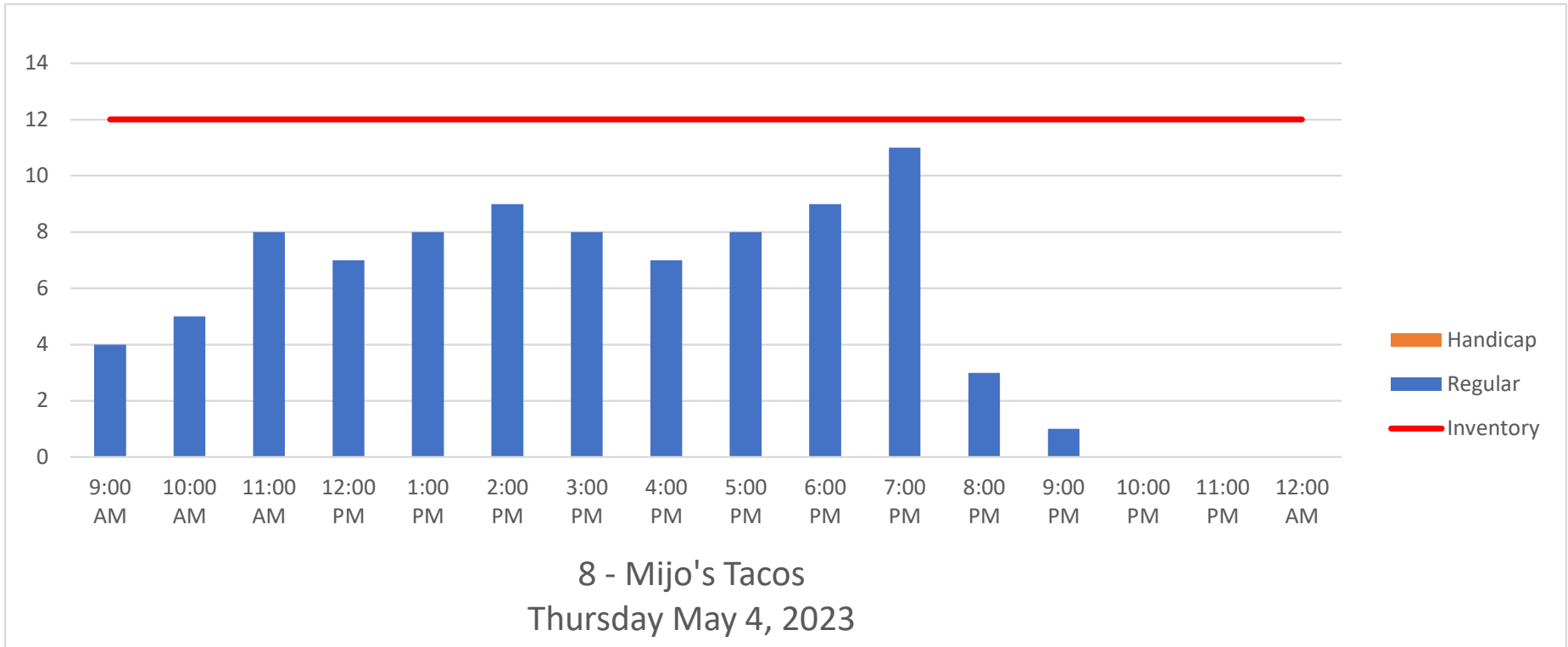


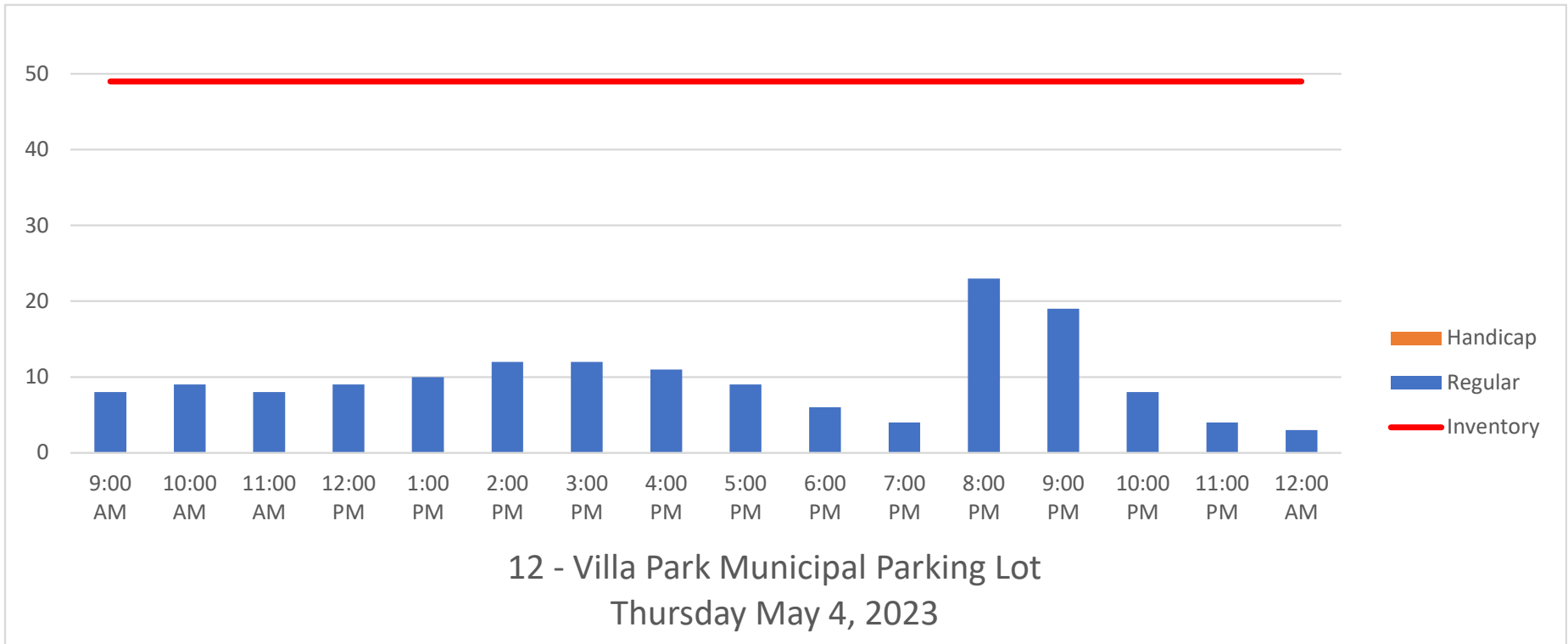


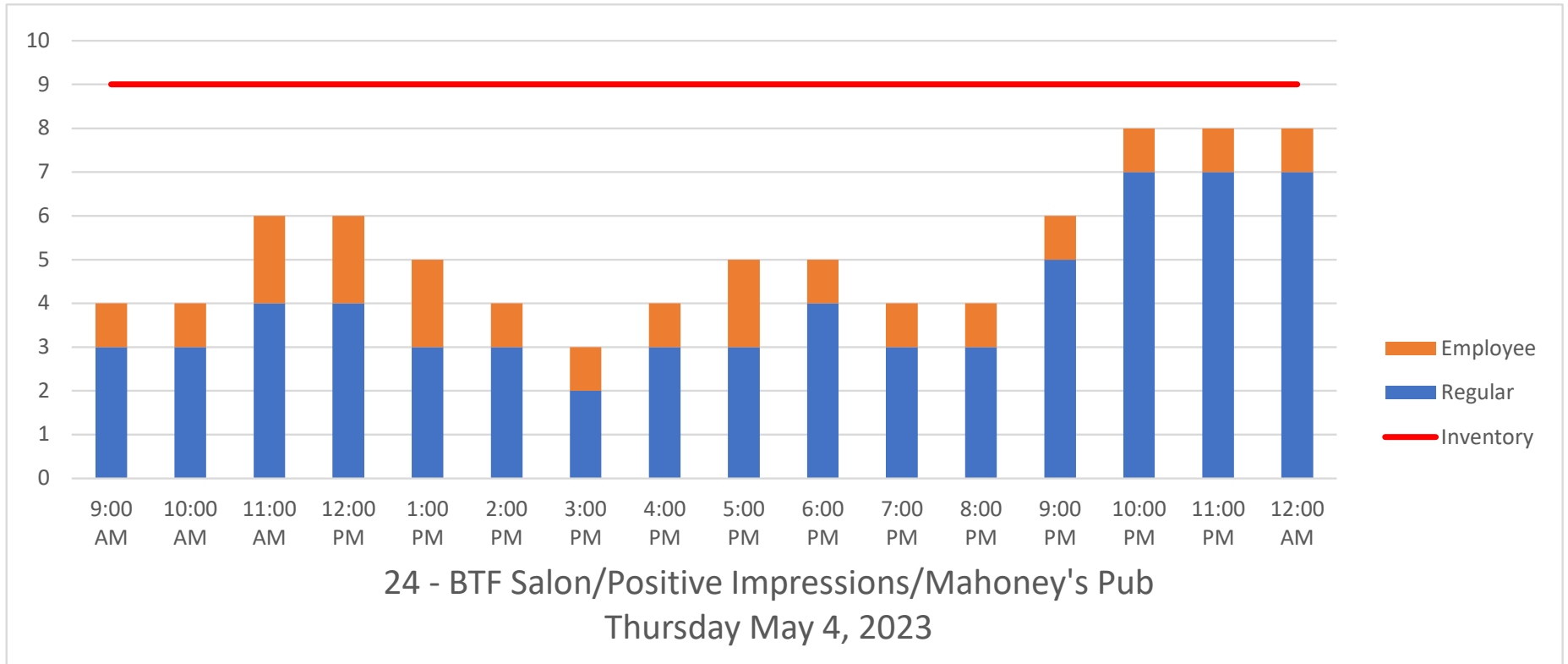


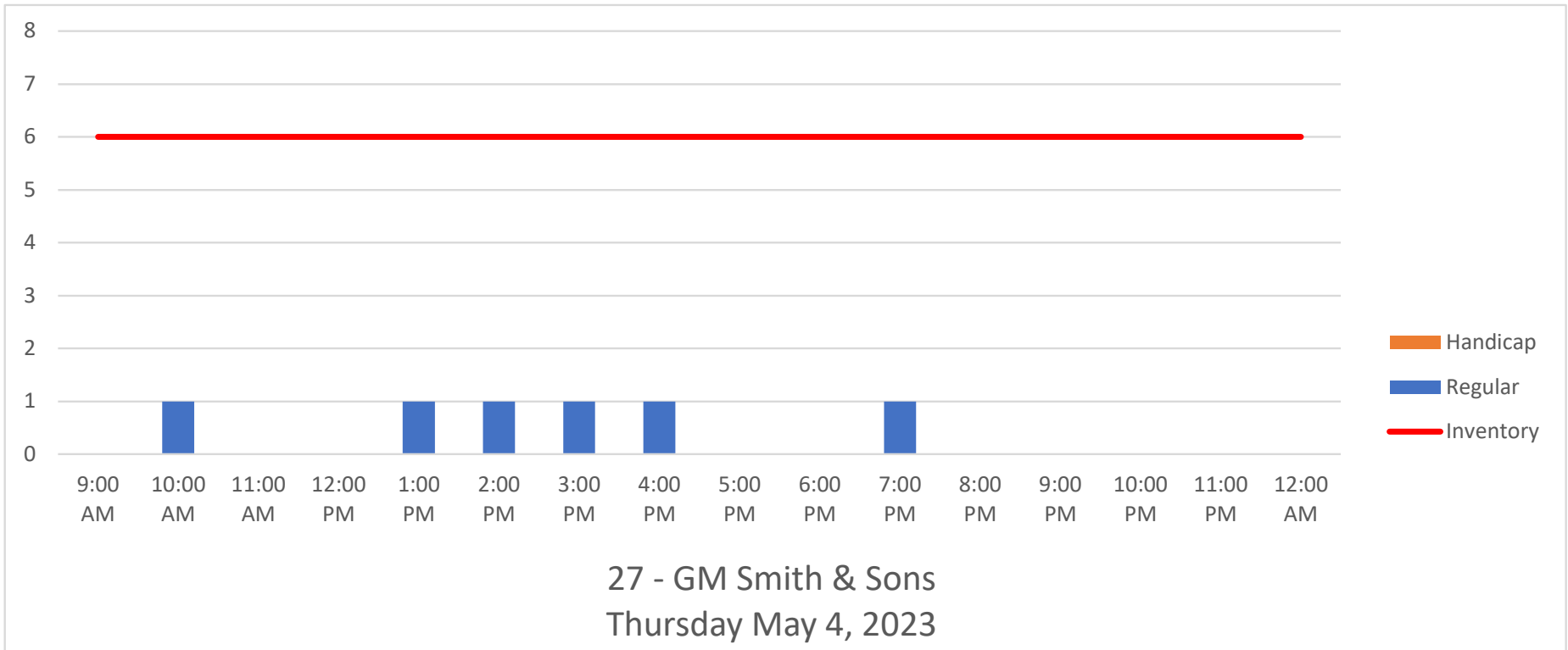


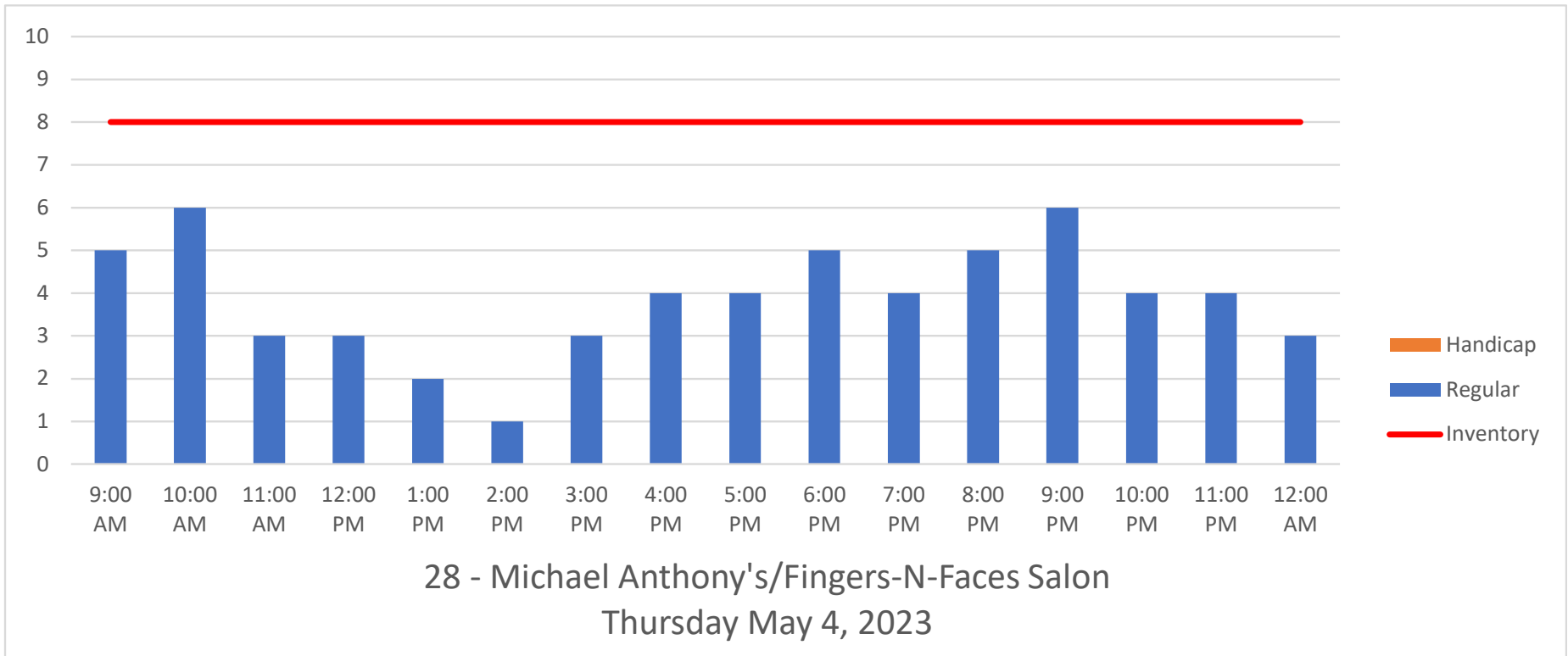


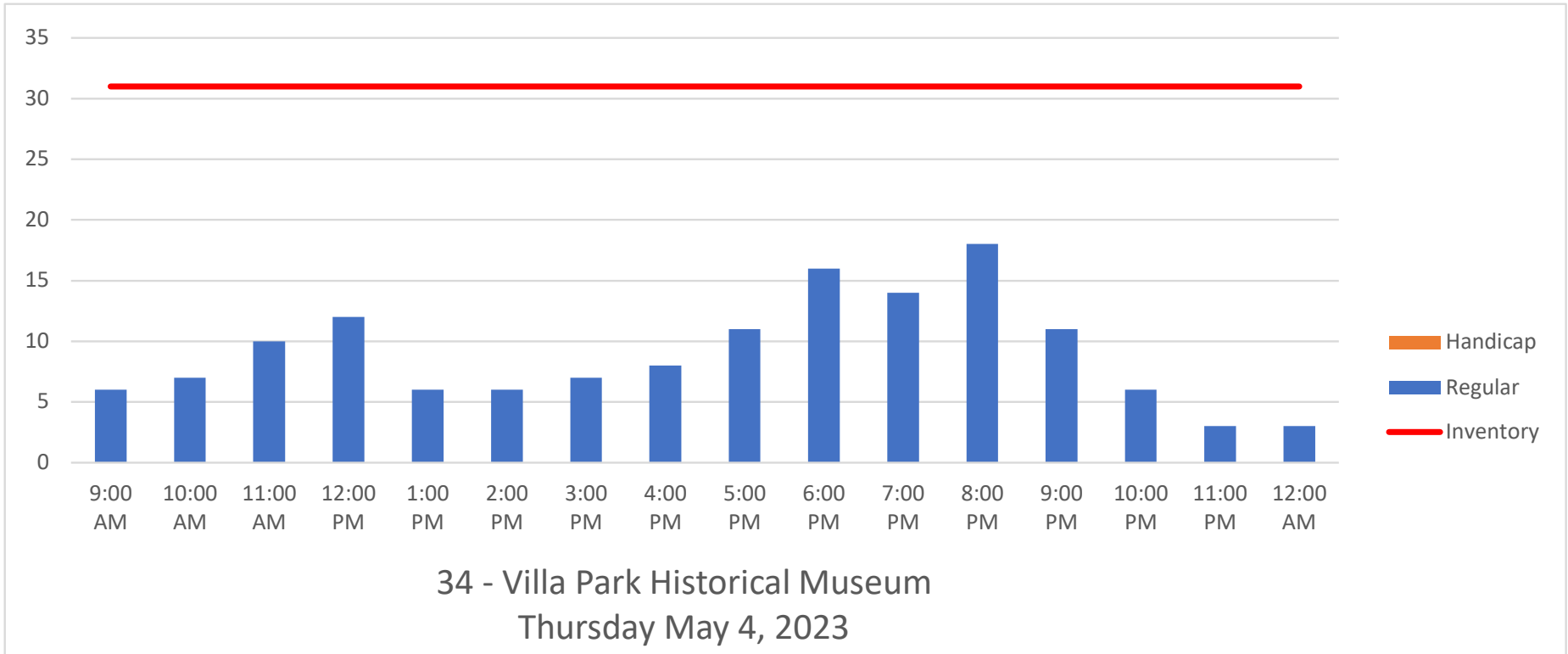


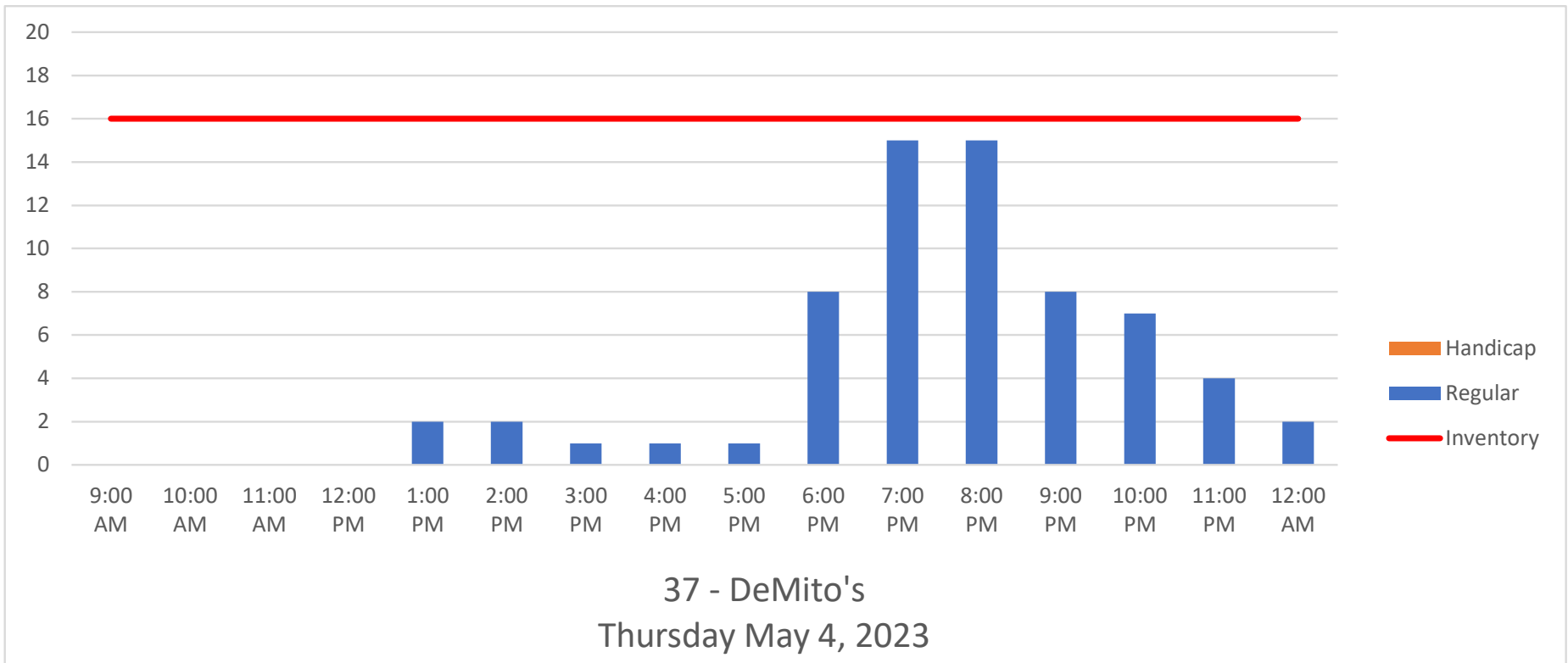


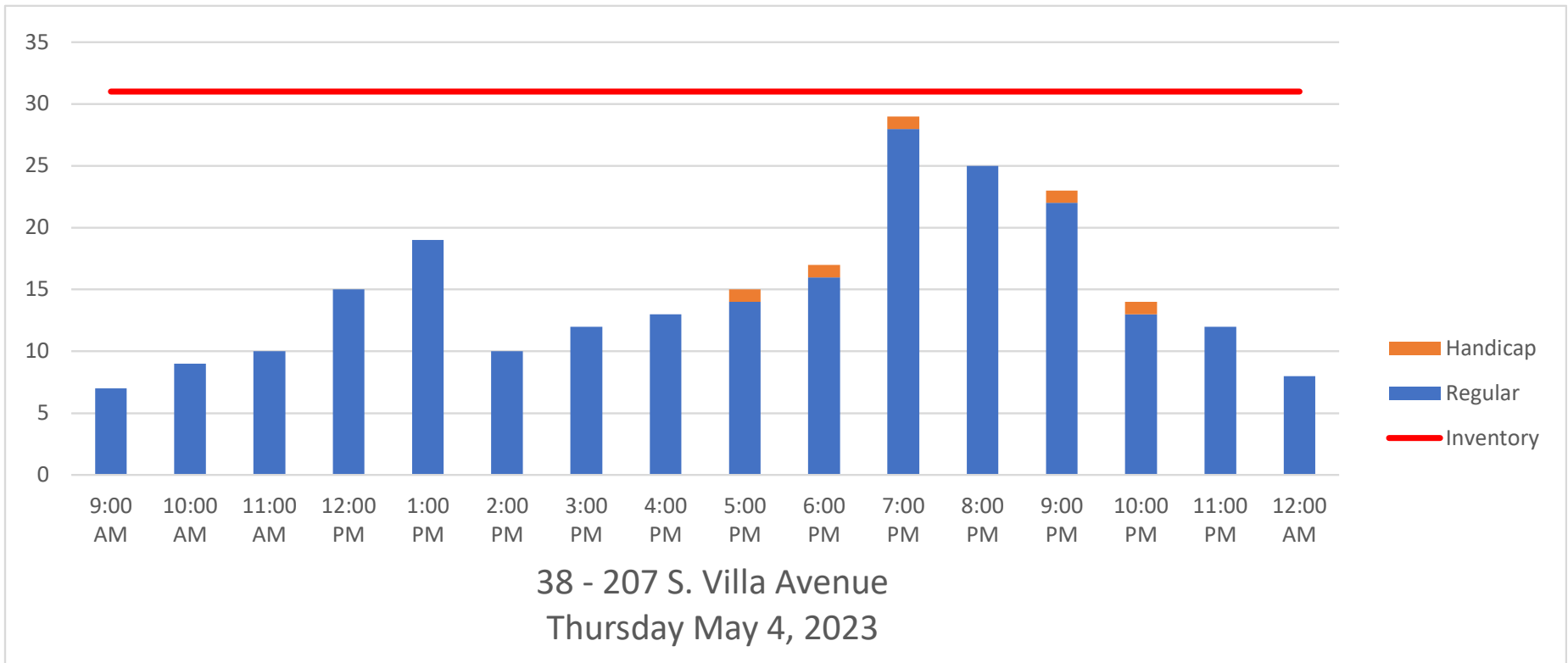


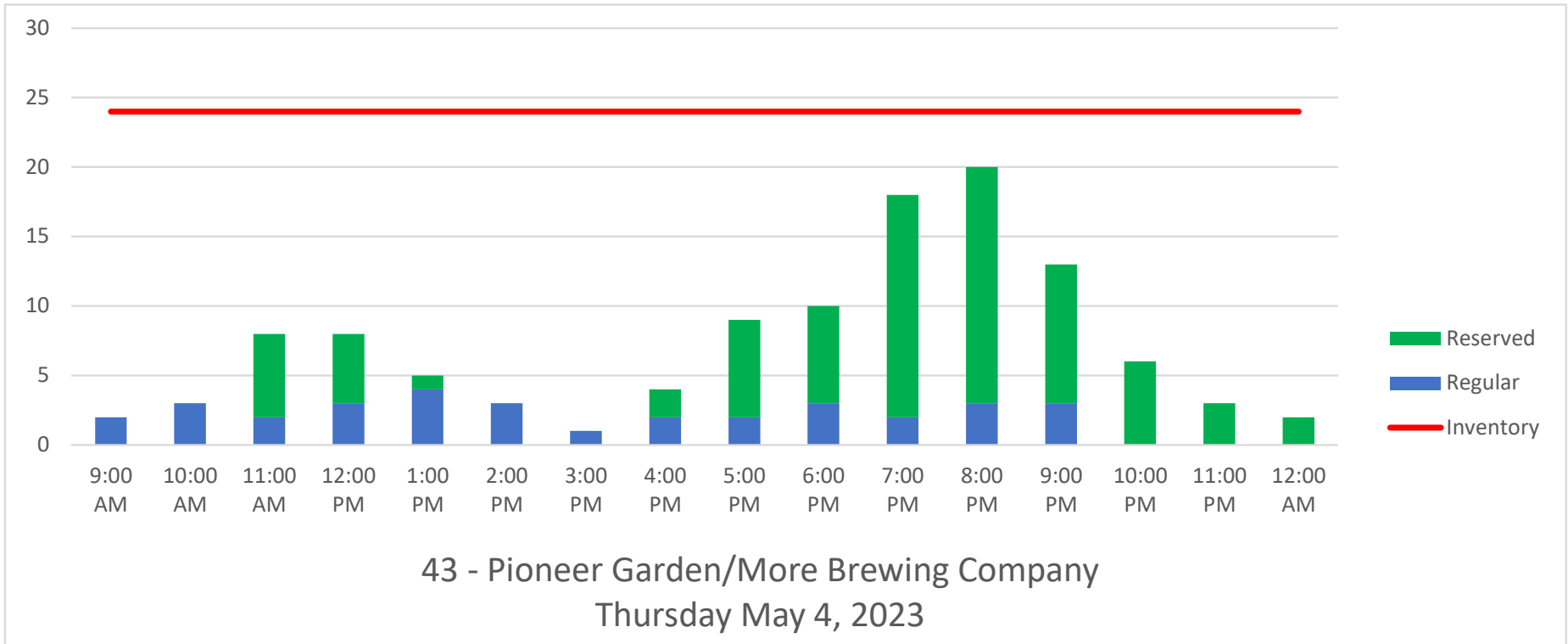


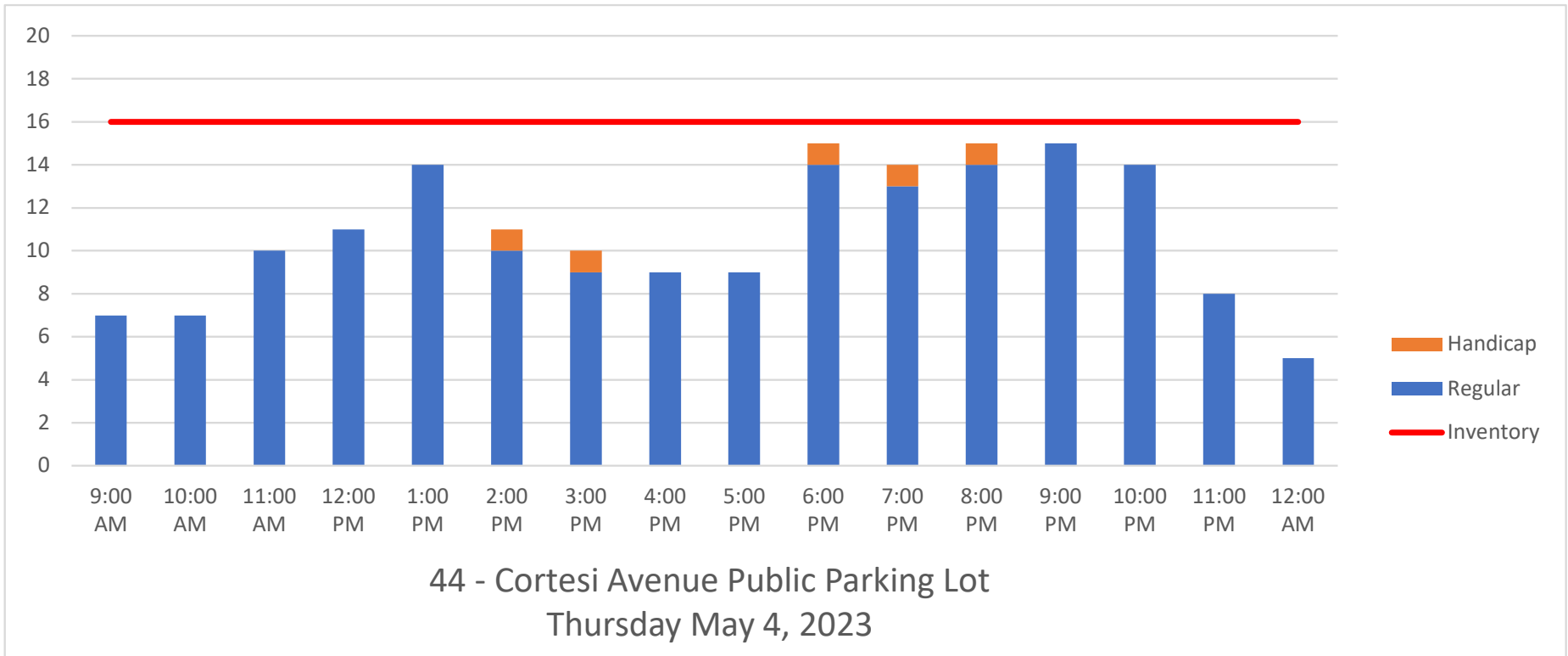


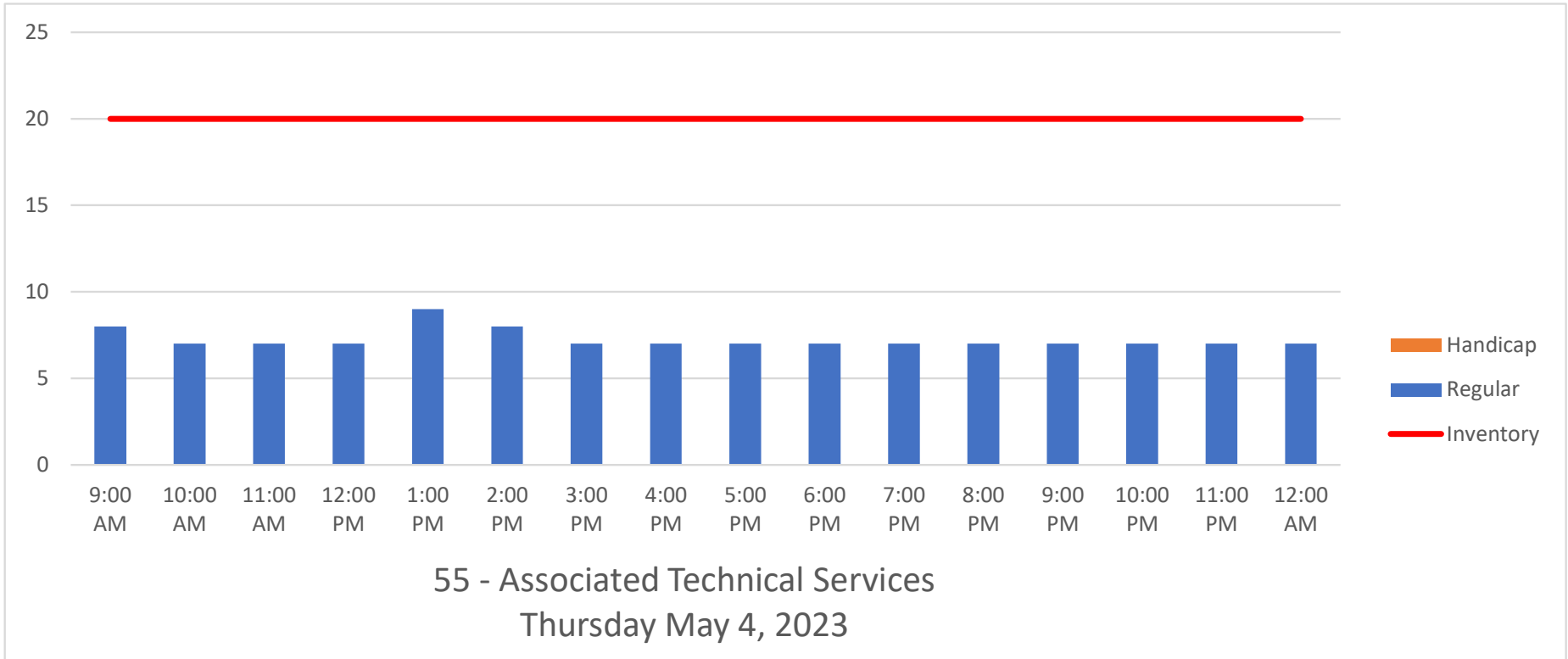




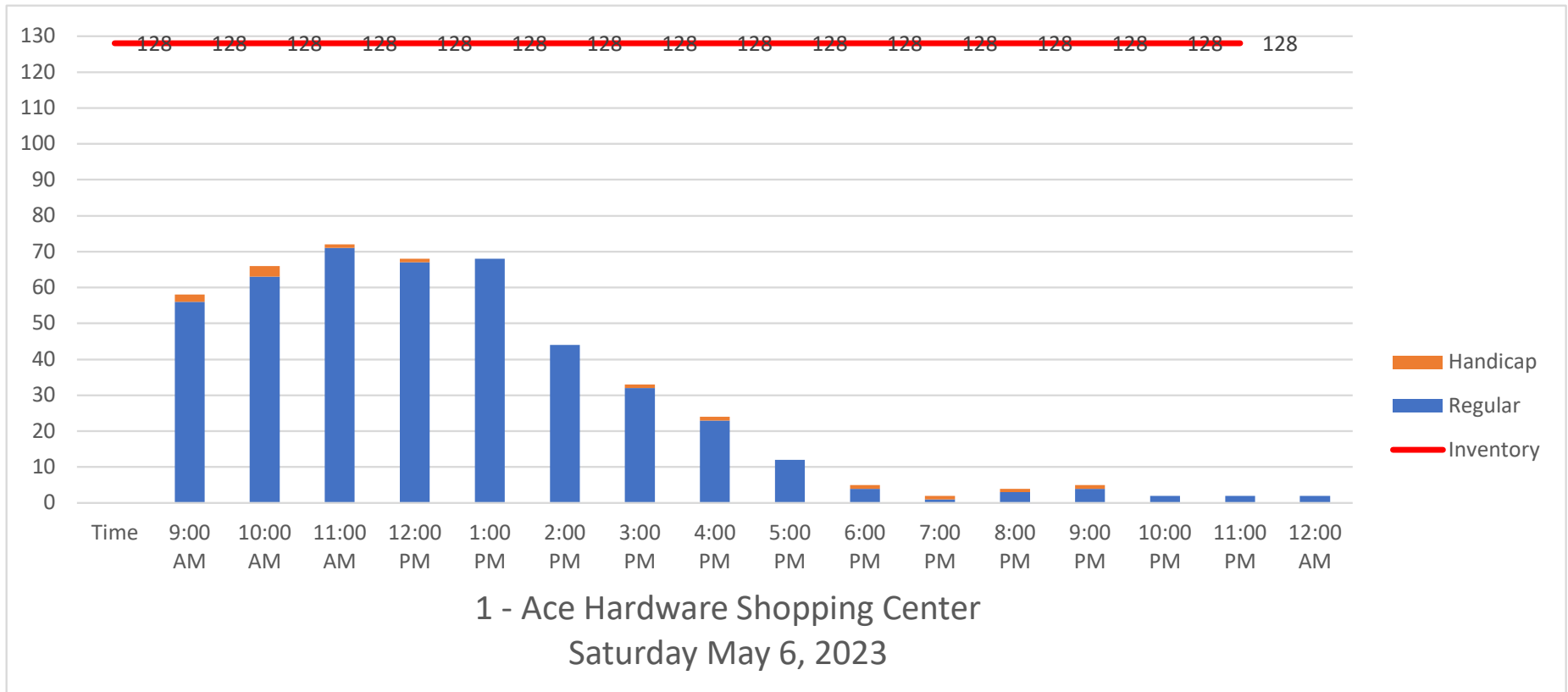


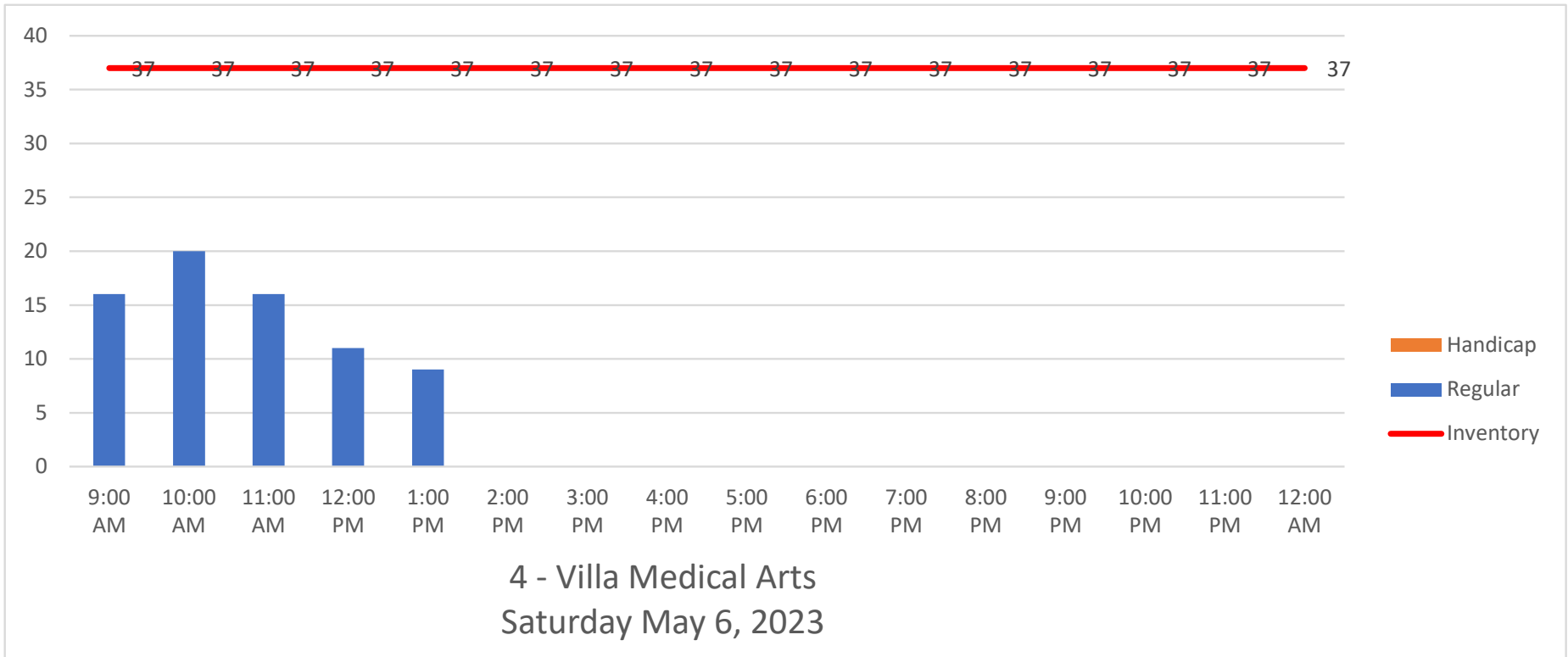


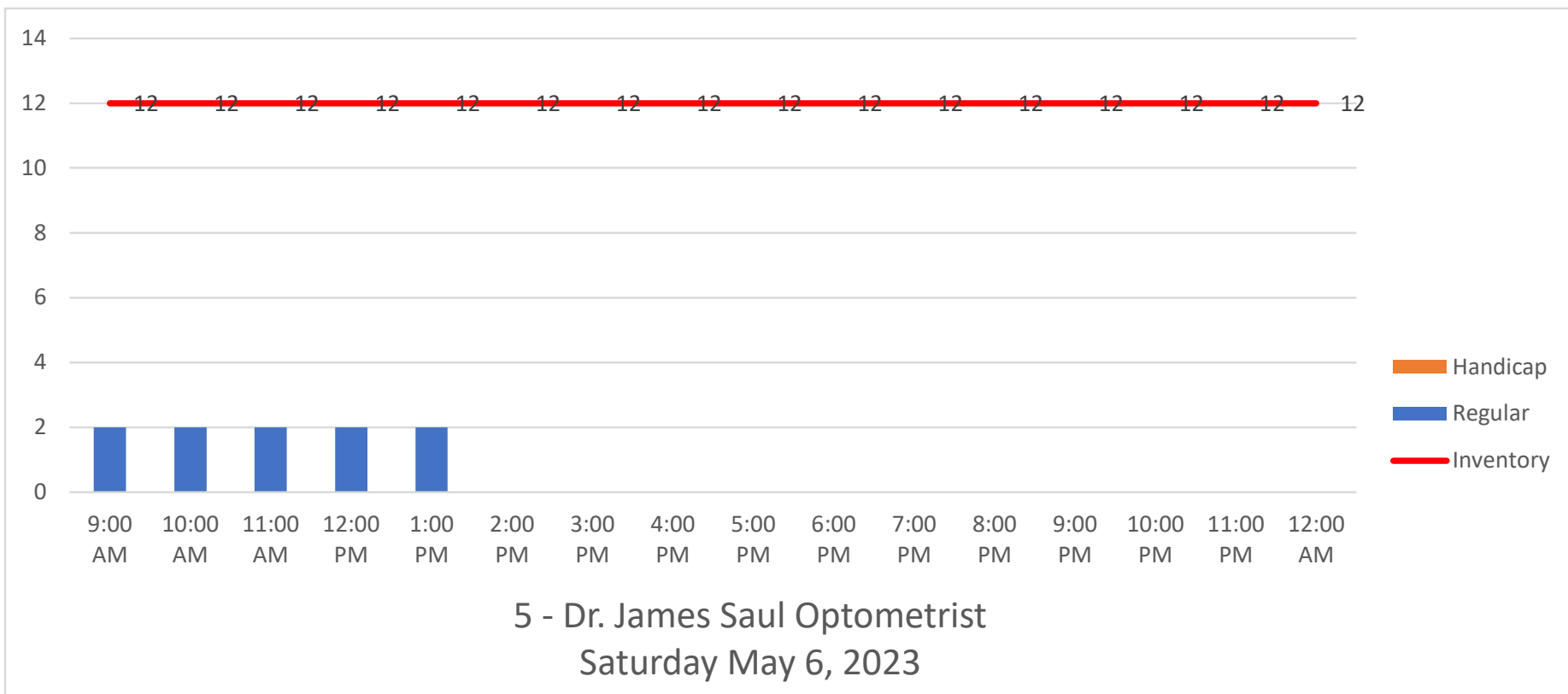


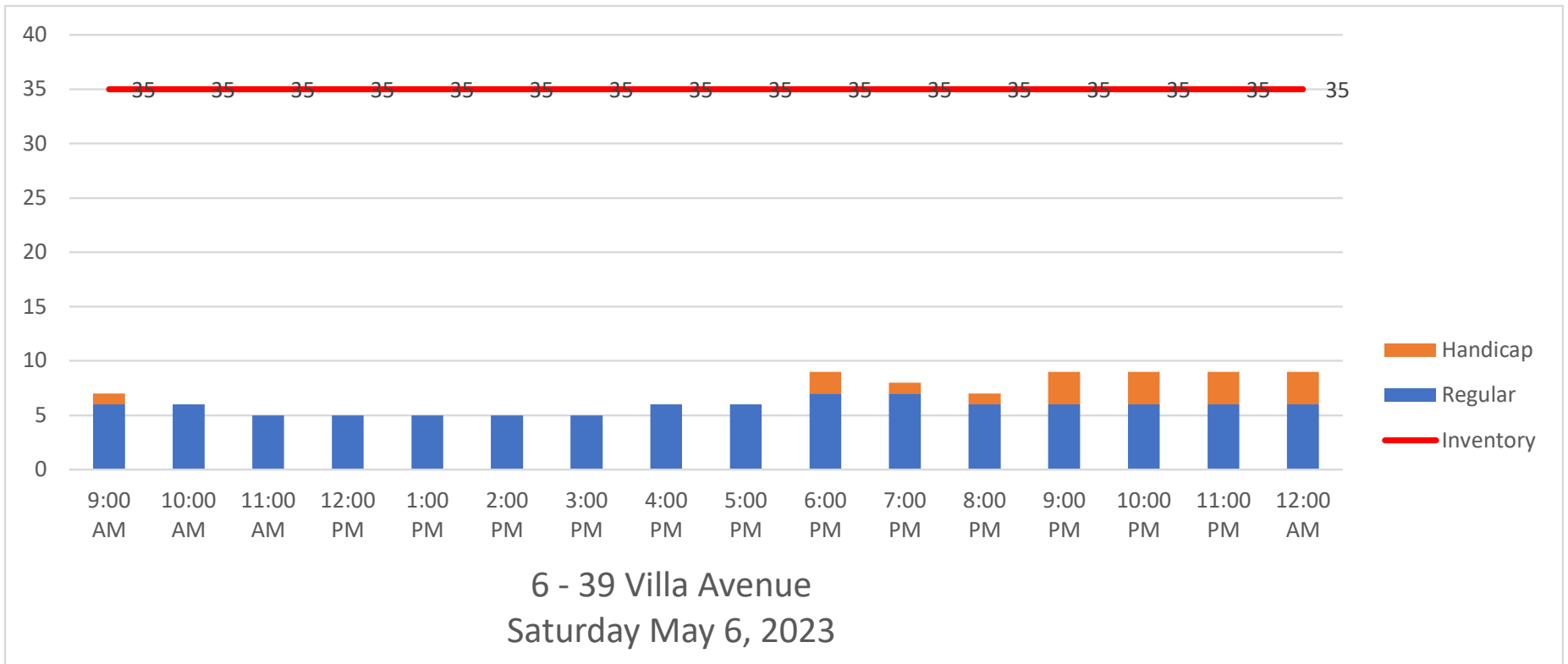


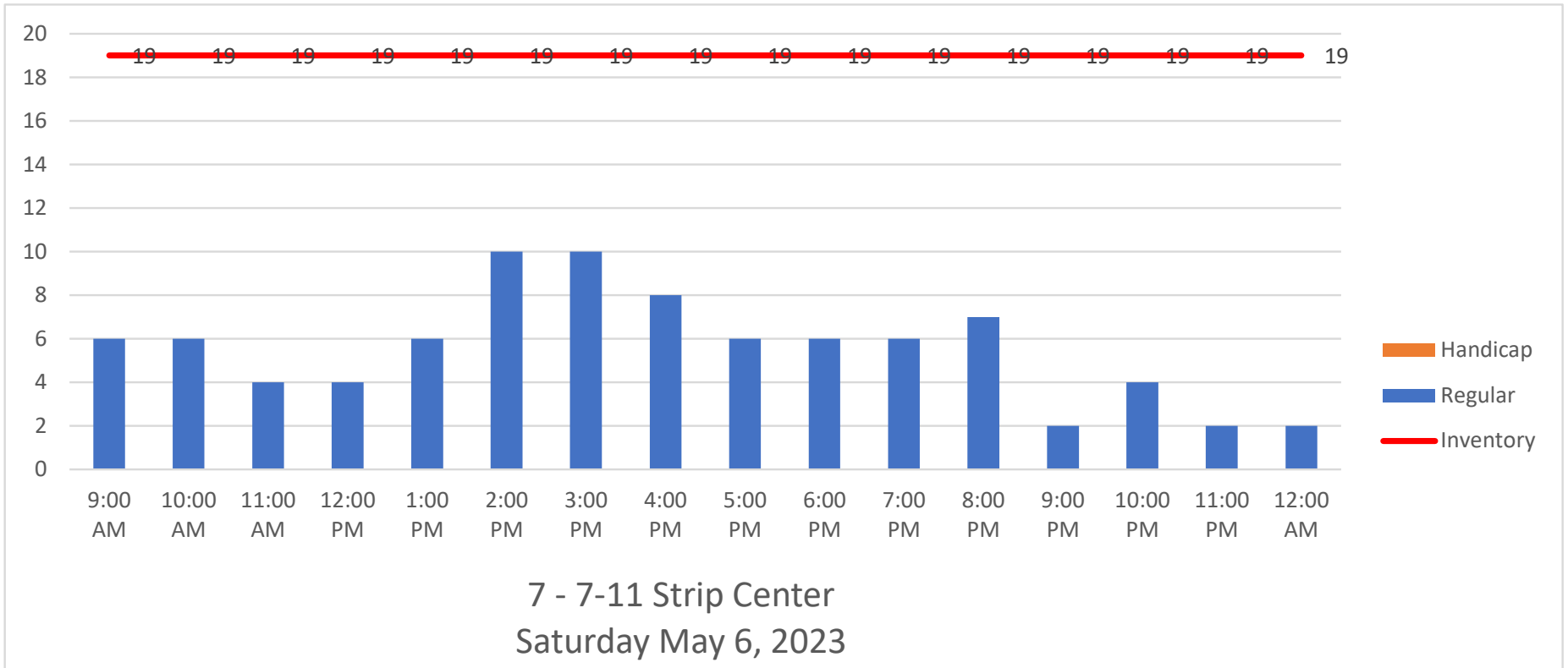
Saturday May 6, 2023
Public and Private Lot
Parking Survey

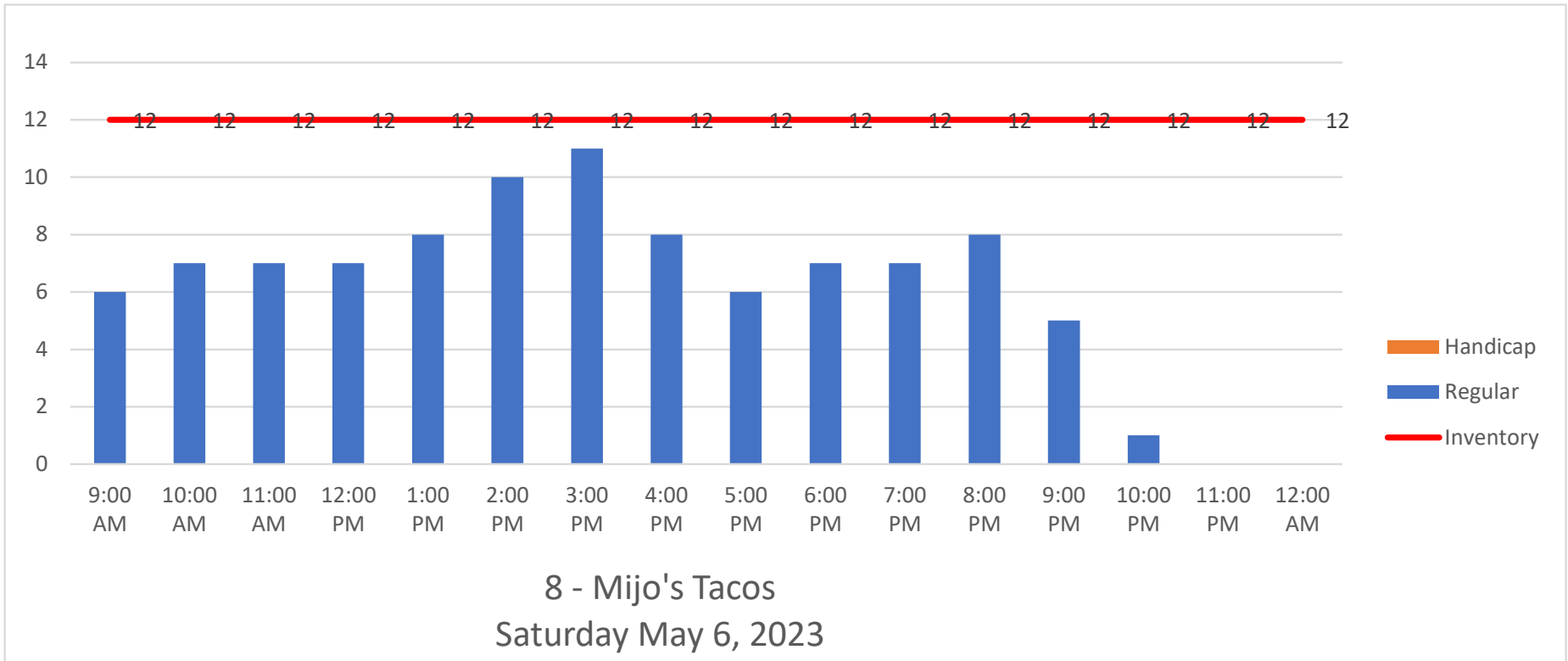


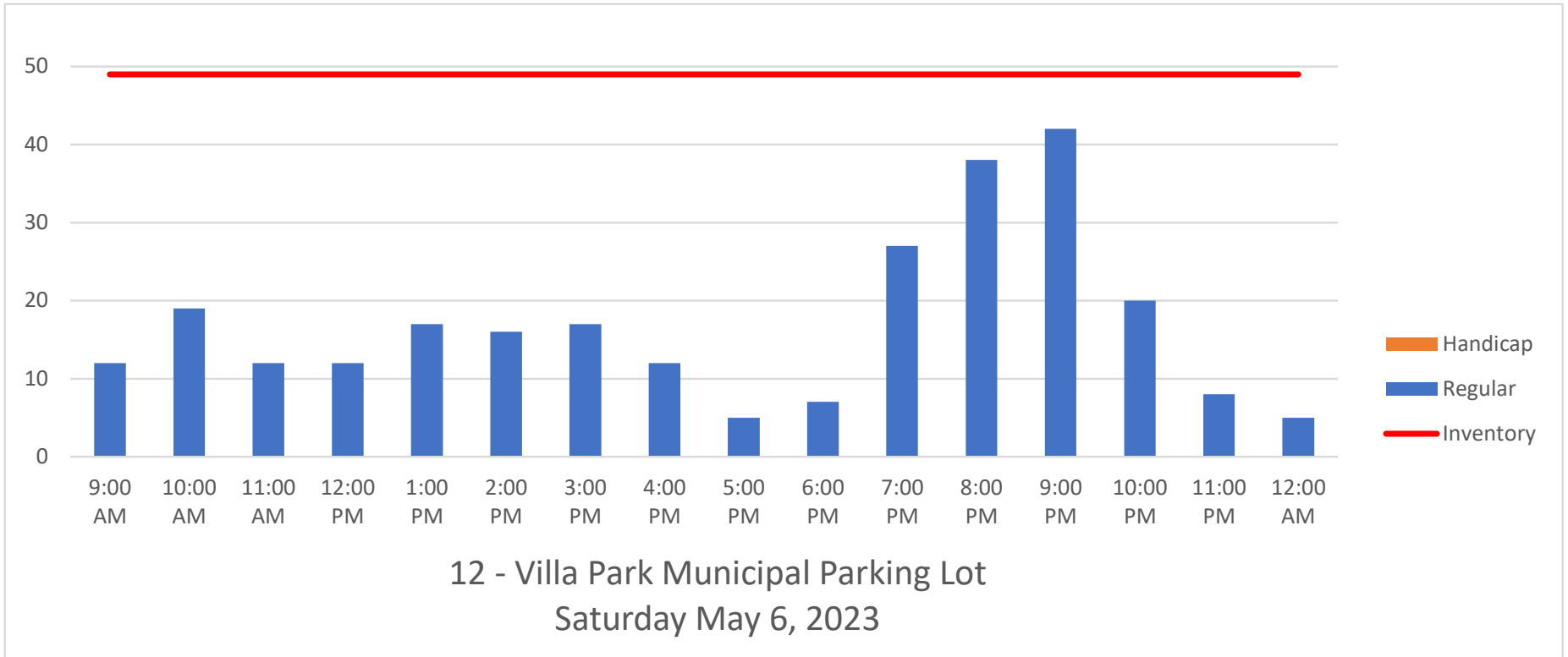


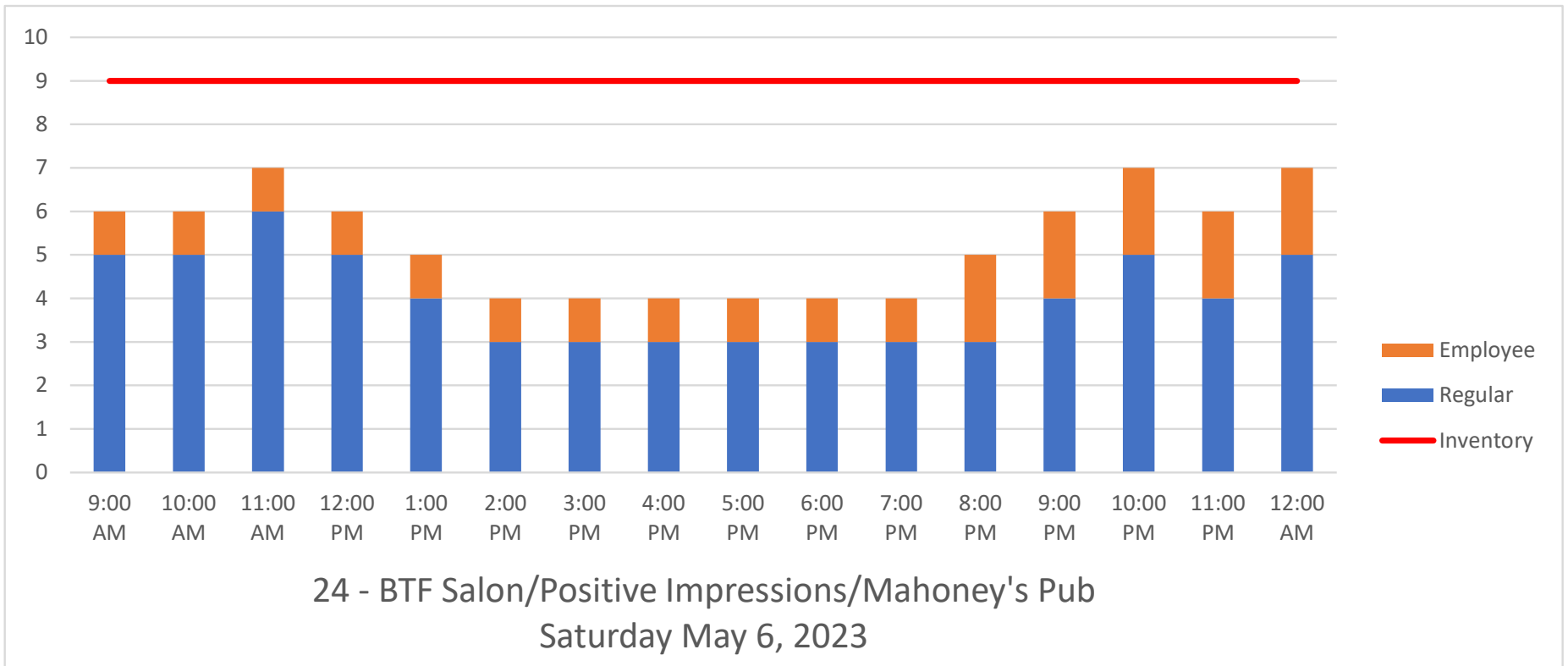


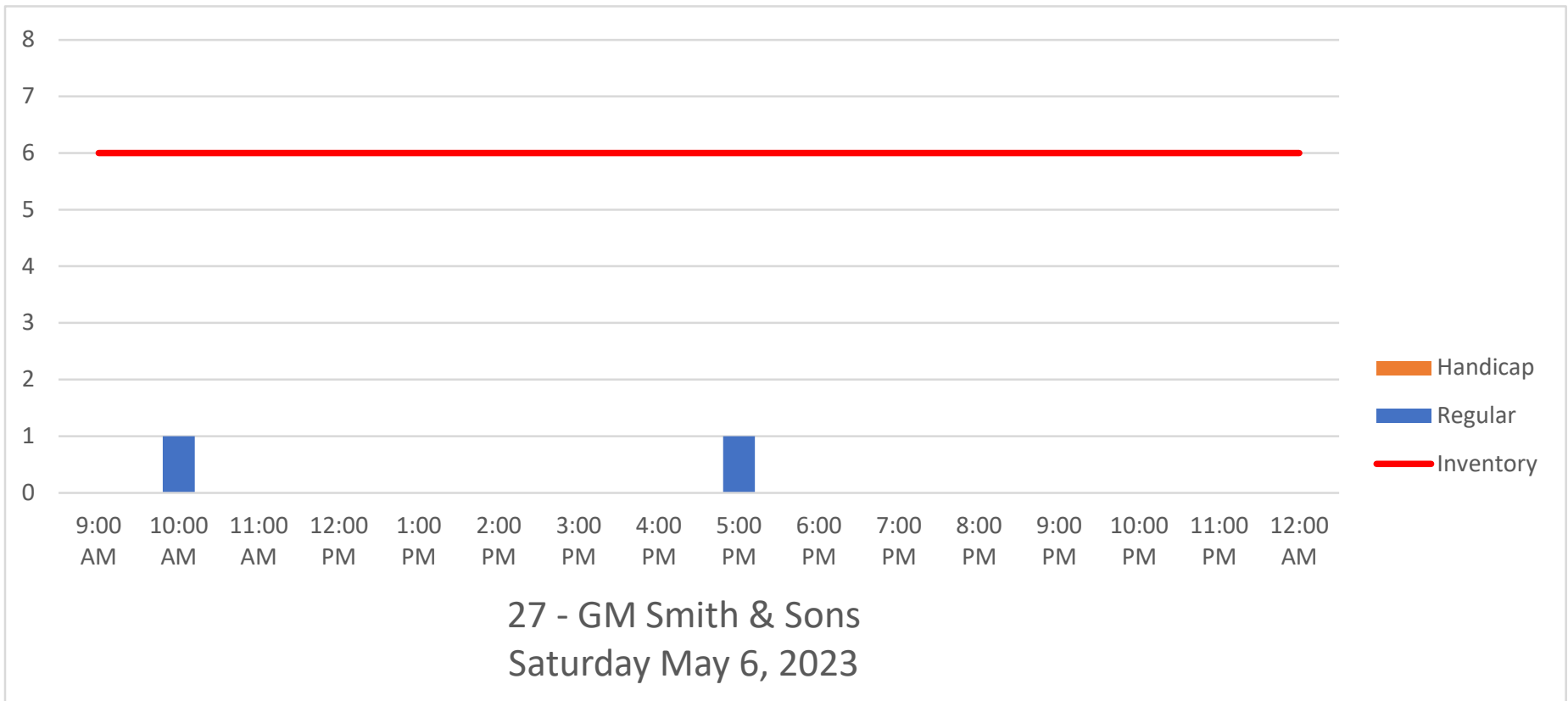


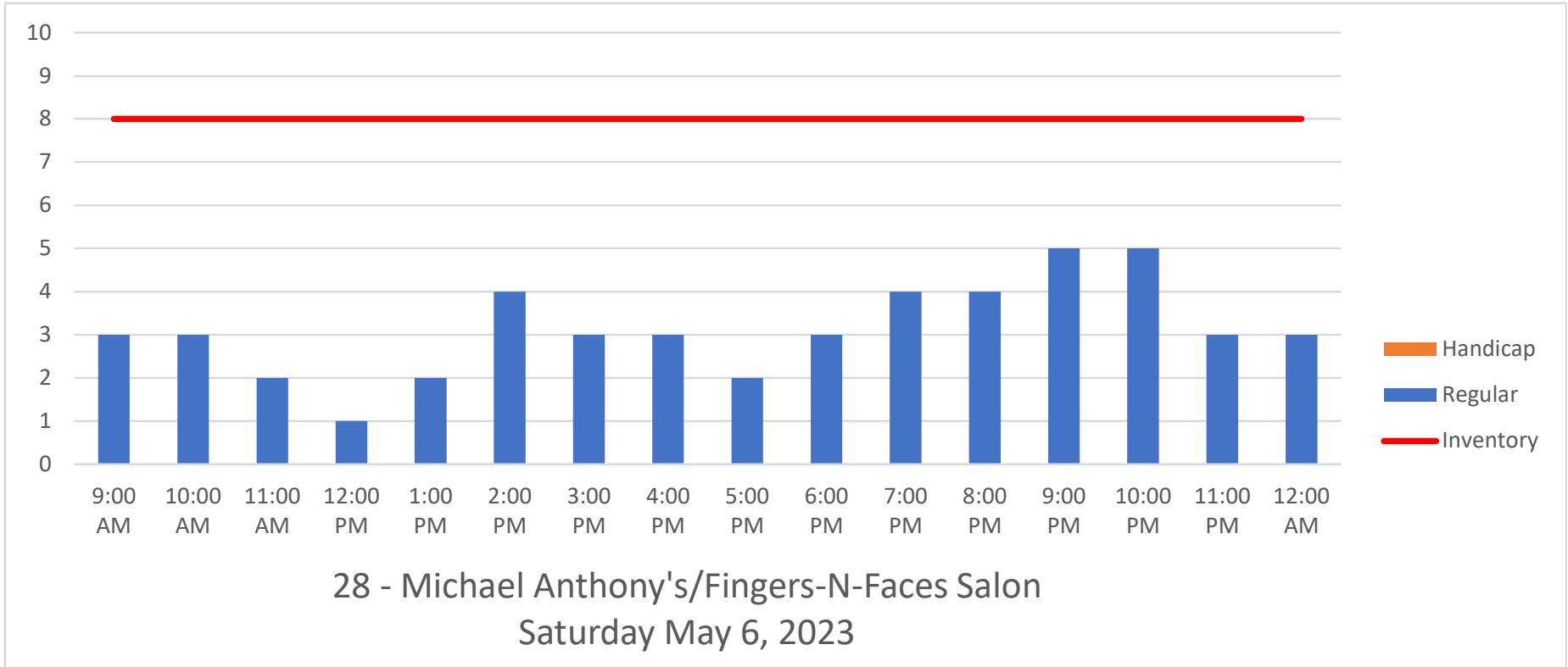


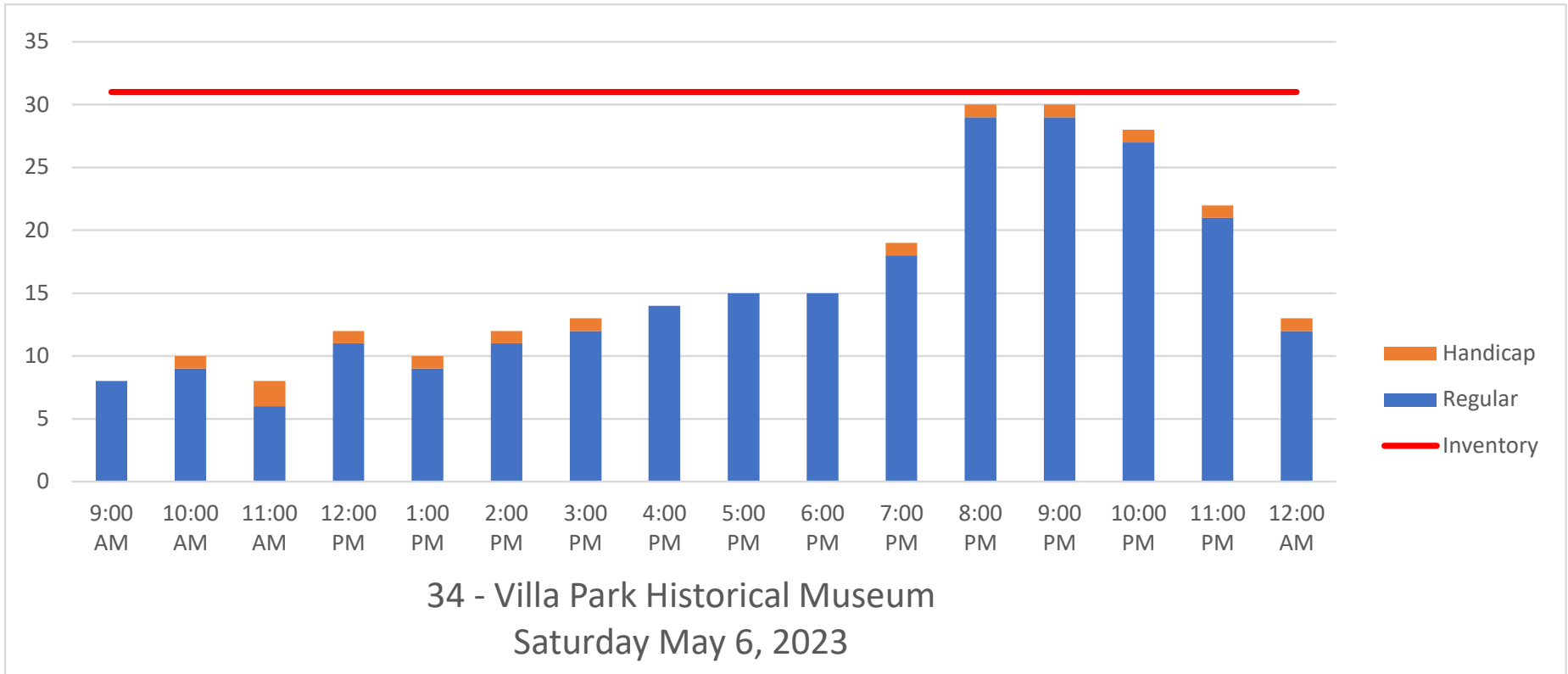


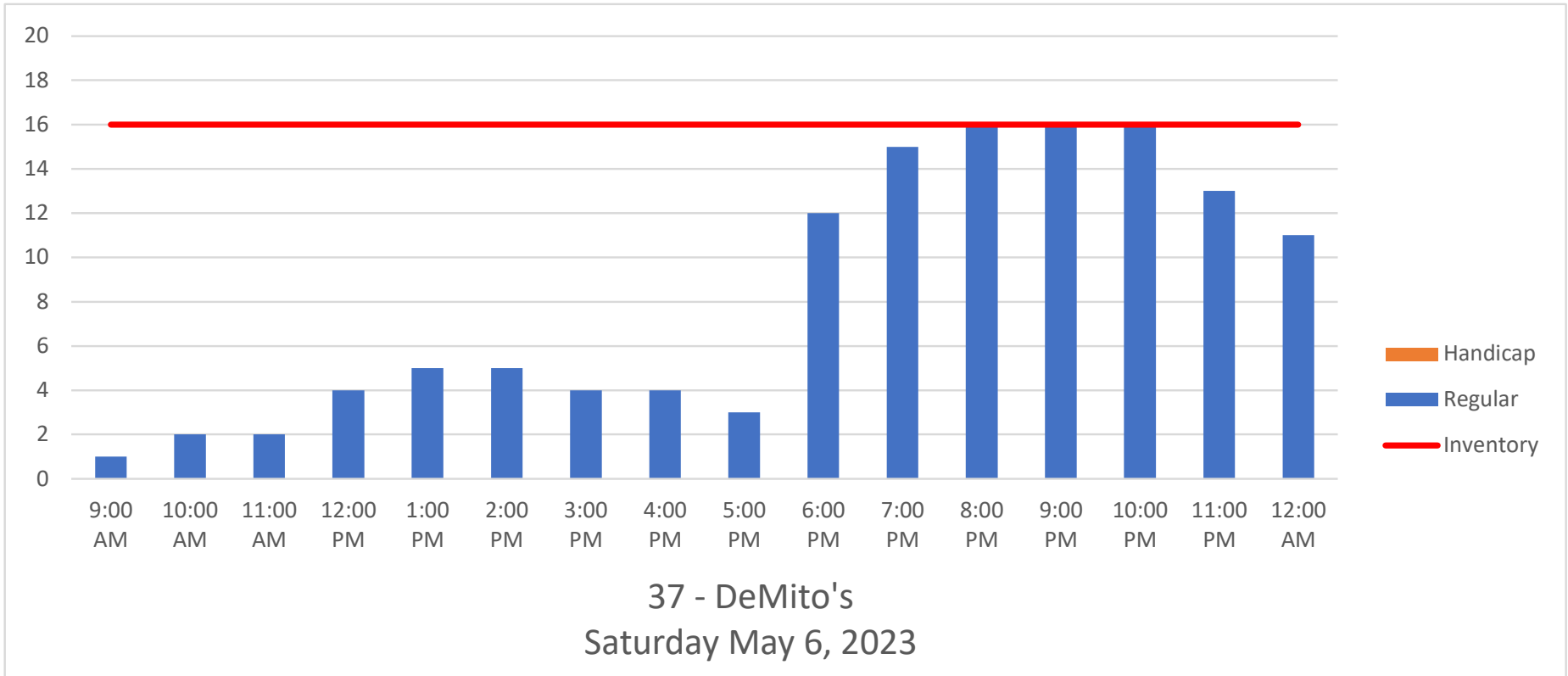


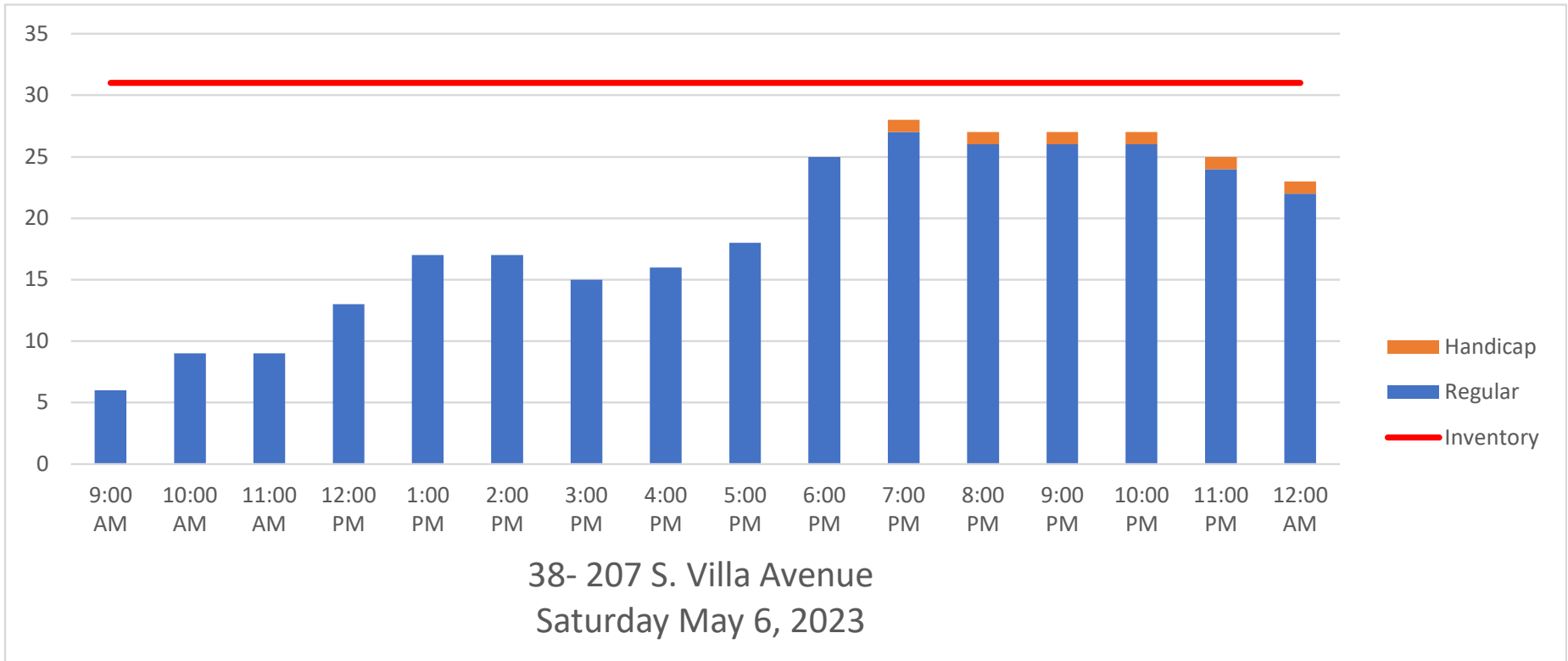


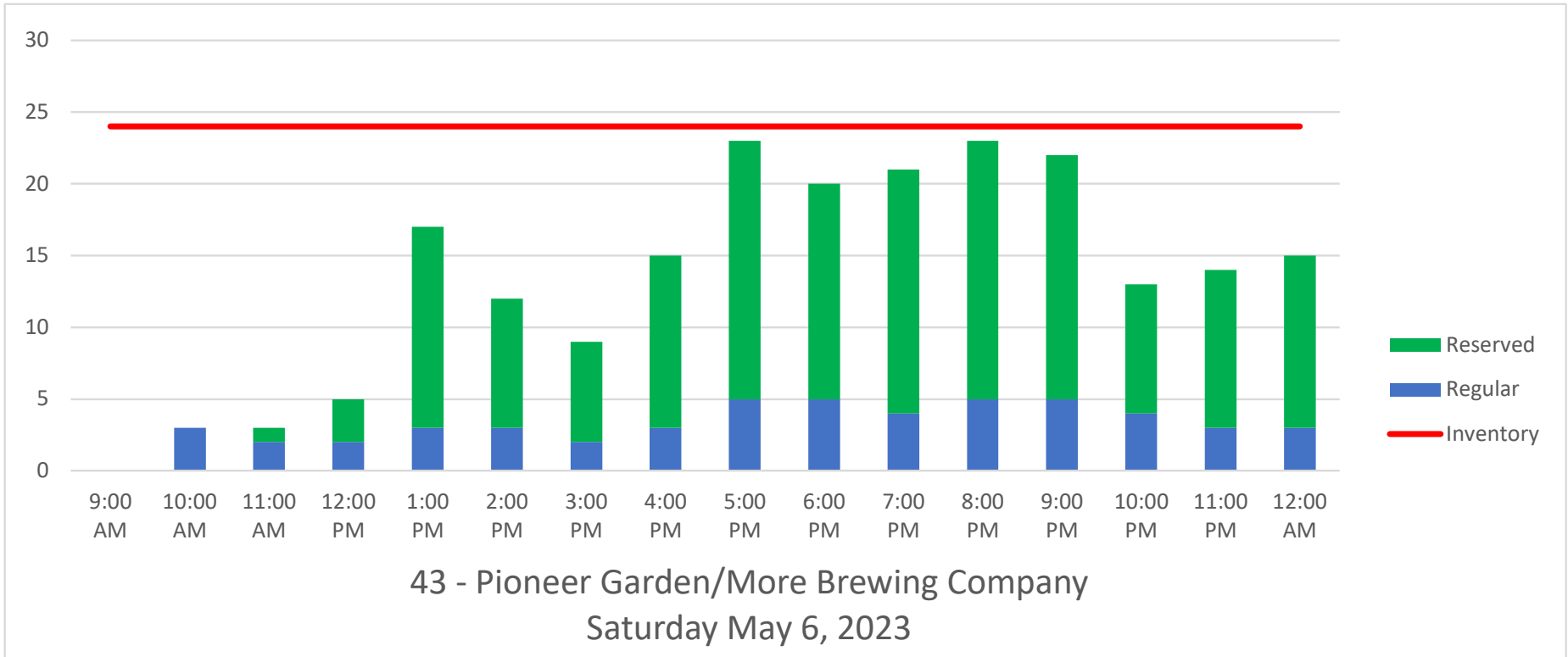


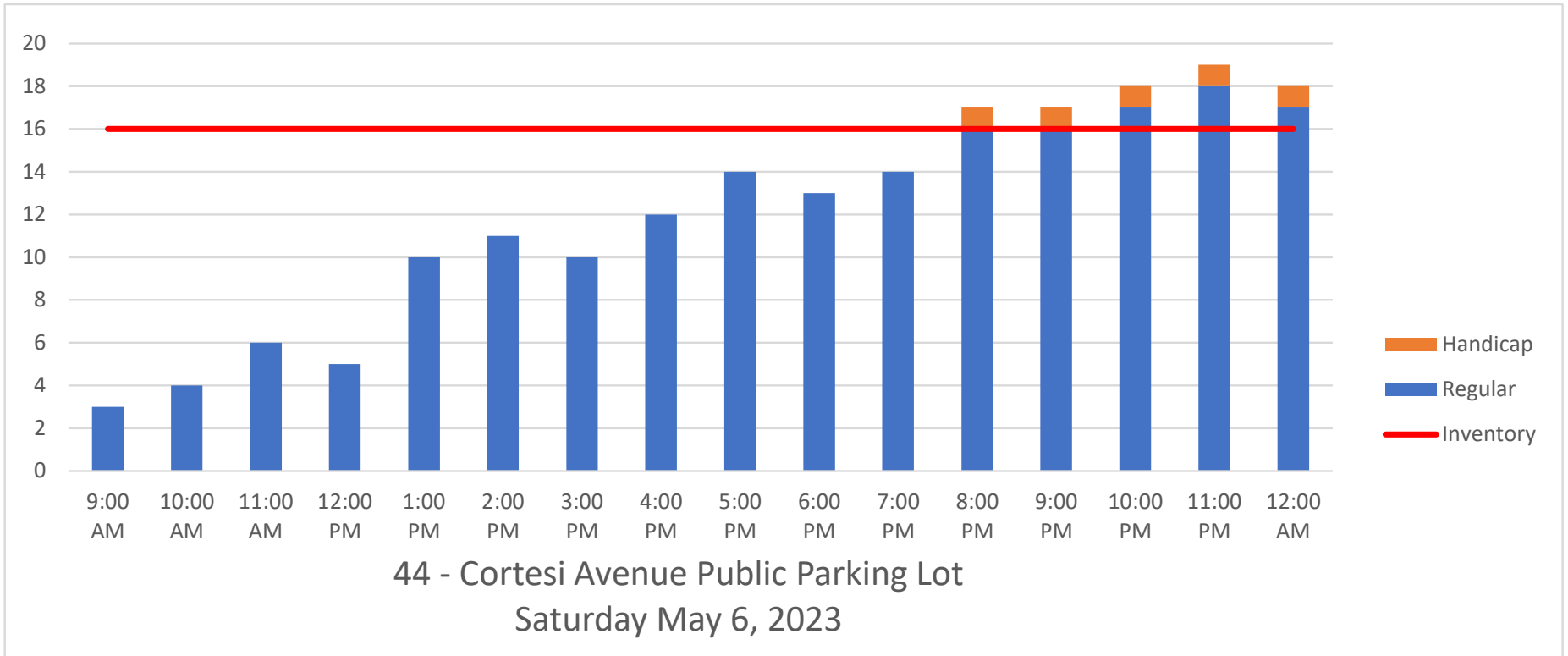


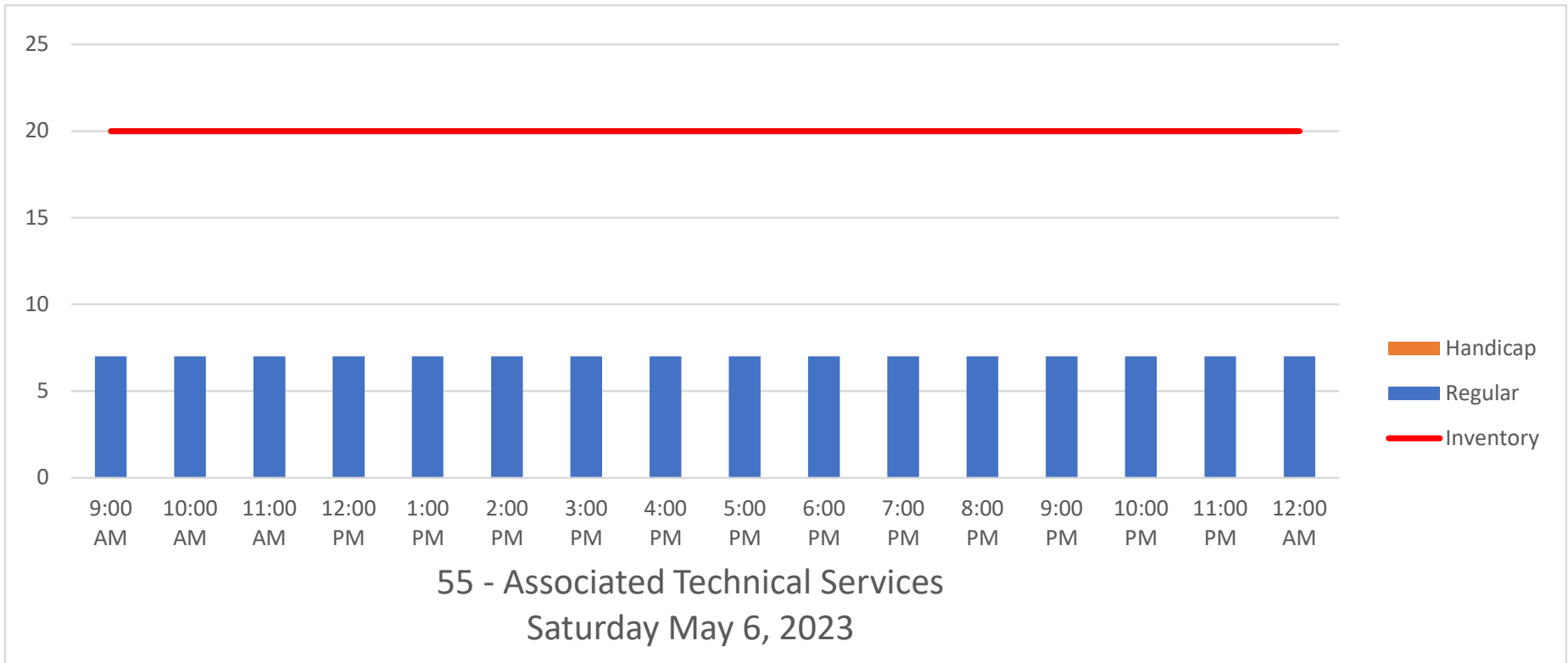














MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: May 20, 2026
SUBJECT: Discussion on possible alternative parking options for the Terrace Alley Improvement Project.

RECOMMENDED ACTION:

The Village is planning on improving the Terrace Alley from Ardmore to Princeton to allow for greater access to the properties. This project will impact the properties at 8, 12, 16 and 20 W. Terrace as the available parking will be decreased to allow for the construction of the alley. This discussion is to discuss possible options to offset the loss of parking at these properties.

BACKGROUND: The Terrace alley from Ardmore to Princeton has been problematic for the Village over the past year. The Village has Right of Way (ROW) along the back of the properties located at 8, 12, 16, and 20 W Terrace along with the corner property at 333 N. Princeton Ave. The current configuration is separate parking lot pavements associated with the adjacent property which allows for parking for the tenants. Access to the properties is only from the east as they do not connect internally to Princeton. Due to the current configuration and parking in this corridor, access has been problematic for solid waste collection, snow removal and access to the properties, as there is not enough clear space through the parking.

To address the issue, the Village began the design to improve the area by providing a designated alley in its ROW with a connection to Princeton. This would allow a clear path and access to all the properties equally and allow for solid waste and snow removal to occur. The proposed design is attached.

In order to construct the proposed alley, the properties' parking lots will be impacted by the loss of designated parking stalls. The properties are affected as follows:

- 8 W. Terrace will lose 2 parking stalls
- 12 W. Terrace will lose 2 parking stalls
- 16 W. Terrace will lose 4 parking stalls
- 20 W. Terrace will lose 4 parking stalls
- 333 N. Princeton will not lose any stalls but will be slightly impacted.

The Village met three out of the 4 owners, as one didn't respond to a request, and they were all in favor of the improvements. The only concern is that almost all these units do not have any excess parking stalls as these buildings were built prior to current zoning requirements. 16 and 20 W. Terrace only has 8 stalls for 5 units, so removal of 4 stalls would reduce them to below one stall per unit. This, coupled with several tenants wishing to have 2 stalls, makes parking an issue with the improvements to the alley.

DISCUSSION: Since the last meeting, staff has been reviewing the options for a pedestrian crossing near the Terrace St. intersection to allow residents to safely cross Ardmore. Currently, the Village is in the process of designing improvements to Ardmore from Roosevelt to North Ave. Staff has reached out to the consulting engineering firm to review the possibilities of a pedestrian crossing that can be incorporated into that design to ensure that it will be accepted by the IDOT. If parking is recommenced in the Metra Lot then proposed pedestrian crossing improvements will be constructed in advance of the other improvements on Ardmore Ave.

Staff previously met with the owner of the commercial building at 348-356 N. Ardmore Ave to discuss the alley. The owner was in favor of improving the alley and didn't have any concerns regarding parking for his building other than the temporary closure to construct the alley. Staff did inquire about a possible partnership with apartment buildings for overnight parking, but the owner declined to participate. The other request was to review the possibility of having single garbage totes for the residents, but that would not be allowed per code as each unit is greater than 4 units. This would require at least 28 carts for solid waste, plus an additional 28 carts for recycling which would overload the ROW. Therefore, the original two options remain for permitted overnight parking for the apartments on Terrace Street.

Staff's preference would be to provide to allow for permitted overnight parking in the Metra Lot with enhanced pedestrian crossing at Ardmore and Terrace. Overall this option would include the following considerations.

Pro's

1. Available Parking stalls available with reduced use of the lot
2. Possible increase in revenue with parking permitted sales
3. Will not impact the Village operations on Terrace Street

The other option would be to allow for overnight on Terrace Ave on a first come, first served basis. This option would include the following considerations.

Pro's

1. Will be limited to only this block
2. Direct correlation to the buildings the parking will serve
3. Street width is 32 ft which would allow for 2-way traffic and parking on one side

Con's

1. Possible vehicles being parked in the lot for an extended amount of time without being moved
2. Possible other commercial housing in the area may request permitted parking in lot and thus reduce the amount of available parking for commuters.
3. Distance from the parking lot to the affected units is 1-2 blocks.

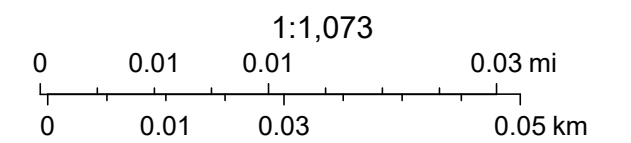
Con's

1. Can lead to overcrowding on the street, limiting traffic flow and snow removal and other Village services
2. Possible vehicles being parked in the ROW for an extended amount of time
3. Increased location in town may lead to additional requests that have previously been denied

Terrace Street Location



2/13/2026



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: May 20, 2026
SUBJECT: Request for additional stop signs on Summit the intersections with Park and Central per resident request

RECOMMENDED ACTION:

Request to review the intersections of Summit Ave. with Park Ave and Summit Ave. with Central Blvd. from a resident

BACKGROUND:

The Village received a request from a resident concerning the intersections of Summit Ave. with Park Ave. and Summit Ave. with Central Blvd. regarding interactions between traffic and pedestrians on the Illinois Prairie Path. The request was from an email which was placed on a Word document for inclusion into this packet.

DISCUSSION:For the placement of stop signs, they must meet at least one of the Manual on Uniform Traffic Control Devices (MUTCD) warrants per Section 2B.06 Signing for Right-of-Way at Intersections. Those warrants are as follows:

(MUTCD 11th Edition Page 79) Sect. 2B.13 to 2B.18

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that:

- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option: 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,

B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or

C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

The Village Engineering staff is in the process of placing our vehicle counters (Miovison cameras) at the intersection to gather the traffic counts and the direction of travel of vehicles. This information is needed to allow staff to review the locations to examine if any of the MUTCD warrants above are met for these locations. However, due to the configuration of the two intersections, all the data has not been received back from the Village's vendor analyzing the traffic counting videos.

To Whom It May Concern,

I am writing to request a safety assessment and the installation of stop signs at the intersections of Central and Summit (southbound) and E. Park and Summit Ave (northbound).

As a resident near these intersections for the past two years, I have witnessed three separate pedestrian incidents requiring emergency services. We also observe daily near-misses between vehicles and pedestrians. Speeding is a persistent issue, particularly with drivers traveling south or approaching from Highland Avenue to the north.

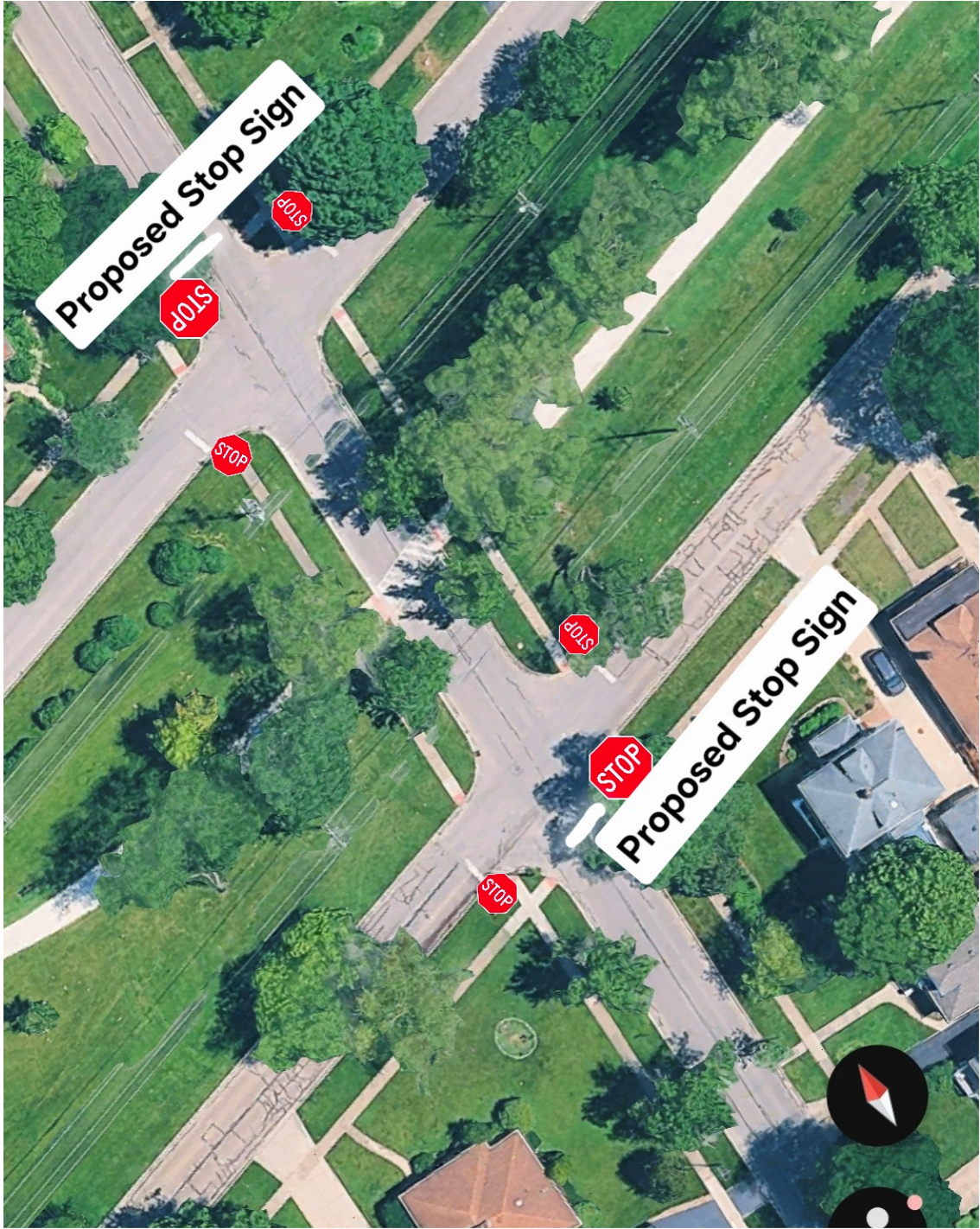
With the community expanding due to new condominium and retail developments, traffic volume is increasing. Summit is frequently used as a cut-through to Roosevelt Road and Route 83, making it essential to reassess these intersections to prevent further accidents.

I have attached a proposal to implement 3-way stops at these locations, treating the Prairie Path crossing similarly to a train crossing.

I look forward to hearing how the city plans to address these safety concerns.

Sincerely,

Colin Albue
[137 E. Park Blvd.](#)
630-222-6915





Village of Villa Park

Community & Economic Development
11 W Home Avenue, Villa Park, IL 60181

TO: Plan Commission
FROM: Community & Economic Development Department
DATE: May 20, 2026
RE: **Petition ZBA-26-03 | Parcels North of 150 W Sidney Ave| Subdivision**

PETITIONER	OWNER
Walter Andruszkiewicz 1201 S. Villa Ave. Villa Park, IL, 60181	Walter Andruszkiewicz 1201 S. Villa Ave. Villa Park, IL, 60181

Request Summary

The Petitioner is seeking approval for a Plat of Subdivision to subdivide 4 existing lots into 3 lots.

Background

The Subject Property is currently 4 vacant lots. These vacant lots would be subdivided into 3 larger lots in order to better accommodate future development. The petitioner plans to build homes on the southern two lots while the northern most lot will remain undeveloped due to wetlands designation.

Site Information

Present Zoning: RS-7.5 – Residential Single Dwelling District
 Present Land Use: Vacant
 Property Size: 33,276.6 sq ft / 0.76 acres
 PINs: 03-33-407-023, 03-33-407-022, 03-33-407-021, 03-33-407-020

Surrounding Zoning

North: Residential Single -Dwelling District – RS-7.5
 West: Residential Single -Dwelling District – RS-7.5
 East: Residential Single -Dwelling District – RS-7.5
 South: Residential Single -Dwelling District – RS-7.5

Surrounding Land Use

Single Family Dwelling
 Single Family Dwelling
 Single Family Dwelling
 Single Family Dwelling

Comprehensive Plan Designation - Residential

Single-dwelling residential areas are neighborhoods where each lot contains one dwelling unit, which can be a standalone house or attached units like townhomes and duplexes. These areas should encompass carefully planned subdivisions and older, established neighborhoods exhibiting classic neighborhood layouts. Single-dwelling homes are the most common form of residential property in the Village and most likely will remain so.

Plat Request

The Petitioner is seeking approval for a Plat of Subdivision to subdivide 4 existing lots into 3 lots. Public utilities and drainage easements are included for all 3 lots. Lots 1 and 2 have an area of 9,499.96 square feet. Lot 3 has an area of 14,262.78 square feet.

Internal Staff Review

Final Plat of Subdivision

Identification and Description

- a. Proposed name of subdivision.

- b. Location by township, section, town and range, or by other legal description.
- c. Names and addresses of the owners, the developer and the surveyor who made the plat, and the title under which the proposed subdivision is to be recorded.
- d. Scale of plat, not smaller than one inch equals one hundred (100) feet.
- e. Date.
- f. Northpoint.

Delineation

- g. Boundary of the plat based on an accurate traverse, with angular and lineal dimensions.
- h. Exact locations, widths, center lines and names of all streets within and adjoining the plat, and the exact location and widths of all alleys and cross-walkways.
- i. True angles and distances to the nearest established street lines or official monuments (not less than three (3)) which shall be accurately described on the plat.
- j. Municipal, township or section lines accurately tied to the lines of the subdivision by distances and angles.
- k. Radii, internal angles, points of curvature, tangents, bearings and lengths of all curves.
- l. All easements or rights-of-way for public services, utilities or other purposes.
- m. All lot and block numbers with their lines accurately dimensioned in feet and hundredths.
- n. Building set-back lines accurately shown and dimensioned.
- o. Accurate outlines and legal descriptions of any areas to be dedicated or reserved for public use, with the purposes indicated thereon, and of any area to be reserved by deed covenant for the common use of all property owners.

Notification

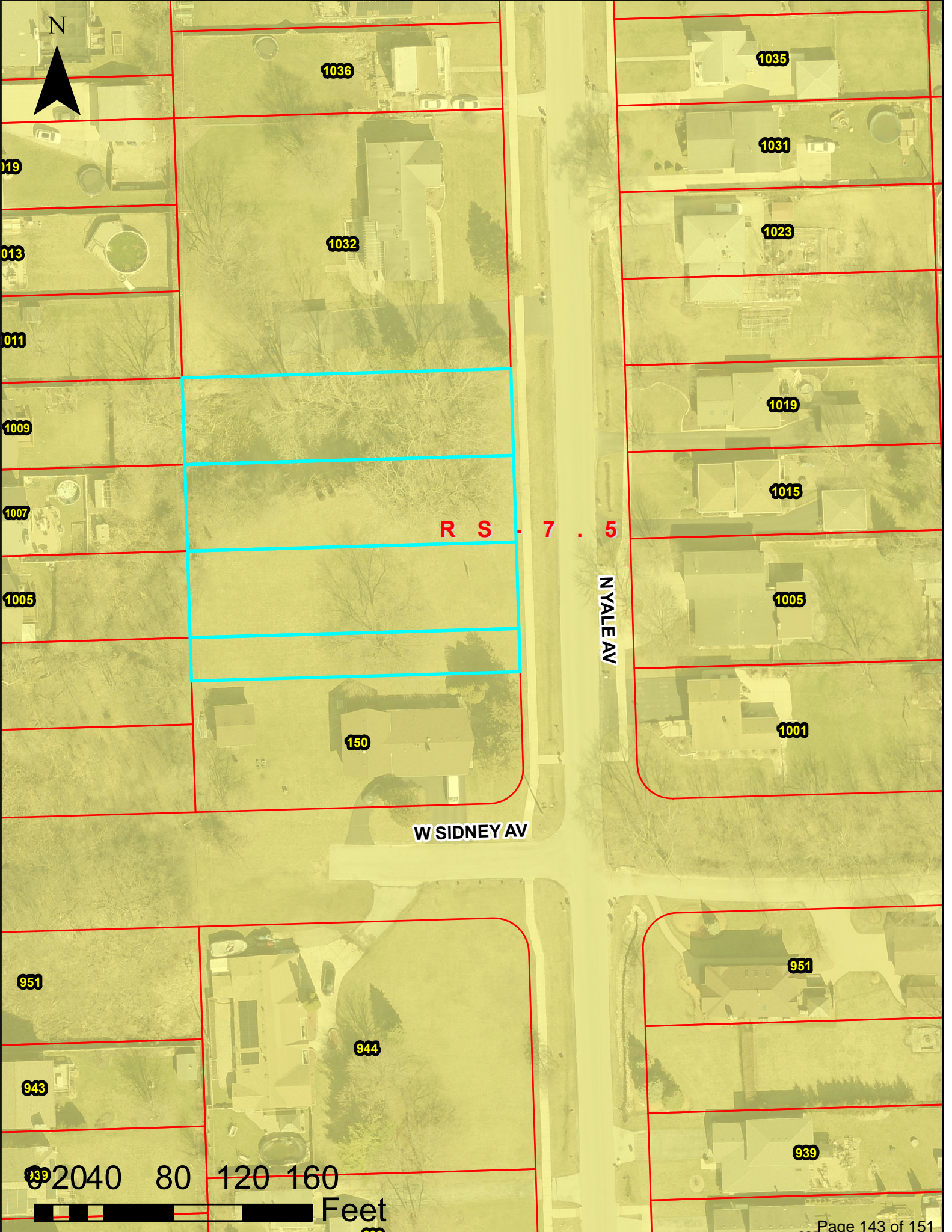
Legal Notice was published in the Daily Herald on May 4, 2026, a sign placed on the subject property, and notifications sent to property owners within a 250.0 foot radius of the subject property in advance of the Public Hearing.

Recommended Action

To recommend approval of ZBA-26-03 to subdivide 4 existing lots into 3 lots as shown in Exhibit A.

Exhibit List

- A. Exhibit A- Plat of Subdivision



019

013

011

1009

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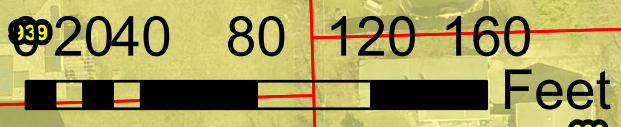
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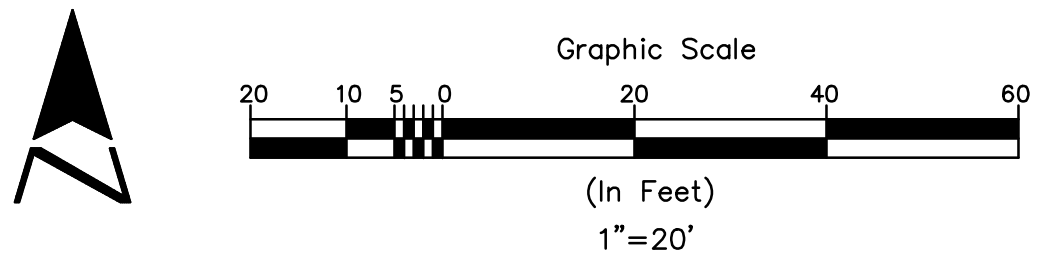
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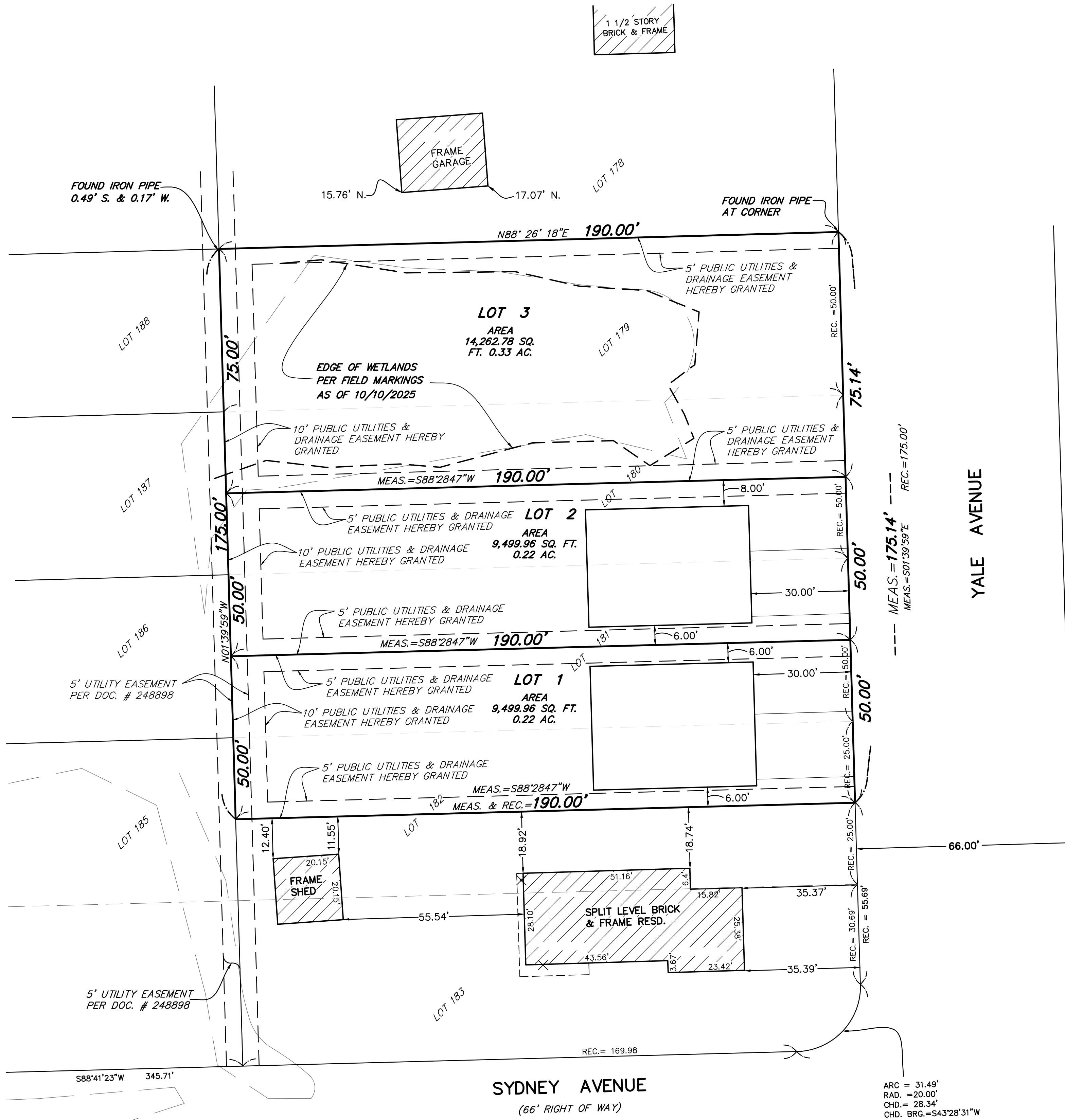
W SIDNEY AV





WALTER'S YALE AVENUE RESUBDIVISION

IN THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.



VILLAGE ENGINEER
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
APPROVED AND ACCEPTED BY THE VILLAGE ENGINEER OF THE VILLAGE OF VILLA PARK, ILLINOIS.
THIS _____ DAY OF _____ A.D., 20 _____.
BY: _____
VILLAGE ENGINEER

VILLAGE PRESIDENT
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
APPROVED AND ACCEPTED THIS _____ DAY OF _____ A.D., 20 _____ BY THE PRESIDENT
AND BOARD OF TRUSTEES OF THE VILLAGE OF VILLA PARK, ILLINOIS IN ACCORDANCE WITH ORDINANCE # _____
BY: _____ ATTEST: _____
PRESIDENT VILLAGE CLERK

VILLAGE TREASURER
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE AGAINST ANY
OF THE LAND INCLUDED IN THE ABOVE PLAT.
DATED: _____ A.D., 20 _____.
VILLAGE TREASURER
VILLAGE OF VILLA PARK

PLANNING AND ZONING COMMISSION CERTIFICATE
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
THIS IS TO CERTIFY THAT THE PLANNING AND ZONING COMMISSION OF THE VILLAGE OF VILLA PARK,
DUPAGE COUNTY, ILLINOIS HAS REVIEWED AND APPROVED THIS PLAT.
DATED AT VILLA PARK, DUPAGE COUNTY, ILLINOIS.
THIS _____ DAY OF _____ A.D., 20 _____.
BY: _____

NOTES:
BASIS OF BEARINGS: ILLINOIS STATE PLANE COORDINATE SYSTEM. EAST ZONE.

COUNTY CLERK
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
I, _____ COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS DO HEREBY CERTIFY THAT
THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES AND NO UNPAID FORFEITED
TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE PROPERTY INCLUDED IN THE PLAT HEREON DRAWN.
I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREON DRAWN.
GIVEN UNDER MY HAND AND SEAL AT THE COUNTY COURTHOUSE AT WHEATON, ILLINOIS,
THIS _____ DAY OF _____ A.D., 20 _____.
BY: _____
CLERK

COUNTY RECORDER
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
THIS INSTRUMENT NUMBER _____ WAS FILED FOR RECORD IN THE RECORDERS OFFICE
OF DUPAGE COUNTY, AFORESAID, ON THE _____ DAY OF _____ A.D., 20 _____
_____ O'CLOCK _____ M.
RECORDER

LAND SURVEYOR'S AUTHORIZATION
STATE OF ILLINOIS }
COUNTY OF DU PAGE }SS
I, JOSEPH F. GENTILE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, LICENSE NUMBER
2925, DO HEREBY AUTHORIZE THE VILLAGE OF VILLA PARK, DUPAGE COUNTY, ILLINOIS, ITS STAFF OR
AUTHORIZED AGENT TO PLACE THIS DOCUMENT OF RECORD IN THE COUNTY RECORDER'S OFFICE IN MY NAME
AND IN COMPLIANCE WITH ILLINOIS STATUTES CHAPTER 109 PARAGRAPH 2, AS AMENDED.
GIVEN UNDER MY HAND AND SEAL AT LOMBARD, ILLINOIS, THIS _____ DAY OF _____ A.D., 20 _____.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925

SURVEYOR CERTIFICATE
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
THIS IS TO CERTIFY THAT I, JOSEPH F. GENTILE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, NUMBER 2925 HAVE
SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
**LOTS 179, 180, 181 AND THE NORTH 1/2 OF LOT 182 IN VOLK BROTHERS ARDMORE AVENUE ADDITION BEING A
SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD
PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 1927 AS DOCUMENT 248899, IN
DUPAGE COUNTY ILLINOIS.**
TOTAL AREA: 33,262.70 SQ. FT., 0.76 AC. (MORE OR LESS)
ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF, SCALE OF PLAT IS 20 FEET PER ONE INCH.
I ALSO CERTIFY THAT THE SUBJECT PROPERTY, ACCORDING TO AND BASED ON INFORMATION FROM FEDERAL
EMERGENCY MANAGEMENT AGENCY ONLY, THE PROPERTY IS LOCATED IN ZONE "X" (AREAS OF MINIMAL FLOOD
HAZARD), PER F.I.R.M. NO. 17043C0086J COMMUNITY NUMBER 170217 DATED AUGUST 1, 2019.
I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS
OF THE VILLAGE OF VILLA PARK WHICH HAS ADOPTED A VILLAGE PLAN AND WHICH IS EXERCISING THE SPECIAL
POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODES AS HERETOFORE AND
HEREAFTER AMENDED.
GIVEN UNDER MY HAND AND SEAL AT LOMBARD, ILLINOIS THIS _____ DAY OF _____ A.D., 20 _____.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2026

GENTILE & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-6262
PREPARED FOR: WALTER AUDRUSZKIEWICZ
DRAWN BY: VAF/RWG
ORDER NO.: 18946-25 SUB
SHEET 1 OF 2
ILLINOIS PROFESSIONAL DESIGN
FIRM LICENSE NO. 184-002870

NO.	DATE	DESCRIPTION	BY
1	4/24/2026	REVISED PER REVIEW COMMENTS	RWG

WALTER'S YALE AVENUE RESUBDIVISION

IN THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ANNEXED PLAT, AND THAT HE/SHE/THEY HAS/HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED THIS _____ DAY OF _____ A.D. 20_____.

OWNER

OWNER

NOTARY CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE

AFORESAID, DO HEREBY CERTIFY THAT _____, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT(S) AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____ A.D. 20_____.

NOTARY PUBLIC

SCHOOL DISTRICT

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS IS TO CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THE PROPOSED PLAT OF SUBDIVISION KNOWN AS "WALTER'S YALE AVENUE RESUBDIVISION" LOCATED IN THE VILLAGE OF VILLA PARK, COUNTY OF DUPAGE, STATE OF ILLINOIS, IS LOCATED WITHIN THE FOLLOWING SCHOOL DISTRICT(S):

GRADE SCHOOL DISTRICT NO. 48, ADDRESS: 1110 S. VILLA AVENUE, VILLA PARK, IL. 60181
HIGH SCHOOL DISTRICT NO. 88, ADDRESS: 101 W HIGHRIDGE ROAD, VILLA PARK
JR. COLLEGE DISTRICT 502, ADDRESS: 425 FAWELL BOULEVARD, GLEN ELLYN, IL. 60137

OWNER

OWNER

TITLE

TITLE

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Illinois a.k.a. Illinois Bell Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.


UTILITY AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE RESERVED FOR THE VILLAGE OF VILLA PARK AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISES FROM THE VILLAGE OF VILLA PARK INCLUDING, BUT NOT LIMITED TO, COMMONWEALTH EDISON COMPANY, AMERITECH, NICOR GAS, MEDIANE, AND THEIR SUCCESSORS AND ASSIGNS OVER ALL AREAS MARKED EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, AND INCLUDING OVERLAND DRAINAGE STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE AND/OR UTILITY COMPANIES, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN AND TRIM OR REMOVE ANY FENCES, TEMPORARY STRUCTURES, TREES, SHRUBS, OR OTHER PLANTS WITHOUT NEED FOR PROVIDING COMPENSATION THEREFOR ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF VILLA PARK.

EASEMENT ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF VILLA PARK AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS, AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE.

EASEMENTS ALSO ARE RESERVED FOR CABLE COMMUNICATIONS COMPANIES ALONG WITH THE PUBLIC UTILITIES ALREADY REFERENCED.

NOTHING SET FORTH ABOVE IS INTENDED TO SUPERSEDE ANY REQUIREMENTS CONTAINED IN ANY FRANCHISE AGREEMENT BETWEEN THE GRANTEE AND THE VILLAGE OF VILLA PARK, DUPAGE COUNTY, ILLINOIS, WHERE A CONFLICT EXISTS BETWEEN THE GRANT OF EASEMENT AND ANY SUCH FRANCHISE AGREEMENT, OR WHERE THE PROVISIONS OF ANY SUCH FRANCHISE AGREEMENT ARE MORE RESTRICTIVE THAN THE LANGUAGE OF THIS GRANT OF EASEMENT, THE LANGUAGE OF SAID FRANCHISE AGREEMENT SHALL BE CONTROLLING UPON EACH OF THE GRANTEES.

 **GENTILE & ASSOCIATES, INC.**
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-6262

PREPARED FOR: **WALTER ANDRUSZKIEWICZ**
DRAWN BY: VAF/RWG
ORDER NO.: **18946-25 SUB**
SHEET 2 OF 2

ILLINOIS PROFESSIONAL DESIGN
FIRM LICENSE NO. 184.002870

SUBMITTED BY/MAIL TO:
VILLAGE OF VILLA PARK
20 SOUTH ARDMORE AVENUE
VILLA PARK, ILLINOIS 60181

NO.	DATE	DESCRIPTION	BY
1	4/24/2026	REVISED PER REVIEW COMMENTS	RWG

Leedom, Rachel

From: Voskresenski, Vassili
Sent: Thursday, April 30, 2026 11:45 AM
To: Leedom, Rachel; Karl, Kristin; Guerra, Michael
Cc: Salerno, Rich; Mantels, Kevin; Benes, George; Anderson, Danita; Stapleton, Steven; Mitsuka, Brandon
Subject: ZBA-26-03: Sidney Subdivision

Memo



To: Rachel Leedom, Planner
From: Rich Salerno, Public Works Director
Kevin Mantels, Village Engineer
Date: April 30, 2026
Re: ZBA-26-03
Sidney Subdivision
Engineering / Public Works Comments

The Village of Villa Park Engineering Department and Public Works Department have reviewed the submittal for the referenced Zoning Board of Appeals item and offer the following comments.

General

It is understood that the property owner wishes to subdivide the existing four parcels into three parcels.

Traffic

A Traffic Impact Study will not be required.

Street & Pavement Improvements

Street and pavement improvements will not be required for the subdivision. Street improvements may be required for future development of the parcels.

Sidewalks

Sidewalk improvements will not be required for the subdivision. Sidewalk improvements may be required for future development of the parcels.

Water Supply

Water system improvements will not be required for the subdivision.

Sanitary Sewer

Sanitary sewer improvements will not be required for the subdivision.

Storm Sewer

Storm sewer improvements will not be required for the subdivision. Storm sewer improvements may be required for future development of the parcels.

Stormwater

A stormwater certification will not be required for the subdivision. A stormwater certification(s) will be required for future development of the parcels. Wetland conservation easements may be required for the future development of the parcels.

Soil Conditions

A Kane-DuPage Soil Conservation District Land Use Opinion (LUO) will not be required for the subdivision. An LUO may be required for future development of the parcels.

Permits

A stormwater permit and a right-of-way permit will not be required for the subdivision. Stormwater permits will be required for future development of the parcels. Right-of-way permits will be required for future development of the parcels.



MEMORANDUM

TO: Plan Commission

FROM: Mike Guerra, Assistant Village Manager

DATE: May 20, 2026

SUBJECT: Review proposed concepts for improvements to the Village owned parking lot at the Villa Park Historical Society Museum at Central Blvd. and Villa Ave.

RECOMMENDED ACTION:

Review proposed concept options provided by Baxter and Woodman for improvements to the Village parking lot along Central Blvd at the Historical Museum

BACKGROUND:

The Village contracted with Baxter and Woodman Consulting Engineers to review the parking in the Villa Ave area and to review the Village parking lot at the Historical Society Museum off of Central Blvd. The purpose of the engineering review was to improve the aesthetics, improve traffic flow and see if the parking lot can be utilized in a more efficient manor without reducing the number of parking stalls. This project would utilize TIF funding to help enhance the "Old Town District".

DISCUSSION:

Attached are the two preferred alternatives for the parking lot from Baxter and Woodman. Village staff has met with DuPage County, as the parking lot is located on their right of way for the Illinois Prairie Path, to discuss these options and to incorporate any of their comments. Currently, they do not have any major objections to either alternative. Staff is looking for input on the proposed alternatives to allow final engineering design to begin. Construction on the parking lots is not anticipated until 2028 to allow for the construction of the Union Development to finish and the opening of the public parking lot that is associated with that project.



1/27/2025 \$FILES

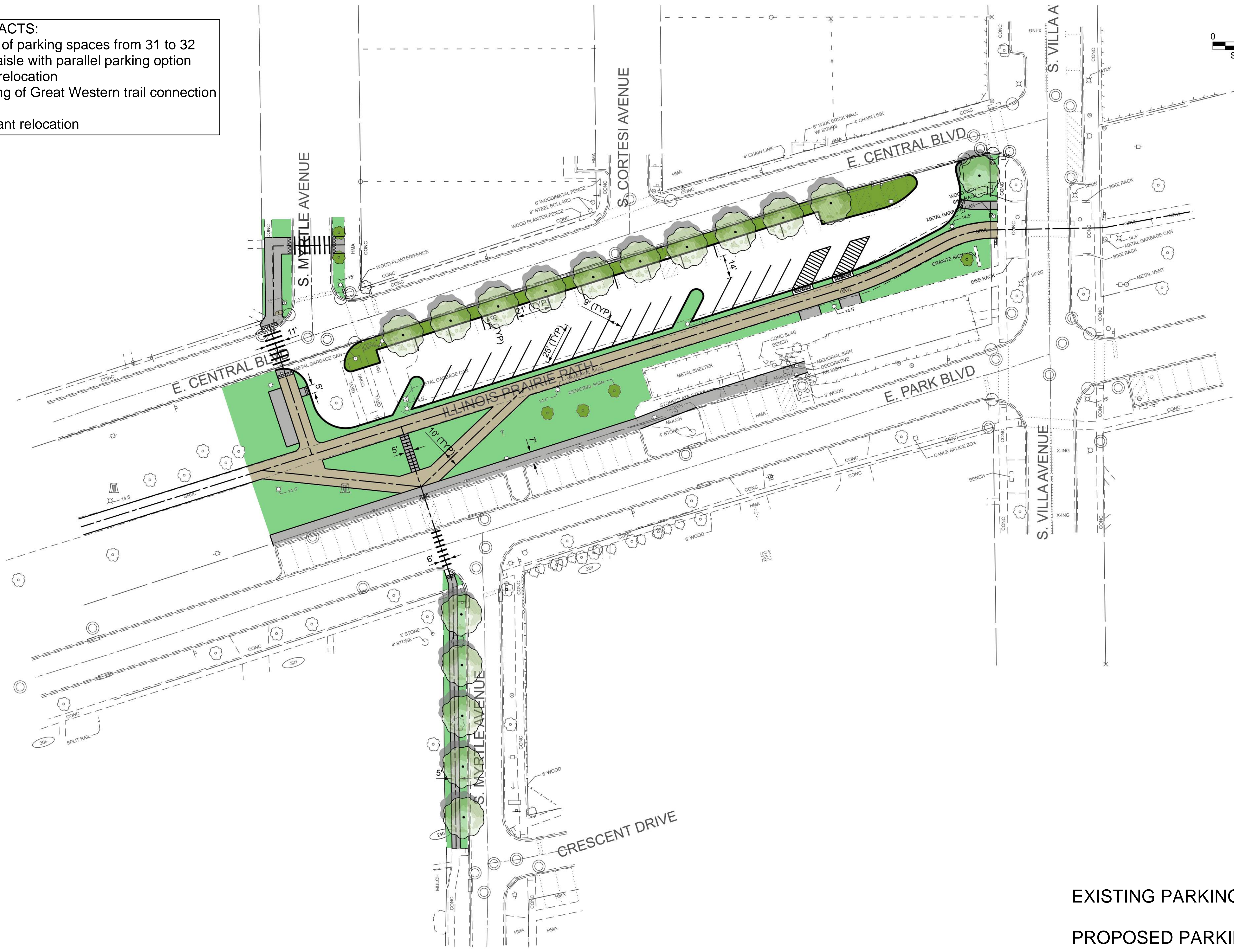
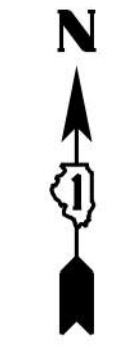
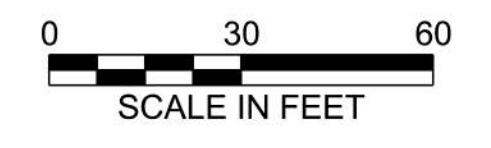
BAXTER & WOODMAN
Consulting Engineers

**PARKING LOT RECONFIGURATION
VILLAGE OF VILLA PARK, ILLINOIS**

**LOCATION
MAP**

ALTERNATIVE IMPACTS:

- Increases number of parking spaces from 31 to 32
- One-way parking aisle with parallel parking option
- Avoids utility pole relocation
- Requires re-aligning of Great Western trail connection to cross road twice
- Requires fire hydrant relocation



EXISTING PARKING SPACES: 31
 PROPOSED PARKING SPACES: 32

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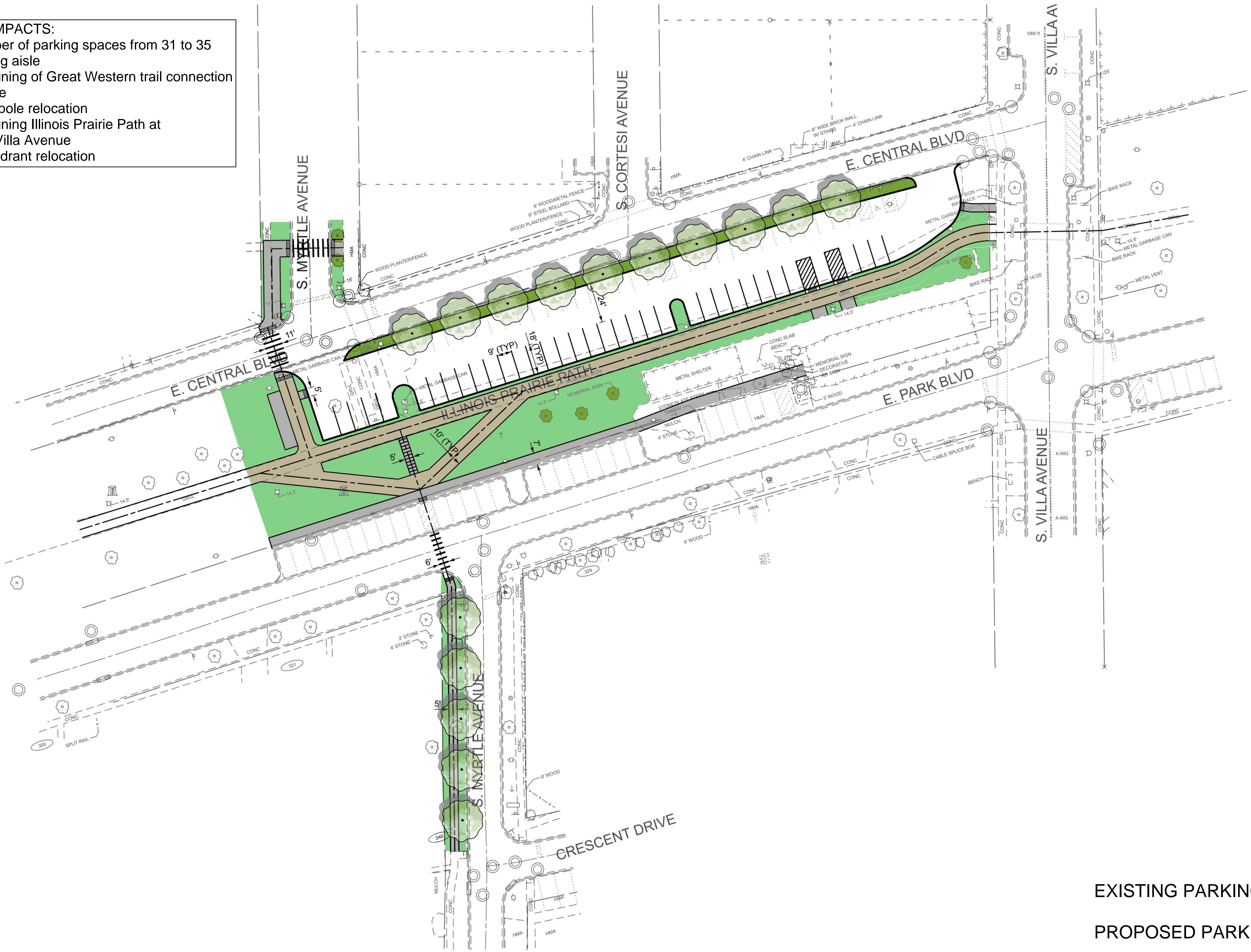
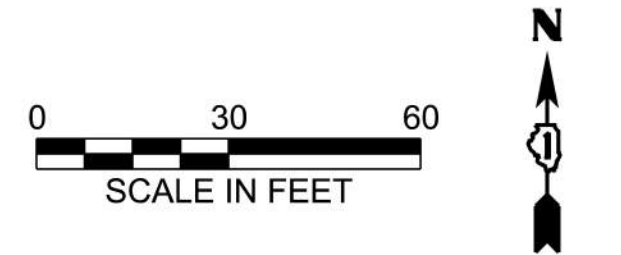
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PARKING LOT RECONFIGURATION ALTERNATIVE 1			
SCALE: 1" = 30'	SHEET 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FAU	\$SEC	\$CO	\$TOT	
CONTRACT NO. \$CTNO				
ILLINOIS FED. AID PROJECT \$PROJECT				

- ALTERNATIVE IMPACTS:**
- Increases number of parking spaces from 31 to 35
 - Two-way parking aisle
 - Requires re-aligning of Great Western trail connection to cross road twice
 - Requires utility pole relocation
 - Requires re-aligning Illinois Prairie Path at intersection with Villa Avenue
 - Requires fire hydrant relocation



EXISTING PARKING SPACES: 31
PROPOSED PARKING SPACES: 35

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PARKING LOT RECONFIGURATION ALTERNATIVE 2			
SCALE: 1" = 30'	SHEET 1 OF 1 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. \$CTNO				
ILLINOIS FED. AID PROJECT \$PROJECT				