



Agenda
Village of Glen Ellyn
Special Workshop Meeting
Monday, May 18, 2015
6:30 PM
Glen Ellyn Civic Center, Room 301

Village Board Workshop Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda on their chairs or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact Harold Kolze, Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

A. Call to Order

B. Roll Call

C. Pledge of Allegiance

D. Audience Participation

1. Open:

Members of the public are welcome to speak to any item *not* specifically listed on tonight's agenda for up to three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, address and the group they are representing prior to addressing the Village Board.

E. Proposed Redevelopment of the Main Street Parking Lot, Giesche and St. Petronille Properties by The Opus Group: (Presented by Planning and Development Director Hulseberg)

1. Planning and Development Director Hulseberg will lead the discussion on the proposed redevelopment of the Main Street Parking Lot, Giesche and St. Petronille properties by The Opus Group with a new mixed-use building and public parking garage.

F. Other Items

G. Motion to adjourn to Executive Session for the purpose of discussing the appointment, employment, compensation, discipline, performance or dismissal of specific employees, without returning to open session thereafter. (Trustee Clark)



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/18/15 06:30 PM
Department: Planning & Development
Department Head: Staci Hulseberg
Category: Discussion Item
Prepared By: Michele Stegall

SCHEDULED

ORDINANCE (ID # 1761)

DOC ID: 1761

Planning and Development Director Hulseberg will lead the discussion on the proposed redevelopment of the Main Street Parking Lot, Giesche and St. Petronille properties by The Opus Group with a new mixed-use building and public parking garage.

Background. The Opus Group is scheduled to appear before the Village Board for a workshop meeting on Monday, May 18 to discuss the potential redevelopment of the Main Street parking lot and Giesche properties. The last time the Board reviewed the project was in October of 2014. Since this time, the Opus Group has attended a pre-application meeting with the Architectural Commission and a joint pre-application meeting with both the Plan Commission and Architectural Review Commission. The Opus Group has amended the plans in response to the feedback received at these meetings and is now looking for feedback from the Village Board on the project.

For the Board's information, copies of the minutes from all of the prior Plan Commission, Architectural Review Commission and Village Board meetings where the project was discussed are attached. Also attached is a copy of the most recent plans submitted by Opus and a letter from The Opus Group outlining the project and their incentive request. Finally, a memorandum from Village Manager Mark Franz and Finance Director Christina Coyle discussing the incentive requests is attached.

Plan Overview/Changes. The project remains in the concept stage. A formal application and plans have not yet been submitted. The current plans depict a 4-5 story mixed use building with 9,040 square feet of retail on the ground floor and 110 upper floor apartments. Some of the changes that have been made to the plans at the suggestions of the public, Architectural Review Commission and Plan Commission since the Board last reviewed the project include the following:

- Two units on the upper floor at the northeast corner of the building adjacent to Santa Fe were eliminated by stepping back the façade resulting in a 4-story structure for this portion of the building.
- Retail was added at the corner of Hillside Avenue and Main Street and the total retail area was increased from 8,424 square feet to 9,040 square feet. With the demolition of the Giesche building, the anticipated reduction in retail space with the project is now 6,160 square feet.
- A new residential amenity area was added on the ground floor of the building.

- The number of proposed units was decreased from 124 units to 110 units. This is a result of the step back on the northeast corner of the building and a change in the anticipated unit mix from 75% one bedroom units and 25% two bedroom units to 60% one bedroom units and 40% two and three bedroom units. Please note that the unit mix continues to be subject to change and the ultimate proposal will depend largely on the outcome of the market study that will be completed prior to submission of a formal application.
- The width of the easterly portion of the promenade on the north side of the building was increased from 5 feet to 20 feet. As currently designed, 10 feet of that portion of the promenade would be open to the sky and the upper floors of the building would extend over the remaining 10 feet.
- The number of ground level customer parking spaces in the building was reduced to 73 from 81 to accommodate the widened promenade. The 8 additional spaces needed to replace the existing 81 spaces in the Main Street parking lot were moved to the Village parking garage.
- A number of changes were made to the architecture, including fluctuation in the heights of the roofline, differentiation and refinement of the proposed Tudor sections of the building and the addition of a more defined cornice and roofline on the proposed tower.
- A total of 557 parking spaces are proposed in the entire development. The net gain of new proposed public parking spaces is currently anticipated to be 195 spaces. This number is above and beyond the 123 spaces that would replace the existing 81 parking spaces in the Main Street parking lot and 42 permit spaces in the Glenwood lot. More information about the proposed parking is below.

Parking

Parking continues to be proposed in both the Opus building (that would be constructed on the Giesche property and the Village's Main Street parking lot), and in a three level parking structure (that would be constructed on the St. Petronille property and the Village's Glenwood parking lot). The parking in the Opus building would be owned and maintained by The Opus Group and the Village parking garage would be owned and maintained by the Village. It is anticipated that the Village would enter into a long term, no-cost lease, likely 99 years, to construct, own and maintain the Village parking structure on a portion of St. Petronille's property and that the Village would collect parking permit revenues to cover the maintenance and future replacement costs of the structure.

With the current plans, the ground floor public parking in the building could be accessed from either Main Street or Glenwood Avenue. The shared public/church spaces in the garage could be accessed from Main Street, Glenwood Avenue or Hillside Avenue. The 91 resident spaces on the second floor in the building would be separated from the public parking and accessed from a dedicated entrance on Hillside Avenue. The remaining 51 resident spaces would be located in the Village parking garage. The proposed parking ratio for the residential units continues to be 1.28 spaces per unit. With the anticipated increase in the number of 2 and 3-bedroom units, it will be necessary to re-evaluate the proposed parking ratio. A 1.5 space per unit parking ratio was approved for the Crescent Station and Glenstone condominium developments in the downtown. Both of these developments contain predominantly 2-bedroom units.

Tables identifying the anticipated increase in public parking and the location of the different parking areas are below.

Public Parking - Existing vs. Proposed

	Existing	Proposed	Difference
Public Parking	*123	**318	+195
St. Petronille Parking	98	98	0
Total Spaces	221	416	+195

*Includes 81 in the Main Street Lot and 42 permit spaces in the Glenwood Lot.

**Includes 73 spaces in the ground floor of the building and 245 spaces in the garage.

Parking by Location

	Building	Parking Garage	Total
Resident	91	50	141
Shared Public/Church Parking	73	343	416
Total	164	393	557

Height. As part of the project, The Opus Group will need to receive approval of a zoning deviation to allow a building height of 61'1" in lieu of the maximum building height of 45 feet permitted. The height is measured to the tallest point of the building which is the proposed tower element at the corner of Hillside Avenue and Main Street. While the deviation request has increased since last fall, this is largely attributed to the inclusion of the St. Petronille property into the development which changed the location that the average existing grade is taken from. The proposed height of the building measured from ground level on Main Street was 59'2" when the Board last reviewed the project in the fall of 2014 and is currently 59'4" measured to the top of the tower, with the highest parapet on the remainder of the building being 57'1" from ground level on Main Street.

To date, a majority of the Plan Commission has expressed support for the anticipated height deviation. However, at the joint Plan Commission/Architectural Review Commission meeting in February of 2015, the Commissions indicated that they would prefer the use of a different

roofline or other architectural treatments to highlight the corner of the building rather than the use of the proposed tower and increased height. The revised plans still include the tower. Based on the earlier plans, some of the Architectural Review Commissioners also expressed concerns about the overall bulk and scale of the building. The Plan Commission and Architectural Review Commission have not seen the revised plans to date.

Project Benefits

Some of the benefits of the project include the following:

1. The tax exempt municipal parking lot would be placed on the tax rolls resulting in increased property tax revenues. The new structure would also have greater value and therefore generate more property tax revenue than the existing Giesche building.
2. The project would result in a new mixed use development on the Main Street parking lot site as recommended by the Comprehensive Plan and Downtown Strategic Plan and would be constructed by a well-respected developer.
3. Approximately 110 new apartment units would be added to the downtown, the new residents of which would support existing downtown businesses and bring new life and vitality to the area. The Downtown Plan recommends that the Village add a minimum of 450 new residential units in the downtown.
4. New retail space would be created that would be designed to meet the needs of modern day businesses. The project is anticipated to generate an additional \$1 million dollars of retail sales over the next 20 years.
5. A new development on a currently tax-exempt municipal site would generate TIF revenues that would be used to pay for the new Village parking garage to be constructed by the developer in conjunction with the project. Therefore, it is anticipated that the majority of the Village parking garage would be paid for through the TIF increment. Considering the projected sales tax revenue with the TIF increment, the parking garage is projected to be funded with these new revenues.
6. The use of a public/private partnership to construct the garage also results in cost savings for the construction of the garage.
7. The project replaces the existing parking on the site and adds an estimated 195 new public parking spaces in an area of the downtown with high parking demand. In addition, the 98 parking spaces on the St. Petronille property that have historically been made available to the public by the church would continue to be available to the community in the future.
8. The plans include the construction of a new parking structure on the preferred site on the south side of the tracks in conjunction with a private development as recommended in the 2013 Streetscape and Parking Study.
9. The project is being designed to allow the apartments to be converted into condominiums in

the future should the market change.

10. The shared use of the Village and St. Petronille parking areas would continue to the benefit of both parties allowing additional church parking on Sundays and public parking during the week which is an ideal shared parking situation.

Village Board Action. The Opus Group is looking to proceed with the next step in the process and prepare plans to submit with a formal application. Therefore, at this time, they are looking to receive an indication as to whether or not the Board is generally supportive of the development concept being proposed.

The Chamber, Alliance of Downtown Glen Ellyn and Historic Preservation Commission have been informed of the meeting as has been done in the past. Information about the May 18 workshop meeting was also forwarded to the Architectural Review Commission and Plan Commission.

Cc: Sean Spellman, The Opus Group
Bryan K. Farquhar, The Opus Group
Ann Marie Perez, St. Petronille Catholic Church

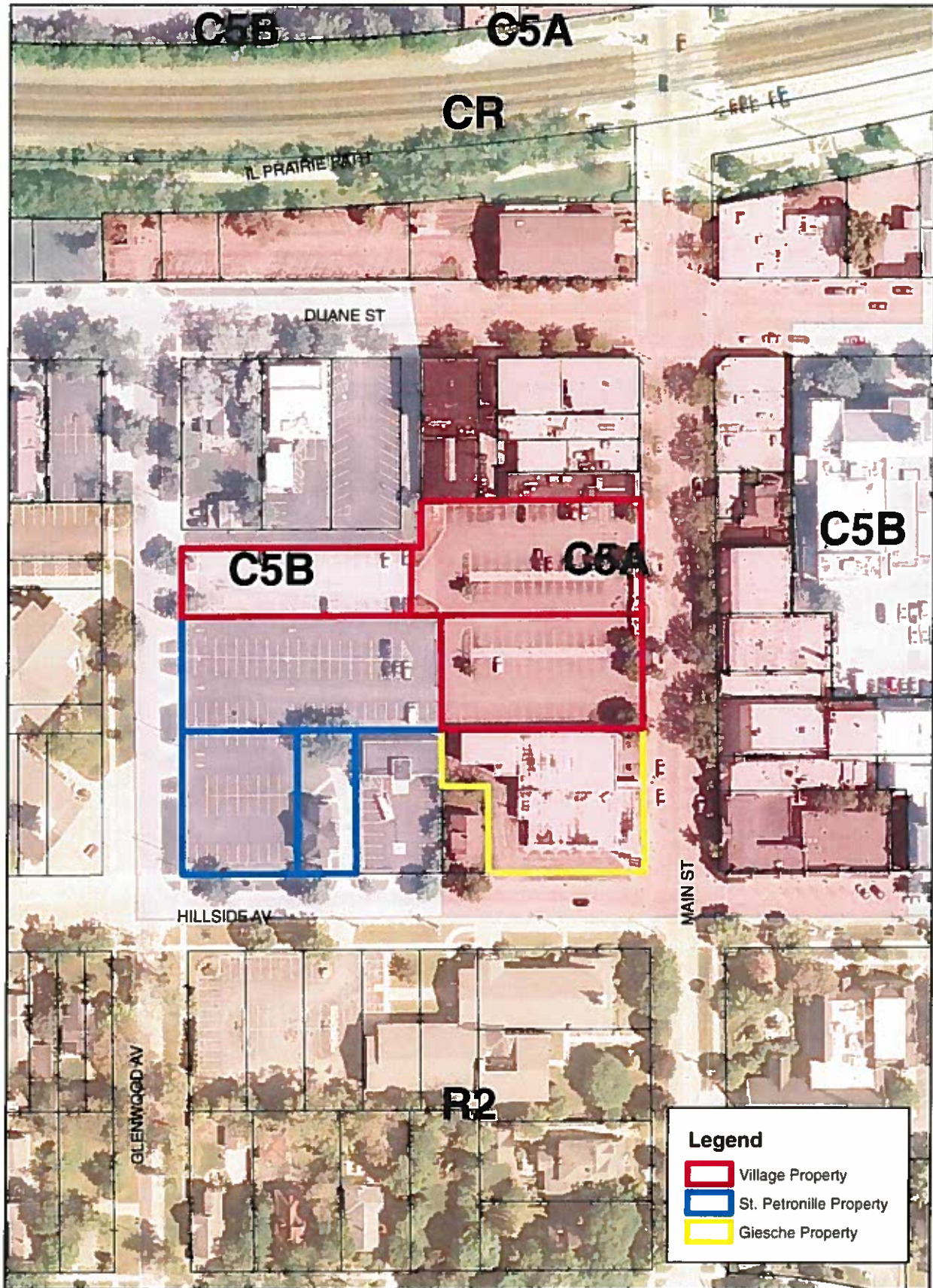
Ordinance (ID # 1761)

Meeting of May 18, 2015

ATTACHMENTS:

- Aerial Photo (PDF)
- March 13, 2014 Plan Commission Meeting Minutes (PDF)
- September 15, 2014 Village Board Meeting Minutes (PDF)
- October 6, 2014 Village Board Meeting Minutes (PDF)
- Draft February 11, 2015 Architectural Review Commission Minutes (PDF)
- Draft February 26, 2015 Joint Plan Commission/ARC Meeting Meeting Minutes (PDF)
- Opus Letter 05182015 (PDF)
- Opus Plan Set (PDF)
- Memo to Board-Workshop-Opus-2015-05-14 (PDF)

Opus Redevelopment Project



Prepared By: Planning and Development
 Date Prepared: September 8, 2014
 2011 Aerial Photo

0 50 100 200
 Feet



PLAN COMMISSION
MINUTES
MARCH 13, 2014

The meeting was called to order by Chairperson Mary Loch at 7:01 p.m. Plan Commissioners David Allen, Jeff Girling, Tracy Heming-Littwin, Heidi Lannen, Jeff Mansfield, Ray Whalen and Lyn Whiston were present. Plan Commissioners Craig Bromann, Gary Fasules and Jay Strayer were excused. Also present were Trustee Liaison Tim Elliott, Planning and Development Director Staci Hulseberg, Village Planner Michele Stegall, Planning Intern John Carlisle and Recording Secretary Barbara Utterback.

Plan Commissioner Mansfield moved, seconded by Plan Commissioner Allen, to approve the minutes of the February 27, 2014 Plan Commission meeting. The motion carried unanimously by voice vote.

No general comments were made by the public at this Plan Commission meeting.

PRE-APPLICATION MEETING – 400-424 N. MAIN STREET (MAIN STREET PARKING LOT AND GIESCHE PROPERTY)

PRE-APPLICATION MEETING REGARDING THE POTENTIAL REDEVELOPMENT OF THE MAIN STREET PARKING LOT AND GIESCHE PROPERTIES LOCATED AT 400-424 N. MAIN STREET WITH A NEW MIXED USE DEVELOPMENT. THE PROJECT INCLUDES THE CONSTRUCTION OF A NEW 5-STORY BUILDING WITH RETAIL ON THE FIRST FLOOR AND RESIDENTIAL ABOVE. A NEW PARKING STRUCTURE IS ALSO PROPOSED AS PART OF THE PROJECT. THE SUBJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF MAIN STREET AND HILLSIDE AVENUE IN THE C5A AND C5B ZONING DISTRICTS.

(The Opus Group)

Staff Presentation

Village Planner Michele Stegall stated that on the agenda was a proposed mixed use development of the Main Street parking lot and the Giesche property that will be presented by a group from Opus Development. Ms. Stegall stated that Opus is proposing to construct a 5-story mixed use building on the property with 8,850 square feet of retail on the first floor and 124 apartment units divided between the second floor and the fifth floor. Ms. Stegall stated that a parking structure is also proposed as part of the development that would have a total of 339 spaces. Ms. Stegall displayed a location map of the subject property. She stated that a majority of the site is located in the downtown C5A zoning district including the area of the property that the building would be located on. Ms. Stegall stated that a portion of the site is also located in the C5B District. This portion is commonly referred to as the Glenwood permit parking lot. She added that this area of the property would remain as surface parking with the project.

PLAN COMMISSION

-2-

MARCH 13, 2014

Ms. Stegall stated that the project is in a very conceptual phase and that the petitioner will provide more information if the project moves forward. She displayed some of the project plans and described the basic groundwork of the project. She displayed a drawing of the envisioned building outline and noted that the parking structure would have a basement, a first floor and a second floor level with covered parking on the second level. Ms. Stegall displayed the ground floor plan with 8,850 square feet of retail along the Main Street frontage, 91 public parking spaces and some residential parking spaces in the corner of the property. She pointed out that the ground floor level of the parking lot will be accessed from Main Street and added that there will be potential basement level parking with the project. Ms. Stegall stated that if the Village financially contributes to this project, the basement level would be constructed with 79 spaces in the lower level (a mix of public and residential). Ms. Stegall stated that the second level of parking would consist of 110 parking spaces dedicated for residential use. She added that this level of the parking structure would be accessed from Glenwood Avenue and the number of permit spaces on the surface lot leading to the second level parking is proposed to be increased from 42 to 48. Ms. Stegall displayed a parking chart that showed the levels of parking, the number of parking spaces in each level and how the parking will be broken up between resident parking and public parking to get 79 spaces in the basement, 102 on the first level and 158 on the second level, including the permit spaces, for a total of 339 spaces. Ms. Stegall added that 159 of those spaces will be for the proposed residential units which would be a parking ratio for the residential of 1.28 spaces per unit. Ms. Stegall added that there is some discussion in the application packet about possibly designing the project at 1.25 spaces per unit. She added that the total number of public parking spaces would be 180. Ms. Stegall stated that some on-street parking will be gained with the subject project. She stated that the proposed plans show the elimination of the floral clock and the addition of some new parallel parking spaces in that area. She stated that with the eight new parallel parking spaces on Main Street, there will be 188 total public parking spaces. She added that there are currently 130 public parking spaces—82 in the Main Street lot, 42 in the Glenwood permit lot and 6 on the Giesche property which is a net gain with the project of 58 parking spaces.

Ms. Stegall stated that in the C5A District, a total building height of 45 feet and 4 stories is permitted. She stated that what is being proposed by the petitioner is a 5-story building that would have a height of 53 feet 11 inches measured to the parapet of the building. She also stated that if the measurement is taken to the top of the roof-top equipment, it is just over 57 feet which is the actual deviation that would need to be advertised for. Ms. Stegall stated that the rooftop equipment would be minimally, if at all, visible so the parapet height would be the key dimension, therefore, the deviation would be the equivalent of 8 feet 11 inches. Ms. Stegall stated that a height study prepared by the petitioner was included in the Plan Commissioners' packets that looks at the height of a number of buildings in the surrounding area. Ms. Stegall stated that if there is concern regarding the building height, the top story could possibly be stepped back from the front façade which would minimize the perceived height and bulk of the building. Ms. Stegall stated that architecture can reduce the perception

PLAN COMMISSION

-3-

MARCH 13, 2014

of height, add interest to a building and make sure that it blends in well with the surrounding buildings.

Ms. Stegall stated that the subject project fulfills many of the goals in the Village's various long-term plans. She added that the 2001 Comprehensive Plan and the 2009 Downtown Strategic Plan identify the Main Street parking property as a key opportunity site in the downtown and suggests a mixed use development of the property incorporating a parking structure. She added that the 2013 Downtown Streetscape and Parking Study looked at potential parking garage locations in the Village and suggested that the Main Street lot would be the preferred site on the south side of the tracks for a parking structure and that the Village should work with a private developer to facilitate a public/private partnership regarding projects such as this one. Ms. Stegall stated that the Downtown Strategic Plan also suggests adding residential to the downtown and recommends at least 450 units in the downtown which per the Downtown Plan Market Study would only be 20% of the market. She stated that additional residences in the downtown would help the existing businesses and add vitality to the area. She also stated that the creation of new retail space that would meet the modern needs of retailers is needed in the downtown. She also stated that parking would be added to an area with a very heavy parking demand and added that this project would have a positive economic impact on the Village.

Ms. Stegall stated that in order for the petitioner to move forward, approval of a planned unit development and exterior appearance would be required. Ms. Stegall stated that Plan Commissioner Allen had inquired about the current vacancy rate in the Village and in the downtown, and the current rate in the downtown is 4.9% which is a very low vacancy rate and the current rate Village-wide is 9.8%.

Ms. Stegall stated that this project is at a concept phase and some fluctuation with numbers will likely occur when detailed information is presented.

Questions for Staff from the Plan Commission

Ms. Stegall responded to Plan Commissioner Girling that the only deviation required for this Planned Unit Development would be for height and added that parking is not required in a C5A District as parking is met through public lots and on-street parking. Ms. Stegall stated that if the project were to move forward without the additional parking in the basement, the project would be able to park itself and replace the existing parking but no new public parking would be provided. Ms. Stegall responded to Plan Commissioner Whiston that the 1.28 ratio regarding parking is residential spaces to residential units. She added that the majority (75%) of the proposed units are one bedroom. Ms. Stegall responded to Plan Commissioner Mansfield that the buildings across the street are 45 feet from ground level and 51 feet from the average existing grade. She added that average existing grade measurements are 53 feet 11 inches on the proposed project and 45 feet for the buildings across the street.

PLAN COMMISSION

-4-

MARCH 13, 2014

Petitioners' Presentation

Present on behalf of the petition were Sean Spellman, Bryan Farquhar and Architect Chris Hurst with The Opus Group. Mr. Spellman provided a brief background of the Opus organization and also stated that their company has spent the last year working on The Fresh Market in Glen Ellyn. He also displayed some photos and described projects they have had built in various areas in the past.

Architect Chris Hurst stated that the subject site is at the top of a hill as one approaches Glen Ellyn from the south and is a gateway project into the city. He stated that the subject project is in two zoning districts, C5A and C5B, with the vast majority of the project in C5A which is the zoning they will adhere to. Mr. Hurst stated that the fall across the site is 7 feet. He stated that integrating the slope into their project has been a challenge and he described the process of determining the average grade. Mr. Hurst displayed a drawing of the proposed site and building. He stated that the idea is to bring retail into the building and continue the integrity of Main Street that has a retail base with residential above. He stated they would like to continue that trend with their project by having a retail base with residential above and being complementary to Main Street. Mr. Hurst showed slides and described how to calculate average grade. He stated that the dimension to the parapet is roughly 53 feet and they are looking for an increase of 8 feet 11 inches. He stated that two small mechanical units will be on top of the building. Mr. Hurst stated that in order to make the project economically feasible and have the number of units required for the project, they need a fifth floor. He stated that all of the residential units will have 9-foot ceilings and will be a higher end project.

Mr. Hurst stated that they intend for this building to be a landmark for the city, to be marketed to young professionals and to revitalize the downtown. He also stated that their goal is to make the building look like a collection of buildings rather than one large building. Mr. Hurst stated that they intend to take advantage of the topography of the site to completely blend into Main Street. Mr. Hurst stated that the retail will need to be located in the middle of the building and that it cannot be at the corner because of the slopes of the site and the height restrictions. Mr. Hurst stated that whether or not they do the basement, they will be able to replace existing parking and if the basement is done, they will exceed existing parking. He added that parking will be easily accessed for all uses as it will be located directly under the retail. He also stated that there will be a grand entrance off of Main Street. He added that if the residential entrance was at zero, it would be below grade. Mr. Hurst stated that regarding the entrance, they are trying to be sensitive to the elevation and have an entrance that is more of a landmark closer to Hillside Avenue that will mimic a grand entrance for retail. He also stated that the elevation will be pleasant, will increase interaction to the street, traffic near the site will increase and the addition of some cafes may occur.

PLAN COMMISSION

-5-

MARCH 13, 2014

Mr. Hurst displayed the basement plan. Regarding the ground floor, he stated that the retail is centered on the Main Street side, there will be an entrance to the north of the retail and most of the customer parking will be located behind the retail area with minimal residential parking also located there. He stated that the basement parking will be well lit and inviting. Mr. Hurst stated that the site has two entrances into the site—one off of Main Street and one off of Glenwood Avenue. He added that the existing slope of the ramp to the parking lot would connect with the second floor and residents would park in an enclosed parking structure. He added that they want parking in an enclosed façade that looks like a building. He also stated that the surface parking to the rear would be reserved as permit parking which it currently is and that parking would be gained (from 42 spaces to 48 spaces). He stated that they intend to have connectivity throughout the project.

Mr. Hurst also displayed a typical layout of units and stated that residential units will turn the corner of the building if retail does not work. He stated that this project which is residential and retail is a good blend in the area from single-family homes to more urban living in the city center. Mr. Hurst also stated that they would like to use masonry and/or other substantial materials for the façade that are worthy and blend into the downtown, adding that they would like to increase value in the neighborhood. Mr. Hurst added that the idea of breaking the buildings into individual buildings or making them look like a collection of buildings would be the next type of development using some of these material ideas.

Responses to Questions from the Plan Commissioners

Mr. Hurst responded to Plan Commissioner Girling that he would like to develop connectivity in an area to the north so that access can be kept with an existing restaurant at that location and an alley can also be located there to open up the area. Mr. Hurst responded to Plan Commissioner Heming-Littwin that, regarding depth of the retail space, the narrower part is 44 feet deep and the deepest part is 66 feet. Mr. Hurst also responded to Plan Commissioner Heming-Littwin that the reason not to move the lobby of the residential to the corner at Hillside Avenue was based on efficiency of parking. Mr. Spellman responded to Plan Commissioner Lannen that whether or not there is parking in the basement is a financial issue. Plan Commissioner Mansfield asked if it would be possible to have more parking in the garage with further excavation or if another drive aisle could be added. Mr. Hurst replied that another drive aisle could be added but it becomes a cost issue as shoring on a setback is expensive. He also stated that another 25-30 parking spaces could be added by excavating to zero. Mr. Mansfield stated that he would be interested to learn what the cost difference would be to have the additional parking as the basement garage would be a Village contribution. Plan Commissioner Girling asked if there is another public ingress-egress besides to the rear of the basement space, and Mr. Hurst responded that will be developed in the future and will hopefully be retail connected to Main Street. Plan Commissioner Mansfield asked if the subject site will provide an area for a large retail chain store. Mr. Spellman stated that the subject design could attract that type of retailer but that the charm of Glen Ellyn is its boutique nature and this site would

PLAN COMMISSION

-6-

MARCH 13, 2014

be a continuance of the boutiques and restaurants in town. He added that they can quickly research interest in downtown Glen Ellyn from national retailers and chains. Ms. Stegall responded to Plan Commissioner Mansfield that the problem with national retailers in Glen Ellyn has been the traffic counts on Main Street being lower than they would like. Plan Commissioner Mansfield asked if there has been any discussion with St. Petronille regarding incorporating their parking lot into the project as had occurred during the previous development discussions. Mr. Hurst responded that they have not contemplated that site for this development. An unidentified audience member stated that there has been no discussion regarding this topic with St. Petronille. Plan Commissioner Mansfield asked if the developer would be willing to have resident parking in the basement and public parking on the second floor, and Mr. Spellman said they would need time to consider this possibility.

Comments from the Public

Eleanor Salimonas of Glen Ellyn asked the petitioners if they have considered green elements for their project. Mr. Hurst responded that their development will be done in wood frame which is a sustainable material rather than a concrete or steel structure and that they will also incorporate other energy efficient equipment into the project. Mr. Spellman responded to Ms. Salimonas that everything they do in their company has a very significant sustainability element and that most of their office and industrial developments are LEED certified. He added that this project will not be LEED certified as the process is expensive and timely but that sustainable elements will be incorporated in the development. Ms. Salimonas stated that the petitioners had stated that the population of the building will be for higher income professional individuals and she asked if teachers are in that category. Mr. Spellman stated that the prices of this building will be similar to any other high end building and he felt that teachers would be able to live in this building. Ms. Salimonas stated that 9-foot ceilings in the apartments would make them less energy efficient. Mr. Spellman responded that ceiling heights do not play into the calculations for efficiency and added that the market demands 9-foot ceilings.

Mike Formento, 65 N. Exmoor Avenue, Glen Ellyn, Illinois spoke on behalf of this project. Mr. Formento stated he is the Co-Executive Director of the Glen Ellyn Chamber of Commerce and that the Chamber of Commerce has no official comments at this time as this is a very preliminary stage of the project. Mr. Formento asked if there will be individual store entrances off of Main Street into the retail area, and Mr. Spellman replied yes. Mr. Formento also asked if the building will be constructed right up to the sidewalk on both Main Street and Hillside Avenue, and Mr. Spellman replied yes. Mr. Formento then asked if the basement parking will be funded by the Village and Mr. Spellman replied that is the current discussion. Mr. Formento asked if the commuter parking currently on Glenwood Avenue will remain as commuter parking, and Mr. Hurst replied it would be permit parking and has been calculated into the total number of parking spaces. Mr. Formento asked why this parking would be calculated into the total if it is all reserved parking, and Ms. Stegall responded that the total number of public

PLAN COMMISSION

-7-

MARCH 13, 2014

parking spaces, including the permit parking, was calculated in the total. She added that 188 total public parking spaces are proposed and 130 parking spaces are existing and that 130 parking spaces includes the permit parking. She also added that there will be a 6-space increase in the number of permit spaces. Mr. Formento asked what the net gain of parking will be if parking is not put into the basement. Mr. Hurst replied that 3 spaces would be gained, and Mr. Formento added that 3 additional parking spaces would not meet a goal that the Chamber would like to support. Mr. Formento responded to Chairman Loch that he would be in support of the Village funding parking, however, was not supportive of funding for lower level parking principally because of safety reasons for the public using those spaces for retail purposes. Mr. Formento also expressed concern that all of the cars leaving the parking area would be funneled onto Glenwood Avenue and requested that a traffic study be done. He added that Hillside Avenue is a one-way street west and that two adjacent parking lots in the area are very active. Mr. Formento stated that the petitioner said they will camouflage the parking deck by using the building and asked if the exposure on the western side of the building will be open decking. Mr. Hurst replied that the Glenwood side façade will be of similar materials as the building so that one cannot see into an open deck and that all four sides of the building will be clad. Mr. Formento also stated he was interested to know how people who have parked on Glenwood will safely get through the building and parking lot onto Main Street.

Al Phalen, 684 Duane Street, Glen Ellyn, Illinois requested information regarding the architecture of the building, and Mr. Hurst responded that the building will likely not be Tudor but will be a modern interpretation that will be complementary. Mr. Phalen stated that it was said that the parking ratio is 1.28 to the number of units and asked if the residents would be limited to one car. Mr. Hurst responded that there is a 75/25 split between 1 and 2 bedroom units and added that not all renters will have a car and that there is also the potential for some tandem parking spaces. Mr. Phalen commented that the parking situation will be tight.

Frank Linn who lives at The Legacy on Pennsylvania Avenue stated that their parking units are in excess of two and there are six outdoor parking spaces that are in demand. He felt that the 1.5 parking ratio is not consistent with a condo/townhouse development. Mr. Linn stated that Glenwood Avenue is jammed with cars coming and going on Sundays from 7:00 a.m. to 1:00 p.m. and that having an exit onto Glenwood will create a massive parking problem. He also stated that Glenwood Avenue is used during the school year for pick-up and drop-off of children. Mr. Linn agreed with Mr. Formento's recommendation to have a traffic study done regarding this project. He also stated that the petitioner's plans will have an impact on what will be done with a house owned by the Catholic church that is next door to Giesche's.

Gary Evansen, a Glen Ellyn resident and owner of Olive and Vinnie's in town, asked what the time frame will be for construction of the proposed project. Mr. Spellman responded that the time frame will be 1 to 1-1/2 years.

PLAN COMMISSION

-8-

MARCH 13, 2014

Chris Wilson, a Glen Ellyn resident, stated she was formerly the President of Citizens for Glen Ellyn Preservation and is currently on the Historic Preservation Commission. Ms. Wilson stated she lives approximately one block from the subject project. She stated that she likes the idea of the project and the idea of parking being hidden from Main Street. She stated that the subject area of Main Street in Glen Ellyn has recently been included in the National Register for historic places and hopes the developer will be sensitive to that fact and match materials to those on the street. Ms. Wilson stated that her main concern is the massing, feeling that four-five stories is too tall. She also stated that when a project for this site was before the Village several years ago, they were asked to create a scale model showing how it will fit in to Main Street and the Village.

Bill Boyle of Forest Avenue, Glen Ellyn, Illinois asked if there will be any future consideration for using St. Petronille's parking lot, and Mr. Spellman replied no. Mr. Boyle also inquired about the acquisition of other property on Hillside Avenue, and Mr. Spellman replied that as of now the development stands alone. Mr. Spellman responded to Mr. Boyle that the project currently excludes any other acquisition of property. Ms. Stegall also added that the subject project includes the Main Street parking lot and the Giesche property. Mr. Hurst also responded to Mr. Boyle that there will be no access to Main Street from St. Petronille's parking lot.

Comments from the Plan Commission

Plan Commissioner Mansfield stated that he was present at the previous meetings regarding this site. He felt that this project has potential and stated he would like to see the petitioner continue with this project. He was strongly in favor of the petitioner reaching an agreement with the Village regarding additional parking. He also was in favor of having a traffic study and a model of the subject project done. Plan Commissioner Heming-Littwin stated that she agreed with most of Plan Commissioner Mansfield's comments and felt that parking will be the major issue with this project. She also stated that she would like to see what the proposed project will look like and does not want a project in the downtown that looks out of place. She stated that she likes what she has seen so far regarding the project and stressed the importance of parking. Plan Commissioner Allen stated he was concerned about what the project would look like from a gateway perspective, where the retail space will be and how to approach Main Street from the south to north. He felt that the public parking should be free from a public parking perspective. He stated he was comfortable from a height perspective. He also stated that he did not know how the net gain of 58 parking spaces meets the parking restrictions in the subject area. He also stated that a setback on the 5th floor would help to mitigate some of the mass. Plan Commissioner Whalen was overall in support of the proposed development. He stated that the gateway into the downtown is critical. He also said that the height is a consideration but that the way the architecture is broken up in the massing will look better when completed. He stated he would like to see a higher parking ratio in the event of a conversion to condominiums. He also recommended that the petitioner produce a model and a traffic study and meet with the public outside of the Plan Commission when plans are available.

PLAN COMMISSION

-9-

MARCH 13, 2014

He also recommended a second pre-application meeting with the Plan Commission when more final plans are available. Plan Commissioner Girling was overall supportive of the proposed plan and stated that he would like to see a rendering showing the scale. Plan Commissioner Lannen was overall supportive of the proposed plan and stated she does not have an issue with the height variance. She stated that parking is an issue in the downtown and that overflow parking which is now in the St. Pet's lot will be gone when the building is constructed. She also expressed concern regarding the traffic pattern in the area as cars park near St. Pet's as they wait for their children to enter/exit the school. Plan Commissioner Whiston stated he was in favor of the proposed plan. He felt that the basement needs to be available for parking and that a traffic study is necessary. He asked that the petitioner look at the idea of a step back on the 5th floor in order to break up the façade of the building. He stated that the petitioner is off to a good start. Chairperson Loch felt that this has been a great start for the project. She expressed concern that guests visiting the residents in the subject building will use parking spaces in town and was in favor of additional parking for the project. She felt that the project will increase traffic in town and that safety regarding St. Pet's is necessary.

PUBLIC HEARING – ZONING CODE TEXT AMENDMENTS – MEDICAL CANNABIS (MARIJUANA) DISPENSARIES.

A REQUEST FOR APPROVAL OF PROPOSED AMENDMENTS TO THE GLEN ELLYN ZONING CODE THAT WILL ESTABLISH REGULATIONS FOR MEDICAL CANNABIS DISPENSARIES IN THE VILLAGE. (Village of Glen Ellyn)

Plan Commissioner Mansfield moved, seconded by Plan Commissioner Heming-Littwin, to open the public hearing. The motion carried unanimously by voice vote.

Staff Presentation

Planning Intern John Carlisle provided information regarding a Zoning Code Text Amendment for medical cannabis dispensaries in the Village of Glen Ellyn. Mr. Carlisle stated that marijuana is legal under Illinois state law as of January 1, 2014 regarding the production of, growth of, sale of and possession of cannabis products for medical use only. He added that Illinois is the 20th state to enact a law that allows the use of marijuana for medical purposes, however, it is considered to be a Schedule 1 drug which means that it cannot be used medicinally per federal law. Mr. Carlisle added that states are able to pass laws legalizing marijuana even though it is illegal per federal law as it is unknown to what degree the federal government will enforce federal law in states and, in particular, in states where marijuana is legal. He added that since 2009, there has been a policy decision per the current administration, including the President and Attorney of the United States, that instructs federal law enforcement not to enforce federal marijuana prohibition in the states where it is legal for medicinal use. Mr. Carlisle added that it is illegal for marijuana to be transported across state lines and also stated that the Village attorney has been consulted regarding the Village's proposed zoning regulations for medical marijuana.

Minutes**Village of Glen Ellyn Board of Trustees****Regular Workshop Meeting****Monday, September 15, 2014****Call to Order**

President Demos called the meeting to order at 7:04 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 Interim Finance Director Coyle.

Pledge of Allegiance

President Demos asked Lynn Colby to lead the Pledge of Allegiance.

 Agenda Item E. - The Opus Group Proposed Redevelopment of Main Street Parking Lot, Giesche and St. Petronille Properties: (Presented by Planning and Development Director Hulseberg)

Planning and Development Director Staci Hulseberg presented information about the proposed redevelopment of the Main Street parking lot, Giesche and St. Petronille properties. Director Hulseberg introduced the following representatives from The OPUS Group: Mr. James R. Caesar, Regional Vice President, Mr. Sean T. Spellman, Vice President and General Manager and Mr. Christopher Hurst, AIA, Manager, Architecture.

President Demos clarified this is the first meeting with the Village Board. Previous meetings have been with Village staff.

Over the past few months, staff has continued to work with The Opus Group on the potential redevelopment of the Main Street parking lot and Giesche properties. The scope of the project has recently expanded to include the St. Petronille parking lot and former rectory property on the east side of Glenwood Avenue. The church has been working to gain the approval of the Diocese of Joliet, the owner of the property, to move forward with the project. While there are a number of formal steps necessary to receive official approval from the Diocese, the church has been successful in obtaining the Diocese's permission to move forward in the process.

The general development concept remains the same and continues to include the construction of a 5-story mixed use development with about 8,400 square feet of ground floor retail and approximately 125 upper floor, luxury, rental apartments. However, with the incorporation of St. Petronille's property, the

Minutes
Regular Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, September 15, 2014
Page 2

opportunity for a two or three level parking structure is now incorporated into the plans and the originally proposed below grade parking has been eliminated.

Parking

Depending on the number of levels in the parking structure, between 469 and 590 parking spaces could be provided between both the Opus building and the parking structure. Access to the ground floor parking would be provided via Main Street and Glenwood Avenue. Access to the second and third floor parking levels would be via an access drive on Hillside Avenue.

There are currently 98 parking spaces on St. Petronille property. St. Petronille would continue to have 98 spaces in the parking structure on the first level. There are currently 81 surface level public parking spaces in the Village's Main Street lot. Opus would be responsible to pay for the replacement of those 81 parking spaces. Any spaces above and beyond the replacement of the existing spaces would be paid for by the Village.

Depending on the number of levels in the parking structure, between 469 and 590 parking spaces could be provided between both the Opus building and the parking structure. Access to the ground floor parking would be provided via Main Street and Glenwood Avenue. Access to the second and third floor parking levels would be via an access drive on Hillside Avenue.

Building Height

The project would require approval of a height deviation. A total building height of 45 feet and 4 stories is permitted in the C5A zoning district and the 2009 Downtown Strategic Plan recommends that new construction on Main Street be a maximum of 2-3 stories tall. The proposed building would be 5-stories tall with an estimated height of 59 feet 2 inches measured from ground level on level Main Street. The Zoning Code requires building height to be measured from the average existing grade and the preliminary plans shared with the Plan Commission at the March 13, 2014 pre-application meeting showed a height from ground level of 59 feet 2 inches and a height of 53 feet 11 inches measured from the average existing grade to the top of the parapet for an anticipated height deviation of 8 feet 11 inches. Please note that the actual deviation advertised for will need to be to the tallest point of the building which is expected to be the rooftop mechanical equipment which has an estimated height of 57 feet 1 inch.

Block elevation drawings prepared by Opus showing the proposed height of the building in relation to the heights of the buildings in the surrounding area are attached. Based on those block elevations, the proposed building would not be largely out of character with other buildings in the downtown.

The petitioner was also encouraged to step back the upper floor of the building as is required in the adjacent C5B zoning district where a height of 55 feet is permitted.

Minutes
Regular Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, September 15, 2014
Page 3

Retail Space

The total square footage of the first and second floors of the Giesche building that would be demolished is roughly 15,200 square feet. Due to the slope of the property and the need to accommodate a level floor, Opus has indicated that the building height would likely increase if retail is brought closer to the corner or that the retail entrance would need to be located below grade level. The Plan Commission believed it was important that the building be designed to have presence at the Main and Hillside intersection which is a gateway to the downtown.

Incentive Requests

The developer has submitted an incentive request to the Village which includes the Village donation of its land to the project at no cost. Opus is also requesting that the Village assume any environmental remediation costs needed to accommodate the project.

As part of the project the Village would be responsible for the cost of any newly created public parking beyond the existing 81 spaces in the Main Street lot and the replacement of St. Petronille's existing 98 parking spaces.

Comments

Mr. Spellman stated this is a multi-family urban development. Glen Ellyn has a walk score of 83% according to a recent survey of the Brookings Institute.

Trustee McGinley inquired about the number of units, Mr. Spellman responded 127. Mr. Spellman added this will be designed to look like it has always been there. The renters: childless by choice, power singles, millennials, affluent empty nesters, designer divorcees and consultant/executives.

Trustee McGinley asked about the cost of above ground vs. below ground parking. Mr. Hurst responded below ground parking is 3.5 times more expensive. The Village will receive 101 spaces and St. Petronille 98. The Village currently has 130. The residential parking will be heated and secure.

Trustee Burket asked if the walkway between this project and Santa Fe will be covered. Mr. Hurst responded no, and clarified it is a 6' wide walkway.

Trustee O'Shea asked if there will be balconies. Mr. Hurst responded yes, but not on the Main St. side. Trustee McGinley referred to the Historic designation and placing this development next to a smaller building. Mr. Spellman responded they want to be good neighbors.

Trustee O'Shea asked about retail and thought there would be more. Specifically, allowing enough room for outdoor restaurant seating opportunities. Mr. Hurst responded they can look into that. Trustee O'Shea asked who will maintain the Promenade. Director Hulseberg responded that has not been determined yet. Trustee Elliott stated he is anxious to see the exterior design. He has concerns blending the old with the new and the proximity to other buildings.

Minutes
Regular Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, September 15, 2014
Page 4

Ms. Cam Page, 206 Hill Ave., Glen Ellyn, approached the Board and commented that the Village is being asked to give a lot to OPUS. President Demos responded that has not yet been determined. Ms. Page stated the garage is \$2.4 million. Furthermore, the Strategic Plan includes affluent and affordable housing; where is the affordable housing, there needs to be a mix.

Ms. Kathy Cornell, 678 Forest Avenue, Glen Ellyn and a Glen Ellyn Forest Preserve District Commissioner is a 36 year Glen Ellyn resident and stated this is an interesting proposal and she has mixed feelings about it. There are already multiple empty storefronts. The size is massive and she has seen some developments in other communities that are massive and so ugly as to be embarrassing. The proportion of the development should be relative to the block and the entire downtown; this proposal may not be an appropriate mix. There needs to be a combination of appropriateness for our downtown.

Mr. Mike Formento, Executive Director, Glen Ellyn Chamber of Commerce approached the Board and thanked OPUS for their interest in developing this property and for their presentation. Mr. Formento commented that this development will overpower the other building on Main Street and will create a tunnel. The proximity to the sidewalk will preclude any new landscaping. Mr. Formento asked where the clock will be moved to. Mr. Formento added he originally asked for a traffic study. The new residents will create much more traffic.

Mr. Bob Davidson, Blackberry Market, 401 N. Main St., Glen Ellyn, approached the Board to express concerns during the construction phase and parking. He is already hurting for parking and commented if a customer does not get a Main St. parking spot they will not stop. Parking spaces need to be salvaged during construction.

Ms. Chris Wilson, 537 Phillips Ave., Glen Ellyn, addressed the Board to express her concerns with this project. Ms. Wilson lives one block away and is concerned with the massive size and the fit with the character of the town. Ms. Wilson asked for a scale model, which will help visualize the scope of the development. Mr. Hurst responded they are not at that point yet.

Ms. Genell Scheurell, 454 Hill Ave., Glen Ellyn, approached the Board and expressed concerns with the height. It is striking in the images shown and 2.5 times the height if Santa Fe and almost at the roof line of St. Petronille. This is extraordinarily high.

Mr. Bob Wahlgren, 675 Euclid, Glen Ellyn, approached the Board and expressed concerns about the lack of affordable housing since Parkside is being lost to gentrification.

Director Hulseberg asked if the Board was able to progress. Trustee Elliott asked to wait a week to review. President Demos responded he is not comfortable providing feedback yet.

A short break began at 8:30 p.m. The meeting resumed at 8:44 p.m.

Minutes**Village of Glen Ellyn Board of Trustees****Special Workshop Meeting****Monday, October 6, 2014****Call to Order**

President Demos called the meeting to order at 7:04 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 Interim Finance Director Coyle.

Pledge of Allegiance

President Demos led the Pledge of Allegiance.

**Proposed Redevelopment Projects - Financial Analysis (Presented by Village Manager Franz)**

Consultants Gruen Gruen + Associates and Kane McKenna and Associates will provide financial reviews of the two proposed redevelopment projects.

The Village Board reviewed the financial aspects of two potential redevelopment projects in Downtown Glen Ellyn proposed by Opus and Next Generation respectively. Our financial advisors Gruen/Gruen (Aaron Gruen and Debra Jeans) provided a summary of their Financial Analysis for both projects. In addition, our TIF Consultant, Kane McKenna and Associates (Bob Rychlicki), provided a summary of the TIF projections and potential impact of these projects. Within these presentations, the Board briefly reviewed the critical business terms that have been negotiated to this point with both Opus and Next Generation. A summary of both projects and the incentives being requested through land acquisition, parking costs, and other requests is provided in the Board Packet for this meeting:

<http://glenellynvillageil.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1073&Inline=True>

OPUS DEVELOPMENT**Incentive Requests**

The developer has requested assistance with remediation costs, and will likely request assistance with sidewalk and public improvements associated with this project. No formal request has been made and no other TIF Incentives have been requested. In addition, Opus has agreed to pay for the replacement of all public parking (81 spaces). Therefore, the Village is responsible for only the additional public parking considered for this project.

Minutes
Special Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, October 6, 2014
Page 2

The Village has tentatively negotiated a 99-year lease agreement with St. Petronille use their property on Glenwood, as well as Village property on Glenwood, to construct the parking garage. In exchange for the use of the property, the Village will maintain, replace, enforce, and insure these 98 parking spaces for St. Pet's under a shared-used philosophy.

Next Generation

Next Generation has submitted an economic incentive request to the Village 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.
2. That the Village provide an estimated \$1.75 million in utility relocation costs.
3. That the Village pay to replace the existing 112 parking spaces on the property at a cost of \$27,845 per space for a total of \$3.12 million.
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 \$850,000 toward the project to allow the developer to achieve a reasonable project return of 7%.

The total incentive requested by Next Generation is therefore \$7.63 million, not including the up-to-\$4.34M that the Village could contribute if a second level of below grade parking is constructed.

Discussion

Management asked for direction from the Village Board on whether either project meets Village Board expectations and whether we should proceed with negotiating and drafting a Memorandum of Understanding, what business terms are acceptable and whether staff shall continue to negotiate for either of these projects. The key questions that need to be answered are:

1. Do these projects make financial sense?
2. How do these projects impact public parking?
3. Do these projects align with long-term Downtown goals?

Trustee O'Shea asked about an analysis with additional parking spaces. Manager Franz responded that would be independent with OPUS. Trustee McGinley asked about soft costs such as remediation, Manager Franz responded that has not yet been determined.

Minutes
Special Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, October 6, 2014
Page 3

Mr. Bob Rychlicki, Kane McKenna and Associates stated that the TIF law requires municipalities to identify the burden or potential burden to school districts by September 30 every year. Schools have the first lien on TIF funds. Trustee Elliott responded he did not realize this impact.

Trustee McGinley asked if schools benefit from a TIF. Mr. Rychlicki responded in his opinions, they do. Trustee Elliott asked if the developer still pays an impact fee in a TIF. Mr. Rychlicki responded they do.

Ms. Debra Jeans, Gruen Gruen + Associates provided a summary of the incentive request for the Next Generation proposed development. Ms. Jeans pointed out the Next Generation parking cost is higher since they are going down. The Opus Development is not. The OPUS development is assuming slower absorption of retail vs. residential.

Trustee O'Shea commented that Next Generation is asking for 3.1 million in incentives; OPUS is not. Manager Franz commented that with \$3.7 million in TIF's there is a \$6.3 million gap. Mr., Rychlicki stated with 8-9 children residing in the apartments the schools can provide a waiver but that is a longshot.

President Demos expressed concerns with open ended liabilities such as utilities, infrastructure, and sidewalks around the properties. Director Hulseberg responded these are items a TIF typically covers.

Trustee O'Shea commented that OPUS makes more financial sense than Next Generation. But the Next Generation project fits Glen Ellyn better. Trustee O'Shea prefers the OPUS parking better. He does not want to see the McChesney & Miller property remain vacant. Trustee O'Shea like the idea of the OPUS development but is concerned with the appearance and the ability to make it fit the property. Can we cut Next Generation's incentives down?

Trustee McGinley echoed Trustee O'Shea's comments and added that the Board needs to revisit the downtown plan and they need to talk about closing Crescent. Trustee McGinley stated she is concerned that closing Crescent will not expand the downtown. The Next Generation project is in an ideal spot and Streetscape needs to be incorporated in any development. The OPUS project makes more sense financially and it fits in with the Village's goals.

Trustee Ladesic echoed prior Trustees comments and added he has concerns with closing Crescent and asked if it is not financially feasible for Next Generation to acquire the north properties. If so, he could agree to both projects. Trustee Ladesic added that the Next Generation area is being considered for a railroad underpass.

Trustee Clark stated that on the surface, both projects bring a lot to the table. Trustee Clark expressed concerns over the substantial incentives required for the Next Generation project. Both projects move parking away from the street and Trustee Clark is ok with that. Trustee Clark expressed concerned about the amount of time the OPUS project will be under construction and the impact on the downtown.

Trustee Burket stated he is not concerned with the size of the OPUS development, or the closing of Crescent. The McChesney & Miller property is ripe for development. The added parking may not even be used as he does not see a massive shortage of parking.

Minutes
 Special Workshop Meeting
 Glen Ellyn Village Board of Trustees
 Monday, October 6, 2014
 Page 4

Trustee Elliott stated that he is not concerned with the height of the buildings. Trustee Elliott pointed out that in Glen Ellyn's history a five story hotel, with a tower, was built on a hill. Trustee Elliott is supportive of the Next Generation project and it would add to Glen Ellyn's population. He is also impressed with the OPUS plan. The best value is the OPUS project; Next Generation's incentive costs are too steep.

Attorney Mathews identified what the Board will be determining tonight with a straw poll. Under the terms presented by the developers, are these projects feasible:

OPUS Project

Trustee Burket	Yes
Trustee Clark	Yes
Trustee Elliott	Yes
Trustee Ladesic	Yes
Trustee McGinley	Yes
Trustee O'Shea	Yes

Next Generation Project

Trustee Burket	No
Trustee Clark	No
Trustee Elliott	No
Trustee Ladesic	No
Trustee McGinley	No
Trustee O'Shea	No

Trustee Ladesic asked how this affects the developer. Mr. Jim Hughes, Next Generation responded they struggled to get the project to this point; it should have been presented a year ago. This has tied up Mr. Bill Behrmann at McChesney & Miller for a year. This is a great Village but the numbers are the numbers and at the end of the day it has to work for both of us.

Mr. Sean Spellman, Vice-President, The OPUS Group thanked the Board and remarked they have a lot of work to do. They have worked on this project for a year and it has already changed a lot.

Mr. Ken Kloss, 350 Ridgewood, Glen Ellyn, approached the Board to express his concerns about the proposed OPUS development. Mr. Kloss stated that Hinsdale and Naperville would have said no to this project as they know how to blend architecture. Hinsdale is a perfect example. OPUS is too massive.

Minutes
Special Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, October 6, 2014
Page 5

Adjournment

At 8:50 p.m. a motion was made by Trustee Elliott and seconded by Trustee Clark to adjourn. Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk

**DRAFT
MINUTES**

BOARD/COMMISSION: Architectural Review **DATE:** 2/11/15

MEETING: Regular **CALLED TO ORDER:** 7:00 p.m.

QUORUM: Yes **ADJOURNED:** 9:37 p.m.

MEMBER ATTENDANCE: **PRESENT:** Chairman Burdett, Commissioners Albrecht, Dickie, Dieter, Loftus, Senak, Thompson, Wussow

ABSENT: None

ALSO PRESENT: Village Planner Stegall, Trustee Liaison Burket, Recording Secretary Solomon

1. Call to Order

Chairman Burdett called the Glen Ellyn Architectural Review Commission (ARC) regular meeting to order at 7:00 p.m., in the Civic Center at 535 Duane Street, Glen Ellyn, Illinois.

2. Public Comment (non-agenda items)

None

3. Approval of Minutes from January 28, 2015 Meeting

Commissioner Wussow moved to approve the January 28, 2015 minutes. The motion was seconded by Commissioner Senak and carried unanimously by a vote of 8-0.

4. Pre-Application Meeting, 400-424 N. Main Street (Main Street Parking Lot, Giesche and St. Petronille Properties)

Village Planner Stegall presented background on the project and stated the petitioner is The Opus Group, contract purchaser of the Giesche property at 400 N. Main Street, and is here for a pre-application meeting regarding the potential redevelopment of the Main Street parking lot, Giesche and St. Petronille properties with a 5-story mixed-use development that would include 7,040 square feet of ground floor retail and approximately 125 upper floor, luxury rental apartments. She stated a new parking 2- or 3-level parking garage is also proposed with the possibility of creating up to 200 new parking spaces. She stated the subject site is bounded by Main Street to the east, Hillside Avenue to the south and Glenwood Avenue to the west and includes the Village's Main Street and Glenwood parking lots as well as the St. Petronille and Giesche properties along Hillside Avenue. She stated the property that the proposed building would be located on is in the C5A zoning district, and the property that the parking garage would be located on is in the C5B zoning district.

Ms. Stegall stated the project complies with many of the Village's long range plans and could have a positive impact on the economy of the Village by adding property to the tax rolls, generating TIF revenues and increasing the population downtown which could assist existing businesses. However, she noted the significance of the architecture. She showed renderings of other new developments in Hinsdale and Glenview to see what other Villages are doing. She stated that last fall, Chairman Lee Marks of the Historic Preservation Commission met with the petitioner to give input and recommendations in regard to the potential design of the building.

Ms. Stegall showed a proposed rendering of the building and suggested that for this project, the Commissioners should focus on overall building design and materials, the number and widths of the proposed façades, the setbacks/outdoor seating, building height, first floor treatments, gateway intersection to the Village, the proposed parking deck and the streetscape/promenade. She explained where the petitioner was in the process and stated the Commissioners' opinions would be helpful so the petitioner can begin to put together their formal application.

Bryan Farquhar, Real Estate Manager in The Opus Group's Chicago office, stated they are very excited about this project and are in the process of a potential agreement between the Village, St. Petronille's and The Opus Group that will benefit everyone. He stated they understand Glen Ellyn is a unique place, and they want to develop a solution that everyone will be happy with. He stated The Opus Group has done many projects in Chicagoland and recently worked on the Fresh Market on Roosevelt Road.

Chris Hurst, Lead Designer on the project with Opus Architecture and Engineering, stated they have been diligent in this process to get input from the Village and St. Petronille's so The Opus Group can create a place where residents can live and work. He stated there would be a new promenade to connect Main Street and Glenwood added on the north side of the building which would be 12 feet wide and narrow to 10 feet wide by Santa Fe. He stated the units need to be 25-foot wide modules, and they are proposing one building that is broken up into five different facades.

Mr. Hurst stated they took parts of current downtown architecture such as Tudor and Italianate to use in the proposed building as they want to maintain the commercial character of the downtown. He stated there would be a tower feature at the corner of Main Street and Hillside where the entry to the parking garage would be. He stated they will use spandrel glass along the front to hide the parking behind these building walls. He stated they used styling seen in some of the Tudor buildings downtown. He stated the west elevation would be an Arts and Crafts approach as seen on many of the homes on Main Street.

Mr. Hurst stated the proposed parking deck would be easy to park in and well lit and would bring 200 more parking spaces to the Village. He stated for the St. Petronille's parking deck, they would use the topography of the site to distribute vehicles around the garage and only one ramp would be required.

Chairman Burdett stated he thinks the petitioner is right on target with the mix of styles for the different facades; however, he stated they need to work on the detailing in the Tudor facades and use less stucco and more brick as well as use projecting bays. He stated he does not like the

proposed red metal roof. He stated Tudor buildings usually have steep roofs so they could possibly do the fifth-floor roof with dormers peeking out which would help to reduce the apparent height of the building. He stated he also would like to see a chimney element worked into the design. Commissioner Wussow stated it would be better if the two Tudor facades harmonized with each other, but were not carbon copies. Chairman Burdett asked for the petitioner to dress up the garage entrance in the Italianate section in some way to which Mr. Hurst stated they would do this in the stone detailing. Commissioner Wussow stated it would be good to see more architectural details throughout the entire design especially on the front of the building, including possibly window pediments and cornices.

Commissioner Albrecht stated it would be good to vary the heights of the roof line so the massing might appear less, and Commissioner Wussow agreed with this.

Commissioner Senak thanked the petitioner for the great effort that was put in to the plans and stated they are on the right track. He stated he is concerned about the lack of retail space from mid-block north to Hillside and suggested they should integrate retail space into the corner, possibly an anchor store. He stated it is more important to have retail street-level, even if it means they would lose some parking. He stated that back-painting the windows would give the front a vacant-store look. He stated they need to vary the widths of the different building facades. Trustee Burket asked if the lack of retail space on the corner is due to the topography to which Mr. Hurst stated it is.

Commissioner Wussow agreed that extra retail space should be added as the parking deck would make up for any parking spaces that are taken away. Mr. Farquhar stated they are trying to stay within a reasonable height for a building in the downtown area, and they do need to achieve a certain number of units to ensure the project is profitable. He stated this could be evaluated further.

Chairman Burdett stated this corner is the gateway to the downtown so outdoor seating at the corner would be good, possibly with clipped corners.

Commissioner Loftus asked about the awnings to which Mr. Hurst stated the awnings would be made of fabric and would fit the storefronts. Mr. Hurst stated they want to use the awning-character that is already happening in the downtown. Commissioner Loftus asked about the balconies to which Mr. Hurst stated they would be Juliet balconies that would only come out about two feet.

Commissioner Loftus stated the building looks very overwhelming on the length of the block and asked if the number of stories on each building could be varied. Commissioner Dieter agreed with this. Mr. Hurst stated they are trying to maintain the unit count, and they would not have enough rentable square footage if they had to lose some units. Commissioner Loftus stated no western sunlight will come through onto Main Street in the afternoon due to the height of this building.

Commissioner Dieter stated this corner is the gateway to the downtown, and this plan does not reflect Glen Ellyn. He stated the building is enormous and is inconsistent with the appearance of Glen Ellyn. He stated the petitioner should propose what is best for Glen Ellyn.

Commissioner Albrecht stated the plan is a great first step and likes the different styles. She stated more work needs to be done to the plan so the building mirrors other architecture in the downtown. She stated that since the building is large, they need to make the building look like single unique pieces.

Commissioner Senak stated a five-story building in the downtown will be concerning to people and wondered if some units could be moved to Hillside. Mr. Farquhar stated they have looked into the height issue and unit count continuously.

Commissioner Senak asked if the promenade could be brought into play more by using kiosk or smaller retail space along the promenade. Mr. Hurst stated they could try to add more width to the promenade, but they already had to limit the length of the promenade due to the added parking. Commissioner Wussow stated a ten-foot wide promenade between a five-story building and a two-story building would look like a tiny slot and suggested that the promenade be wider than ten feet. Chairman Burdett stated that the promenade connecting Main Street and Glenwood is a great feature of this plan.

Commissioner Thompson asked if a landscape architect had been hired yet for the project to which Mr. Hurst stated they had not done this yet. Commissioner Thompson stated they should look at the art at the train station and the library. She stated an aerial overlay rendering with the formal application would be helpful so the Commissioners could see the landscaping, etc. Mr. Hurst stated they like the idea of artists activating the space in the promenade. Commissioner Wussow asked if painting on the building walls was allowed in the code to which Ms. Stegall stated painted art and murals are allowed, but not painted signs.

Chairman Burdett stated the petitioner should avoid the half-timber look with stucco on the west elevation. Commissioner Wussow stated there should be quality materials used on the west elevation too as this elevation still reflects Main Street.

Commissioner Wussow asked if retail space could straddle the 1st and 2nd floors as the residential entrance does. Commissioner Senak agreed with this. Commissioner Wussow stated the Commissioners' main preference is for more retail space.

Audience Comments

Lee Marks, chairman of the Historic Preservation Commission (HPC), stated the HPC had a special meeting on February 10th to discuss the development. He thanked the petitioner for looking at the current architecture in the downtown. He stated the Tudor architecture and detailing should be redone, and HPC does not like the Italian Renaissance facades. He stated the tower feature should be reworked as it looks more Art Moderne and does not fit in the downtown. He stated with the downtown on the National Historic Register, the Village is expected to keep the downtown nice, and the mass of this building would be a dramatic change

from what is currently in the downtown. He stated varying the heights on the building would help with the massing.

An audience member asked if the petitioner could move the back of the building further west to gain more space to which Mr. Farquhar stated this could create ownership issues.

An audience member stated putting spandrel glass on Main Street would be a big eye-sore and a disservice to the residents as this glass would not fit the character of the downtown.

An audience member asked if the building would be LEED certified to which Mr. Farquhar stated they are not to that point in the process yet. Mr. Farquhar stated they will use sustainable processes with the building, but he is unsure at this point if it will be LEED certified.

Chris Wilson, a Commissioner on the Historic Preservation Commission, stated the building does not fit with the historic character of the Village, and she cannot get past the size of it. She stated they need to bring more integrity to the building as it now looks like a big square box. She stated it would be good to see a 3-dimensional model of the building to see how it will fit in with the rest of the downtown.

Commissioners' Comments

Commissioner Dickie stated there needs to be more architectural detail in the plan and the mass of the building needs to be reduced. He stated he would like to see an increase in the retail space.

Commissioner Senak stated he is optimistic that this plan is a good foundation to build upon. He stated he would like to see more retail rather than more parking.

Commissioner Wussow stated she is encouraged by this plan as it is an ingenious design. She stated she is fine with five facades; however, these facades need more architectural detail. She stated the Italianate architecture fits better with what architecture is already around town and possibly should be used on the gateway corner. She stated she wants to see the width of the promenade increased and would like to see what would be best for Glen Ellyn.

Commissioner Thompson stated the petitioner is going a good job and asked for more green space in the plan.

Commissioner Loftus stated architectural details and the materials used could sell the building more, and he would like to see more detailed plans with the formal application.

Commissioner Dieter stated he agreed with the other Commissioners and stated he would like the petitioner to propose what is best for Glen Ellyn. He stated if the petitioner proposes what is consistent with the integrity and architecture in the Village currently, he thinks this will be a great product. He stated the petitioner needs to think of the Village first in this plan.

Commissioner Albrecht stated this plan is a great first step, and the Commissioners care how this building will look.

Chairman Burdett stated he thinks the petitioner is on track with the mix of styles, and he would like to see a reduction in apparent height. He stated there needs to be much more detailing on the Tudor facades, and the gateway corner to the downtown is very important.

5. Chairman's Report

None

6. Trustee's Report

Trustee Burket stated he was very impressed with how the meeting went tonight and thought the Commissioners did a great job expressing their thoughts and comments.

7. Staff Report

None

8. Adjourn

As there was no other business to discuss, Chairman Burdett asked for a motion to adjourn. Commissioner Loftus moved, seconded by Commissioner Dickie to adjourn the meeting at 9:37 p.m. The motion carried unanimously by a vote of 8-0.

Submitted by: Debbie Solomon, Recording Secretary

Reviewed by: Michele Stegall, Village Planner

DRAFT

PLAN COMMISSION/ARCHITECTURAL REVIEW COMMISSION
SPECIAL JOINT MEETING MINUTES
FEBRUARY 26, 2015

The meeting was called to order by Plan Commission Chairperson Mary Loch at 7:00 p.m. Plan Commissioners David Allen, Craig Bromann, Jeff Girling, Phillip Hartweg, Tracy Heming-Littwin, Ray Whalen and Lyn Whiston were present. Plan Commissioners Angela Fanella, Heidi Lannen and James Ozog were excused. Also present were Architectural Review Commission Chairperson James Burdett and Architectural Review Commissioners Pamela Albrecht, Robert Dieter, Timothy Loftus, Mark Senak, Jennifer Thompson and Sharon Wussow. ARC member Iain Dickie was excused. Also present were Plan Commission Trustee Liaison Tim Elliott, ARC Trustee Liaison Jim Burket, Village Planner Michele Stegall and Recording Secretary Barbara Utterback.

Plan Commission Chairperson Loch explained that this meeting will include both the Plan Commission and Architectural Review Commission members who will discuss building height, the promenade and retail at the southeast corner of the proposed 400-424 N. Main Street project.

One pre-application meeting for 400-424 N. Main Street (Main Street Parking Lot, Giesche and St. Petronille Properties) was on the agenda.

PRE-APPLICATION MEETING – 400-424 N. MAIN STREET (MAIN STREET PARKING LOT, GIESCHE AND ST. PETRONILLE PROPERTIES)

PRE-APPLICATION MEETING REGARDING THE POTENTIAL REDEVELOPMENT OF THE MAIN STREET PARKING LOT, GIESCHE AND ST. PETRONILLE PROPERTIES WITH A NEW MIXED USE DEVELOPMENT. THE PROJECT INCLUDES THE CONSTRUCTION OF A NEW 5-STORY BUILDING WITH RETAIL ON THE FIRST FLOOR AND RESIDENTIAL ABOVE. A NEW PARKING STRUCTURE IS ALSO PROPOSED. THE SUBJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF MAIN STREET AND HILLSIDE AVENUE IN THE C5A AND C5B ZONING DISTRICTS.

(The Opus Group)

Staff Presentation

Village Planner Michele Stegall stated that because there are areas that overlap between the Plan Commission and the Architectural Review Commission for the subject 400-424 N. Main Street project, both of commissions have been invited to jointly discuss the proposal. In addition to building height and its relationship to architecture, the promenade and retail at the southeast corner of the proposed project will also be discussed. Ms. Stegall stated that retail is proposed along a good part of the first floor of the building and behind the remainder of the first floor is parking. Therefore, the architectural treatment and options for enlivening this area was discussed at a recent Architectural Review Commission meeting. Ms. Stegall stated that

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-2-

FEBRUARY 26, 2015

there are some significant economic benefits with this project to the Village.

Ms. Stegall stated that the proposed project will be a multi-use building with 7,000 square feet of retail on the first floor which is down from 8,500 square feet which was the square footage approximately one year ago. She stated that the building will be five (5) stories with 125 rental apartment units divided between floors 2 and 5. Ms. Stegall stated there are two options with the parking component being presented and explained that the petitioner would like to submit two formal simultaneous applications (Option A and Option B) for review by the Plan Commission and Architectural Review Commission. Ms. Stegall stated that Option A would include the construction of a parking deck behind the building on the St. Petronille property. With this option, the existing parking and St. Petronille parking will be replaced and there would be a net gain of roughly 188 additional parking spaces. She added that if an agreement cannot be reached between the Village/St. Petronille and the petitioner to proceed with that option, Option B, would include below-ground parking on Main Street, instead of a deck, which would provide a net gain of about four (4) public parking spaces. She added that with that option, the below ground parking garage is not currently proposed to be built out so discussions could be had with the Village Board to build it out further and add some parking back in. Ms. Stegall emphasized that the parking numbers are estimates and will change when the formal plans are developed. She added that typically with a PUD, there is a preliminary review and a final review. She stated that the parking deck is proposed to be reviewed in a combined preliminary/final one-step review process with the building being reviewed using the typical two step review process of the preliminary and final plans. She added that this would allow for the parking deck to be constructed for temporary parking before construction of the building begins.

Ms. Stegall stated that an article in Landmark Illinois magazine and some photos, including one of a promenade/pedestrian way in Wheaton, were distributed to the Commissioners just prior to the meeting.

Petitioner's Presentation

Sean Spellman, Vice President, Opus, Chris Hurst, Architect, and Brian Farquhar of Opus were present on behalf of the subject project.

Mr. Spellman stated that Opus has made a number of concept adjustments since meeting with the Plan Commission approximately one year ago.

Mr. Hurst stated that he planned to review these changes for the Plan Commission and at the same time would point out some recent changes made as a result of the Architectural Review Commission meeting from two weeks prior.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-3-

FEBRUARY 26, 2015

Mr. Hurst displayed a map of the subject site and indicated the different property ownerships. He stated that they will be doing an amalgamation of the Giesche site and the Village site fronting Main Street and that the Village would retain ownership of the property that projects to the west and the church would remain the owner of their site. Mr. Hurst also displayed a master plan and stated they would like to fill in a hole in the urban fabric with the subject project as the downtown needs a gateway as one is entering the downtown from the south. He stated that the building would be stepped back from the corner and that there could be an obelisk that greets people as they enter town and a tower feature that projects out from the building that would basically be a front door—a new cornerstone for Main and Hillside. He indicated the vehicular entry area into the garage and limited residential entrances. Mr. Hurst showed a circulation diagram and stated that there would be a three-level parking deck that will take advantage of the topography of the natural hillside with a ground floor that will raise up to the second level of the project with a ramp to the third level. He added that the church has an easement that runs through the Village parking lot and allows access to Main Street. Mr. Hurst also stated there is a new promenade that will take one from the mid-block of Main to the mid-block of Glenwood and will create more pedestrian access and a more inviting environment to get to the parking deck. He described some ideas for that area that would have a consistent architectural style and would feel like part of the community. He stated that another idea would be to bring lighting into the promenade or have a lighted dining area or other activity to create a more festive European feeling. He also stated that there would be a correlation of the Village Master Plan with what will be done with the promenade which will become a welcome mat for the Village. Mr. Hurst displayed Main Street elevations and stated that character is of utmost importance when developing the elevations of the building. He also stated that some of the ideas of the design of the building are based on an Italianate type of architecture with a 24-50 foot wide retail building with residential units above and a shop below. He added that a rustic flagship type of signage and Italianate cornices will be incorporated into the design so that the design will have depth. He also stated detailing will include bay windows and large stone cladding.

Mr. Hurst displayed the Main Street and Hillside Avenue street elevations and added that they are considering an Italian Renaissance type of entry gateway (portal) that brings one into the downtown from the south. He stated one of the comments from the Architectural Review Commission was asking if the entry could be made more prominent, taller and more ornate with additional cornices so that it has more of a presence. He added that an Italianate building will be located on the corner and the Tudor style would be worked into. He stated that the Architectural Review Commission felt that there is a lack of brick in the Tudors and added that one idea is to introduce brick that comes all the way through the building but still has a more Tudor projection on one building and add another unique building instead of a mirror building. He added that they are looking at enlarging the promenade and adding another access point.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-4-

FEBRUARY 26, 2015

Mr. Hurst indicated the location of and described the main entrance into the building. He stated that the building steps down the hill across the street which allows them to have retail all the way to the corner. He stated that the subject building is a continuous building from Hillside Avenue to the Santa Fe Restaurant; therefore, they cannot step the building down as that creates ADA and corridor issues. He added that the second floor also needs to be flat. He stated that because the Hillside Avenue corner is very important in welcoming people to the downtown, they are considering having double height retail on that corner. He added that although this would require them to eliminate two units in the building, it would create a very dramatic retail space on the corner. He also stated that there could be a 20-foot wide plaza in front of the building that would allow for street furniture or an outdoor seating area for a retailer that would further activate that corner.

Mr. Hurst displayed a drawing of the Hillside Avenue entrance and suggested incorporating a clock in the building so that it would have a turn of the century feel. He stated that additional ideas that will be looked at as they move forward include extending the parapet, having a more ornate design, extending cornices out or turning the corner at a 45-degree angle. He stated that moving west down Hillside Avenue, the building will be a 4-story building and that the ground floor has submerged itself into grade at this elevation. He added that materials facing Main Street could include masonry blocks and brick which are rich materials. He stated that the Tudor material will basically be stucco/wood battens and that the west elevation could be common brick which will be a reflection of the neighborhood as that material is the same as many of the other buildings in the area. He also stated that the windows will have large frames which will provide an arts and crafts feel. Mr. Hurst said that the roof for the Tudor sections will be slate. Mr. Hurst stated that the subject building is in scale with the other surrounding buildings and matches the scale and character of Hillside Avenue. He also stated the subject building is similar to the buildings across the street once the roofs are factored in. He added that the pitches of the buildings across the street are not unlike the subject building and they are trying to incorporate some of those ideas into the subject building's elevation. He also stated that the 12-foot 1-inch elevation variance that they are requesting will be used to try to articulate the façade to where it becomes more of a piece of architecture that looks like a collection of buildings. He added that there will be five unique elevations on the site and that seven elevations are located across the street. He added that more elevations on the subject site would be out of character and less elevations than across the street would be more natural.

Mr. Hurst displayed slides that were presented to the Plan Commission approximately one year ago and drawings that have evolved to today. He stated that they are now incorporating the church site into their project and that 10 feet has been removed from the north side of their building and the access has been brought through there to get back to the parking structure. He stated that the Architectural Review Commission had requested that the promenade be widened to 15 feet although some parking would need to be removed to accomplish this.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-5-

FEBRUARY 26, 2015

He stated that, with Option A, 85 Village parking spaces would be replaced on the ground floor. He stated that the Architectural Review Commission wondered if it really mattered if some parking spaces were lost if a large parking deck is being built to the west. Mr. Hurst emphasized that they want to see storefronts and people walking down the street—not parking—on Main Street. He added that their building has gone to great lengths to hide the parking and that the parking is not inconvenient at all. He also stated that they would like to have more amenities in their building that would be visible to the public for interaction. He also stated that they are looking at incorporating a lounge and a business center that have a retail appearance in the ground floor space between the lobby and the retail space on the corner.

Mr. Hurst stated that they would like to have as many of their residents as possible park on site and added that 69 resident parking spaces would be located in the basement. He displayed the second level where more residential parking would be located.

Mr. Hurst stated that the subject building is a typical Chicago courtyard building and he described the various portions of the building and site.

Responses to Questions from the Plan Commission and Architectural Review Commission

Architectural Review Commissioner Senak asked why the 5-story design was picked. Mr. Hurst responded that having 5 stories would make the project viable. Architectural Review Commissioner Senak asked the petitioner if they could preserve the number of units and the financial balance with a 4-story project, and Mr. Hurst replied that they would need more land. Mr. Spellman stated that parking has been the driving factor for how project has developed. Mr. Spellman verified for Architectural Review Commissioner Senak that the parking deck was not part of the equation when the project was originally begun. Mr. Spellman also verified that the number of parking spaces will be increased by 188 spaces now that the parking deck is a viable component if changes are made as recommended. Mr. Spellman clarified for Plan Commission Chairperson Loch that if the parking deck moves forward, that would suffice for the parking. He stated that if that plan did not move forward, the basement option would be viable. Plan Commissioner Heming-Littwin asked if 20 public parking spaces would be lost if they do not go with the parking deck and added the suggested retail at the corner and the petitioners stated yes and verified that the number of public parking spaces would go from the existing 85 spaces to 65 spaces. Architectural Review Commissioner Senak stated if the current footprint was kept, the height of the building would be lowered but some parking would be given up in the process. Mr. Spellman responded that units would also be given up. Architectural Review Commissioner Senak responded that if the petitioner was willing to trade

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-6-

FEBRUARY 26, 2015

the parking at the back side of the building for more units, the parking could be replaced with the units and the size of the building could be lowered or the building could be extended down Hillside Avenue which would involve acquiring more land on Hillside Avenue. He added that either option would lower the height of the building, preserve the number of units and comply with the financial model. Mr. Spellman responded that the Hillside Avenue option is not viable because there is a cost to acquire land and the top floor has more units and is more efficient than other floors in the building. Mr. Spellman responded to Architectural Review Commissioner Senak that the top floor would be the most efficient whether it was the fifth floor, fourth floor, etc. Mr. Hurst pointed out that taking parking out would not necessarily provide more units as removing parking would not create more units as they would need to stay within a certain width for the legs of the building to extend out and that legs cannot be made wider to add units or turn the corner again because another elbow would be created. Architectural Review Commissioner Senak stated that because there is opposition by residents to the size of the building, one of the ways to comply with the financial model while dropping the height of the building would be to add more land and extend the building down Hillside Avenue or extend the building to the west and eliminate the 27 parking spaces behind the existing building on Hillside Avenue. Mr. Spellman responded that they could not go west due to the property line and being landlocked and that making the project smaller by one floor would not be economically viable for the petitioner. Architectural Review Commissioner Dieter added that many people in the Village feel that the proposed height of the building is inconsistent with the openness of the Village. He stated that what is being heard is that the unit number is more economically driven rather than demographically driven due to the design and height of the building which is inconsistent with the Village.

Plan Commission Chairperson Loch requested that the Plan Commissioners be allowed to ask questions as they had not had a chance to do so since approximately one year ago at which time they were supportive of the project. She added that some of the Plan Commissioners have come on board recently and this is the first time they are seeing the project.

Plan Commissioner Whiston stated that his biggest concern is the west side view of the building which he feels has not had the same attention as the south and east sides of the building and looks like a parking garage or a factory. Mr. Spellman stated that the west side concept is more visually for St. Petronille's to view and added that more architectural significance could be added in the future.

Plan Commission Chairperson Loch asked that the Plan Commission comment on the widening of the promenade and the inclusion of retail on the southeast corner as it relates to the loss of parking.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-7-

FEBRUARY 26, 2015

Commissioner Allen asked about two spaces on the plan, and Mr. Hurst clarified that the “red” area is additional retail space and the “green” area is an amenity or residence. Mr. Hurst responded that the retail space on the corner comprises approximately 2,000 square feet and the amenity/residence space has an area of approximately 1,200 square feet. Mr. Hurst also showed Plan Commissioner Allen how far to the west the two-story retail space would extend. Mr. Hurst responded to Plan Commission Chairperson Loch that the corner retail would be in addition to the other retail on the site. Mr. Hurst responded to Architectural Review Commissioner Wussow that the two-story retail area will be approximately 20 feet in height. Mr. Spellman also confirmed for Architectural Review Commissioner Wussow that the floor inside the retail establishment will be at the level of the existing sidewalk and will actually be 1-1/2 stories. Architectural Review Commissioner Wussow asked if there is a possibility of having both a parking deck and below grade parking in the Main Street building, and Mr. Spellman replied yes. Architectural Review Commissioner Wussow also asked if parking could be added by locating it on a parking deck and below grade and if it would be feasible to bring the height of the building down one level where the basement was all parking, the first level was parking and retail, the second floor was parking and single-loaded residences and the third and fourth floors were all residences. Mr. Spellman responded that the building could be pushed down one floor, however, approximately 18 units would be lost. Mr. Spellman responded to Architectural Review Commissioner Wussow that he could review this plan and get back to staff but added that he felt this would be a challenge because losing 18 units would be difficult. He also added that there is a significant amount of common area space required by residents which is non-income producing.

Mr. Hurst responded to Plan Commissioner Allen that the potential extension of the corner tower feature was an idea that came from the Architectural Review Commission and has not yet been explored. Mr. Spellman added that due to the grade change across the site, the majority of the development is four stories instead of five stories. Ms. Stegall responded to Plan Commissioner Girling that the only deviation being requested by the petitioner is for height at 12 feet 1 inch in lieu of 8+ feet last year. Ms. Stegall added that the numbers shown in the Staff Report distributed to the Plan Commissioners are more accurate and the increase was more due to how the code measures height which is from the average existing grade. She noted that the 4 points that the height is measured from changed with the addition of the St. Petronille property, but that from ground level, the height is about the same as what was seen before. Ms. Stegall clarified for Plan Commissioner Heming-Littwin that the height being discussed does not include the mechanicals.

Plan Commissioner Girling asked the petitioner to prepare an image with photographs taken looking straight north and straight south down Main Street and to superimpose a building of the proposed height on the photos with a 20-foot setback. The petitioner agreed to do so. Plan Commissioner Hartweg suggested that the Santa Fe Restaurant add more windows to their

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-8-

FEBRUARY 26, 2015

building and/or a door on the south side of their building, to allow access to the promenade and the petitioner was very supportive of that suggestion. Mr. Spellman added that the grades at the subject site and Santa Fe will be brought together.

Architectural Review Commissioner Loftus stated that one of the comments from the ARC was that the three buildings were near the same height and very long, however, there are multiple heights across the street. Architectural Review Commissioner Dieter stated that the Architectural Review Commission discussed the loss of natural light coming into the region due to a tunnel effect and it was suggested that the Village have a consultant review the amount of natural light that could be lost with the project. Plan Commission Chairperson Loch asked if the petitioner had thought about stepping pieces of the building back as the building would be more than 55 feet tall, and Mr. Hurst stated that there would be a loss of square footage and that stepping the building back 15 feet did not work structurally for the building and the type of construction that will be done. He stated that they previously had talked about and will study adding a sloped façade to make it feel more like a sloped roof with dormers and make it appear to be four stories with dormers. Architectural Review Commission Chairperson Burdett stated that the petitioner has been very responsive to the design comments, however, the height of the building is a stumbling block. He requested that the petitioner provide a drawing where the height of the building is lowered.

Architectural Review Commissioner Loftus asked about changing the Hillside corner from Italian Renaissance to Italianate, and Mr. Hurst replied that he would consider putting the Italianate architecture rather than the Italian Renaissance on the corner building. Architectural Review Commissioner Wussow suggested making the corner element more prominent without having it be overly tall by giving it a very strong cornice or architectural features. She added that she did not feel that height is the only way to have it be significant and that it could be eye-catching with the features of the architecture. Architecture Review Commission Chairperson Burdett also felt that the 45-degree angle should be explored for clipping the corner and felt it would be consistent with the Italianate style. Architectural Review Commissioner Senak asked what the length of the Italianate façade is on the current plan, and Mr. Hurst replied 50 feet. Architectural Review Commissioner Senak also asked how many apartments there are in that section, and Mr. Hurst replied there are two per floor in that façade. Architectural Review Commissioner Wussow viewed a promenade in Wheaton and stated that a 15-foot wide promenade is the minimum size that she would like to see for that space. After some discussion, Mr. Hurst stated that they could build the project in 3-D, and Architectural Review Commissioner Wussow stated she would appreciate a 3-D model or a video of the project. Mr. Spellman responded that a video would not work because there is work that is not yet completed.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-9-

FEBRUARY 26, 2015

Mr. Hurst indicated that a recessed walkway would be proposed with the upper floors of the building projecting 5-feet into the 15-foot wide promenade which would allow people to walk under cover versus out in the rain from the parking structure to the promenade. Mr. Hurst also stated that perhaps planter boxes above with vines hanging down and lights could be used. He also felt perhaps another ceiling could be created in conjunction with the Santa Fe restaurant. Architectural Review Commissioner Wussow stated that the 10-foot expanse this would cross is 2-1/2 sidewalks wide which is very narrow. Mr. Spellman added that no one will spend a lot of time on the promenade, however, it will be a good space to showcase some artwork and must be well lit and safe. Mr. Spellman stated they will look at pulling the upper floors back at least five feet.

Plan Commission Chairperson Loch asked for comments from the Plan Commission regarding the project and particularly the height. Plan Commissioner Allen stated he was curious what the corner might look like from a height perspective and what the height might be. He stated he has been more focused on the parking allotments. He also stated that he prefers Option A. Plan Commissioner Whalen stated he was okay with the height. He also stated that massing is critical and the petitioner is continuing to work on that. He felt that the promenade is a good idea and really liked the corner retail space with the tower feature which he feels is a key feature. Plan Commissioner Girling was supportive of the height and stated he likes the retail at the corner. He added that if the corner tower poses any more height concerns, he would prefer not to see anything there. Plan Commissioner Heming-Littwin appreciated the parking changes made by the petitioner from a year ago. She stated she was okay with the height due to the grade of the property. She liked having retail on the corner and doing something unique there. She also stated that she liked the promenade and stated she has seen smaller promenades that are cozy that people become used to. Plan Commissioner Bromann stated he was not totally comfortable with the height. He stated that the angle design will help make it more aesthetic and added that he does like the promenade. Plan Commissioner Hartweg stated there are two things going against the petitioner with the height—that the plan is all being done at one time, therefore, it is changing and that the space is open and that is being changed. He stated the petitioner has done and continues to do a good job addressing all the problems with the project. He stated that the idea of having double spaces on the corner is very good and having prime space for retailers has been talked about for the past 10-12 years. He added that the height is on the borderline but he saw no problem with adjusting to the height. He stated he is in favor of the subject project. Plan Commissioner Whiston acknowledged the work the developer has done in response to conversations one year ago—in particular, to vary both the height and the styles of both the south and east facades which is a real improvement. He stated that overall he would accept the height but had difficulty visualizing the promenade. He stated that having the corner retail with the two-floor aspect is an excellent idea. He added that overall he is in favor of the project. Plan Commission Chairperson Loch applauded St.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-10-

FEBRUARY 26, 2015

Petronille's for stepping in and working with Opus to come up with an improved parking solution over what was looked at last year. She stated that she feels Option A is great. She also applauded the ARC's recommendations, including the retail space in the southeast corner of Main and Hillside, the widening of the promenade and all of the architectural features that were asked to be included. She added that the height needs to be made visually less bulky but was okay with the height assuming that additional improvements and details will be made and that it doesn't look as towering as it could. She stated that although the other areas appear to be four stories, the north half of the building looks like five stories and would appreciate it if that could be minimized even more.

Ms. Stegall stated that at the previous Plan Commission meeting regarding this project, a majority of the Plan Commissioners felt that five stories was fine but they wanted to see some setbacks on the upper floor or for the building to be dropped down in different places. She stated that she is now hearing that the Plan Commission no longer believes this is necessary in light of some of the changes requested by the Architectural Review Commission and asked the Plan Commission to confirm if this was the case. Architectural Review Commission Chairperson Burdett stated that the petitioner was discussing reducing the apparent height but not talking about setbacks on the upper floors. Plan Commissioner Girling stated that it was his perception that the Architectural Review Commission suggested breaking up the front using the different roof line which is why he is supportive of the project now. Mr. Spellman stated that they are investigating losing some parking stalls in an effort to increase the promenade and retail. He added that they have been discussing the temporary parking situation during construction with retailers and hope to break ground this fall with approval of the parking deck and beginning construction of the building in spring of 2016.

Architectural Review Commissioner Wussow stated that the developer has talked about making the three Tudor buildings on Main Street have different presentations so they do not look like copies of each other. She stated that more variety while staying within the building styles will make it look like old buildings developed over time. She also stated that she would like to see the tower developed by architectural features rather than height and added that she especially liked the clock which should remain in the Italianate style. She also was in favor of taking the Italianate architecture to the corner property because it much more reflects the style in Glen Ellyn than the Italian Renaissance. She was very supportive of the increase of the first floor retail especially if it continues around Hillside Avenue for the entire width of the first of the building and stated she likes the section for the building amenity. She stated that she would encourage the developer in their proposal to vary the frontage of the building so that it is not all exactly at the line of the lot. She stated that she is very concerned that if every building is exactly all lined up, it will appear to be numerous facades pasted onto a box. She stated that setting back a building even a foot will greatly increase the appearance that these buildings

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-11-

FEBRUARY 26, 2015

were built over a period of years and will break up some mass of the building. She also encouraged the developer to rethink who they are targeting as renters.

Architectural Review Commissioner Dieter stated that increasing the retail space is very important in the downtown area. He recommended increasing space at the promenade as the promenade is very important to the structure. He added that a lot of attention needs to be given to the walkway for egress into a parking structure as it will be part of the downtown. He also felt that the architectural appearance at the back of the garage needs to be enhanced. He also felt that the height needs to be reduced due to the sheer mass of the building.

Architectural Review Commissioner Loftus appreciated that the petitioner took into consideration the ARC's request for retail space. He also recommended that the façade could be dressed up which would make a nice transition from Glenwood to Main Street and stated quality architecture is very important to the Village. He did not feel that the length of the building fits in the downtown.

Architectural Review Commissioner Thompson was pleased that the petitioner was open to putting retail on the corner space. She stated that she became supportive of the height of the building when the amenities were brought forward. She felt that the promenade was a great opportunity area but felt that the design should be detailed

Architectural Review Commissioner Senak felt that the progress for the project has been positive and in keeping with the historic character of Glen Ellyn. He appreciated the slate expression on the roof, the double height retail and the staggering of the retail space across the front of the building. He also appreciated the retail that extends around the corner of the building as it will increase activity in that area, benefit the retailers across the street and provides a long-term sales tax base for the Village. He also felt that the promenade should be developed more or eliminated with new businesses located there that can grow into larger spaces in the Village. He stated that if the promenade is to be kept in its smaller space, it should be eliminated and the height of the building should be lowered. He also felt that extending the development up Hillside Avenue should also be looked into. He stated that he would accept the height of the building but feels there are alternatives available.

Architectural Review Commissioner Albrecht liked the retail space ideas and the direction that the petitioner is going. She stated that by softening the massing of the building, perhaps some of the massing, articulation and roof lines will get the petitioner's attention. She stated that the building is very large and the promenade seems tiny.

Architectural Review Commission Chairperson Burdett stated that the retail is great and the 15-foot promenade is adequate. He stated he will wait until he sees the update rendering regarding the building height.

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-12-

FEBRUARY 26, 2015

Comments from the Public

Mike Formento, Executive Director of the Chamber of Commerce, 65 Exmoor, Glen Ellyn, Illinois stated that he is delighted to see increased retail as was brought up one year ago. He felt that a traffic study needs to be done to determine the impact of traffic brought on by the new building. He stated that internal safety is a major issue from a pedestrian versus vehicle standpoint within the building and he stated we don't want to see traffic move away from the downtown because of entrances and exits. He also agreed with a Commissioner that a hard look should be taken at the air and light issue and that the Plan Commission should determine if they will move forward with Option A as the gain of four parking spaces in Option B is unacceptable in his view. He stated that he wanted to be assured that public parking will be increased.

Genelle Scheurell, 454 Hill Avenue, Glen Ellyn, Illinois asked what about the retail square footage of the Giesche Shoes building and the proposed new building. Ms. Stegall responded that the Giesche space has 12,000 square feet and the new building will have 8,500-9,000 square feet. Ms. Scheurell added that the height of the proposed building is overwhelming and will have a negative effect on the character of the downtown. She stated there is a development in Hinsdale that is smaller in size and she would prefer a smaller development in Glen Ellyn.

Al Phelan, 684 Highland Avenue, Glen Ellyn, Illinois stated that he was on the St. Pet's committee that worked with Opus. He reminded everyone that 525 children are dropped off at St. Petronille's school in the morning and picked up in the afternoon and stated that the original option will not work. He therefore recommended the option where the parking is incorporated all in one.

Kathy Cornell, 678 Forest Avenue, Glen Ellyn, Illinois stated that her biggest concern regarding the project is the height. She added that the mass is a problem but could be acceptable with acceptable setbacks and varying roof heights. She stated that she appreciated the two Commissions working together at this meeting.

Ken Kloss, 350 Ridgewood, Glen Ellyn, Illinois presented a document that he presented to the Village Board last week.

Comments from the Plan Commission

Plan Commissioner Bromann requested a traffic study, which Mr. Spellman responded they will provide. Plan Commissioner Heming-Littwin stated she would have a problem if the parking deck is not installed due to losing parking spaces. Plan Commissioner Allen stated that one of the elevations of the parking deck had parking in the basement, however, in the staff report,

PLAN COMMISSION/
ARCHITECTURAL REVIEW COMMISSION

-13-

FEBRUARY 26, 2015

most of that parking was eliminated and moved to other floors. Mr. Hurst stated that if one doesn't have a basement, the unit renters' parking spaces will be located in the public deck. Mr. Hurst verified for Plan Commissioner Allen that Option A is no basement. Mr. Spellman responded to Plan Commissioner Allen that the number of parking spaces available for Option A would be 65-70% for one-bedroom units and that 20% of the units will not have cars. Plan Commissioner Heming-Littwin stated that there is no grocery store in town and therefore more parking spaces would be needed as people will need to drive to the store. Plan Commissioner Allen stated that using a 1.5 metric for parking spaces would be in line with a precedent previously set and would be approximately 43 spaces more than the petitioner is at now. Ms. Stegall stated she looked at for Glenstone and Crescent Station condominium buildings and 80% to 90% of the units in those developments were two bedroom units.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Allen, to adjourn the meeting at 10:00 p.m.

Trustee Report

No Trustee Report was given.

Chairperson's Report

No Chairperson Report was given.

Staff Report

No Staff Report was given.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Allen, to adjourn the meeting at 10:00 p.m. The motion carried unanimously by voice vote.

Prepared by:
Barbara Utterback
Recording Secretary

Reviewed by:
Michele Stegall
Village Planner



May 8, 2015

Mr. Mark Franz
Village Manager
Ms. Staci Hulseberg
Director, Planning and Development
Ms. Michele Stegall
Village Planner

Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

**RE: Opus Mixed-Use Development
400 N. Main Street, Glen Ellyn, IL**

Dear Mark, Staci and Michele:

This letter outlines the general terms and concepts upon which Opus ("Developer") shall proceed with The Village of Glen Ellyn for control of the property described in Paragraph 1 below ("Property") and ultimately development of a state-of-the-art mixed use project in downtown Glen Ellyn:

1. **The Property:** The Property shall consist of the East Village Main Street Parking Lot and the existing Giesche Shoe Store at 400 N Main Street.
2. **Proposed Development:** Opus intends to develop approximately 110 units and approximately 8,500 SF of retail space on the Property, as currently depicted in the most recent plans. Final unit count and retail SF are subject to final approvals.
3. **Home Mix:** The development currently contemplates the following unit mix:
 - 1-BR – 66 units (60%)
 - 2-BR – 35 units (32%)
 - 3-BR – 9 units (8%)

**Please note that final unit count is subject to final design and approvals.*

4. **Parking:** Opus shall undertake financial responsibility to a) provide the Village of Glen Ellyn with approximately 73 parking spaces on the East Village Lot, within the Opus Development, per the revised concept plans and b) to provide parking at a ratio of approximately 1.28 spaces per home for the residential component of the development. Opus shall make a one-time payment for a predetermined number of parking spaces in Village/Church Shared Parking Facility to satisfy this commitment, with the cost being the average cost per space in the Village/Church Shared Parking Facility. Per the most recent concept plans, the number of parking spaces currently anticipated to be required by Opus is 50 spaces. Opus shall have no on-going responsibility for maintenance fees, etc., for the Village/Church Shared Parking Facility into perpetuity and, conversely, the Village of Glen Ellyn shall have no ongoing responsibility for maintenance fees, etc., for the Opus Parking Facility into perpetuity.



In connection with, but separate and apart from the Proposed Development, the Village of Glen Ellyn and St. Petronille Catholic Church desire to have the West Village Site and the Church Site developed for shared parking purposes. The site shall be a three-story facility, as designed in the current concept plans. The Village of Glen Ellyn and St. Petronille Catholic Church shall reach a separate agreement in this regard, in the form of a long term ground lease (99+ years), to which Opus shall not be a party, but shall cooperate as provided in a 3-way Reciprocal Easement Agreement ("REA"). Access and easements shall be granted to all parties as outlined in the REA. The current concept yields the following allocation of parking spaces:

	Resident Parking Spaces	Shared Public/Church Parking Spaces
Opus 400 N Main Development	91	73
Village/Church Parking Facility	50	343
Total:	141 (1.28 spaces per unit)	416 spaces

5. **Incentives:** Per the current concept plan, Opus anticipates the following Variances/Incentives:

a. **Height Variance.**

Based on design feedback from the Planning Commission and Architectural Review Committee, Opus anticipates height variances as follows:

- i. 8'11" to the top of the parapet – initial Opus request;
- ii. 12'1" to mechanical screen/elevator overrun – not visible from the street;
- iii. 16'1" to the top of the Clock Tower element on the corner of Main St. and Glenwood Ave. – design of this corner element is a result of feedback solicited from ARC and Planning Commission.

b. **Contribution of Land.**

The Village of Glen Ellyn shall agree to contribute the East Village Site to the development, subject to Opus providing the Village of Glen Ellyn with 73 Main Street parking stalls currently located on the site.

c. **Environmental Assessment.**

- i. Opus shall contract for the performance of environmental assessment investigations and reports with respect to the East Village Site and the Giesche Site. Opus shall fund the environmental assessment costs. In the event that the Village of Glen Ellyn does not, or is not able to, i) provide Formal Village Approval, ii) convey the East Village Site, iii) grant the easement with respect to the West Village Site, or provide any of the other requested incentives, then the Village shall reimburse Opus for 50% of the Environmental Assessment Costs, up to a maximum reimbursement of \$50,000.00.
- ii. The Village of Glen Ellyn shall fund all environmental assessment costs associated with the West Village Parking Lot and St. Petronille Catholic Church parking lot.

d. **Environmental Remediation.**

- i. Subject to the results of the Phase I and Phase II Environmental Assessments, and subject to a Corrective Action Plan Analysis, the Village of Glen Ellyn shall fund all costs and expenses for required environmental remediation, up to a maximum amount of \$200,000.



- ii. The Village of Glen Ellyn shall be responsible for funding any necessary environmental remediation of the St. Petronille Catholic Church site.
6. **Construction of the Proposed Village/Church Shared Parking Facility:** The Village of Glen Ellyn shall fund in entirety the costs and expenses for the design and construction of the Proposed Village/Church Shared Parking Facility, but for any residential parking that shall be located in the Village/Church Shared Parking Facility, for which Opus shall make a one-time payment for its proportionate share. Opus shall contract for said design and construction under a guaranteed price and provide a payment bond and performance bond.
7. **Incorporation of Church Site:** The Village of Glen Ellyn shall agree to enter into a 99-year ground lease with St. Petronille Catholic Church, and shall use its best good faith efforts to cause the Church to enter into the Lease and the REA, at no cost or charge to Opus. The Village of Glen Ellyn and St. Petronille Catholic Church shall be responsible for negotiating the location of any and all allocated parking spaces desired by either party is said parking facility.
8. **Modification of Parking Rights:** Should the parking stalls occupied by Opus, within the Village/Church Shared Parking Facility, at any time become permanently unavailable to Opus, Opus reserves the right to recapture said number of parking stalls on the Main Level of the Parking Garage within the Opus Development (currently public parking).
9. **Impact Fees:** The Village of Glen Ellyn shall use its best efforts, and aid Opus in good faith, to negotiate and minimize the Impact Fees as currently set forth in the Impact Fee Schedule.
10. **Pedestrian Walkway:** The final plans shall incorporate a pedestrian walkway/promenade from Glenwood Avenue to Main Street, at a contemplated width of 20 feet.

We look forward to continuing to collaboratively work with you on this exciting project and appreciate your hard work to date. We are excited to take the next steps with the Village of Glen Ellyn and move forward to PUD submittal.

Sincerely,

OPUS DEVELOPMENT COMPANY, L.L.C.

A handwritten signature in blue ink, appearing to read "Bryan Farquhar".

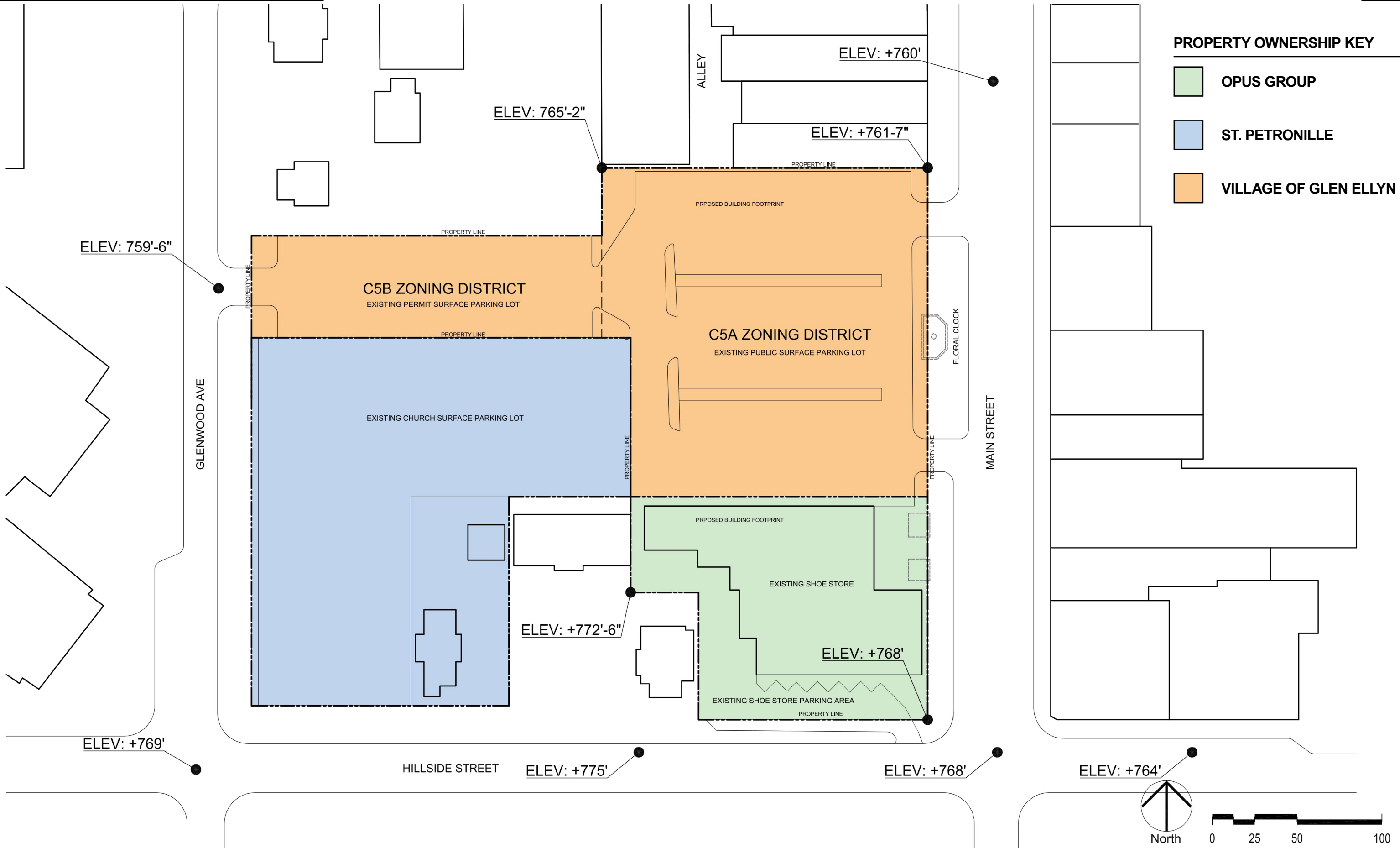
Bryan Farquhar
Real Estate Manager

A handwritten signature in blue ink, appearing to read "Sean T. Spellman".

Sean T. Spellman
Vice President and General Manager

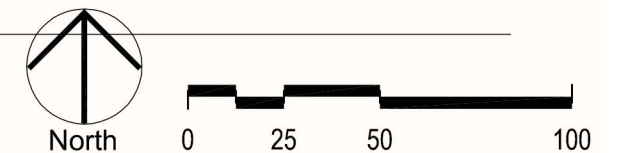
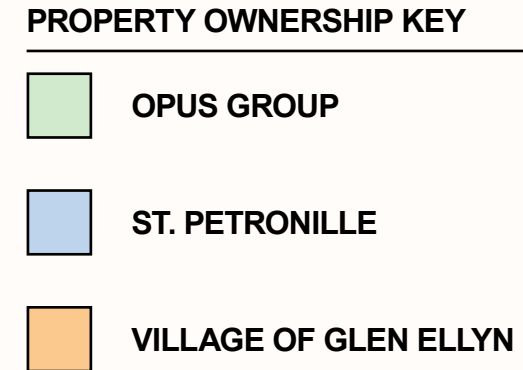


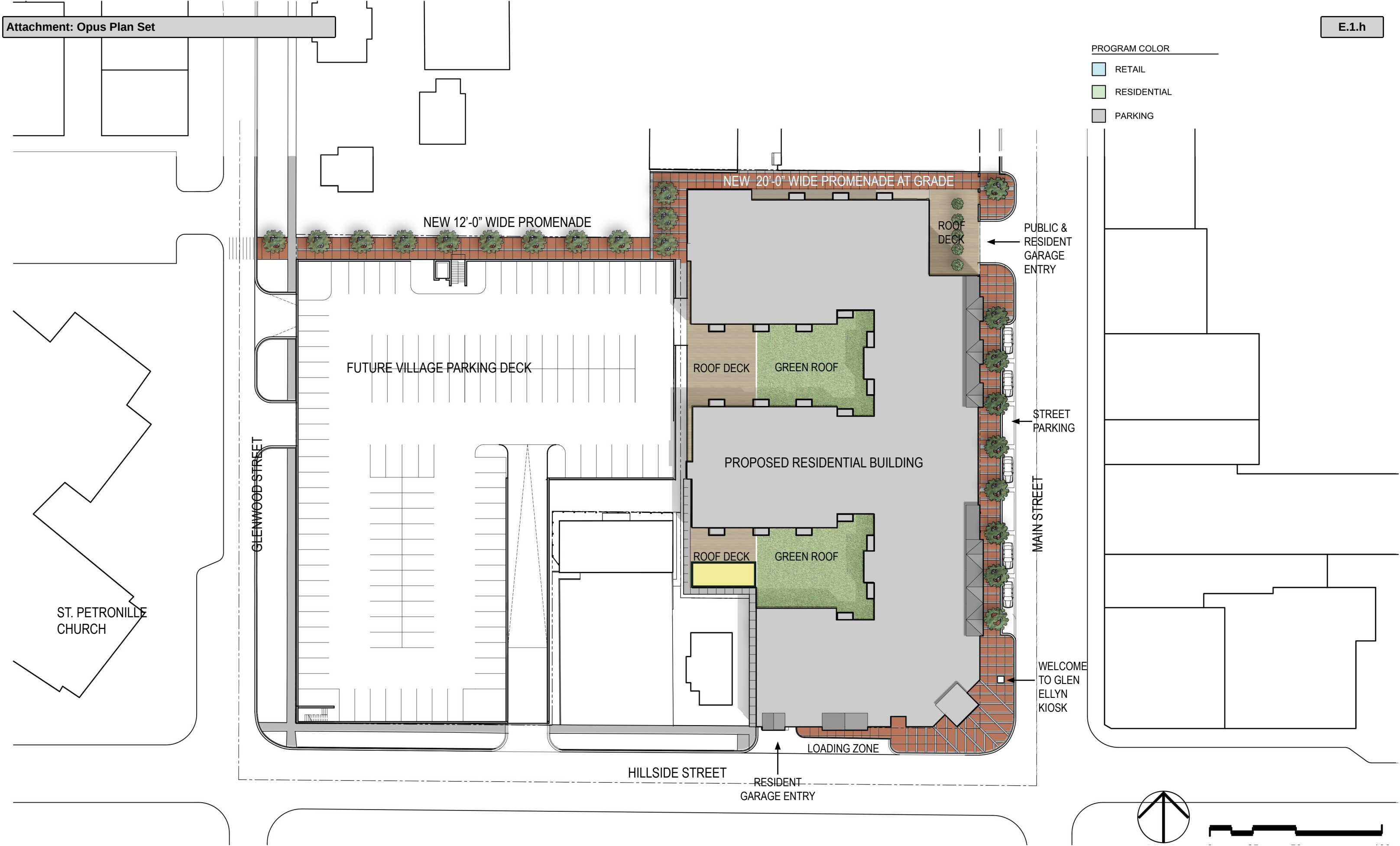
Residences of Glen Ellyn

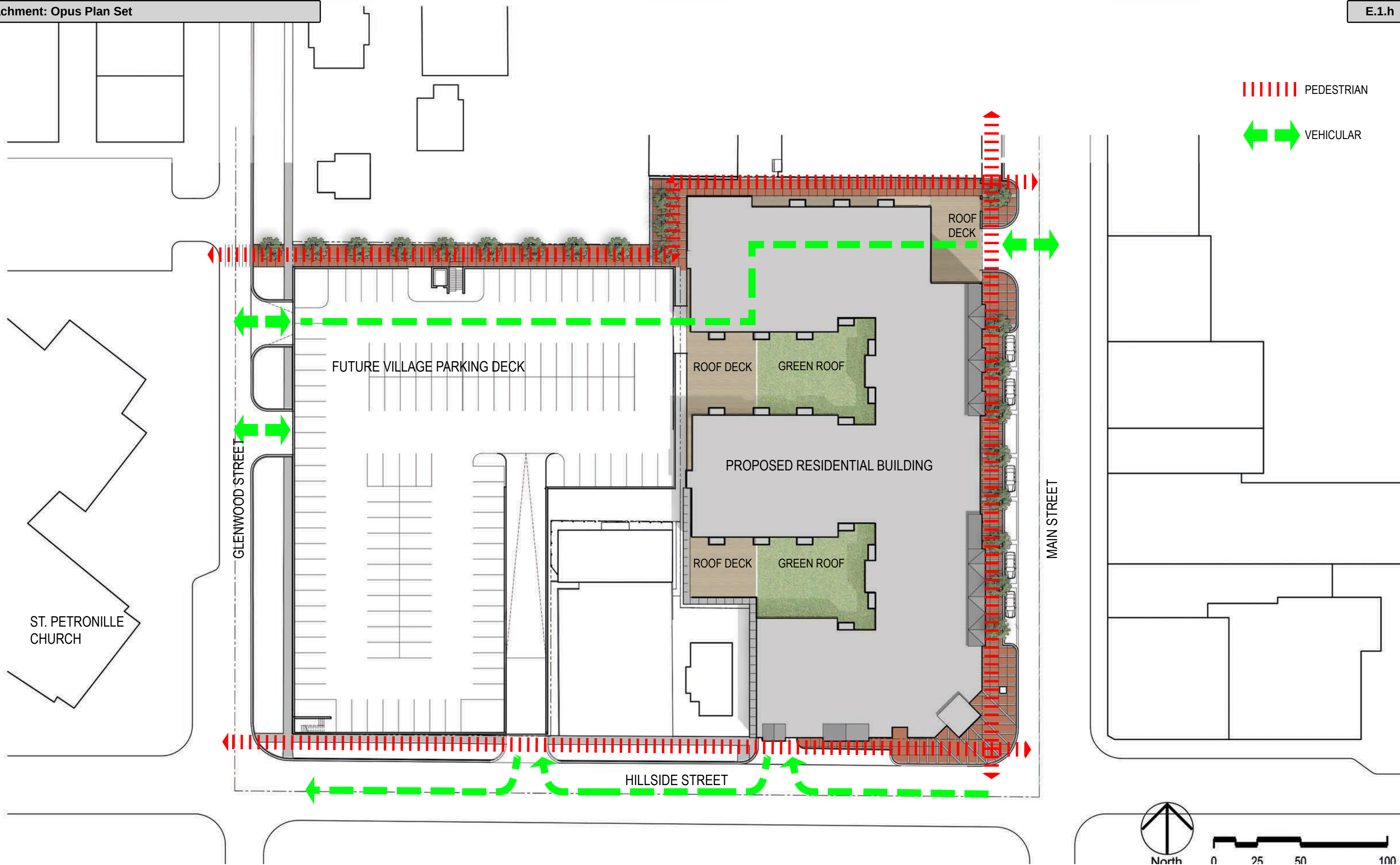


PROPERTY OWNERSHIP KEY

- OPUS GROUP
- ST. PETRONILLE
- VILLAGE OF GLEN ELLYN









Section 03 Streetscape Plan Recommendations

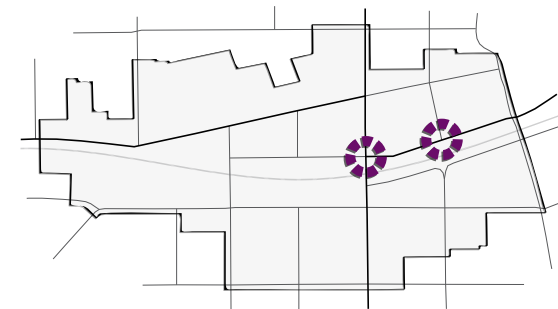
KEY INTERSECTION A

(Main & Crescent; Forest & Crescent)

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

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

34



Streetscape & Parking Analysis // Village of Glen Ellyn

LANDSCAPE PLAN AND PARKING STUDY



PROPOSED SITE PLAN







MAIN STREET ELEVATION

MATERIALS LIST

- | | |
|-----------------------------|-----------------------------|
| 1. BRICK | 5. WOOD |
| 2. COMPOSITE SLATE ROOF | 6. PREFINISHED METAL PANELS |
| 3. MASONRY / CULTURED STONE | 7. FIBER CEMENT BOARD |
| 4. STUCCO | 8.FABRIC AWNING |



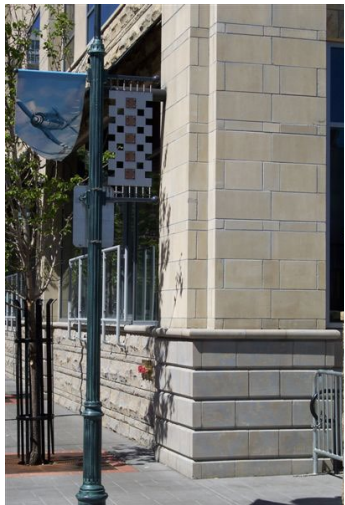
HILLSIDE STREET ELEVATION



PROMENADE ELEVATION

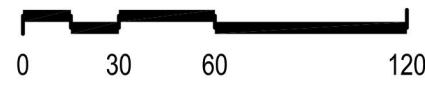
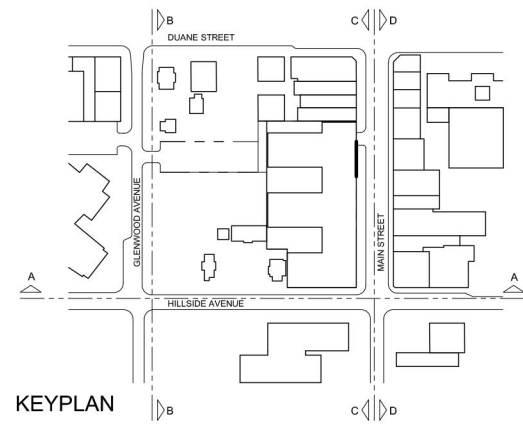
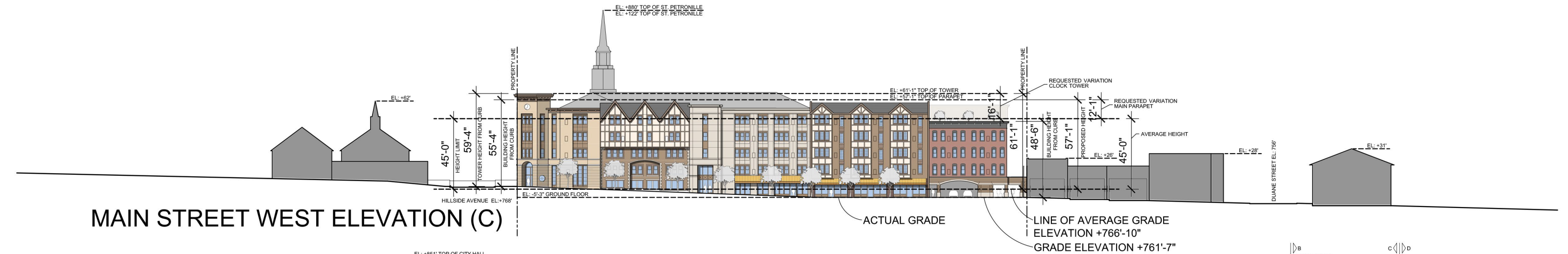
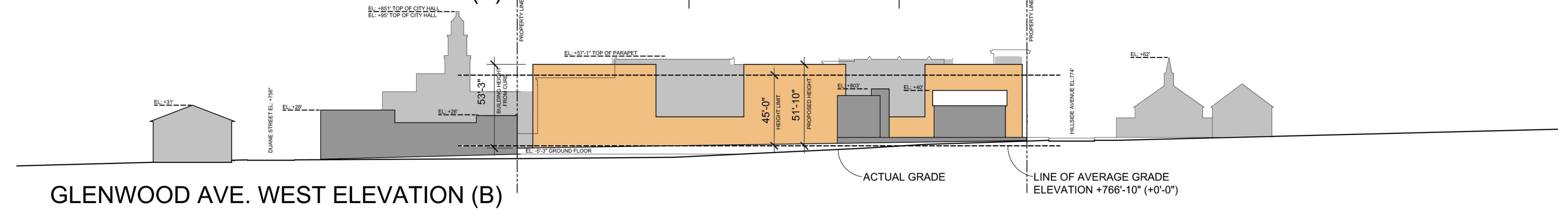


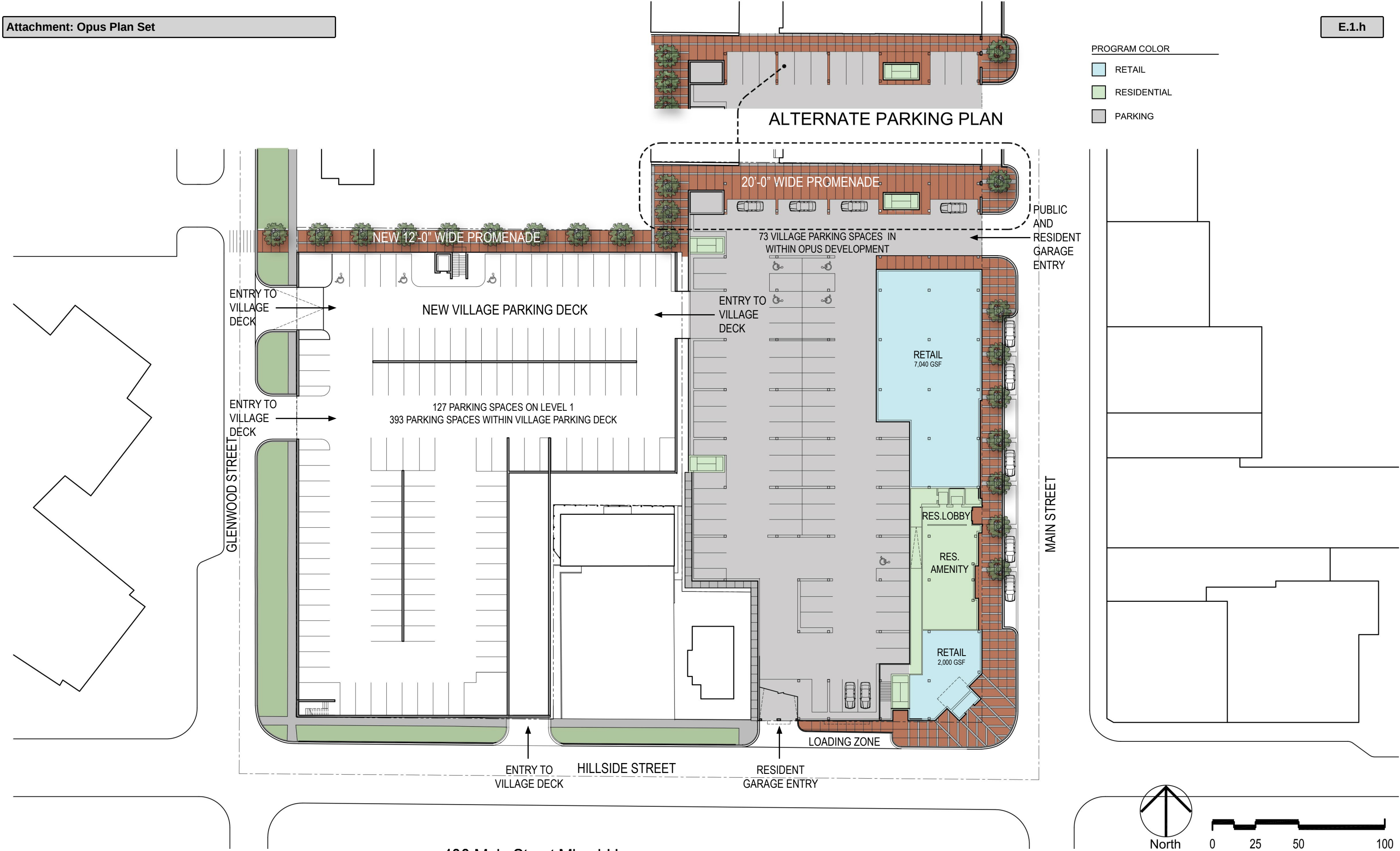
MASONRY - BRICK AND CULTURED STONE

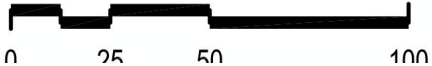
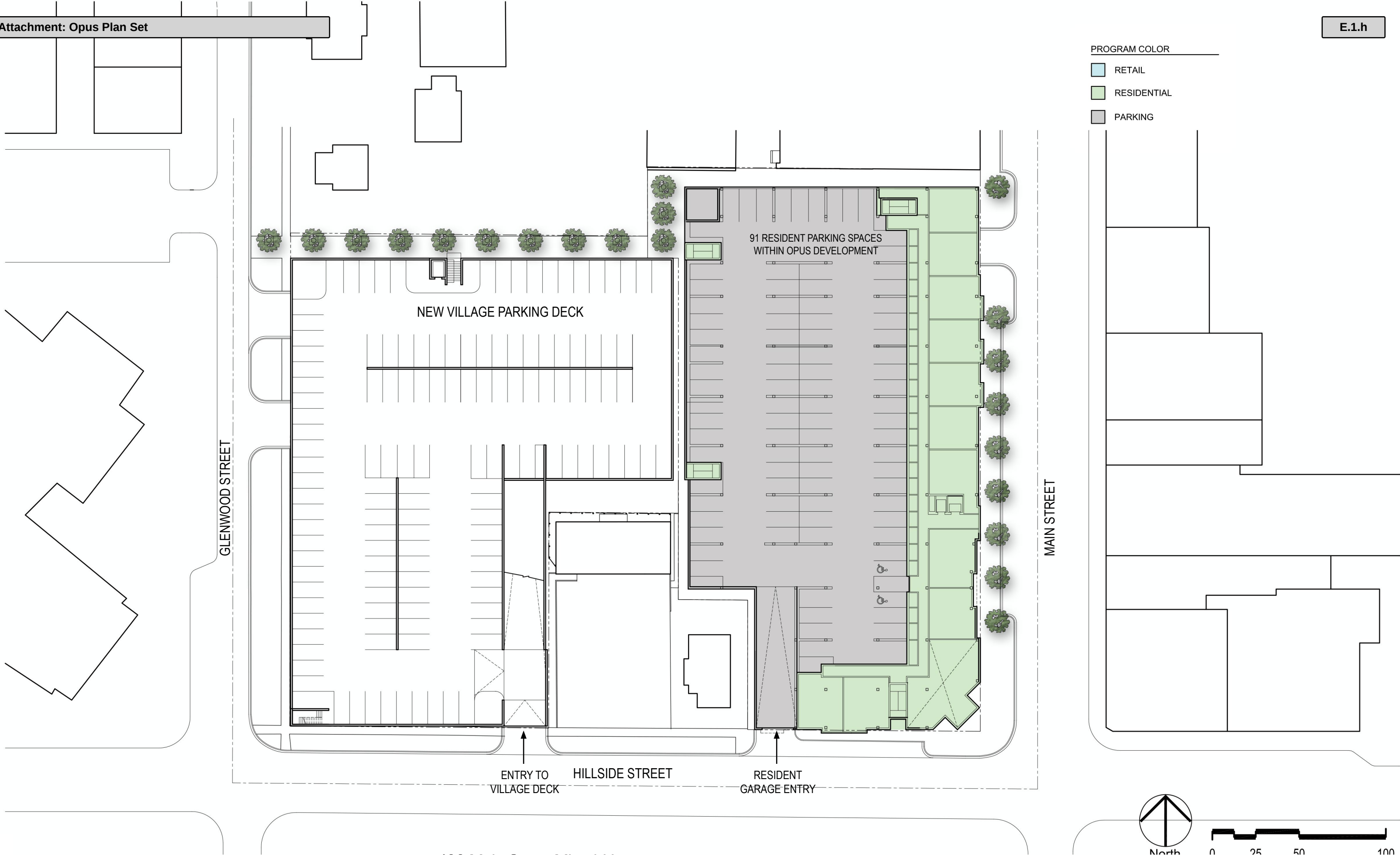




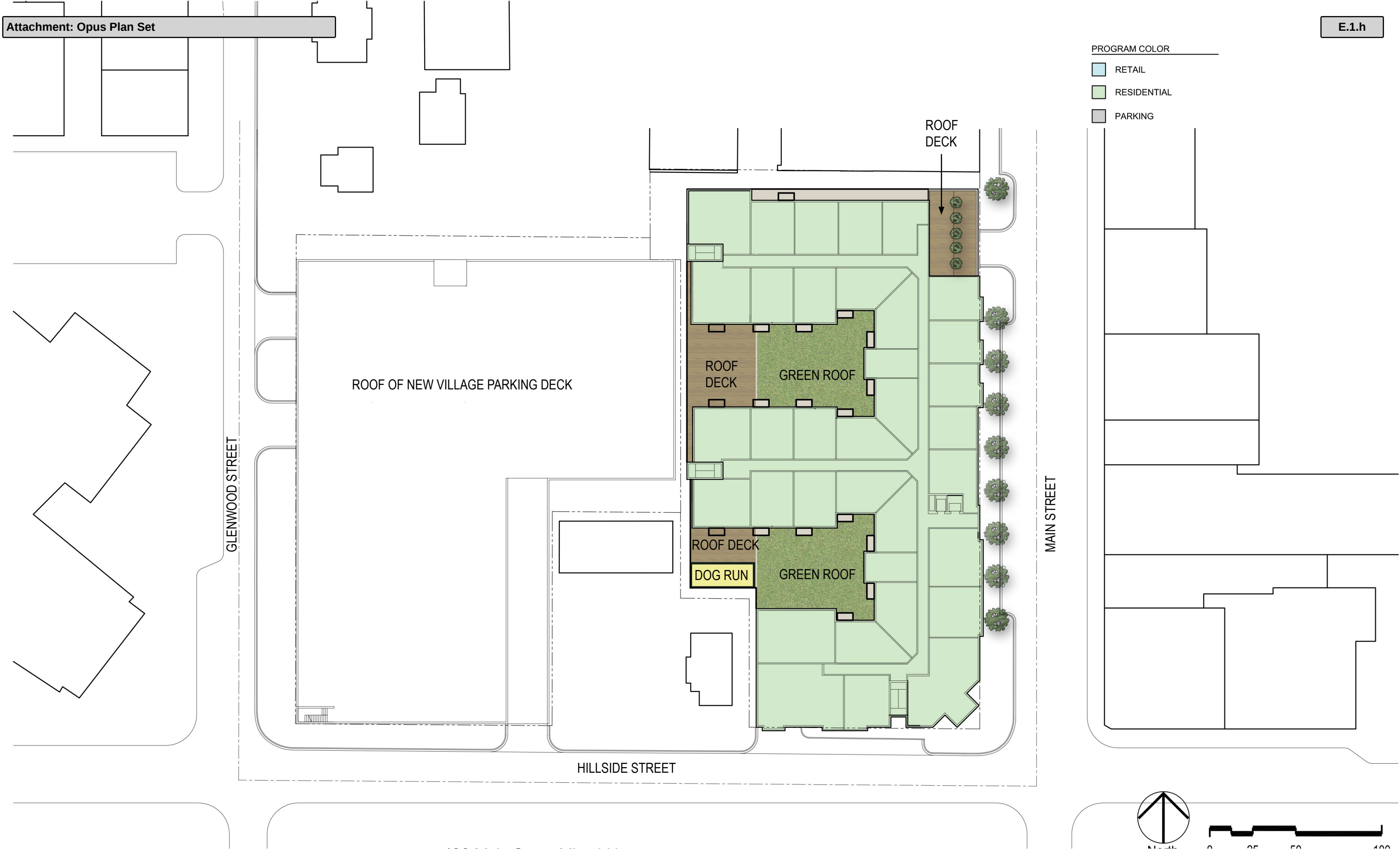
**STUCCO, WOOD, PREFINISHED METAL PANELS
AND FIBER CEMENT BOARD**

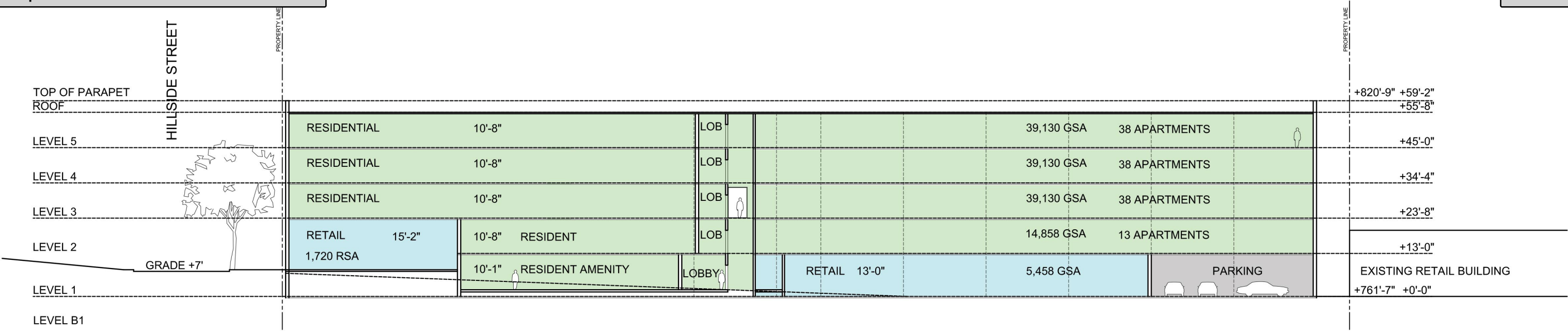










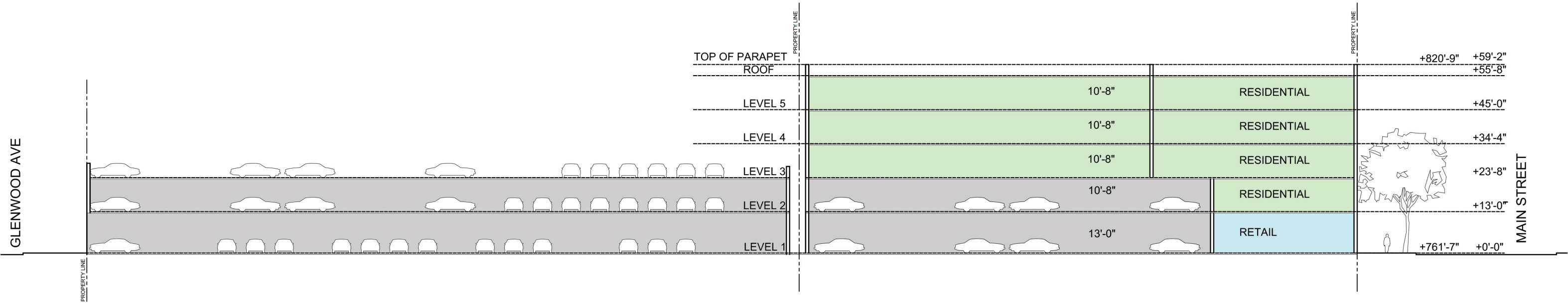


LONGITUDINAL BUILDING SECTION

BUILDING AREA SUMMARY

AREA TYPE	SQUARE FEET	REQUIRED PARKING	PROVIDED IN BUILDING
2 BEDROOM	20% GSA	24 UNITS X 1.3 =	32 PARKING SPACES
1 BEDROOM	80% GSA	99 UNITS X 1.3 =	129 PARKING SPACES
TOTAL RESIDENTIAL AREA=	133,176 GSA	123 UNITS=	161 PARKING SPACES
			91 PARKING SPACES
TOTAL RETAIL AREA=	7,040 GSA	6,667 RSA	
TOTAL BUILDING AREA=	140,216 GSA		

PARKING BY MATRIX		WITHIN OPUS DEVELOPMENT	WITHIN VILLAGE PARKING DECK	TOTAL
LEVEL 1	CUSTOMER / SHARED	73		
LEVEL 2	RESIDENT	91	70	161
TOTAL IN BUILDING		164		



TRANSVERSE BUILDING SECTION

VIEW FROM GLENWOOD AND HILLSIDE INTERSECTION



GLENWOOD PARKING DECK ELEVATION





PRECAST CONSTRUCTION WITH BRICK FORM LINER

MEMORANDUM

DATE: May 13, 2015

TO: Village President and Village Board

FROM: Mark Franz, Village Manager
Christina Coyle, Finance Director

RE: Financial Overview of Proposed Opus Project

CC: Greg Mathews, Village Attorney; Al Stonitsch, Assistant Village Manager



On October 6, 2014, the Village Board reviewed the financial aspects of the proposed Opus project. The project located at Main Street, on the Giesche and Main Street parking lot properties, remains in the concept stage. The revised project includes a 4-5 story mixed-use building with 9,040 square feet of retail on the ground floor and 110 luxury apartments. The major changes to the plan from October is a reduction in residential units from 126 to 110 and a moderate increase in retail space on the first floor. The number of units was reduced as the number of one bedroom apartments was decreased and the two and three bedroom apartments were increased.

In October, the consensus of the Village Board was that a mixed-use development on Village owned property was viable and the Village Board was in support of the concept contingent upon a design and site plan that were acceptable. The framework of a potential development agreement has not changed. The basic business terms are that the Village would contribute the Main Street property to the developer at no cost provided that they would replace all existing public parking. In addition, the Village would own and operate a public parking garage that would be constructed on property partially owned by St. Pet's. Also at that meeting, the Village Board discussed the pros and cons of 2 versus 3 story parking garage. At that time, the consensus of the Village Board was to build a 3 level garage and maximize parking opportunities.

The Village Board did not approve an agreement with the developer in October, but rather provided feedback and general consensus that the concept was workable and directed staff to continue to work with the developer on more concrete plans and concepts.

Background

Staff has continued to work with Opus on the potential redevelopment and has provided feedback to Opus from the Village Board, Commissions and staff. In addition, staff continues to communicate with St. Pet's, but no major changes have been discussed over the last six months with respect to the public parking garage component of the development. Staff is also in the process of seeking a parking consultant to further review the preliminary plans for the parking garage, contingent upon Village Board direction.

St. Pet's has been working to gain the approval of the Diocese of Joliet, the owner of the property, to move forward with the project. While there are a number of formal steps necessary to receive official approval from the Diocese, the church has been successful in obtaining the Diocese's permission to move forward in the process. Some of the benefits of including the St. Pet's property include:

- It eliminates the need to construct below-grade parking, which is more expensive than above-grade structured parking.

- Vehicular access between the Main Street parking lot and St. Pet's parking lot is maintained which allows the shared use of both parking lots.
- Environmental remediation costs should be reduced since there will be less below-grade construction.
- The number of parking spaces available to the public over prior plans is significantly increased.
- It recognizes an existing easement that St. Pet's has over the Village's Main Street parking lot to access Main Street.
- Creates a more effective overall parking solution for the downtown, at least south of the tracks, which not only increases the amount of parking, but also promotes a shared-parking philosophy that benefits multiple end-users.

The Village has tentatively negotiated a 99-year lease agreement with St. Pet's to use their existing parking lot on Glenwood, as well as Village property on Glenwood, to construct the parking garage. In exchange for the use of the property, the Village will maintain, replace, enforce, and insure these 98 parking spaces for St. Pet's under a shared-use philosophy.

Village Property

Staff completed an appraisal for the property and the value of the Main Street parking lot is \$1,345,000. In addition, the Glenwood lot, east of Main Street Lot, is owned by the Village and has a value of \$247,000. The proposed development would be built only on the Main Street parking lot and Giesche lot; the Glenwood lot would be combined with the St. Pet's lot for use as a parking structure. Opus would have to pay for the construction of 58 parking spaces in the garage in order to meet their parking needs and requirements.

Incentives

The developer has requested assistance in the following areas:

- a. *Contribution of Land.* The Village shall agree to contribute the East Village Site to the development, subject to Opus providing the Village of Glen Ellyn with 73 Main Street parking stalls currently located on the site.
- b. *Environmental Assessment.*
 - i. Opus shall contract for the performance of environmental assessment investigations and reports with respect to the east Village site and the Giesche Site. Opus shall fund the environmental assessment costs. In the event that the Village does not, or is not able to: i) provide formal Village approval; ii) convey the east Village site; and iii) grant the easement with respect to the west Village site, or provide any of the other requested incentives, then the Village shall reimburse Opus for 50% of the Environmental Assessment Costs, up to a maximum reimbursement of \$50,000.00.
 - ii. The Village shall fund all environmental assessment costs associated with the west Village parking lot and St. Pet's parking lot.
- c. *Environmental Remediation.*
 - i. Subject to the results of the Phase I and Phase II Environmental Assessments, and subject to a Corrective Action Plan Analysis, the Village shall fund all costs and expenses for required environmental remediation, up to a maximum amount of \$200,000.
 - ii. The Village shall be responsible for funding any necessary environmental remediation of the St. Pet's site.
- d. *Construction of the Proposed Village/Church Shared Parking Facility:* The Village shall fund in entirety the costs and expenses for the design and construction of the proposed Village/St. Pet's shared parking facility, but for any residential parking that shall be located in the Village/St. Pet's shared parking facility, for which Opus shall make a one-time payment for its proportionate share. Opus shall contract for said design and construction under a guaranteed maximum price and provide a payment bond and performance bond.

- e. *Incorporation of Church Site:* The Village shall agree to enter into a 99-year ground lease with St. Pet's, and shall use its best good faith efforts to cause St. Pet's to enter into the lease, at no cost or charge to Opus. The Village and St. Pet's shall be responsible for negotiating the location of any and all allocated parking spaces desired by either party in said parking facility.

The Village has not agreed to any remediation costs formally and looking for some direction from the Village Board on these requests as we move ahead.

Public Parking.

There are 221 existing parking spaces on the subject property including 81 in the Main Street parking lot, 42 in the Glenwood lot and 98 in the St. Pet's parking lot. The tables below identify the anticipated increase in public parking and the location of the different parking areas:

Public Parking – Existing vs. Proposed

	Existing	Proposed	Difference
Public Parking	*123	**318	+195
St. Petronille Parking	98	98	0
Total Spaces	221	416	+195

*Includes 81 in the Main Street Lot and 42 permit spaces in the Glenwood lot.

**Includes 73 spaces in the ground floor of the building and 245 spaces in the garage.

Parking by Location

	Building	Parking Garage	Total
Resident	91	50	141
Shared Public/Church Parking	73	343	416
Total	164	393	557

The estimated cost to construct a 3 level structure has increased from \$11,459 per parking space to \$13,422 per space due to the cost of construction and is estimated at a total cost of \$4.5M. These cost estimates include the Village paying for the 98 replacement spaces in the St. Pet's lot, in lieu of paying for the Church property, and replacing 42 existing parking spaces in the Glenwood lot.

TIF Analysis

We have requested an updated TIF Report conducted by our consultant, Kane McKenna, and this will be provided prior to the meeting. Two factors have changed since the last TIF report. The number of units was decreased from 126 to 110. Second, the anticipated occupancy date has shifted back 18 months. We have received preliminary analysis that shows that the reduction in units from 126 to 110 and the loss of 18 months of potential TIF Revenue has negatively impacted the projections. Below are the revised projections:

Scenario	Net Present Value of TIF Revenues	
	NPV at 4.0%	NPV at 4.5%
Best (0% School Allocation)	\$ 4,233,092	\$ 3,998,756
Likely (20% School Allocation)	\$ 3,450,767	\$ 3,259,739
Worst (40% School Allocation)	\$ 2,668,441	\$ 2,520,721

The report is a detailed analysis of the impact this project would likely have on the Central Business District TIF. Since this is a residential project, the TIF Plan provides for the statutory payments to the School Districts for the reimbursement of up to 40% of the Incremental Property Taxes generated by the residential portion of the project for the per capita tuition costs associated with the net new students residing in the residential units. The cap for the tuition reimbursement requirements is 40%. Therefore, this analysis reviews three different scenarios, 40% (worst), 20% (likely), and 0% (best). The projected increment revenue to pay for this project or future projects within the TIF District ranges from \$2.5M to \$4.2M. In addition, the report estimates that the commercial component of the project would generate \$1,006,330 in sales taxes over the life of the TIF. This is slightly reduced since the project will be completed 18 months later than initially projected.

Kane McKenna and staff recommend that we evaluate this project conservatively and included the likely case scenario into the financial summary. Using the likely case approach, this report shows that the TIF District can pay for all but \$1M of the \$4.5M parking garage and possibly all of the garage depending on the School Districts' reimbursement ratio and/or new sales tax revenue. Additionally, the Village would generate revenue from the operation of the parking garage, but that detailed analysis has not been completed. This revenue would not be used to repay the cost of the parking garage; rather, it would be used to pay for maintenance and replacement costs of the garage. Below is a synopsis of the projected revenue and costs of this project:

Initial Cost Estimates

\$ 11,459	Cost Per Space
342	Public Parking (Village Responsibility)
\$ 3,918,978	<i>Total Parking Cost</i>
\$ 200,000	<i>Potential Environmental Costs</i>
\$ 4,118,978	Overall Total Village Costs

Revised Cost Estimates

\$ 13,422	Cost Per Space
335	Public Parking (Village Responsibility)
\$ 4,496,370	<i>Total Parking Cost</i>
\$ 200,000	<i>Potential Environmental Costs</i>
\$ 4,696,370	Overall Total Village Costs (Potential)

Initial Projected Revenues NPV at 4%

\$ 4,189,673	Likely TIF Revenues
\$ 1,017,662	Local Sales Taxes
\$ 1,088,357	Difference total cost & revenues

Revised Projected Revenues NPV at 4%

\$ 3,259,739	Likely TIF Revenues
\$ 1,006,330	Local Sales Taxes
\$ (430,301)	Difference total cost & revenues

The TIF district has a definite 23 year life and therefore, there is a finite timeframe to recapture TIF revenues that would be generated from this project. From a financial perspective, the sooner this project is approved and can move forward, the more TIF increment the project would generate. This project does provide benefits to the entire downtown and could be a catalyst for further economic development. Those anticipated revenues are difficult to quantify, so they are not included in this assessment.

Next Steps

Planning and Development will be coordinating the Opus presentation and discussion for Monday night and we are looking for feedback from the public and Village Board. Since we have consensus that development at this location has the general support of the Village Board, we are looking for ideas or conditions on what the development lacks or should modify in order to receive the approval of the Village Board. If the Village Board does not think this project is viable, then we should communicate that at this time as well. We look forward to discussing the project with the Village Board in detail Monday night.