



Agenda
Village of Glen Ellyn
Glen Ellyn Village Board
Special Workshop Meeting
Monday, June 22, 2020
6:00 PM
Glen Ellyn Civic Center
Streaming on www.glenellyn.org

This meeting will be conducted by audio and video conference as well as broadcast on cable and streamed online without a physically present quorum of the Village Board because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Illinois General Assembly passed Senate Bill 2135 on May 23, 2020, which was signed by the Governor on June 12, 2020. Senate Bill 2135 (now Public Act 101-0640) amends the Open Meetings Act and allows the Village Board to participate electronically in Board meetings when it is not feasible due to a disaster such as COVID-19. The Village President has determined that an in-person meeting at the Civic Center is not practical or prudent because of the disaster. Physical attendance at the Civic Center by the public is also not feasible because of the disaster. The Village Manager and Village Clerk will be in attendance at the Civic Center in compliance with the Act.

To participate in this meeting at the appointed date and time, please visit <https://us02web.zoom.us/j/89059700811?pwd=MmlZNXMzRm9lMjV0NWJkTi9XUjI3QT09>. In lieu of participating in the electronic meeting, the public may also complete a public comment form which will be read into the record during the meeting. This form can be found at www.glenellyn.org/publiccomment.

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

1. Open:

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In lieu of participating in the electronic meeting, the public may also complete a public comment form which will be read into the record during the meeting. This form can be found at www.glenellyn.org/publiccomment. Members of the public are welcome to speak or submit public comment forms on any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public may speak up to (3) three minutes on those items or may submit public comment forms which will be read into the record during that agenda item.

E. McChesney & Miller Site Redevelopment Agreement (Presented by Village Manager Franz) (Discussion Only)

1. Village Manager Franz will lead a discussion with the Village Board on proposed terms of a redevelopment agreement with Holladay Properties for the former McChesney Miller site.

F. Other Items

G. Adjournment



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

Meeting: 06/22/20 06:00 PM
Department: Administration
Department Head: Mark Franz
Category: Discussion Item
Prepared By: Lindsey Kaminsky

SCHEDULED

AGENDA ITEM (ID # 4523)

DOC ID: 4523

Village Manager Franz will lead a discussion with the Village Board on proposed terms of a redevelopment agreement with Holladay Properties for the former McChesney Miller site

Background

Holladay Properties, based in South Bend, Indiana, is under contract to purchase the property located at 460 Crescent Boulevard. With over 30 offices throughout the country, Holladay functions as a multi-faceted firm that offers services for every step of the real estate cycle from property development to property management. They develop a wide range of land uses, including primarily commercial uses such as hotels and office space, as well as multi-family and mixed-use development.

Locally, Holladay Properties completed Burlington Station in downtown Downers Grove in 2018; an 89-unit, four-story building. A 94-unit, five-story building called Quincy Station in downtown Westmont is set to open in 2021. In August of 2019, Holladay received approval from the Village of Lombard to construct Lilac Station in the downtown which will consist of 118 units and 3,000-4,000 square-feet of ground-floor commercial space.

Current Development Proposal

On June 3, 2020, Holladay submitted applications for a Special Use Permit for a Planned Unit Development with Zoning Deviations, a Special Use Permit for multi-family dwelling units, and Exterior Appearance approval to allow a mixed-use development concept to be known as Crescent Station for the subject property. They are proposing a 5-story (+/- 67 ft.), 6-level mixed-use building with 86 apartment units; 1,556 square-feet of commercial space; and 104 parking stalls. All of the proposed parking stalls are for the apartments and none are proposed for the commercial space, where five are required.

Of the 86 apartments, four are studios, 47 are one-bedrooms, 28 are two bedrooms, and seven are 2-bedrooms with dens. The required number of parking stalls for this mix of apartment types is 144 or a 1.67 unit per stall parking ratio. The proposed parking ratio is 1.2 stalls, with the parking garage component being the below-grade and at-grade levels of the building. The at-grade or ground floor, in addition to the upper parking level, also consists of the commercial space and a 1,350 square-foot lobby for the apartments. The second floor consists of 20 apartments, with an 823 square-foot fitness room, 1,121 square-foot club room, and a 1,330 square-foot outdoor patio. Floors 3-5 consist of 22 apartments each.

The subject property is zoned C5B - Central Service Subdistrict. The applicant as listed the following as requested Zoning Deviations as part of the PUD: to allow 104 parking stalls where 144 are required for the apartments; to allow zero parking stalls where five are required for the commercial space; to allow an overall maximum building height of 66 feet 8 inches where 60 feet is permitted; to not require a 15 foot 'step back' where the building is above 45 feet in height along the Glenwood

Avenue frontage; and to allow the eaves of the tower design elements to project past the east and south property lines. Because this project is in its first formal review, additional Zoning Deviations may be identified as required.

Pre-Application Meeting with the Plan Commission Summary

On May 14, 2020, the Plan Commission held a Pre-Application meeting to discuss this project and provide informal feedback. In general, the Plan Commission was supportive of the mixed-use concept, the proposed parking ratio of 1.2 stalls per dwelling unit, and the overall maximum building height. A few Commissioners requested that the appearance of bulk be reduced by stepping back the upper levels to some degree and also requested additional architectural detail on the west (facing Lorde's) and the north (facing Barone's and Glen Oak Café) elevations. A few Commissioners also requested some additional commercial square footage to be incorporated. The applicant noted that a tenant is not yet determined for this space but they would like an active use that would create additional foot traffic and activity on the street.

Eleven members of the public submitted written comments in advance of the meeting or spoke during the meeting. Concerns regarding the height, parking, and traffic impact were cited by the majority of those that provided comments. One member of the public mentioned affordable housing and asked if this project would consider this as part of their project. Another member mentioned incorporating an area for drop off and pick up for rideshare and deliveries.

Next Steps

Staff review comments on the first set of plans are due to the applicant on Wednesday, July 1st. A public hearing date with the Plan Commission has not yet been scheduled.

Incentive Request

The proposed development is located within the Central Business District (CBD) TIF. Holladay properties has identified a financial gap, that “but for” TIF assistance, the project would not be financially feasible. Therefore, they are requesting assistance from the TIF for their project. Holladay has presented the Village with a pro-forma for their project which is attached to this memo. Staff and our consultant Kane McKenna and Associates (KMA), have reviewed the pro-forma and had multiple discussions with Holladay to arrive at the proposed business terms of the incentive request.

The gap on the project that creates the incentive request arises from the higher property acquisition cost and a higher projected property tax burden for mixed-used/apartment projects in Milton Township as compared to the other surrounding townships. Without TIF incentives, Holladay has indicated they cannot proceed as they cannot meet a return on project costs of 6.75-7.0% in order to secure both equity investors as well as financing for the project. Bob Rychlicki from KMA has reviewed and analyzed Holladay's pro-forma and incentive request and has prepared a draft report which is attached and which will be presented to the Village Board at the meeting. Originally, Holladay had requested a TIF incentive request of approximately \$3.3 million. Through negotiation, staff was able to bring forth an incentive request for the Board's consideration with the following

basic business terms:

1. A 50%/50% (developer/Village) performance based agreement generated by available TIF increment for up to \$2.0 million. The developer must also justify TIF eligible costs to receive the increment.
2. Schools are entitled to up to 40% of the increment based on the number of net new students in the development. The Village has agreed to pay for the student costs with the TIF increment generated.
3. The developer will be reimbursed for 10 years of increment. Therefore, this would be a \$2M or 10 years, whichever occurs first
4. In addition, the Village has agreed to assist in controlling some costs of the project as follows:
 - ☐ A contribution of up to \$200,000 in capital costs to reimburse for costs associated with street, sidewalk and other improvements made as part of the project
 - ☐ A reduction of \$200,000 in developer donations.

Incentive Analysis

KMA has prepared TIF increment projections based upon the current proposed terms. Those projections include:

<u>Scenarios</u>	<u>Cumulative Taxes Before School Pyts</u>	<u>Estimated School Payments</u>	<u>Village 50 -50 Sharing To Developer For Ten Years</u>	<u>Gross Taxes To Village 50 -50 Sharing/ 100% After 10 Yrs</u>
Expected Tax Payments Assuming 2 New Students/Year	\$5,568,224	\$ 495,613	\$1,709,422	\$3,363,190

Based upon the foregoing projections, KMA estimates the above *cumulative* incremental tax revenues through the last year of the term of the Central Business District TIF, 2035 (refer to KMA Analysis Exhibit A for additional detail). The proposal shares the increment 50/50% between the Village and the developer; but the Village would receive 100% after the agreement terminates. Both parties will benefit from the increment created by this project. The developer's overall increment will be capped at \$2 million over the life of the agreement.

Project Benefits

This parcel has long been cited as a key redevelopment site within the Village and has been vacant for some time. Similar to Geische Shoe Store, these large retail buildings are difficult to lease given the changing retail market, particularly in suburban downtowns.

Many of the benefits of this project align with the Village's Strategic Plan which seeks to promote economic development within the Village. Some of the key benefits include:

1. Meets goals of the downtown plan, including additional units and residents in the downtown and CBD TIF Plan.
2. Creates additional diverse housing stock which will allow more "age-in-place" options.
3. Overall \$29 million investment in the Central Business District.
4. The developer is qualified and experienced and has completed several other projects in the area.
5. The developer and the Village would both benefit from the TIF increment generated from this project.
6. All taxing bodies would benefit from this development once the TIF expires in 2036.

Strategic Plan

Strategic Issue II: ECONOMIC DEVELOPMENT. Engage in progressive and proactive economic development to attract and retain key businesses to foster a vibrant business community by strategically increasing the Village's footprint, adding housing variety and increasing downtown commercial growth and residential density.

Goal: Implement strategic plan for Economic Development that focuses on overall commercial vitality, EAV growth and sales tax growth.

Action Step: Focus on key development sites in the CBD and move forward with Giesche and McChesney sites and other underutilized parcels by December 31, 2019.

Budget Impact

Any TIF incentives agreed to by the Village Board would be funded by the Central Business District (CBD) TIF Fund and would have no impact to the General Fund. The \$200,000 capital contribution would be funded from the Capital Projects Fund.

Action Requested

Staff is looking for direction from the Village Board to proceed with drafting a formal Redevelopment Agreement (RDA) based on the general business terms negotiated with the developer. If agreed to by the Village Board, staff and the developer will work on parallel tracks to proceed through the planning review process for the development and drafting an RDA.

ATTACHMENTS:

- Crescent Station - Project Cost for VB (PDF)
- Crescent Station - Project Proforma for VB (PDF)
- Elevations (PDF)
- Floor Plans (PDF)
- Landscape-Site Plan (PDF)
- Renderings (PDF)
- Building Materials (PDF)
- Representative Projects References (PDF)
- 6 Development Team and Projects (PDF)
- 10 Representative Projects (PDF)
- 5-14-20 DRAFT Regular Plan Commission Meeting Minutes (PDF)

PROJECT BUDGET - Glen Ellyn, IL

460 Crescent, Glen Ellyn, IL

Crescent Station

DESCRIPTION	QTY:	UNIT:	COST:	TOTAL:
Land & Site Acquisition - Primary	1			
Land & Site - Municipality	1			
TOTAL SITE ACQUISITION		1		\$ 2,800,000
BUILDING CONSTRUCTION	124,890	SF	\$165.33 PSF	\$ 20,648,014
OWNER FFE (Furniture, blinds, common area fitout, closets, fitness, etc)	86	Units	\$4,651 / Unit	\$ 400,000
COMMERCIAL TI ALLOWANCE	1,556	SF	\$40.00 PSF	\$ 62,240
PUBLIC IMPROVEMENT GRANT	1	1		\$ (200,000)
HARD COST CONTINGENCY	124,890	5% of GMP	\$8.07 PSF	\$ 1,007,656
TOTAL HARD COSTS	124,890 SF	1	\$175.50 PSF	\$ 21,917,910
Development Fee				\$ 1,096,154
Land Acquisition Fee @ 1.5% of land cost				\$ -
Interest Expense (18 Months Construction; Linear Balance, 4.25% rate)				\$ 719,180
Pre-Development Interest (Land Closing + CDs)				\$ -
Architectural & MEP				\$ 432,000
Arch & MEP Reimbursables, Inspections, Coordination, RFI & Submittals				<i>included</i>
Civil Engineering				\$ 38,500
Landscape Architect				\$ -
Legal Fees				\$ 30,000
Appraisal Fee				\$ 5,000
Title Insurance				\$ 33,500
Loan & Inspection Fees	Various fees	plus	\$1 per \$1000	\$ 121,875
Guarantee Fee				\$ 53,437
HPSMI Financing Fees				\$ 13,500
Survey & Platting & Topo				\$ 5,000
Phase I Environmental				\$ 3,500
GeoTech				\$ 5,000
Impact Fees (Village / School / Library / Park District)	86	Units	\$2,054 / Unit	\$ 176,612
Developer Donation				\$ -
Stormwater Fee in Lieu				\$ -
Permitting	124,890	SF	\$4.01 PSF	\$ 501,059
Dupage County Traffic Impact				\$ 41,384
Sanitary District - \$1368 per1bdr, \$2736per 2/3 bdr, \$357 per drain				\$ 176,670
2 Years RE Taxes for existing parcels				\$ 71,443
Commercial Leasing Commissions				\$ 17,038
Other Professional Services (Market Study; Traffic Study; Material Testing)				\$ 25,000
Pre-Stabilization - Operating Shortfall (12 months)				\$ -
Builders Risk Insurance	124,890	SF	\$0.80 PSF	\$ 99,912
Travel				\$ 5,000
Soft Cost Contingency	124,890	SF	\$0.89 PSF	\$ 111,326
TOTAL SOFT COSTS	124,890 SF	1	\$30.28 PSF	\$ 3,782,090
Total Budget	124,890		\$ 228.20	\$ 28,500,000

Glen Ellyn TOD - Crescent Station																			
- 10 Year Proforma -																			
Dated:		6/18/2020																	
Gross Rent Potential		Year																	
		1	2	3	4	5	6	7	8	9	10								
Units	% Dist	Type	Square Feet	Market Rent	Market Rent ¹ PSF* / mo	Annual Increase	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
0	0.0%	STUDIO	0	\$0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	4.7%	JR 1 BEDROOM	557	\$1,495	\$ 2.63	\$ 71,760	\$ 73,195	\$ 74,659	\$ 76,152	\$ 77,675	\$ 79,229	\$ 80,813	\$ 82,430	\$ 84,078	\$ 85,760				
4	4.7%	1 BEDROOM	699	\$1,795	\$ 2.46	\$ 86,160	\$ 87,883	\$ 89,641	\$ 91,434	\$ 93,262	\$ 95,128	\$ 97,030	\$ 98,971	\$ 100,950	\$ 102,969				
31	36.0%	1 BEDROOM	759	\$1,850	\$ 2.41	\$ 688,200	\$ 701,964	\$ 716,003	\$ 730,323	\$ 744,930	\$ 759,828	\$ 775,025	\$ 790,525	\$ 806,336	\$ 822,463				
12	14.0%	1 BEDROOM	768	\$1,895	\$ 2.40	\$ 272,880	\$ 278,338	\$ 283,904	\$ 289,582	\$ 295,374	\$ 301,282	\$ 307,307	\$ 313,453	\$ 319,722	\$ 326,117				
4	4.7%	2 BEDROOM	905	\$2,195	\$ 2.43	\$ 105,360	\$ 107,467	\$ 109,617	\$ 111,809	\$ 114,045	\$ 116,326	\$ 118,652	\$ 121,026	\$ 123,446	\$ 125,915				
4	4.7%	2 BEDROOM	966	\$2,295	\$ 2.38	\$ 110,160	\$ 112,363	\$ 114,610	\$ 116,903	\$ 119,241	\$ 121,626	\$ 124,058	\$ 126,539	\$ 129,070	\$ 131,651				
4	4.7%	2 BEDROOM	1,078	\$2,395	\$ 2.22	\$ 114,960	\$ 117,259	\$ 119,604	\$ 121,996	\$ 124,436	\$ 126,925	\$ 129,464	\$ 132,053	\$ 134,694	\$ 137,388				
1	1.2%	2 BEDROOM	1,173	\$2,650	\$ 2.26	\$ 31,800	\$ 32,436	\$ 33,085	\$ 33,746	\$ 34,421	\$ 35,110	\$ 35,812	\$ 36,528	\$ 37,259	\$ 38,004				
12	14.0%	2 BEDROOM	1,182	\$2,650	\$ 2.24	\$ 381,600	\$ 389,232	\$ 397,017	\$ 404,957	\$ 413,056	\$ 421,317	\$ 429,744	\$ 438,338	\$ 447,105	\$ 456,047				
3	3.5%	2 BEDROOM	1,270	\$2,750	\$ 2.17	\$ 99,000	\$ 100,980	\$ 103,000	\$ 105,060	\$ 107,161	\$ 109,304	\$ 111,490	\$ 113,720	\$ 115,994	\$ 118,314				
3	3.5%	2 BEDROOM + DEN	1,166	\$2,795	\$ 2.40	\$ 100,620	\$ 102,632	\$ 104,685	\$ 106,779	\$ 108,914	\$ 111,093	\$ 113,314	\$ 115,581	\$ 117,892	\$ 120,250				
4	4.7%	2 BEDROOM + DEN	1,336	\$2,995	\$ 2.24	\$ 143,760	\$ 146,635	\$ 149,568	\$ 152,559	\$ 155,610	\$ 158,723	\$ 161,897	\$ 165,135	\$ 168,438	\$ 171,807				
86	100.0%		77,574	\$183,855	\$2.37	\$ 2,206,260	\$ 2,250,385	\$ 2,295,393	\$ 2,341,301	\$ 2,388,127	\$ 2,435,889	\$ 2,484,607	\$ 2,534,299	\$ 2,584,985	\$ 2,636,685				
		Avg SF	902	\$2,138															
Retail & Other Income Potential				Monthly															
86		Garaged Parking - Assigned		\$125		\$ 129,000	\$ 131,580	\$ 134,212	\$ 136,896	\$ 139,634	\$ 142,426	\$ 145,275	\$ 148,180	\$ 151,144	\$ 154,167				
18		Garaged Parking - Second Assigned		\$250		\$ 54,000	\$ 55,080	\$ 56,182	\$ 57,305	\$ 58,451	\$ 59,620	\$ 60,813	\$ 62,029	\$ 63,270	\$ 64,535				
0		Surface Parking - Assigned		\$50		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
25		Storage Locker		\$50		\$ 15,000	\$ 15,300	\$ 15,606	\$ 15,918	\$ 16,236	\$ 16,561	\$ 16,892	\$ 17,230	\$ 17,575	\$ 17,926				
86		Amenity Fee Income (\$100 1 BR / \$125 2 BR)				\$ 113,700	\$ 115,974	\$ 118,293	\$ 120,659	\$ 123,073	\$ 125,534	\$ 128,045	\$ 130,606	\$ 133,218	\$ 135,882				
1556		Retail Income		\$20.00 PSF		\$ 31,120	\$ 31,742	\$ 32,377	\$ 33,025	\$ 33,685	\$ 34,359	\$ 35,046	\$ 35,747	\$ 36,462	\$ 37,191				
1556		Retail CAM Reimbursement		\$3.00 PSF		\$ 4,306	\$ 8,612	\$ 8,784	\$ 8,960	\$ 9,139	\$ 9,321	\$ 9,508	\$ 9,698	\$ 9,892	\$ 10,090				
0		Application-Late Fees-Pet Deposit-Other		\$0		\$ 3,500	\$ 3,570	\$ 3,641	\$ 3,714	\$ 3,789	\$ 3,864	\$ 3,942	\$ 4,020	\$ 4,101	\$ 4,183				
34		Pet Fees @ 40% of Units		\$30		\$ 12,384	\$ 12,632	\$ 12,884	\$ 13,142	\$ 13,405	\$ 13,673	\$ 13,946	\$ 14,225	\$ 14,510	\$ 14,800				
2 Years RE Taxes for existing parcels						\$ 363,010	\$ 374,490	\$ 381,979	\$ 389,619	\$ 397,411	\$ 405,360	\$ 413,467	\$ 421,736	\$ 430,171	\$ 438,774				
Allowances for Unit Absorption, Vacancy, & Bad Debt ¹																			
		Allowance for Vacancy Loss to Unit Absorption				\$ (797,722)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
		Allowance for Ordinary Vacancy Loss (5% Stabilized)				\$ (27,888)	(\$111,551)	(\$95,671)	(\$97,584)	(\$99,536)	(\$101,526)	(\$103,557)	(\$105,628)	(\$107,741)	(\$109,896)				
Total Allowances against Revenue						\$ (825,610)	(\$111,551)	(\$95,671)	(\$97,584)	(\$99,536)	(\$101,526)	(\$103,557)	(\$105,628)	(\$107,741)	(\$109,896)				
EFFECTIVE GROSS RESIDENTIAL INCOME (EGRI)						\$ 1,743,660	\$2,513,323	\$2,581,702	\$2,633,336	\$2,686,002	\$2,739,723	\$2,794,517	\$2,850,407	\$2,907,415	\$2,965,564				
Expenses					% of EGRI ²														
		Administrative			6.75%	117,697	169,649	174,265	177,750	181,305	184,931	188,630	192,402	196,251	200,176				
		Asset & Prop Mgmt Fee			4.00%	69,746	100,533	103,268	105,333	107,440	109,589	111,781	114,016	116,297	118,623				
		Maintenance, Supplies and Repairs			3.75%	65,387	94,250	96,814	98,750	100,725	102,740	104,794	106,890	109,028	111,209				
		Common Area Utilities			2.75%	47,951	69,116	70,997	72,417	73,865	75,342	76,849	78,386	79,954	81,553				
		Cable / Internet			2.67%	67,080	67,080	67,080	67,080	67,080	67,080	67,080	68,422	69,790	71,186				
		Advertising & Marketing			1.50%	26,155	37,700	38,726	39,500	40,290	41,096	41,918	42,756	43,611	44,483				
		Insurance			2.50%	43,591	62,833	64,543	65,833	67,150	68,493	69,863	71,260	72,685	74,139				
		Property Taxes - Com			0.34% (CAM Reimb)	4,306	8,612	8,784	8,960	9,139	9,321	9,508	9,698	9,892	10,090				
		Property Taxes - MF*			16.02%	39,546	402,722	406,838	410,995	415,195	419,438	423,724	428,054	432,429	436,848				
		Prop tax abatement / TIF Paygo			-9.74%	-	(169,894)	(171,874)	(173,876)	(175,898)	(177,943)	(180,009)	(182,097)	(184,207)	(186,340)				
		Total Expenses				481,459	842,601	859,439	872,743	886,291	900,088	914,138	929,789	945,729	961,966				
		Expense Margin %				27.6%	33.5%	33.3%	33.1%	33.0%	32.9%	32.7%	32.6%	32.5%	32.4%				
		Expense Margin % excluding abatement / PAYGO				27.6%	40.3%	39.9%	39.7%	39.5%	39.3%	39.2%	39.0%	38.9%	38.7%				
NET OPERATING INCOME (NOI)						\$ 1,262,200	\$1,670,722	\$1,722,263	\$1,760,593	\$1,799,712	\$1,839,635	\$1,880,379	\$1,920,619	\$1,961,686	\$2,003,598				



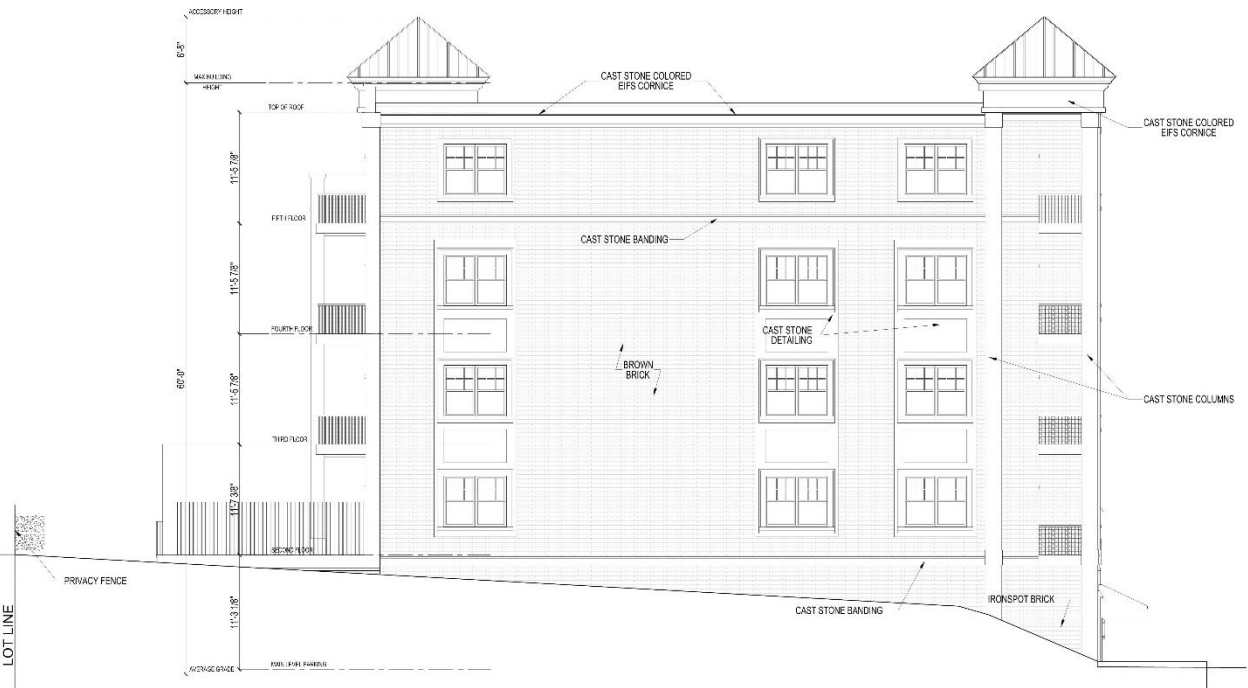
SOUTH ELEVATION



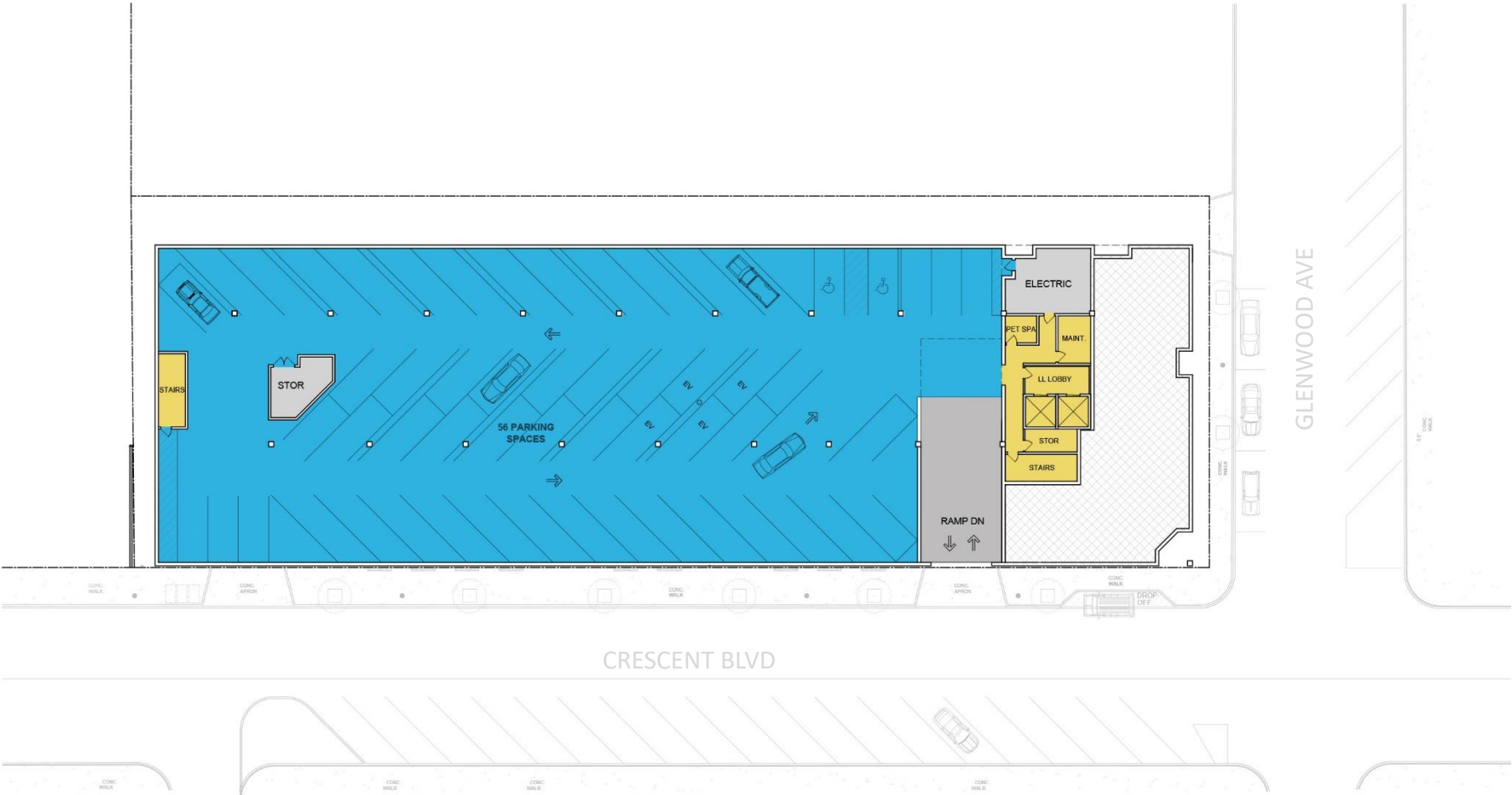
NORTH ELEVATION



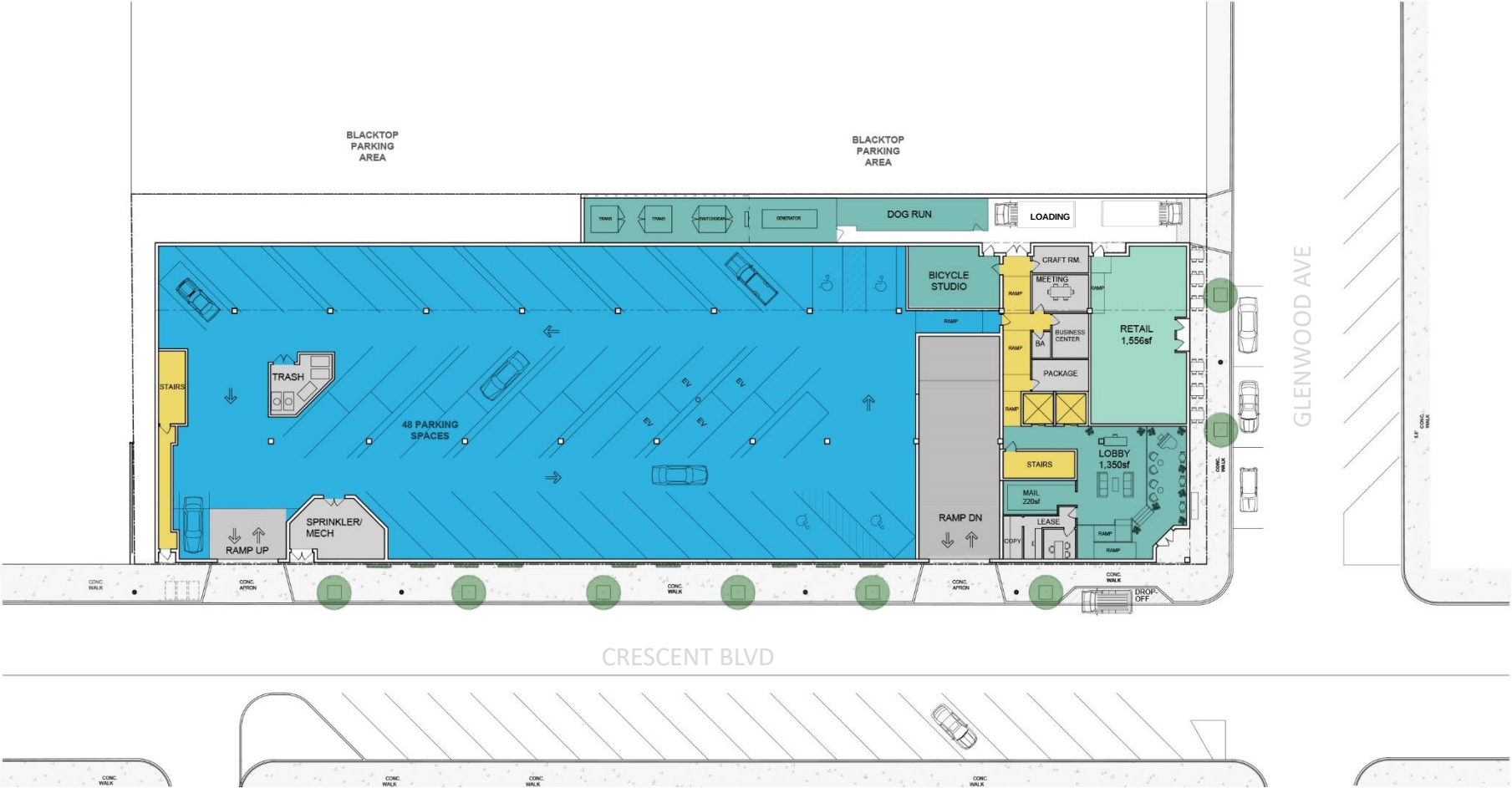
EAST ELEVATION

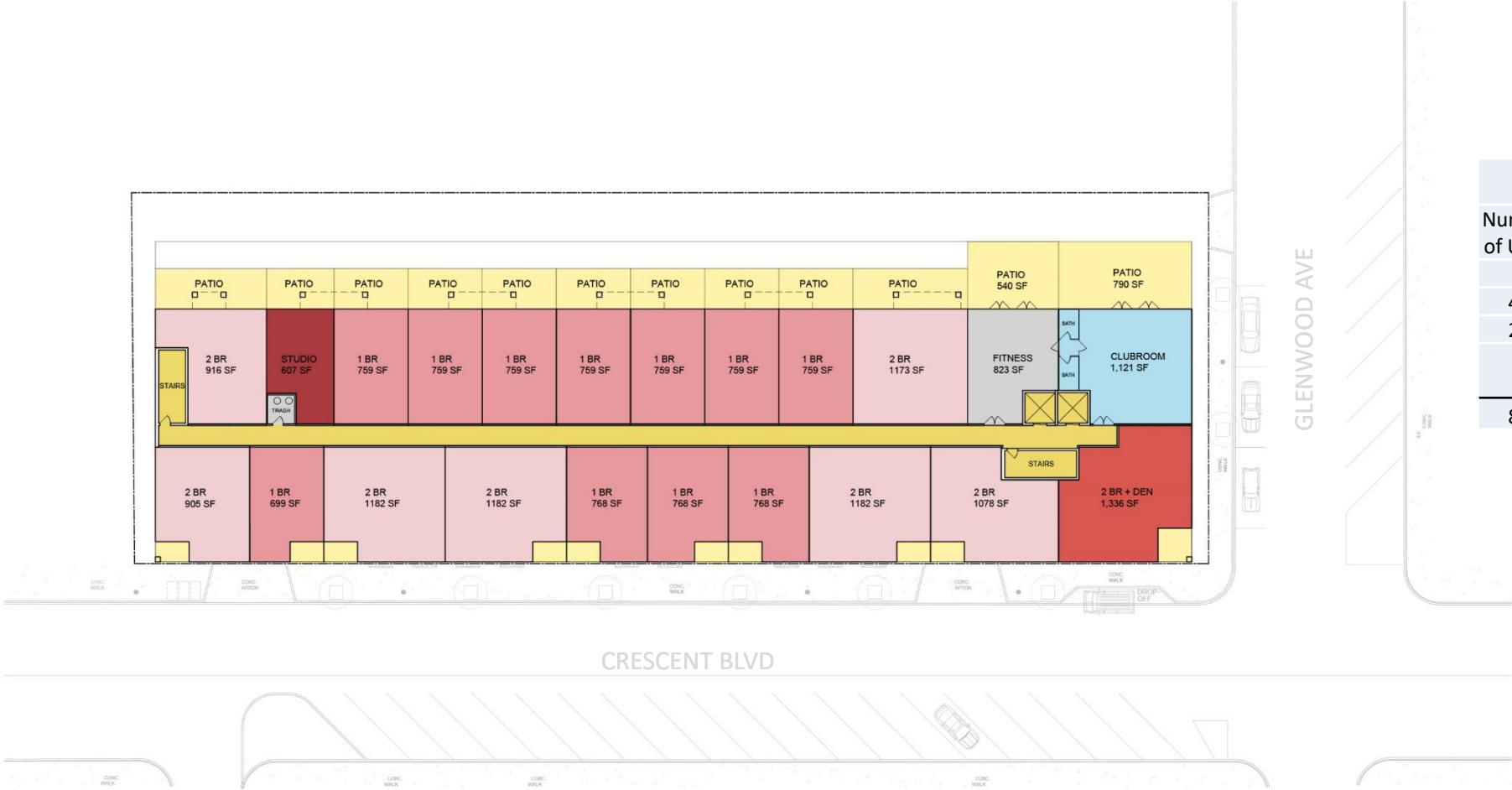


WEST ELEVATION

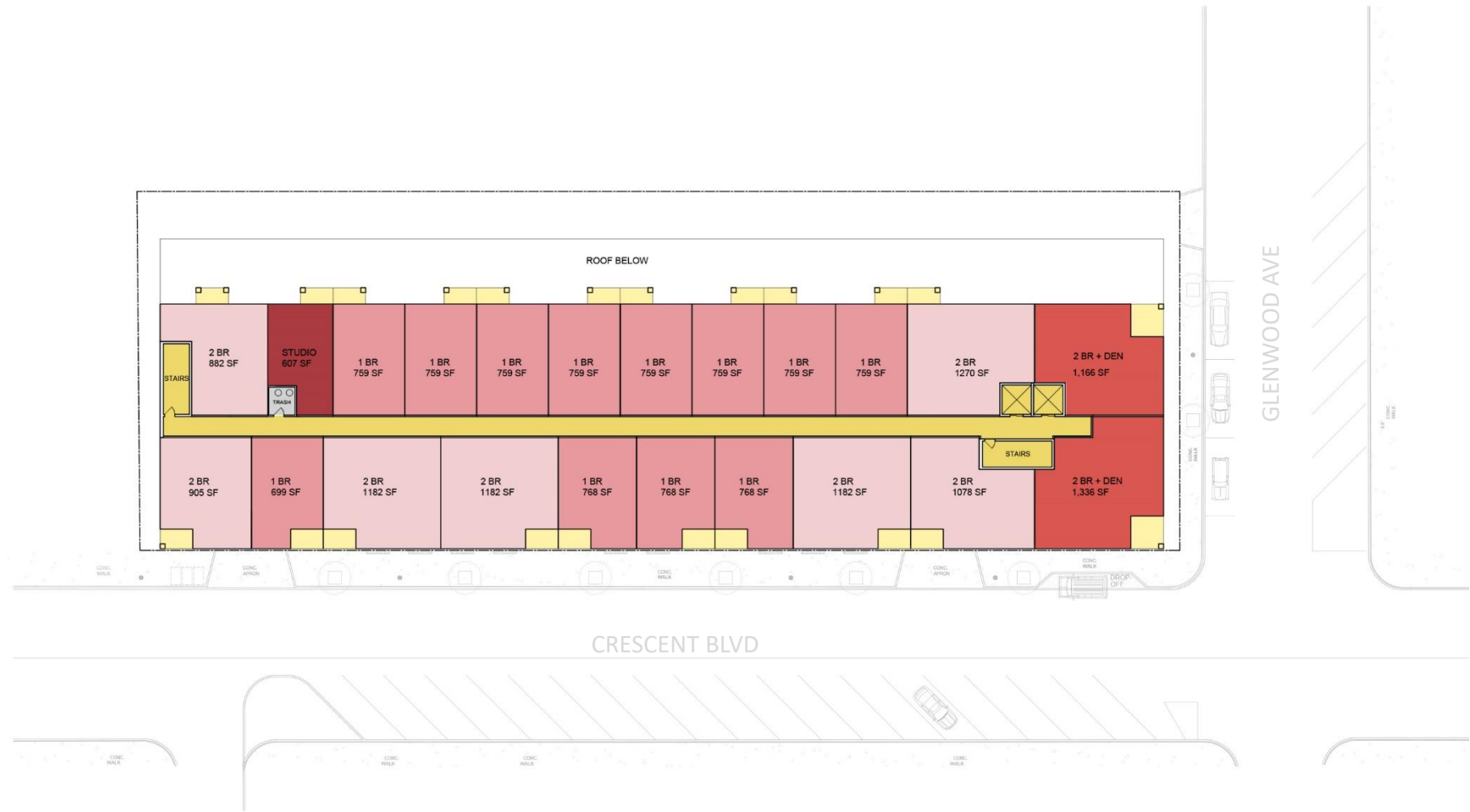


Required Parking Per Code				
# of Units	Unit Type	Parking/ Unit	Req'd Parking	
4	Studio	(x1)	4	
47	1 Bedroom	(x1.5)	70	
28	2 Bedroom	(x2)	56	
7	2 BR + Den	(x2)	14	
86	TOTAL UNITS		144	TOTAL REQ'D
1 space for each 250 square feet of gross floor area: 1203/250 = 4.8 spaces				
		149	TOTAL CODE REQ'D PARKING	
Proposed Apartment Parking				
Number of Spaces	Location	Type		
54	Lower Level	Conditioned		
50	Main Level	Conditioned		
0	Main Level	Outdoor		
104	TOTAL SPACES			
104 Resident Spaces				
104 / 86 Units = 1.2 Spaces / Unit				

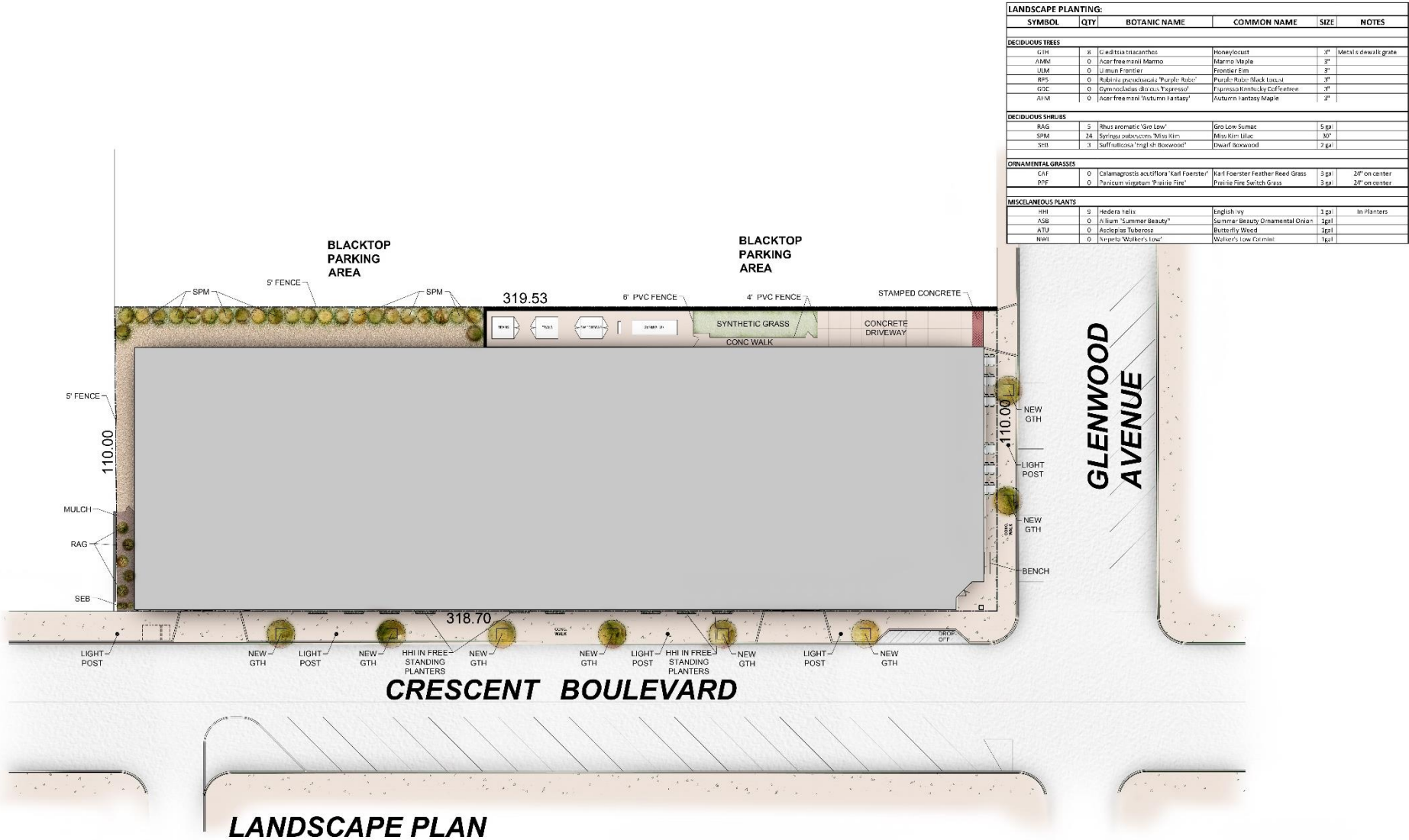




Apartment Data			
Number of Units	Unit Type	Unit Square Footage	Mix %
4	Studio	621	4.6%
47	1 Bedroom	699 - 768	54.6%
28	2 Bedroom	896 – 1,182	32.5%
7	2 Bedroom + Den	1,166 – 1,336	8.1%
86	TOTAL UNITS		



Apartment Data			
Number of Units	Unit Type	Unit Square Footage	Mix %
4	Studio	621	4.6%
47	1 Bedroom	699 - 768	54.6%
28	2 Bedroom	896 – 1,182	32.5%
7	2 Bedroom + Den	1,166 – 1,336	8.1%
86	TOTAL UNITS		



LANDSCAPE PLAN



SOUTHEAST RENDERING



WEST RENDERING



EAST RENDERING





SOUTHEAST RENDERING



WEST RENDERING



EAST RENDERING



Representative Projects References

Andy Maletta, COO, Northshore Health; Former Economic Development Director, City of Portage, IN
Evanston, IL

(219) 406-3731

amaletta@northshorehealth.org

Project: The Promenade at Founders Square (Portage, IN)

Project Description: 304 unit mixed-use development

Age of Account: 5 years

Stan Popovich, AICP, Director of Community Development at Village of Downers Grove

Downers Grove, IL

(630)434-6893

spopovich@downersgrove.us

Project: Burlington Station (Downers Grove, IL)

Project Description: 89-unit luxury apartment building

Age of Account: 5 years

Jeffory A. Teague, Senior Vice-President, Commercial Real Estate, Hinsdale Bank & Trust

25 East First Street, Hinsdale, IL 60521

(630)246-5070

jteague@hinsdalebank.com

Project: Burlington Station (Downers Grove, IL)

Project Description: 89-unit luxury apartment building

Age of Account: 5 years

■ HOLLADAY PROPERTIES - DEVELOPER

FIRM OVERVIEW

Established in 1952 as Grant Holladay Construction Company, a developer of single-family tract housing. Holladay's midwestern presence can be traced back to a residential project built in 1967, followed by the opening of its South Bend office in 1978. While originally focused on residential development - apartments, condominiums and retirement housing - in 1981, Holladay's Midwest operations built their first commercial building and has since broadened its focus to include office, medical office, build to suit, industrial and large-scale land developments.



In 1999, Holladay was split into two companies: the name Holladay Corporation was taken by the Washington, D.C. office, where they are still an active developer in the land, multi-family and condominium markets. The Midwest operations were renamed Holladay Properties with controlling interest sold to John T. Phair. Through the years, Holladay Properties has grown and diversified into a full-scale land development, design/build and fully-integrated commercial real estate company. We are one of the largest medical office management companies in the country and have developed over 20 million square feet of commercial space in the Midwest. With over 240 employees in a variety of specialties working from five development offices and about 30 management offices throughout the U.S., Holladay Properties has the knowledge, experience and people to complete any nature of project for any kind of client.

KEY PERSONNEL



Larry Mudd

Partner, Vice President – Development

Larry Mudd joined Holladay Properties in 2004. He received his Bachelor of Science in Civil Engineering from Purdue University and is assigned to the Portage, IN office where he manages the large-scale development projects in Northwest Indiana and the Chicago market. Most recently, his responsibilities have expanded to include development manager for several student housing projects as well as two multi-family projects valued at over \$75 million, which are located in Northwest Indiana and suburban Chicago.

Prior to joining Holladay, Mr. Mudd worked for 15 years with three Chicago-based real estate development firms and has been involved in projects with an overall value in excess of \$500 million. Included in the list of projects are several downtown Chicago historic rehabilitations, including The Rookery Building, Old St. Patrick's church and the conversion of the Carbide and Carbon Building into a Hard Rock Hotel. His experience includes development projects in urban and suburban markets ranging from office, hotel, multi-family, industrial/distribution to specialty use. Project owners also have varied from internally owned, institutional investors, corporations and local/state/federal government.

During his time with Holladay, Mr. Mudd has managed all aspects of the multi-use businesses parks in Merrillville and Michigan City, IN. AmeriPlex at the Crossroads, a 386-acre master planned business park in Merrillville, IN, is a joint venture development with the Purdue Research Foundation. Mr. Mudd has also led the planning and development of LifeWorks Business Park in Michigan City, IN – a joint venture with LaPorte Hospital. The 40-acre master planned business park includes a mix of hospitality, retail, office and medical space for a variety of users.

Mr. Mudd is active in many local and regional organizations, both social and professional, including the Crisis Center in Gary, IN, which provides assistance to teenagers. He and his family live in Chesterton, IN.



T. Drew Mitchell, MBA

Partner, Vice President - Development

Drew Mitchell joined Holladay Properties as a project manager in 2007. Prior to joining Holladay, he worked in various finance, accounting, and strategy roles for IBM and Orbitz.com. Since joining Holladay, he has acquired, developed, entitled, and sold in excess of \$100 million of real estate.

Currently, Mr. Mitchell leads Chicagoland multi-family and mixed-use development efforts and leads our Chicago satellite office based in LaGrange, IL. Two recent projects include Burlington Station (\$25 million) in Downers Grove, IL and The Promenade at Founders Square in Portage, IN (\$40 million).

Mr. Mitchell graduated with honors from the University of Notre Dame, received his MBA magna cum laude from the Mendoza College of Business at Notre Dame, and was admitted to the Beta Gamma Sigma national honor society. He is the former Chairman of Irish Leaders and serves as Chairman of the Board of Junior Achievement – NWI, reaching over 40,000 children annually. He also founded RentLikeaChampion.com, the largest provider of sports-related vacation rentals in the US, and successfully appeared on ABC's hit show "Shark Tank", where he partnered with Mark Cuban and Chris Sacca. He and his family reside in Hinsdale, Illinois.



Michael C. O'Connor
Vice President – Development & Leasing

Mike O'Connor joined Holladay Properties in 2013 to lead its medical office leasing and development efforts throughout Northwest Indiana and the Chicago metropolitan area. Currently, he is leading leasing and development activities at the AmeriPlex at the Crossroads 386-acre mixed-use business park development in Merrillville, IN. Prior to joining Holladay Properties, he held leadership positions with private real estate development firms located in Chicago, IL and Phoenix, AZ as well as a national real estate service firm based in Los Angeles, CA.

Originally from Chicago, Mr. O'Connor brings over 25 years of experience in development of commercial office, industrial, retail, multi-family residential, and medical office facilities, as well as above grade and below grade parking structures, high rise urban office buildings, historic building renovations and multi-building campus developments. Throughout his career, he has successfully managed the variety of risks associated with the design, entitlement, construction, leasing and financial management of complex facilities in numerous markets throughout the Midwest and Southwest regions of the United States.

Mr. O'Connor holds a Bachelor of Science degree in Mechanical Engineering from the University of Notre Dame as well as a Master's degree in Business from Northwestern University. He also studied engineering at the University of Arizona prior to beginning his career in real estate development.



Jessica Vargas, LEED AP®
Project Architect

Jessica Vargas joined Holladay's Portage team in 2013 as a Project Architect after spending over a decade working in traditional architecture firms. She performs in-house architecture and project management as well as third party design work, taking projects from initial concept through post occupancy.

Prior to joining Holladay, Ms. Vargas worked for Gerometta & Kinel Architects in Chesterton, IN for seven years. She is a licensed Architect in the States of Indiana, Illinois, and Tennessee, as well as a LEED (Leadership in Energy and Environmental Design) Accredited Professional associated with the USGBC and GBCI.

Ms. Vargas holds a Bachelor of Architecture degree and a Bachelor of Science degree in Environmental Design from Ball State University. She is a current Board Member of the National Association of Women in Construction's NWI Chapter #311, the Porter County Building Trades Corporation, and Junior Achievement of Chicago. In 2016, Ms. Vargas received the Influential Women of Northwest Indiana's Up and Coming Woman in Construction award.



Lori Kappel
Project Designer

Lori Kappel is a Project Designer in Holladay's Portage, IN office. She performs space and site planning as well as interior design work for projects at AmeriPlex at the Port and AmeriPlex at the Crossroads, as well as various other projects in Northwest Indiana and Chicago.

During her time with Holladay, Ms. Kappel has been responsible for all aspects of project design for existing portfolio projects, as well as speculative and build to suit projects for both internal and external owners. Most notably, she has been the lead Holladay designer for The Promenade at Founders Square in Portage, IN, and Burlington Station in Downers Grove, IL.

Ms. Kappel has over 10 years of experience in interior design and holds a Bachelor of Fine Arts degree in interior design from The Illinois Institute of Art-Schaumburg. She earned the Registered Interior Designer designation from the American Society of Interior Designers in 2018.

SELECTED PROJECTS

The following projects detail some of HP's largest development to date.

	PROJECT NAME	LOCATION	SIZE	SCOPE	NOTES
RESIDENTIAL	Founders Square	Portage, IN	313,000 SF	\$40.0 million	Mixed-Use Commercial/Residential
	Burlington Station	Downers Grove, IL	114,000 SF	\$29.0 million	Luxury Transit Oriented Development
	Holy Cross College	Notre Dame, IN	44,000 SF	\$5.0 million	Campus Redesign & 72 Bed Dorm
	Grace College	Winona Lake, IN	21,000 SF	\$3.0 million	80 Bed Townhome Style Dormitory
	Maple Lane Apartments	Elkhart, IN	311,400 SF	\$30.0 million	308 units, 77 2-story buildings
	Darby Row & The Belfry	Notre Dame, IN	41,000 SF	\$5.7 million	71 Bed Boutique Student Housing
INDUSTRIAL	Haskell Building	Michigan City, IN	64,000 SF	\$3.0 million	Flex Spec Facility
	660 Massman Drive	Nashville, TN	170,600 SF	\$6.5 million	Redevelopment: Standard Candy
	Tech Data	South Bend, IN	225,000 SF	\$6.8 million	Build to Suit
	Midway Building	Indianapolis, IN	110,000 SF	\$7.0 million	Flex Spec Facility
	Garphyttan Wire	South Bend, IN	100,000 SF	\$3.2 million	Build to Suit
	Fullerton Building	Portage, IN	517,000 SF	\$15.5 million	Spec Industrial Building
COMMERCIAL	Founders Square	Portage, IN	240,000 SF	\$50 million	Mixed-Use Residential/Commercial
	AM General	South Bend, IN	35,000 SF	\$4.2 million	Build to Suit
	Department of Corrections	South Bend, IN	58,000 SF	\$13.5 million	Justice Center, Build to Suit
	Indiana Department of Revenue	Indianapolis, IN	99,000 SF	\$12.0 million	Build to Suit
	The Villages	Indianapolis, IN	12,500 SF	\$1.2 million	Day Care Center, Build to Suit
	Fannie Mae	Washington, DC	310,000 SF	\$75 million	Office, Build to Suit
MEDICAL	Brown Mackie College	South Bend, IN	47,537 SF	\$9.2 million	Community College, Build to Suit
	Michiana Hematology Oncology	Westville, IN	30,000 SF	\$13.0 million	JV - Build to Suit
	Michiana Hematology Oncology	Mishawaka, IN	50,000 SF	\$21.0 million	JV -Build to Suit
	LifeWorks Medical Office Bldg.	Michigan City, IN	38,081 SF	\$12.0 million	JV - IU-Health LaPorte Hospital
	Memorial Skyway Plaza	South Bend, IN	64,000 SF	\$8.0 million	JV - Memorial Hospital
	Hendersonville Medical Center	Hendersonville, TN	30,000 SF	\$3.5 million	Master Lease
BUSINESS PARKS	Grandview Psychiatric	Jasper, TN	9,000 SF	\$1.5 million	Build to Suit
	Memorial Home Care	South Bend, IN	50,000 SF	\$7.0 million	Build to Suit
	AmeriPlex - Marquette	Michigan City, IN	20 acres	3 buildings	Tenants: Auto Dealership, KTR
	NewPorte Landing	La Porte, IN	45 acres	\$6.8 million	Remediation & Infrastructure Project
	LifeWorks Business Park	Michigan City, IN	40 acres	3 buildings	JV with La Porte Hospital
	AmeriPlex at Elm Hill	Nashville, TN	40 acres	4 buildings	LEED, Multi-Tenant Industrial
HOTEL	AmeriPlex at the Crossroads	Merillville, IN	395 acres	5 million SF	JV with Purdue Research Foundation
	AmeriPlex - Indianapolis	Indianapolis, IN	1,500 acres	15 million SF	Tenants: Gatorade, Allstate
	AmeriPlex at the Port	Portage, IN	386 acres	5 million SF	Tenants: Daimler/Chrysler, Fronius USA
	AmeriPlex at I-80/90	South Bend, IN	425 acres	7 million SF	New Interchange Required
	Inn at St. Mary's	Notre Dame, IN	150 units	\$15.0 million	Joint Venture
	Country Inn & Suites	Portage, IN	100 units	\$9.0 million	A Carlson Branded Hotel
RETAIL	Hilton Garden Inn	Notre Dame, IN	100 units	\$9.0 million	Features Indoor Restaurant/Bar
	Gillespie Conference Center	Notre Dame, IN	20,000 SF	\$4.0 million	Attached to Hilton Garden Inn
	Holiday Inn Indianapolis Airport	Indianapolis, IN	122 units	\$9.3 million	Joint Venture
	Starbucks	Nashville, TN	2,000 SF	\$1.0 million	Single Tenant Building
	Michigan City Auto Dealership	Michigan City, IN	26,000 SF	\$8.0 million	Build to Suit
	Grand Park Events Center	Westfield, IN	377,560 SF	\$28.0 million	World's Largest Indoor Soccer Facility
	Heritage Square	Mishawaka, IN	210,000 SF	\$35.0 million	Lifestyle Center
	Bass Pro Shops	Portage, IN	130,000 SF	\$25.0 million	TIF Financed
	Bass Pro Shops	Richmond, VA	150,000 SF	\$30.0 million	CDA
	Shoppes at Winding Brook	Richmond, VA	10,000 SF	\$3.0 million	Tenants: Salsa's, Subway



Burlington Station **Downers Grove, Illinois**

Burlington Station is a game-changing 89 unit luxury residential building located at 5100 Forest Avenue, in Downers Grove, IL. Just one block from the Downers Grove Main Street Metra station, the development offers a range of luxury 1 to 2 bedroom + den units. The five-story, 114,000 square foot community offers amenities like a spacious outdoor amenity deck with firepits, dog-run, sculptural fountain, and bocce court. Further amenities include leasing concierge, cyber cafe, pet spa, package handling, Butterfly MX video intercom, 24-hour fitness center with state-of-the-art equipment, bicycle studio, temperature controlled 107 unit parking structure with EV charging stations, and more.

Residents of Burlington Station will enjoy an unparalleled modern living experience with on-site convenience, walkability to Downers Grove's vibrant downtown, and immediate access via BNSF express train service to the Chicago Loop.

The \$25MM, 113,000 SF project was a multi-year effort, developed in conjunction with Village Staff, relying heavily upon Downers Grove's award winning comprehensive plan, which specifically identified the 5100 Forest parcel at the most important catalytic site in the Village Downtown, with emphasis towards creating an architectural "terminating vista" on the Village downtown's western edge.

Opened November 2019. Learn more at www.liveindowners.com



The Promenade at Founders Square Portage, Indiana

The Promenade at Founders Square is a new \$42 million mixed-use development that includes nine buildings, 304 residential units and 10,200 SF of ground floor retail, commercial, and restaurant space designed to frame Founders Square Park in downtown Portage, IN. The project follows Holladay's 20 year development of AmeriPlex at the Port, a 385 acre Class A Business Park, now home to over 4,000 employees, and over 5.0MM SF of high quality industrial, hospitality, and restaurant space.

With the Promenade at Founders Square, Holladay worked closely with the City of Portage to achieve its vision for a bona fide "downtown." The project required assemblage of 18 individual parcels totaling 15+ acres. The public-private partnership with Portage involved a \$5MM TIF bond issuance, enabling economic viability of the project while allowing high-quality architectural design and material. The project's immediate visibility from the Indiana Toll Road (I80/I90) is now redefining the image of Portage.

Delivered in Summer 2018, Phase 1 includes the initial five buildings of the development, totaling 198 units, and broke ground in May 2017. Early retail tenants include the Portage Chamber of Commerce, Big Time Burgers & Brew, offering burgers and craft beers, and other service-oriented businesses.

The second phase of the project includes Buildings 6-9 totaling an additional 104 units, as well as a pool, outdoor clubhouse, and other entertainment areas. Phase II commenced in Fall, 2018.

Learn more at www.foundersliving.com











THE
PROMENADE
AT FOUNDERS SQUARE





LILAC STATION
SITE PLAN

FOR REFERENCE ONLY

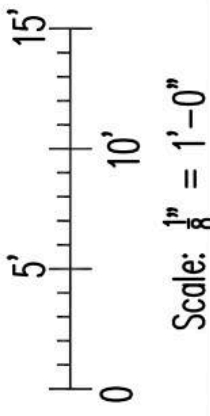
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HOLLADAY
PROPERTIES
Building Solutions Since 1952



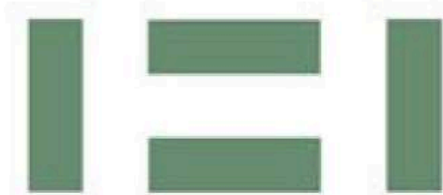
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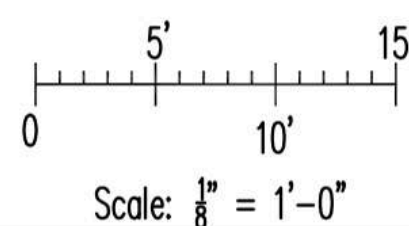
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HOLLADAY
PROPERTIES
Building Solutions Since 1952



LILAC STATION RENDERING 1

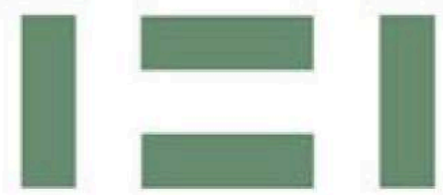
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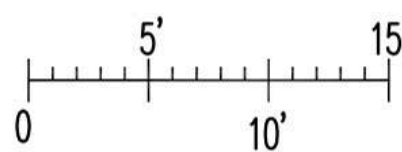
LILAC STATION LOMBARD, IL



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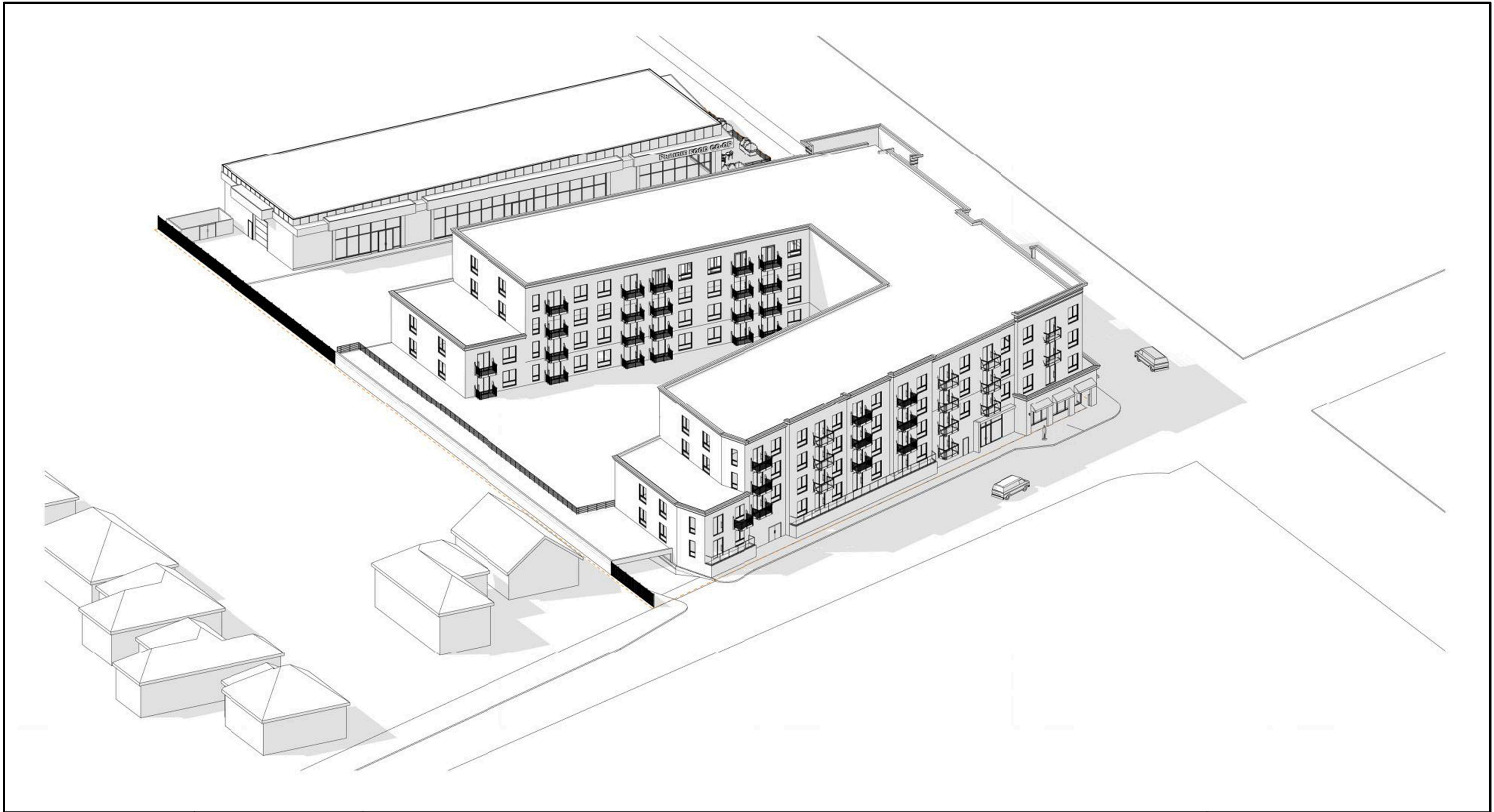
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LILAC STATION RENDERING 2

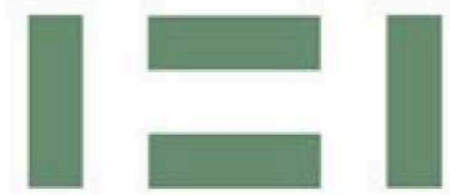
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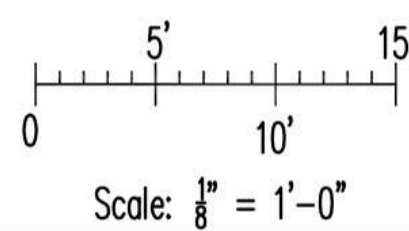
LILAC STATION LOMBARD, IL



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Building Solutions Since 1952



LILAC STATION AERIAL PERSPECTIVE

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LILAC STATION LOMBARD, IL

Quincy Station
Westmont, IL



Quincy Station
Westmont, IL



MINUTES
REGULAR PLAN COMMISSION MEETING
May 14, 2020

Call to Order and Roll Call

The meeting was called to order at 7:01 p.m. by Chairperson Mary Loch, who described the Commission's advisory role and functions, and introduced the meeting as a pre-application meeting. She explained that in the interest of transparency, notice of the meeting had been published on the Village website; mailed to property owners within 350 feet of the subject property; appeared in the Village of Glen Ellyn email news blast; and sent by the Chamber of Commerce and the Downtown Alliance via email to their members. To enable public feedback to the Plan Commission and the Village, she continued, instructions on how to participate in the meeting and to provide comment were displayed on the Village website.

Chairperson Loch further explained that, due to the ongoing Coronavirus (COVID-19) pandemic and, the Governor's statewide stay-at-home order and order suspending certain Open Meetings Act requirements, this meeting would be conducted remotely, via Zoom, in support of maintaining attention to important Village business. The commissioners and staff participating in tonight's pre-application meeting are in different locations, she said, and that social distancing requirements are being met. Chairperson Loch outlined the remote proceedings of the meeting, declaring that formal written comments received will be read, that audience attendees would have an opportunity to speak via the electronic meeting platform, and that all comments would be recorded.

Chairperson Loch introduced the following Village Staff participating in the meeting: Community Development Director Staci Springer, Planner Katie Ashbaugh and Recording Secretary Barbara Dutton; as well as Village Board liaison to the Plan Commission, Trustee Bill Enright. She then asked for the roll call. Plan Commissioners Lloyd Berry, Angela Fanella, Phil Hartweg, Tracy Heming-Littwin, John Mulherin, David Rodemann and Jamie Vondruska were present. Director Springer noted that the name of new Plan Commission member, Laura Brown was not called, as Ms. Brown will not be an official member until June.

Adoption of Emergency Rules of Procedure

A motion to adopt emergency rules of procedure was made by Commissioner Heming-Littwin, seconded by Commissioner Hartweg, and passed unanimously by roll call vote.

Allowance of Remote Participation by the Plan Commission

A motion to allow remote participation in the meeting was made by Commissioner Heming-Littwin, seconded by Commissioner Hartweg, and carried unanimously by roll call vote.

Approval of March 12, 2020 Plan Commission Meeting Minutes

Commissioner Heming-Littwin moved to approve the draft minutes of the March 12, 2020 Regular Plan Commission meeting, seconded by Commissioner Hartweg, the motion carried unanimously by voice vote.

Public Comment Non-Agenda Items

None.

Pre-Application Meeting – McChesney & Miller Redevelopment – 460 Crescent BoulevardStaff Introduction

Village Planner Ashbaugh provided an overview of the review process, including the pre-application meeting, which offers an opportunity for a developer to receive informal feedback on project plans. Aided by photo and map imagery, she described the project site, which is located at the southeast corner of the block bounded by Pennsylvania Avenue, Crescent Boulevard, Glenwood Avenue and Prospect Avenue, and sits at the northwest corner of the intersection of Crescent and Glenwood. To the west of the project site is Lord's Auto Clinic, to the north is Barone's restaurant and the Glen Oak Café, and across the street to the south is the Crescent-Glenwood parking lot owned by the Village. The property is surrounded on the North, West and South sides by the C5B central service sub-district, and to the east across Glenwood by the C5A retail core sub-district. Existing topography features a downward 6-foot slope from the northwest corner to the southeast corner of the site. The property covers 8/10ths of an acre and holds the former McChesney & Miller grocery store building, which has been unoccupied since 2014, along with 42 parking stalls.

Referring to the Village's 2001 Comprehensive Plan, Planner Ashbaugh listed considerations relative to the property: height of nearby buildings, pedestrian scale, site topography, the economics of the Downtown, and sightlines in relation to prominent visual landmarks and historic features. Future land use for the block is identified as "downtown commercial," and, as the property location on the periphery of the downtown indicates a preference for retail and service uses on the first floor, particularly along Glenwood Avenue.

In the Downtown Strategic Plan adopted in 2009, she explained, the Phase III development plans called for mixed use, primarily residential, development in this area, specifying about 18,000SF of retail, and 168 dwelling units for this entire block, and one to two lower levels of parking. Applying that ratio to this site, she said, would mean approximately 8,280 SF of commercial space and 77 apartments, and one to two lower levels of parking.

In 2014, Planner Ashbaugh relates, Next Generation Development proposed a development concept for a six-story building, with an approximate maximum 64-foot height, and featuring 180 apartments and 234 parking stalls for a ratio of 1.3 stalls per dwelling unit, and 3,774 SF of retail space. The development would include portions of Crescent Boulevard right of way, and the Crescent-Glenwood Parking lot. In November 2015 the Plan Commission heard a pre-application for a mixed-used development concept by Springbank. This one for a six-story building featuring apartments and parking stalls that would yield a 1.67 ratio of stalls per dwelling unit, and 76,000SF of retail space. The concept envisioned including Lord's Auto Clinic Property, Crescent Boulevard and portions of the Crescent-Glenwood lot.

In May 2019, the Plan Commission reviewed a portion of the Draft Comprehensive Plan, Downtown Sub-Area Framework, as an update to the 2001 Plan. Planner Ashbaugh continued that this sub-area framework delineated the property as a “catalyst site,” with nearly 30,000 SF of ground-floor commercial, 144 dwelling units/apartments, and 45,000SF of ground-floor parking and two above-ground levels each of 38,500 SF. The recommended parking stall per dwelling ratio of .87 to 1.27 stalls for this sub-area overall, she said, noting that the Commission was comfortable with the ratio. In modern developments, she said, ground floors typically range from 15 feet to 18 feet in height for commercial uses, and 10 feet to 12 feet for upper floors.

Holladay Properties, the current petitioner, is proposing six-floors (with one below grade) excluding the towers, 86 apartments and 104 parking stalls for a 1.2 ratio, and approximately 1,200 SF each of commercial and apartment building lobby space. In displaying site plans and elevations, Planner Ashbaugh highlighted features including 56 below grade parking stalls and 48 at grade, with access off Crescent; pedestrian access to the apartment and commercial space off of Glenwood. To the north of the building is the loading area and dog run. Setbacks proposed are 5-ft. front yard from Glenwood, 1 ft. 6 in. corner side yard from Crescent, 6 ft. 2 in. rear yard from Lord’s, and 13 ft. 6 in. interior side yard abutting the restaurants. She noted that two deviations relative to the required impervious surface setback for this property will be needed for the project.

The complex will have a fitness center, a clubroom and a patio, and apartment sizes will range from studios to one-bedroom, to two bedrooms and two bedrooms with a den. The top three levels are exclusively apartments, 23 to a floor. Commissioner Heming-Littwin asked if anything would be in the setback area adjacent to Lord’s, referring to the existing drop in grade along the west property line. Planner Ashbaugh responded that the petitioner had not proposed anything at this stage in the design, but could be asked about their plans. Fanella asked about which street the 2001 Comprehensive Plan had specified as the street on which retail should sit, to which Planner Ashbaugh replied that the location was implied as being Glenwood, based on the pedestrian shopping area that runs down the center of Glenwood as illustrated in the 2001 Plan. Commissioner Mulherin asked about a retaining wall on the west side. Commissioner Heming-Littwin said there is currently one in place, but is curious about how high the new one will be.

Planner Ashbaugh showed drawings of proposed elevations, the Front/East of which faces Glenwood. For this front façade, a deviation is being sought to eliminate the Village requirement of a 15-foot step back where the building is taller than 45-foot height. The Petitioner’s plans call for the building to be in the same plane all the way up to its top – for which the maximum height is proposed to be 64 ft. 8 in. from average existing grade to the top of the southeast tower and 58 ft. 3 in. at the top of the parapet. The bulk of the building, she pointed out, is under the 60-foot maximum limit.

Displaying renderings of the building, Planner Ashbaugh related that the building’s exterior is primarily brick (of multiple tones), with limestone details and EIFS colored to mimic limestone for the cornice. The balconies, she said, are painted aluminum. She advised the Plan Commission to ask the Petitioner for more information about the screening grate that appears (on the Crescent-side elevation) to feature plant material and covers partial openings to the parking garage on the ground floor. The north side elevation shows a glass railing enclosing the patio amenities. A privacy fence also appears along patios serving

apartments, and the building is to feature a dark metal standing-seam roof. An approximately 13-ft. wide drive leads to the loading dock on the north side of the building. It was noted that the existing retaining wall behind the Glen Oak Café was not shown in the rendering.

Planner Ashbaugh listed the required approvals, including special-use permits for a preliminary and final planned unit development plan with potential deviations and for multiple-family residential, and summarized zoning deviations to allow 104 parking stalls instead of 145; to dispense with parking stalls for commercial space; to allow a height of about 64 ft., exceeding the 60 ft. permitted; to not require a step back from the front façade; and to allow impervious surface setback distances that vary from the requirements. She pointed to areas of focus for Plan Commission exploration to derive feedback. These include the building height, the number of parking stalls, the step-back deviation, whether a one- or a two-step PUD review process would be in order, parking garage design, and architectural appearance.

Petitioner's Presentation

Petitioner Drew Mitchell, Partner and Vice President of Development with Holladay Properties, South Bend, Ind., introduced his team on the call: Chris Walsh, Principal Architect with Tandem Architecture; Javier Millan, a principal with KLOA, a traffic study and parking consultant; and Mike O'Connor, Vice President of Development and Leasing with Holladay. He provided background on Holladay, and expressed an enthusiasm for working on "catalyst" projects. Mr. Mitchell said the development envisioned for the McChesney site is to have living units that are larger than average and expects the rent to range from \$1,200 to \$2,900. He discussed the Burlington Station development in downtown Downers Grove as an example similar to that proposed this evening, as well other project examples. He expressed pride in the Holladay's practice of retaining management of developed residential properties, and explained that the company focuses on the millennial and empty nester demographics, who seek lower-maintenance living, and as such design amenities such as extra storage and laundry facilities in living units. He endorsed the desirability to a walkable lifestyle near public transportation, as well as listed amenities on which his company places value, including fiber-optics, electrical vehicle charging stations and car sharing, smart thermostats, LED lighting, walk-in closets, and conference rooms.

Expressing that the goal of the project is to create a luxury living environment, Mr. Walsh reviewed building component plans and offered rationale for the building's configuration. He discussed how the site slope effectively "lowers" the building, and reviewed traffic flow and parking space design for the garage. Trash, kept in a trash room, would be rolled out to the curb. In remarking that the site was a "tricky" one, he said the back alley would have to be ramped up. The patio, he described as an "energy point," seen as an element that enlivens the street. Mr. Mitchell interjected, suggesting that to create a "presence of hustle and bustle" outdoor televisions or a fire pit can be added to invite people to utilize the space. He mentioned the importance of Holladay's emphasis on access to the outdoors in every unit. Mr. Walsh explained that, following the suggestion from staff, balconies on the Crescent side would be inset, and that side of the building would have planters with plants that grow up screens to create a "green wall" effect. Mr. Mitchell credits the elevation change up Glenwood as a mitigating factor in avoiding blocking sunlight or views.

Regarding the lack of step back, Mr. Walsh related proposing to staff the idea of pushing the building back five feet on the Glenwood side and making the sidewalk wider by, in lieu of designing a façade step back. He is confident that lack of a step back on the Crescent façade would not create a canyon-like effect as there will not be a building to the south. He suggested trees might be added along Crescent if street area is regained (from sidewalk indents). He showed imagery of screens with vegetation and activated streets, as well as of interiors that express a quality in line with a “higher-end clientele” lifestyle. Mr. Mitchell mentioned that the petitioner is exploring ways to address the monolithic appearance of the brick. Mr. Walsh discussed grade-change challenges, which, he said, could be overcome. They are being discussed with engineers, and retaining walls might be a solution. In addressing height, he said that because the site is dropped, the building is technically below maximum height except for the tower peaks.

Describing the project as a “transit-oriented development,” (TOD) Mr. Mitchell indicated they are convinced that the ratio they have identified is correct, given ridesharing utilization. Mr. Millan said that TODs are characterized by such things as mixed-use features and a downtown location close to public transit, and have lower parking demand requirements. He cited census data revealing ownership of 1.87 vehicles per owned homes within a quarter-mile distance of the Glen Ellyn train station, and an ownership level of less than one vehicle (.95) per rental unit within that distance. The findings relative to rental units, he said, were applied in analyzing demand for parking at the proposed development. He also said that engineering survey data used to calculate parking demand revealed that for this size of development 74 parked vehicles on a weekday and 99 on Saturday would be needed. The average parking supply ratio for sites within a ½-mile of a train station is 0.8 spaces per bedroom, he said, noting that the proposed ratio for this development is 1.16 spaces per bedroom. Additionally, he said, parking ratios projected for this development are consistent with other TODs, and would be adequate to serve the development.

Addressing guest and retail parking concerns, Mr. Millan said that an apartment building of this size could be expected to have 9-10 visitors at once, typically during evening hours, a demand that can be easily accommodated by the nearby surface lot. The modest retail parking demand generated by the development, he believes, could be served by the on-street parking on Glenwood, Crescent and Pennsylvania. He concluded that the development proposed would provide sufficient parking spaces to meet the apartments’ demand and that public parking in the vicinity is adequate for guest and retail demand. Mr. Millan said that a complete traffic study would be prepared, but maintained that such a development would generate less traffic than the McChesney & Miller grocery store or other types of site use. Downtown residential developments near alternative transportation modes, he continued, tend to generate less traffic than a similar development without accessibility to transit. He referenced census data indicating some 25 percent of Glen Ellyn residents within ¼ mile of the downtown either walk, bike or take public transportation, and said that the proposed residential development would likely experience a 25 percent reduction in street generation, something that a retail or office development would probably not experience.

Mr. O’Connor added that Holladay tenants lease a parking space as a separate transaction from leasing an apartment, a practice that, he said, tends to decrease the demand for parking.

Commissioner Heming-Littwin asked if there was a turnaround area for loading traffic, to which Mr. Walsh said, no. She and Chairperson Loch would like to see the architectural caps present on the building's west side.

Commissioner Rodemann asked if the balconies on the north elevation would be of similar material as the rest of the building, to which Mr. Walsh answered that they would be the same material as the other balconies. Having asked whether the west stairwell would exit through the garage in case of fire, Mr. Walsh responded that would be the case. Mr. Rodemann expressed that such egress would not be acceptable and suggested an engineering solution associated with the grading/piling might enable exit at the first residential level. Commissioner Rodemann recommended the parking layout be analyzed by a parking engineer to ensure functionality.

Commissioner Mulherin asked for comparative information relative to the topography of the proposed development and that of the townhomes across Pennsylvania Avenue. Mr. Walsh said the buildings were pretty much both the same height and showed a diagram illustrating evidence of his statement.

Commissioner Fanella asked what type of retail was envisioned for the building. While Mr. Mitchell said marketing of the space wasn't yet underway, the design was flexible to accommodate a variety of business, and mentioned a restaurant or a nail salon as examples.

Public Comment

Planner Ashbaugh read the following received letters into the record:

Mike Venezia, Owner, Legacy Condominium, Glen Ellyn, 462 Pennsylvania Ave., Apt 2N: *"We believe that a rental development on the former McChesney site may be a good idea IF the completed structure complies with ALL CURRENT zoning laws, rules, and regulation. We do not support the development if it requires adjustments of current codes including height or parking variances. We object to the enormous size & traffic impact, developer's request for Village financial assistance, zero setback from sidewalk. The traffic during peak hours is already dangerous on Pennsylvania Ave. when entering/leaving our community."*

Priscilla Anderson, 616 Davis Ter.: *"Please VERY SPECIFICALLY detail for community members in EXACT terms what Village Code Variances are being sought by the developer. Thank you."*

Janna Sampson, 470 Pennsylvania Ave., Unit C: *"While I am happy to see something proposed to redevelop this site, I am concerned by three attributes of this project, Height, Parking and Traffic. I live directly to the north of this development. My townhouse is 4 stories tall. At 5 to 6 stories tall, this development will block my view and decrease the light that will be available in my unit. I urge you to make sure that there is no variance on height approved for this project. I would like to see it limited to maximum of 5 stories or less. I am also concerned that the developer's floor plan states a need for 144 parking spaces for just the apartments but the proposal is only providing 104 spaces. Where will the other 40 cars park? There is no guest parking for residents of the apartments and parking for any retail businesses will be on the street only. There is shortage of parking spaces on weekend nights in this area already. Currently, the*

McChesney lot is being used for public parking so those parking spaces will disappear at a time when residents and retail businesses will be increasing the need for parking. I urge you to require this development to provide more parking for residents, their guests and retail businesses. My final concern is the increase in traffic that this will bring to the area. Pennsylvania Ave is already a traffic mess on weekend evenings as people pick up dinner or dine in at Barones, dine at Two Hound Red, go to the Northside Bar, and seek parking to walk to the many restaurants and businesses to the east on Pennsylvania and on Crescent as well as the north end of Main street. Adding 86 apartments that will likely have 150 or more residents, will make the area less safe if there is insufficient parking and increased traffic. On weekend evening, we currently dodge cars double parked on Pennsylvania Ave., dodge pedestrians jay walking and must wait for drivers to move so we can enter our driveway to get to our home. There needs to be consideration for adding cross walks to all corners of Pennsylvania and Glenwood and Crescent and Glenwood. I urge you to ask the developer to scale back this project to limit its height, make traffic issues less of a concern and provide more parking."

Chris Horney, 684 Highland Ave: *"I'd like to support the new development of the project and believe it will drive further economic development downtown. More density downtown helps the retail activity, and also increases the tax base, while removing a vacant storefront from a prominent site. Concerns about height are overblown, especially given the grade change on the site. It's effectively 1 story lower when viewing from Pennsylvania, and in context of downtown it is a good use for the site."*

Joyce Hothan, 637 Pleasant Ave., Submitted on behalf of the League of Women Voters of Glen Ellyn: *"The League of Women Voters of Glen Ellyn is opposed to having another luxury apartment development be approved in the Village without certain considerations."*

In recent surveys and meetings with residents as part of the Village's planning process, residents underscored their 'desire for a broader variety of housing options to better serve the residents in all stages of life'. Unfortunately with the recent increased opportunity for redevelopment of properties in our downtown corridor, this community's feedback does not seem to have been kept in mind. All three of these developments have focused on the same type of high-income luxury apartments."

While it may not be possible to focus on any other housing types other than apartments at this time, it is important to keep in mind the needs of the community related to at least price points. Now more than ever, having a vibrant downtown is an important goal of the Village and the addition of numerous downtown restaurants has been part of that strategy. Along with that comes the need for additional retail and food service staff. Having close affordable housing is also part of creating a good balance related to transportation and parking needs of workers and residents. This is an essential element for maintaining a vibrant community."

Lastly, the "Illinois Affordable Housing Planning And Appeals Act" passed in 2003, requires that all communities maintain 10% of their housing stock be affordable as defined by the Act. With the recent renovation and upgrading of several existing apartment complexes, the continued trend to tear down smaller older homes and replace them with much larger and more expensive ones, and this one, to

approval high end luxury apartment complexes like Avere, Apex and possibly this one, our compliance with this Act may well be in jeopardy.

Our recommendation is to ask developers who want to build more luxury apartment complexes to include in each development a set-aside of 10% for affordable housing as a way to insure our Village maintains its compliance. Since developers tend to ask for and receive numerous variances and monetary concessions from the Village in this approval process, we must also keep our residents' needs in mind and make sure their input and interests are also heard related to their 'desire for a broader variety of housing options to be sure to better serve the residents at all stages of life'. Thank you for your consideration!"

Ronald Davis, 462 Pennsylvania, 4N: *"Three major concerns. The height of the project...6 stories should not even be an option for variance. It will stick out like a sore thumb and block current views at the Legacy...Next, traffic exiting our development at the Legacy is currently, at a minimum, dangerous. Because of allowed street parking right up to our exit gate, we cannot see traffic coming from the east on Pennsylvania. We have approached both the Village and the Police dept about this dangerous situation to no avail. With the increase in traffic volume that this project would bring, this is just a disaster waiting to happen for us. Finally, there is not enough parking allotted for this project. With the new apartments going in across from the library and now this project, parking for visitors to our development will become non-existent."*

Aimee Pacente, 305 Oak Street: *"Please consider Condominiums and perhaps some Apartments for rent. This would be great not only for the aging generation but also for the Millennials who want amenities and no maintenance.*

Look at some of the Chicago high rises, they have built in grocery stores and full time chefs, healthclubs, movie viewing rooms, party rental rooms with bowling and pool tables, business meeting rooms. Perhaps there is a way to generate revenue with added amenities for Glen Ellyn.

Look at the SOHO Club or the NEMA building in Chicago. Also, adequate parking is a must, we already have limited parking.

Mike Weiler, 466 Pennsylvania Ave., Unit H: *"To Whom it May Concern,*

I am really happy to hear that there are some development ideas getting generated for this location. I think that added residential space like high end apartments or condos will be a plus to the community. I know some of my neighbors are concerned about the height of the building.

Personally I am supportive of 6 stories or less. I know there has to be a certain number of units to make the construction project worth the cost.

Traffic flow out of that area is a top concern and something that should be well thought out before construction starts. Barones is always busy in the evening and the intersection of Pennsylvania and Prospect can be dangerous from 4PM to 8PM. Any thought put towards traffic flow will be time well spent."

David Thomson, 462 Pennsylvania Ave, 4S: *"I support the redevelopment of the former McChesney Miller property for an apartment building but only if all current codes and requirements are followed for the project and only if variances and financial incentives are NOT granted, especially related to height, set backs, and required parking spaces. I live in the neighborhood, less than 350 feet from the subject property. Traffic and parking problems start with morning rush hour, subside and then return again before Noon.*

The traffic and parking problems continue to build from Noon until around 9pm. Pennsylvania Avenue frequently backs up in both directions at Prospect, especially when the railroad gates are lowered. And parking in non-pandemic times is essentially nonexistent daily from late morning until area restaurants close.

Avere on Duane and the Apex on Main are already bringing 155 new rental units onto the downtown market. Added to the proposed McChesney project, there will be a total of 241 new rental units within a three block radius. It's hard to see how our current infrastructure will handle the added pressure of these developments while retaining the small town charm that everyone loves about Glen Ellyn.

I am pro-development but it needs to make sense. The current Village building codes and regulations were adopted for a reason: they protect the residents and visitors of the community and support a charming, picturesque, livable village. Seek developments that accentuate the Village, not stick out and up like a desperate symbol of development at any and all costs. Thank you."

Barbara Merrick, 468 B Pennsylvania Ave.: *"Developing on the McChesney Miller site is to be encouraged. However when I look at this proposal from Holladay Properties I see a mammoth structure. 86 units! Just one block away facing the library a 48 unit site is being built. Building 2 large units this close together will create excessive traffic congestion in the area. The Village Plan Commission must have this scaled down."*

Chairperson Loch invited comments from meeting attendees.

Janna Sampson expressed concern that all of the architectural interest of the building is focused to the east and south. She said that her view from The Legacy condominiums to the north has a beautiful view up the hill across the tracks, with trees and church steeples, and that what she's seeing on the north elevation of the proposed development is a solid, one-color brick wall with metal balconies, and lacking architectural interest, which she would like to see introduced to the north side.

Anne Gould, 609 Newton Ave., said that aspects of the proposed development should not be considered in the context of the Draft Comprehensive Plan, as the Draft Plan hasn't yet been approved, and that concerns have been expressed about elements of it, and that it was felt that the Vision needed more clarity and public input. She believes that current code specifications relative to height and setbacks work in unison and, hence, the building concept should be considered in a holistic manner. She asked that a 3D model be requested. She asked if there were sufficient drop-off zone in the concept; expressed the hope that Crescent setbacks would not be taken from the street ROW but rather the lot; wondered if any consideration had been given to the Pandemic's long-term effects on demand, so thinks additional analysis would be useful; and said she would not like to see TIFF funds granted to the project, especially

for a building that doesn't meet requirements to minimize bulk. Chairperson Loch remarked the Plan Commission doesn't have purview over TIFF funds.

Laura Brown, 695 Plumtree Rd., asked if units in these luxury developments are being rented for use other than residential, such as for office space, and whether there were regulations governing use. Mr. Mitchell responded that they would be concerned about vacation-rental use and they wouldn't allow use of a unit for a business (however, work-from-home amenities are included in developments).

Mr. Mitchell acknowledged that Covid has entered Holladay's thinking, that they are trying to stay abreast of the issue, and that they want people to feel safe in their homes. He expressed a willingness to consider aesthetic concerns expressed by Ms. Sampson.

Chairperson Loch thanked the public for the feedback.

Commissioner Comments

Commissioner Berry agreed that a 3-D model bird's eye view rendering would be helpful. He would like to understand the parking flow; a delta of 20-40 spaces could be significant, he said, especially with the parking garage being over on the east side of Main Street and presumably there would be additional traffic flow. He complimented the presentation team and said he would encourage Holladay to pursue the project, given demand projections, though did recognize that they were made in the "pre-Covid world."

Commissioner Fanella said she is excited to see prospective development on this site and is confident in the developer that this the project would come out as proposed. She likes the developer's build-and-manage approach, and is fine with the parking situation. She thinks that now people will be more comfortable having goods delivered, so doesn't think there will be the need for many cars, and emphasized the value of a drop-off space. She likes the aesthetic of having a corner lobby, encourages continued collaboration with Village staff, would like to see more retail space included in the plan, and agrees with the desire for more attention to architectural details. She likes the suggestion of taking the 5 feet available from reducing the front-yard setback to 0 and applying it to pushback along the top levels. Garage screening should be a focus to increase the attractiveness, and said that if the staff is comfortable with a one-step PUD review process, she is, as well.

Commissioner Heming-Littwin would like to see more done architecturally on the building's north side. She said she would like to see more retail and is fine with the parking. She understands the Pennsylvania Avenue issues, but pointed out that the street is a thoroughfare to Wheaton so it tends to have more traffic than Crescent other than at certain times of the day. She favors the idea of recovering the parking spaces cut into the sidewalk on Crescent and putting trees there, as well as likes the idea of grates featuring plants to increase natural beauty. She doesn't have a problem with the building height and thinks the architectural corners are important on the building. She is fine with a one-step PUD review process.

Commissioner Vondruska said the petitioner was thorough, and that he is comfortable with the parking ratio, but hopes the layout can be fine-tuned. Commissioner Vondruska added that he doesn't believe

that the retail component will need dedicated parking spaces. He thinks five stories are okay, and that the towers on the ends make the height more palatable. He thinks the north and west sides of the building look “slab sided,” and that extending architectural elements around the building would be a nice change. He is fine with a one-step review process, if the staff is. He would prefer more of a lattice-look than a metal mesh screen on the ground floor along Crescent, and said that greenery/plantings would increase the street appeal.

Commissioner Hartweg said the height is no problem, the step backs seem to be appropriate, and the parking spaces are probably a good sign of what can be expected in the future. He liked the idea of the electric charging stations, and thought even more might be desirable. He thought a one-step review process seems to be a logical way to go. The biggest issue he saw was breaking up the “bulk” appearance of the north façade.

Commissioner Mulherin “wholeheartedly” endorsed the project, and said that the challenges presented by the site ought to be appreciated. He said the concept put forward accommodates the site nicely, and that he was impressed with Holladay’s philosophy of building ownership. Glen Ellyn needs this development, he said, expressing satisfaction with the height and saying that the parking plan is realistic. And while affordable housing is a concern to the community, he said, the project proposed is not of the type of development that can accommodate that market. He said he expects the market analysis submitted with the formal application will likely show that the community needs the kind of apartments in the project proposed.

Commissioner Rodemann concurred that the site is challenging. At first glance, he said, it seems like there’s too much building on the site, and he’d almost rather see more space on the Crescent side than a setback at the rear. He worries that the amount of retail is a token, and while Glenwood seems to be the right place for retail, it doesn’t allow for much. He’d like to see an opportunity to activate the street more successfully, but is okay with the numbers presented for parking. Height is always a challenge, he said, but this site benefits from being down in a well, so the impact on Pennsylvania is mitigated. He doesn’t like the idea of seeing trash containers stacked on Crescent, but looks forward to seeing the project moving forward.

Chairperson Loch indicated that she didn’t have anything unique to offer, but thanked the petitioner for the willingness to invest in Glen Ellyn. She said that she was okay with the height, but thinks the north side looks plain and that something has to be done to make it look “more respectable” and the building more elegant. She is fine with a one-step PUD process.

Commissioner Berry recalled that a previous potential developer had the option to purchase the Lord’s Auto site and wondered if Holladay was pursuing this. Director Springer replied that preliminary discussions about that property are taking place, but doesn’t know at this point if that property could be incorporated or not.

Trustee’s Report

Village Board Trustee Bill Enright thanked residents for practicing social distancing, the Plan Commission for getting ready for this meeting, and the Village staff for its work to keep things moving. He conveyed that he's pleased to see something happen with the McChesney site. He related that with current pandemic, tax revenue was a concern, but so far the Village is in good shape, mentioning that the golf course has reopened and that sidewalk repair continues. He mentioned discussions relative to the Civic Center parking garage decision but that the walkway between the Village parking lot and Main Street has been opened up. He said grants approved for the train station are proceeding as is the streetscape project, though the Frida Kahlo exhibit has been postponed to 2021, he reported. Funds are expected through the CARES Act, and the Village is in discussion with the state and county regarding potential other revenues from the Act, and waiting for Congress to approve additional funding for state and local governments.

Commissioner Heming-Littwin inquired as to revitalization funds she said the Governor has talked about to help with projects. Trustee Enright said he doesn't have initial concerns about projects, but does for the long term, but offered assurance that Trustee McGinley and Village Manager Franz are on top of funding matters.

Chairman's Report

Chairperson Loch thanked the staff for pulling this meeting together, and the Plan Commission for making it work.

Staff Report

Planner Ashbaugh reported receiving an application for preliminary planned unit development amendment for the Leslie's Car Wash lot for JetBrite, a site redevelopment concept that was given first-review comments; and the Harding Glen Townhomes submittal, which has gone through first-review comments. Also the department has an extra-territorial subdivision plat for the redevelopment of the BP Wash and Go at the southwest corner of Butterfield Road and IL-53, which might be the subject of a Plan Commission public hearing via Zoom in June. Also on deck is a pre-app for a possible day care facility on three vacant lots at 844 Forest Avenue.

Planner Purvis described the Duane Street Townhomes project, currently in second review and expected to come forward in the next month or so. Also possible is a special use permit for outside storage at Jewel. She also mentioned some small cell site 5G text amendments expected.

Director Springer said the focus now is on having meetings only when essential. She anticipates continued Zoom use, and is trying to keep the agenda to one item for the first few Zoom meetings. Chairperson Loch would like to see a break worked in to Zoom meetings. Planner Kelly Purvis said intern Laura Kenney is finishing up her internship with the Village and a new intern, Adrian Diaz, is coming on board in June. Director Springer reported that the Shonkwiler building is down, to allow a pedestrian connection to the Civic Center parking lot, on which the Civic Center parking garage is planned. She said the Civic Center is closed to the public, but Village business continues, and that development and building permits are up over previous years for this time.

Adjournment

After Commissioner Heming-Littwin moved to adjourn the meeting, the motion, which was seconded by Commissioner Hartweg, the motion carried and the meeting concluded at 9:43 p.m.

Respectfully submitted,

Barbara Dutton
Recording Secretary

Reviewed by,

Katie Ashbaugh, AICP and Kelly Purvis, AICP
Village Planners