Minutes
Village of Glen Ellyn Board of Trustees
Special Workshop Meeting
Monday, September 22, 2014

Call to Order

President Demos called the meeting to order at 6:02 p.m.

Roll Call

Upon Roll Call by Clerk Galvin, Trustees Burket, Clark, Elliott, Ladesic, McGinley and O'Shea answered "Present".

Staff present: Village Manager Franz, Assistant Village Manager Stonitsch, Village Attorney Mathews, Planning & Development Director Hulseberg, Police Chief Norton and Acting Finance Director Coyle.

Pledge of Allegiance

President Demos asked Director Hulseberg to lead the Pledge of Allegiance.

Proposed Next Generation Development Project (McChesney & Miller property): (Presented by Planning and Development Director Hulseberg):

Planning and Development Director Hulseberg introduced Mr. James P. Hughes, Jr., CEO, NextGeneration, Wheaton, Illinois; Antonio Bismonte, Managing Director, NextGeneration, Gail Payonk, Director of Sales and Marketing, NextGeneration and David Kennedy, PPK Architects, Glen Ellyn..

Since May of 2012, the Village has been discussing the potential redevelopment of the McChesney and Miller property, the adjacent Crescent Boulevard right-of-way and the Crescent/Glenwood parking lot with Next Generation Development.

Next Generation presented their concept plans to the Plan Commission at a pre-application meeting on April 24, 2014. Nine of the 11 Commissioners were present, all of whom were supportive of the overall development concept. The Chamber, Alliance of Downtown Glen Ellyn and Historic Preservation Commission were informed of the pre-application meeting and about a dozen residents and business owners attended, three of whom addressed the Commission.

At this time the developer and staff are requesting feedback from the Board regarding the overall development concept and the related financial incentive request.

Traffic Circulation and Access.

The development would be constructed upon the portion of Crescent Boulevard between Prospect and Glenwood Avenues. The site is one of the key redevelopment sites identified in the Downtown Plan and the closure of this portion of Crescent Boulevard was contemplated as part of the Plan with a cursory evaluation of the traffic impact conducted at that time. If the project moves forward, a full traffic study evaluating the effects of the road closure and the resulting redistribution of traffic would be requested.

A 30-inch storm sewer is located under Crescent Boulevard that drains a large section of the Village south of the railroad tracks. This sewer, along with other less critical utilities, would need to be relocated to accommodate the construction. Next Generation has requested $1.75 million for the public utility relocation costs related to this project. That cost has yet to be reviewed in any detail by our engineering team.

Access to the parking garage would be provided from Glenwood Avenue and Prospect Avenue. The proposed Prospect Avenue access drive would be located in close proximity to the railroad tracks. Therefore, if the project proceeds, the location of this drive and any potential safety issues with the adjacent railroad tracks would be evaluated.

Retail Space.

The existing 12,600 square foot McChesney and Miller grocery store would be demolished to make way for the project and a total of 3,774 square feet of new retail space would be constructed. The Downtown Plan recommends no net loss or increase of retail space.

The proposed retail would be somewhat isolated from the retail in the surrounding area. Earlier versions of the plans included first floor retail along the length of the ground floor facing Glenwood Avenue and a potential second phase which included 12,000 square feet of additional retail in the remaining easterly portion of the Crescent/Glenwood parking lot. The construction of additional retail in this area and along the Glenwood Avenue building frontage could create greater contiguity of retail along Crescent Boulevard and Glenwood Avenue which could help draw more people to the area and help support the existing businesses on the north and south sides of Crescent Boulevard. It would also result in the creation of additional new retail space designed to meet the modern needs of businesses as encouraged by the Downtown Plan. The developer’s commercial retail experts have indicated that they believe retail space in this area would be hard to fill.

Construction of the project as proposed would not preclude the development of a second mixed use phase in the easterly portion of the Crescent/Glenwood parking lot by Next Generation or another developer. The Plan Commission recommended that the amount of retail space with the project should be increased.

Parking

A 2-3 level parking garage is proposed including ground level parking and one or two levels of below ground parking. At this time, the parking garage layout is conceptual and is expected to change as the plans are more fully developed. However, the general concept calls for any public parking to be at the higher levels with 234 parking spaces dedicated at the lowest levels for the apartment residents. A gate would separate the public spaces from the resident spaces.

The property is located in the C5B zoning district. Therefore, unlike the Opus project which is located in the C5A district, parking is required for the proposed residential and commercial space. Parking for the residential units is proposed to be provided at a ratio of 1.3 spaces per unit for a total of 234 spaces. Based on the anticipated unit mix of 61% one-bedroom units, 26% two bedroom units and 13% studios, a total of 281 spaces would be required (1 space for each studio, 1.5-spaces for each one-bedroom unit and 2 spaces for each two-bedroom unit). An additional 16 - spaces are required for the proposed retail space for a total of 297 required spaces. Next Generation, therefore, would need to receive approval of a parking deviation for 63 spaces to proceed with the project as currently designed.

The proposed residential parking ratio is not significantly less than the parking ratio of 1.5 spaces per unit approved for the predominantly 2-bedroom Crescent Station and Glenstone condominium developments. Since the project is in the downtown and close to a train station, it is considered a transit oriented development (TOD). TOD's have been shown to require a lower parking ratio than traditional developments due to the ease of access to public transportation.   This Commissioner indicated that he believed the same parking ratio of 1.5 spaces per unit that was approved for the Crescent Station and Glenstone developments would be appropriate for the project.

A total of 154 existing public and private parking spaces would be removed to accommodate the project including 33 on-street parking spaces, 79 of the 129 spaces in the Crescent/Glenwood lot and 42 private parking spaces on the McChesney and Miller property. All of the parking spaces that would be removed in the Crescent/Glenwood lot are permit spaces. The parking spaces on the east end of the Crescent/Glenwood lot that would remain are metered parking spaces.

Building Height

The project would require approval of a height deviation as part of the proposed Planned Unit Development. A total building height of 55 feet is permitted in the C5B district with any portion over 45 feet required to be stepped back from the front façade at least 15 feet. The petitioner would also be eligible for a 5-foot height bonus as more than 75% of the ground level floor area would be used for parking and screened from view. Therefore, a total building height of 60 feet is permitted for the project. The 2009 Downtown Strategic Plan recommends that new mixed-use developments off of Main Street be a maximum of 3-5 stories tall.

The anticipated height of the building measured from the average existing grade to the top of the parapet is about 64.1 feet or 4.1 feet above the permitted height. The preliminary plans show what appears to be a penthouse structure on top of the building. The Zoning Code requires the building height to be taken from this point. Therefore, the actual deviation request that would be advertised for would be expected to be about 10 feet.

The height of the tallest roof in the Legacy project located on the north side of Pennsylvania Avenue across the street from the site is 812 feet above sea level, with the tallest penthouse building being 818 feet above sea level. The proposed development is located at the bottom of the hill with a parapet height of 813 feet above sea level. Therefore, the proposed roofline of the project would only be about 1-foot taller than the highest roof in the Legacy development. A perspective drawing showing the height of the building in relation to some of the buildings in the surrounding area is included in the petitioner's plan set.

Incentive Requests

Next Generation has submitted an economic incentive request to the Village (attached) that includes the following.

1. The Village's contribution of the Crescent/Glenwood parking lot and Crescent Boulevard right-of-way to the developer at no cost. The property was appraised at $1.91 million. (As this item deals with the sale of Village property, it will be discussed in executive session.)

2. That the Village provide an estimated $1.75 million in utility relocation costs.

3. That the Village pay to replace 100 of the existing 112 parking spaces on the property at a cost of $27,845 per space for a total of $2,784,500. 1421 : Potential Crescent Boulevard Redevelopment E.1 Packet Pg. 6Agenda Item (ID # 1421) Meeting of September 22, 2014 Updated: 9/17/2014 4:28 PM by Caroline Conlon Page 6

4. That the Village pay for the creation of any new public parking that would be created. If 156 public parking spaces were provided at a cost of $27,845 this would total $4.34 million.

5. A Village contribution of $834,743 toward the project to allow the developer to achieve a reasonable project return of 7%.

Mr. Hughes stated they have been under contract with McChesney & Miller for 1.5 years.

Manager Franz added that the amount of parking levels will be determined by the Board. Trustee O'Shea requested clarification on where the public and private parking spaces will be located within the structure.

Mr. Kennedy added that this will have a green roof, permeable pavers and many sustainable design elements.

Mr. Bismonte added the cost to construct each unit is $200,000. To utilize only the McChesney & Miller property there would only be 80 units. This project will require $1.7 million in utility relocation. Parking above ground would be cheaper but to do so the height of the building would be too great.

Trustee McGinley asked if they considered acquiring the properties to the north. Mr. Hughes responded they had, but the asking price from the property owners was too high.

Trustee Ladesic asked about Federal funds for hotspot clean up. Director Hulseberg responded there is a cap & the Village has already utilized some of the available funds. Trustee Ladesic commented that Glenwood has been identified as a possible location for a railroad underpass.

Mr. Lee Marks, Historic Preservation Commission approached the Board to express his concerns regarding the building design and height and requested the plan keep Glen Ellyn's historic charm. President Demos responded that this design was completely conceptual and that the actual design would go before the Architectural Review Commission.

Mr. Mike Formento, Executive Director, Glen Ellyn Chamber of Commerce approached the Board with the following comments: he thanked Next Gen for choosing Glen Ellyn and David Kennedy from PPK Architects. Mr. Formento supports increasing the retail from 3,700 sq. ft. to 8,000 and disagrees that these spaces will be difficult to lease. The fountain is nice but there should be more street parking. There needs to be a traffic study. They need to know the impact on northbound Prospect. They need to know the impact of approximately 260 new vehicles downtown. The location is attractive but the number of units needs to be scaled down and the architecture needs to be compatible with the downtown. Overall, this project is headed in the rights direction.

Ms. Lori Young-Samuels, Young's Appliances, 50 Crescent Blvd., Glen Ellyn, approached the Board and echoed Mr. Formento's request for a traffic & parking study. In addition, Ms. Young-Samuels requested a business impact study. Young's Appliances has been in Glen Ellyn since 1931 and they will be impacted. Ms. Young-Samuels asked they look beyond the immediate area for how it will impact the community; St. Pet's parents picking up and dropping off on rainy and snowy days and the congestion at the railroad tracks will all be affected by the proposed development. Ms. Young-Samuels also asked why are these rentals and not condos. Renters do not have the same buy in as an owner the property taxes for condos are greater. We do not need transients.

Mr. John Day, Bottle & Bottega approached the Board to express concerns about the lack of merchant parking during construction. There needs to be a plan. Mr. Day also expressed reservations regarding the Village's financial burden of the project.

Mr. Richard Dunn, 470 Fawell Blvd., #112, Glen Ellyn and a Glen Ellyn Park District Commissioner approached the Board and thanked NextGeneration for thinking of our Village. Mr. Dunn stated this plan is consistent with the Village Plan; it is in line with TOD; the view concept is fair and thorough – like it always has been but the cost feels a little high.

Adjournment

At 7:28 p.m. a motion was made by Trustee Elliott and seconded by Trustee Burket to adjourn. Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk