
MEMORANDUM

TO: Glen Ellyn Plan Commission
Glen Ellyn Architectural Review Commission

FROM: Michele Stegall, Village Planner *MJS*

DATE: February 20, 2015

FOR: February 26, 2015 Joint Commission Meeting

RE: Pre-application Meeting - The Residences of Glen Ellyn
Main Street Parking Lot, Giesche and St. Petronille Redevelopment



Background. On March 13, 2014, the Plan Commission held a pre-application meeting with The Opus Group regarding the potential redevelopment of the Main Street parking lot and Giesche properties. At the time, the project included the proposed construction of a 5-story mixed use development with 8,850 square feet of ground floor retail and 124 upper floor apartments. A parking garage was also planned within the proposed building in the basement, on the ground floor and on the second floor. At the Plan Commission's requests, a complete copy of the plans and staff report forwarded for the March 13, 2014 pre-application meeting are attached along with the applicable sections from the Downtown Plan, Comprehensive Plan and Streetscape and Parking Study. The project continues to comply with many of the Village's goals as set forth in these planning documents and identified in the March 2014 staff report. A copy of the minutes from the March 13, 2014 pre-application is also attached.

Following the March 2014 Plan Commission pre-application meeting, the plans evolved to include the St. Petronille property and the potential net gain of public parking with the project significantly increased. In the fall of 2014 the revised plans were then discussed at two Village Board workshop meetings at which the Board encouraged The Opus Group to continue to pursue the project. Finally, on February 11, 2015, a pre-application meeting was held with the Architectural Review Commission (ARC). This was the first opportunity for the ARC and public to review and provide feedback on the proposed architectural plans, which have only recently been developed.

The purpose of the February 26, 2015 joint Plan Commission/ARC pre-application meeting is to 1.) Bring the Plan Commission up to speed with the changes that have made to the plans since last March and to solicit any additional feedback the Plan Commission may have; and 2.) Provide a forum where the Plan Commission and ARC can have an open dialogue about those portions of the project where there is a strong interrelationship between the items both Commissions are charged with reviewing. More information about the joint portion of the meeting and the topics to be discussed is provided below.

The Chamber, Alliance of Downtown Glen Ellyn and Historic Preservation Commission have

been informed of the February 26, 2015 meeting in the same manner as has been done in the past.

Primary Plan Changes. Below please find a summary of the major elements of the plan that have changed since the initial pre-application meeting with the Plan Commission on March 13, 2014.

1. **Parking.** The petitioner has requested to proceed with the simultaneous formal review of two plan options. Option A would include a 3-level parking deck on St. Petronille’s property and the Village’s Glenwood parking lot along with additional parking in the building and no basement level parking. Option B would be similar to the plans initially reviewed by the Plan Commission and would include below ground parking on the Main Street parking lot site and would not include a parking deck on St. Petronille’s property.

The inclusion of the St. Petronille property with Option A allows vehicular access between the Main Street and St. Petronille parking lots to be maintained which would allow the continued shared use of both parking lots. It also recognizes an existing easement that St. Petronille has over the Village’s Main Street parking lot to access Main Street. The number of parking spaces available to the public is also significantly increased with this option. For these reasons, staff strongly favors Option A. It was also the version that was presented to the Village Board last fall. Option A also eliminates the need to construct expensive below grade parking and reduces potential environmental remediation costs.

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 and all indications from the Church are that the parties will be able to reach an agreement. However, the petitioner has emphasized that timing is extremely important to them. Therefore, in the event an agreement ultimately cannot be reached, The Opus Group has requested the simultaneous formal review of the two plan options.

The parking garage design has changed since the plans were reviewed by the Village Board. Updated plans showing the specific location, number and users of the proposed parking spaces have not yet been prepared by the petitioner. However, they are estimating that the number of parking spaces with each option are currently as identified in the tables below.

Option A

	Public Parking	Church Parking	Resident Parking	Total
Parking Deck	226	98	69	393
Building	85 (ground floor)	0	90	175
Total	311	98	159	568
Existing	*123			
Net Gain	188			

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

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. Petronille parking lot. With Option A, all of St. Petronille’s existing 98 parking spaces would be replaced in the first floor of the parking deck and there would be a net gain of approximately 188 public parking spaces. Of these spaces, 85 would be located on the ground floor of the building which would be accessed from Main Street and Glenwood Avenue. The remaining spaces would be located on the second and third floors of the parking deck. The Commissions may wish to confirm the proposed access point for the second and third levels of the garage which staff believes would still be from Hillside Avenue. The second and third levels would be public parking that could possibly be used by customers, downtown employees, commuters or the Church (still to be determined by the Village).

The proposed parking breakdown with Option B is estimated to be as identified in the table below. With this option, the customer parking on the ground floor would be accessed from Main Street and separate entrances would be provided off of Hillside and Glenwood Avenues for the residents. As currently proposed, the basement level parking would not be completely built out, but only constructed to the extent needed to provide a total of 159 resident parking spaces. At the time of the March 2014 pre-application meeting, 41 customer spaces were proposed in the basement, in addition to the resident spaces. This allowed for an anticipated net gain of roughly 50 spaces public parking spaces, not including the additional on-street parking proposed in front of the building.

Option B

	Public Parking	Resident Parking
Basement	0	69
Ground Floor	85	0
Second Floor	0	90
Total	85	159
Existing Spaces	*81	
Net Gain	4	

*Includes the 81 spaces in the Main Street parking lot. The 42 permit spaces in the Glenwood lot would also be maintained.

The plans continue to anticipate a unit mix of 75% one-bedroom units and 25% two-bedroom units with a proposed parking ratio of 1.27 spaces per unit for the apartments regardless of the plan option. Please note that while the February 11 plans in the packet show 171 resident spaces and a parking ratio of 1.34 that the petitioner intends to maintain 159 resident spaces and a parking ratio of 1.27 spaces per unit.

2. **Building Height.** The building would present itself as a 4-story building at the corner of Hillside and Main Street and turn into a 5-story building as it moves north along Main Street and west along Hillside Avenue. Elevation drawings prepared by Opus showing the proposed height of the building in relation to the buildings in the surrounding area are

attached. *(Please disregard the heights identified on the building sections as they have not been updated. The heights on the City Block elevations are accurate.)*

With the development of the architectural plans and the incorporation of the St. Petronille property, the building height as defined by the Zoning Code has increased by 4 feet from 53'11" to 57'11" for an anticipated deviation request of 12'1". However, the height of the building measured from ground level is roughly the same and even less in some areas. This is partially due to the development of the conceptual architectural plans but primarily because the four points from which the average existing grade is measured changed with the addition of the St. Petronille property. The height of the building measured from ground level on Main Street is currently shown to be between 55'4" and 57'9". At the time of the March 2014 Plan Commission pre-application meeting it was shown to be between 52'2" and 59'2" feet.

The building heights identified above are to the top of the building. Please be reminded that the actual height that would be advertised for as part of any zoning deviation request would be measured to the top of any mechanical equipment and therefore could be a couple feet higher. A total building height of 45 feet and 4 stories is permitted in the C5A zoning district.

At the March 2014 pre-application meeting, the Plan Commission was generally supportive of the anticipated height deviation but emphasized the importance the proposed architecture would have in reducing the perceived height and mass of the building. The petitioner was also encouraged by some Commissioners to step back the upper floor of the building as is required in the C5B zoning district where a building height of 55 feet is permitted.

3. Retail Space. The amount of proposed retail space has been reduced from the 8,854 square feet previously shown to the Plan Commission in March of 2014 to 7,040 square feet. The total square footage of the first and second floors of the Giesche building that would be demolished is roughly 15,200 square feet. Therefore, the total amount of downtown retail space is proposed to be reduced by approximately 8,160 square feet with the project. The plans presented to the Village Board last fall included roughly 8,500 square feet of retail space.
4. Promenade. The plans for a pedestrian connection between Glenwood Avenue and Main Street have been further developed. A 12-foot wide promenade that would narrow to 10-feet between Santa Fe and the new building is now shown on the plans.
5. Phasing/Review Process. If Option A is ultimately approved and constructed, the petitioner would like to have the Village-owned parking deck reviewed using a combined one-step review of the Preliminary and Final Planned Unit Development Plan with the proposed building that would be owned by Opus and located on the Main Street parking lot and Giesche properties going through a traditional two-step process. Staff suggested this option

to potentially allow the petitioner to begin construction of the parking deck in the fall and to make it available for customer use during construction of the building. If the petitioner were to move forward with Option B, the Village would need to work to identify temporary parking options during construction.

ARC Pre-application Meeting. At the February 11, 2015 ARC pre-application meeting, the ARC was supportive of the overall design direction of the project but had a number of suggestions, including but not limiting to:

- Refining the proposed Tudor elements to include more brick and less stucco as well as differentiating the two Tudor sections of the building rather than having them be mirror images of each other and bringing the roof line down on the Tudor sections to incorporate dormers and an attic appearance on the fifth floor. This would also allow for the incorporation of interesting ceiling lines in some of upper floor units which the project architect felt was feasible.
- Utilizing an additional section of Italianate architecture in lieu of one of the Italian Renaissance sections.
- Widening the proposed promenade in the area adjacent to the proposed building to allow it to become more of a prominent feature and gathering area that could potentially incorporate outdoor seating. The attached picture of Acorn Alley in Kent, Ohio was presented by The Opus Group at the meeting as one example of the direction the petitioner wanted to go in with the promenade. However, the petitioner indicated they envisioned utilizing murals rather than storefronts along the adjoining walls. The alley depicted in the attached photo ranges in width from 15-16 feet. The petitioner is estimating that 9 of the 85 ground floor public parking spaces would need to be removed to accommodate a wider promenade.
- Incorporating retail space at the corner to enliven the façade and draw pedestrians further south to assist the businesses across the street. This topic arose out of a concern that the spandrel glass currently planned along the first floor windows near the corner of Main and Hillside would present itself as vacant storefront space. Another option presented by the petitioner was the possibility of incorporating display windows in this area that merchants and others could use to advertise products and events. Incorporating retail at the corner would be challenging given the grade of the property. It would also impact parking and is estimated to result in the loss of two apartment units. However, the petitioner now believes that it may be possible to incorporate a two-level retail space in this area. The Opus Group is estimating that 11 ground floor public parking spaces would need to be removed to incorporate retail at the corner.
- Doing more to emphasize the architecture at the corner of Hillside Avenue and Main Street to further enhance this important gateway to the downtown, including possibly

angling the corner of building, utilizing a different architectural design or raising the height of the tower.

The petitioner seemed amenable to the ARC's suggestions and will be preparing revised architectural concept plans following the February 26 joint meeting of the Commissions. For everyone's information, a copy of the draft minutes from the February 11, 2015 ARC meeting are attached.

Commission Action. The February 26 meeting will begin with a general overview of the project. The Commissions will then be asked to jointly discuss and provide feedback on the following items:

1. The proposed building height and anticipated deviation request as it relates to the building design, including whether or not any portion of the top floor should be dropped down or stepped back or if additional height would be conceptually acceptable at the corner if a tower element continues to be proposed in this area.
2. The potential widening of the promenade and its impact on parking with both plans.
3. The potential inclusion of retail at the corner and its impact on parking with both plans.

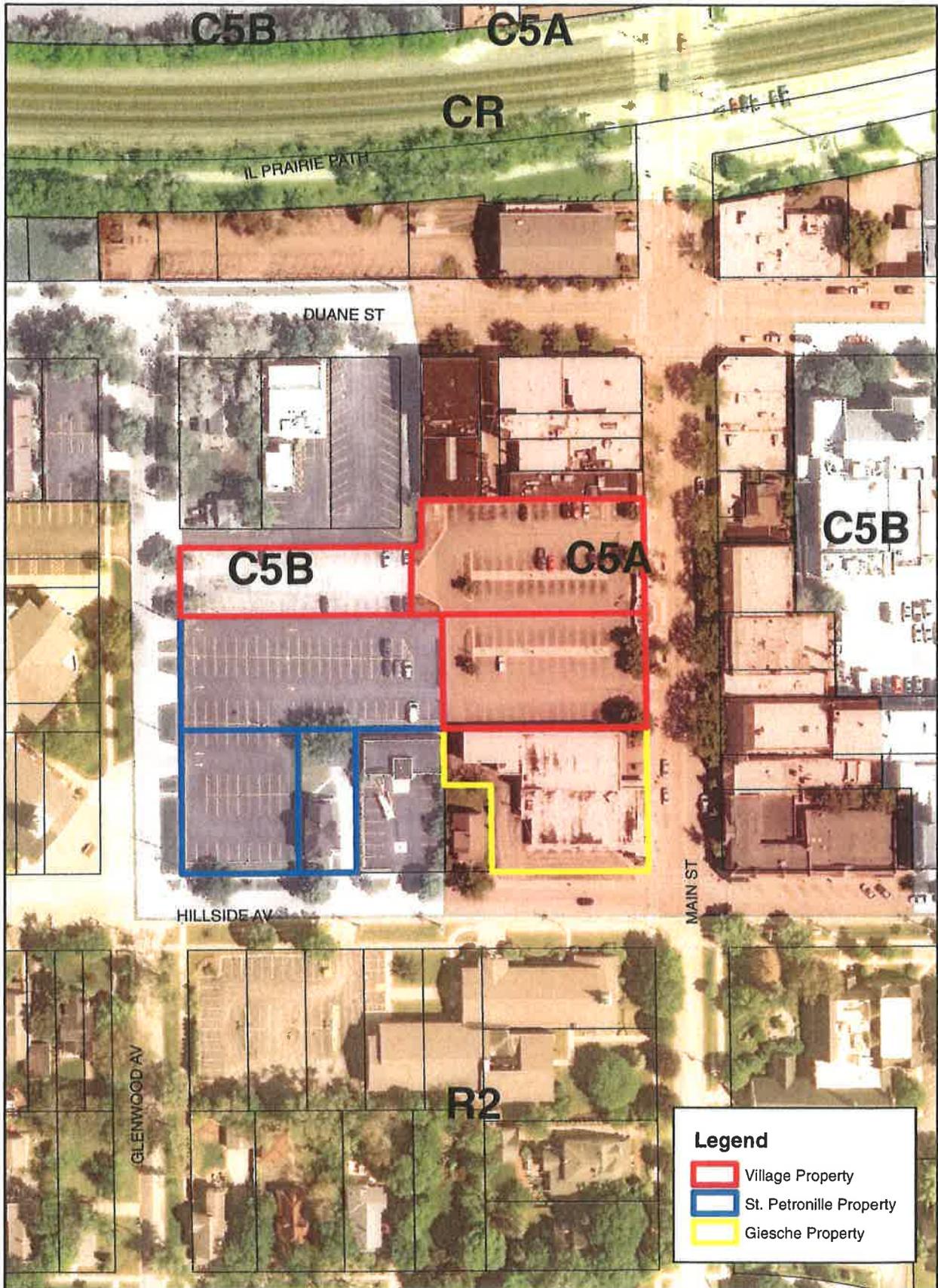
Following the joint Commission discussion, the Plan Commission should feel free to take the opportunity provide any additional thoughts or input about the project.

Attachments:

- Aerial and Zoning Map
- Resident Letters (3 total)
- Picture of Acorn Alley
- Draft Minutes from February 11, 2015 ARC pre-application meeting
- Minutes from March 13, 2014 Plan Commission pre-application meeting
- Complete packet from the March 13, 2014 Plan Commission pre-application meeting
- Opus Concept Plans

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

Opus Redevelopment Project



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

0 50 100 200
Feet



Michele Stegall

From: Janet Williams [janwilltravel@wowway.com]
Sent: Wednesday, December 03, 2014 3:18 PM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: Opus project

Dear Michele and Stacey,

A few weeks ago I walked into the village offices and spoke with Michele about my concerns for the Opus project on Main Street. She suggested I email my concerns.

First, I am elated that the development of south Main Street is in the works. This project will increase downtown parking and, hopefully, if done *successfully*, add a vibrancy to our downtown. The Giesche location is a wonderful choice.

My concern is that this project is **residential rental space** and that these rentals will primarily be **one bedrooms**. I have tried to grasp the thought process that makes having one bedroom rentals a good long term concept for downtown Glen Ellyn. When I have questioned friends in banking and real estate about rental vs condos, they have said that developers cannot currently get funding for condos. Perhaps lack of condo funding was the driving force behind Opus' choice to build rental units. My primary concern, however, is that the Opus project will be mostly **one bedroom** units. I would guess that when Opus crunched their numbers, one bedrooms vs two bedrooms made sense as far as projected rental income for them was concerned. I would further guess that Opus promoted this concept as a great idea to put more "shoes on the ground in downtown Glen Ellyn" and thus enhance our downtown. I would assume that Opus presented a target market that they believe will fill these one bedroom units.

Who are these future one bedroom renters? When I could not come up with my own answer, I began to question others figuring I did not have a good *vision* for what was being proposed. All in all I have done my own informal survey, questioning about 40 residents as to their thoughts. Since my primary job is that of clinical counselor, I did my best not to bias the people I questioned. I merely asked them what they thought of a primarily one bedroom rental development being proposed for south Main Street.

Most felt that one bedroom rentals make no sense given the demographics of Glen Ellyn.

Many people were actually appalled by the shortsightedness of this being proposed. Out of the 40 people I questioned, only one person briefly could come up with a potential one bedroom renter profile. They mentioned single parents as potential renters. Then that person recanted and said that on second thought a divorced parent would need a 2 bedroom for their kids or for office space. Because I am a baby boomer as are many of my peers, about 20 responded that we need reasonably priced (\$275,000 to 350,000) condos in downtown GE as downsizing is huge consideration and there are few condo options in downtown GE. Many of the 20 Boomers said they would stay in GE if they could find affordable condos.

Who is the target market for the one bedrooms in the Opus project rental:

! Singles? Consensus: no normal single 22-30 years of age would want to live in a one bedroom apartment in GE with no amenities (unless the rent was dirt cheap i.e. \$600 per month). Young people prefer to share rent

in 2 or 3 bedroom units and live in Chicago. if a young person preferred living in the suburbs they would opt for an apartment complex with some social outlets (i.e. pool, health club In Wheaton)

2. Divorced parents? Most would want space to overnight their kids or live somewhere with a high divorced singles population i.e downtown Chicago or Oak Park.

3. Baby boomers? Boomers prefer to buy rather than rent and are looking for reasonably priced condos with at least 2 bedrooms to house guests, grandkids.

4. Elderly? They need space for caregivers.

Who is Opus' rental competition?

Their biggest competition would Wheaton 121, the luxury apartments in downtown Wheaton. They have quite an edge as they have a pool, fitness center and theatre. With all of these amenities they are at **65% occupancy**. Wheaton Center would also be our competition. They, too, have a pool. There seems to be an excess of available rental units in downtown Wheaton with easy access to the train.

No one is my informal survey could figure out why OKing a project of primarily one bedroom units was a good idea. Most felt that it might lead to low occupancy and ultimately low income renters.

I realize there will be a townhall meeting. I hope that many of the 40 surveyed will attend. Sadly, I do not think many will as I got the impression that they feel that if the Village wants to move ahead with this project as is, their opinions will not matter.

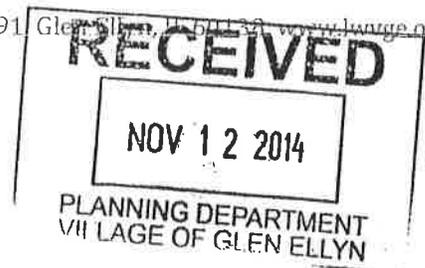
Please think of what will be in the best interest of GE in the long term. This development will literally change the look of south Main Street. That is a wonderful thing if the rental spaces are filled with occupants who make good use of our downtown rather than just use Main Street as a path to the train. Condo people would have a more vested interest in the community, but if condos are not possible, **LIMIT** the number of 1 bedroom rental units. They will not be viable in the short term and could not be easily retrofitted into 2 bedroom condos in the future.

Let's make Glen Ellyn dynamic again!!! The ball is in your court.

Thank you!

Janet Williams

630-640-8100 cell



November 10, 2014

League of Women
Voters of Glen Ellyn
2014-2015
Board of Directors:

- President
Gayne Boeckelman
- Vice Presidents
Larrie Burrows
Donja Faulkner
- Secretary
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Cathy Hess
Lynce Hothan
Laris Kinsey
Christin Malone
Jim Reed
Michelle Thorsell
Anger Wheeler

Ms. Mary Loch, Plan Commission Chair, and Plan Commission Members
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

The League of Women Voters of Glen Ellyn has been participating in the recent discussion related to housing redevelopment in Glen Ellyn. We have done so by attending Village meetings, hosting the Village Manager for "The State of Glen Ellyn" and reading through related minutes of the Planning Commission and "The Comprehensive Plan."

The LWVGE's present position on housing related to redevelopment "**encourages residential development that provides a range of housing types and costs reflecting on the needs of the Village's population.**" We are concerned that this position is not being addressed in the current process.

Much of the discussion related to the recent development projects that have come before the Planning Commission and Village Board have focused on the overall fit of the project related to its scope, parking needs, and other external qualities such as architecturally fitting into the "character of the village."

We would like to see an equal focus on the types of housing that will fit the present and future needs of the Village population as well as attract new residents. We are concerned that a current market analysis as well as a more detailed comprehensive housing plan have not been developed by the Village to use as a criteria to judge the future development options brought before the Board.

Right now, Village development projects appear to be solely driven by the private sector, and the Village's response has been mainly reactionary rather than proactive as to the Comprehensive Plan's recommendations of types and costs of housing based on community needs. The latest round of meetings with developers found the Village representatives asking the developers for their opinions on what they want to build (i.e. luxury, very small mainly one bedroom apartments) rather than our Village representatives stating the type of housing we as a community are seeking in order to address our present needs and those of the future.

Secondly, *The Affordable Housing Planning and Appeals Act* requires our community to have 10% of its housing stock affordable based on determined calculations. With the redevelopment and upgrade of Parkside Apartments, there will be a loss of 120 units of affordable housing and an increase of more luxury townhouses at the site on Kenilworth and Pennsylvania. With the addition of potential luxury apartments on the Geiche and possibly McChesney sites, there will be further negative impact on the present slim ratio of 14.6% affordable housing in our community.

LWVGE proposes that, as is done in some other communities, a standard 10% of the units be required to be set aside based on affordability in all new developments thus preserving the very minimal affordability index. This way the Village will be assured that it is in compliance and that the Village has at least the minimal range of housing affordability available as required by law.

The third area of concern relates to the possible rental ordinances that have been discussed by the board. While in favor of ordinances that provide for safe, well maintained housing, The League of Women Voters Glen Ellyn is aware of the negative impact of "Crime Free Housing Ordinances" that expose municipalities to litigation based on violating rights. These ordinances have been known to cause chilling negative effects on domestic violence victims who often must choose between calling the police to protect themselves and losing their housing. There is extensive research on housing ordinances available, with a variety of models to choose from that do not put individuals and municipalities in jeopardy. We suggest that if the Village intends to proceed with enacting housing ordinances, models be considered that do not carry the negative consequences of the "Crime Free Housing Ordinances."

Thank you for your consideration.

League of Women Voters of Glen Ellyn

Joyce Hothan, Social Policy Chair
Patti Denney, Local Issues Chair
Jayne Boeckelman, President

Michele Stegall

From: Staci Hulseberg
Sent: Monday, February 16, 2015 9:56 AM
To: Michele Stegall
Subject: FW: [Village of Glen Ellyn] New message from Mike Olson

FYI and for file.

Staci

From: Albert Stonitsch
Sent: Saturday, February 14, 2015 1:38 PM
To: Mark Franz; Staci Hulseberg; Meredith Hannah
Subject: Fw: [Village of Glen Ellyn] New message from Mike Olson

Via GE facebook page...

Al

Sent from my Sprint phone.

----- Original message -----

From: Facebook
Date: 2/14/2015 1:30 PM
To: Albert Stonitsch;
Subject:[Village of Glen Ellyn] New message from Mike Olson

Conversation between Mike Olson and Village of Glen Ellyn



Mike Olson

1:00pm Feb 14

Before the village considers turning the Giesche Shoe location into an Apartment complex, a multi-level parking garage should be added to downtown. I've lived in GE for 31 years and I can certainly say that parking has always been a problem. Much more now than years ago. Furthermore, asking people, other than commuters, to pay to park, when there is so very little businesses of any interest in the Village center is pathetic. Seems the Village has forgotten about bringing in tax revenue from good businesses into downtown. Downtown needs a lot for commuters and a 'free' lot for under 3-hour shoppers. Then MAYBE there could be some good businesses drawn into the area. Don't really want to see more drunks added to the local roadways...

[View Conversation on Facebook](#)

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CA 94303

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

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.

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

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.

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.

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

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

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.

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.

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.



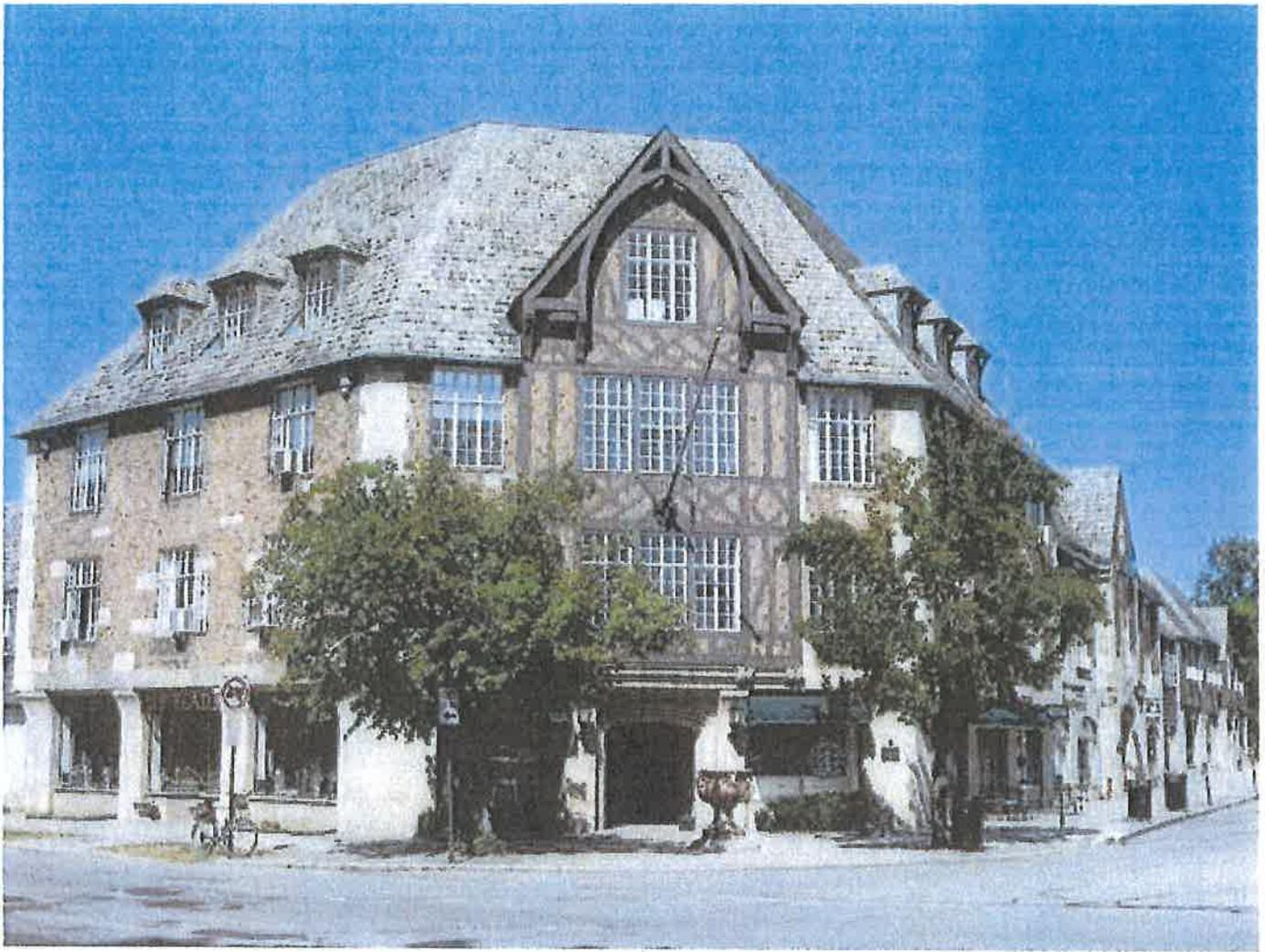
Eyl -
Pictures from
ARC Chairman

↑
Steep roof, mix of materials,
chimneys

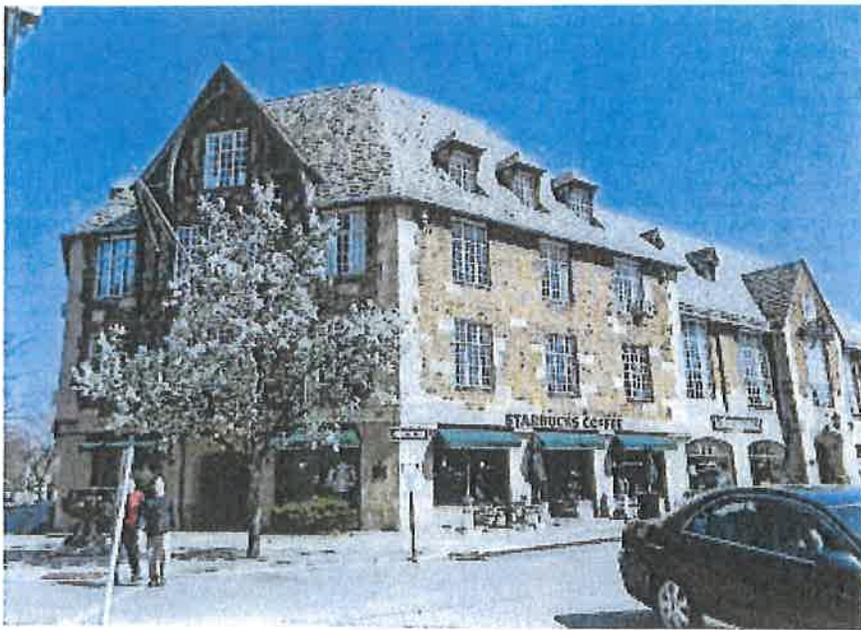




↑
mix of materials,
lots of brick,
emphasis on roof



↑
Large tudor building with
"gateway" effect





Gateway building with outdoor seating



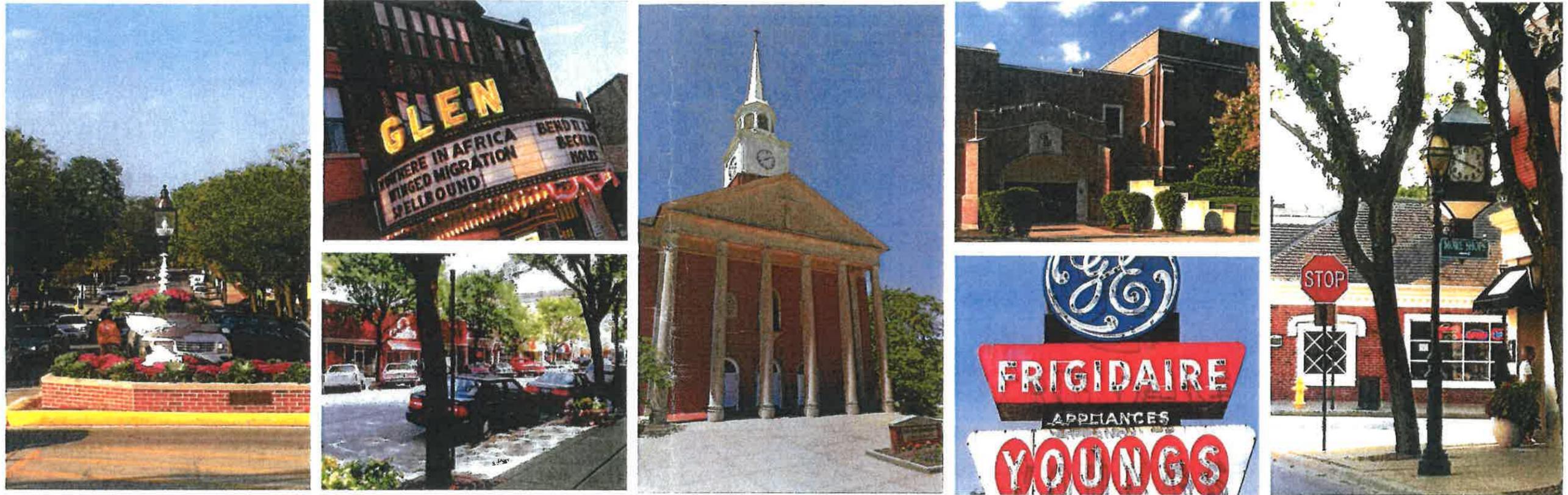
PRECAST CONSTRUCTION WITH BRICK FORM LINER

VIEW FROM GLENWOOD AND HILLSIDE INTERSECTION



GLENWOOD PARKING DECK ELEVATION





Residences of Glen Ellyn



BUILDING DESIGN PRESENTATION
2015-02-11

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ELEV: 759'-6"

GLENWOOD AVE

C5B ZONING DISTRICT
EXISTING PERMIT SURFACE PARKING LOT

EXISTING CHURCH SURFACE PARKING LOT

ELEV: 765'-2"

ALLEY

ELEV: +760'

ELEV: +761-7"

PROPOSED BUILDING FOOTPRINT

C5A ZONING DISTRICT
EXISTING PUBLIC SURFACE PARKING LOT

FLORAL CLOCK

MAIN STREET

ELEV: +769'

HILLSIDE STREET

ELEV: +772'-6"

ELEV: +775'

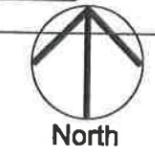
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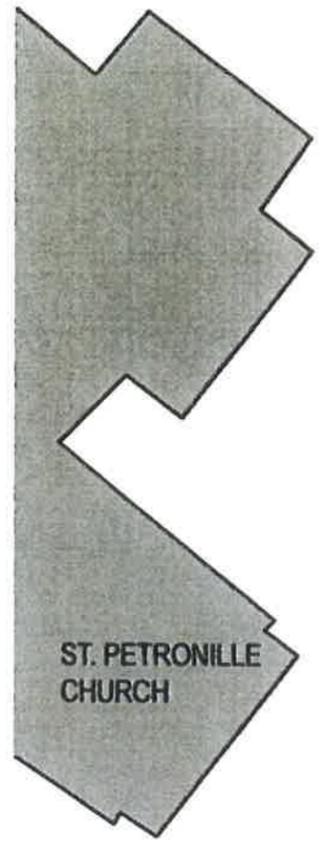
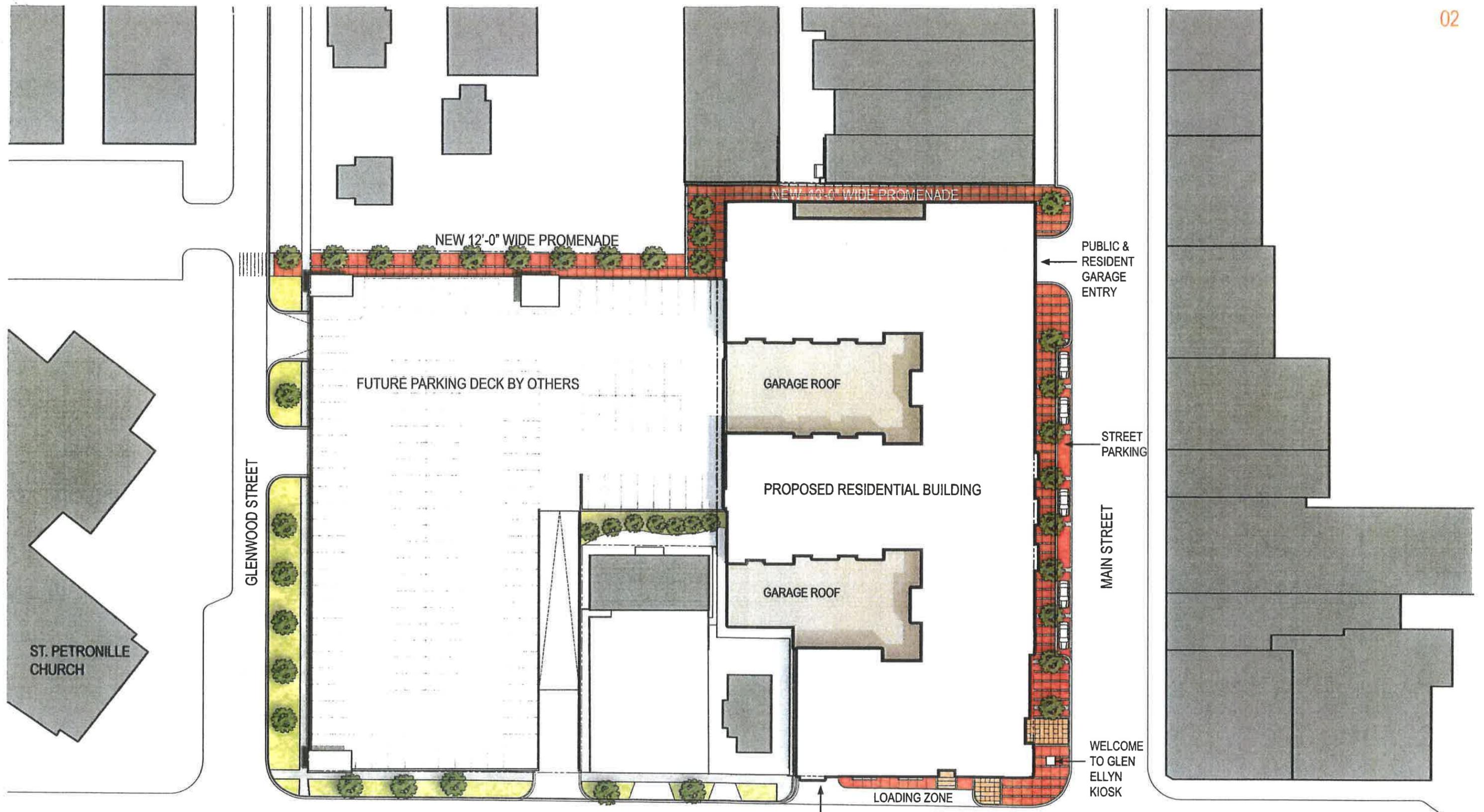
ELEV: +768'

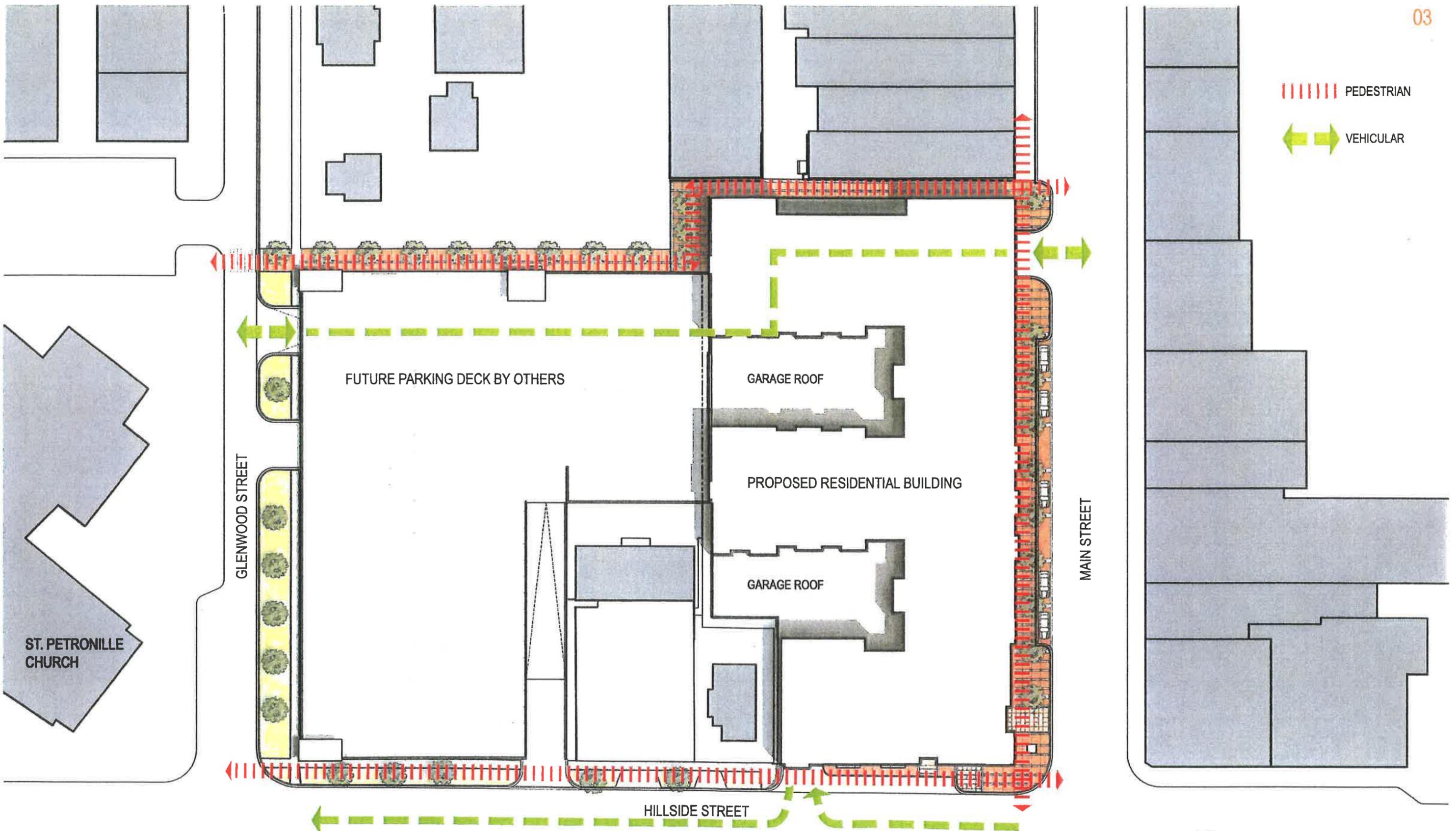
EXISTING SHOE STORE PARKING AREA

ELEV: +768'

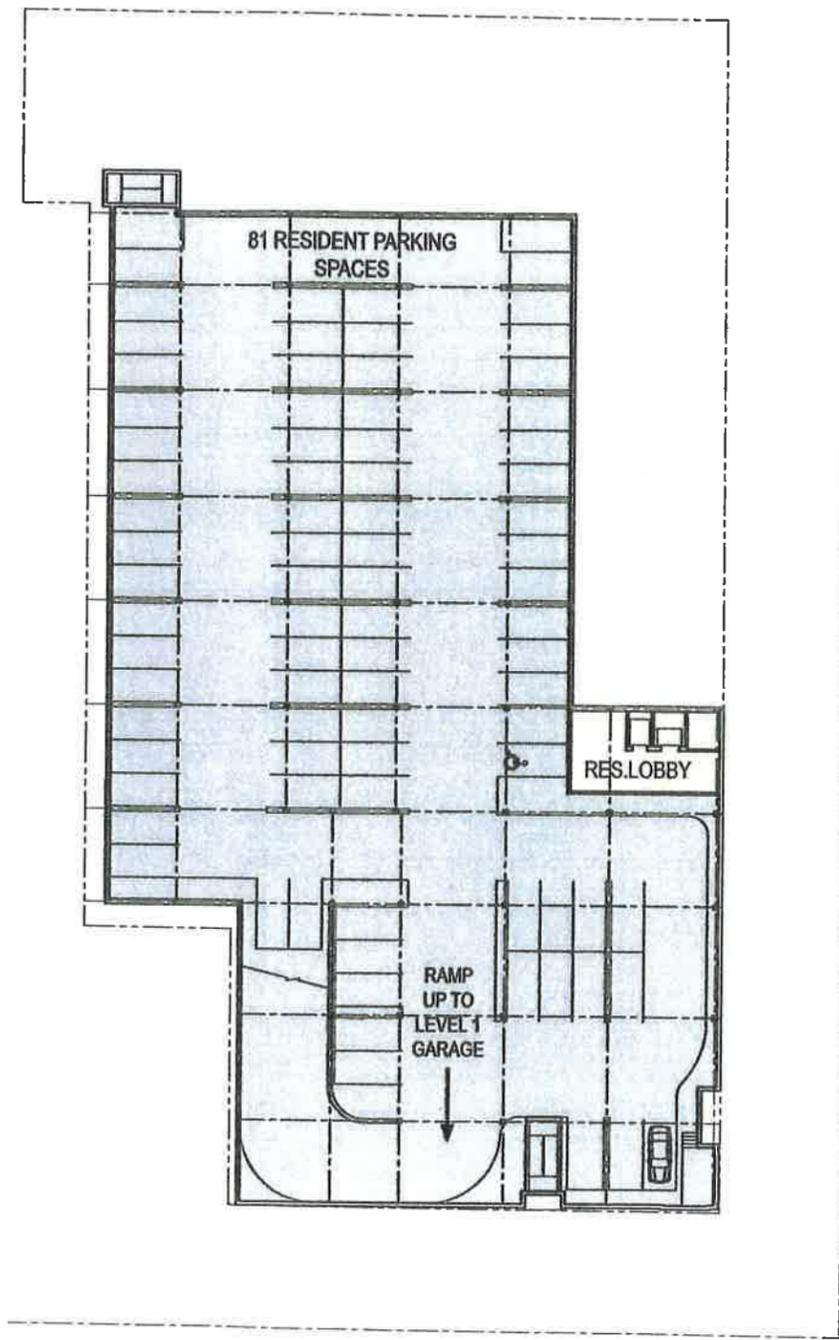
ELEV: +764'







400 Main Street Mixed-Use
Glen Ellyn, Illinois



- PROGRAM COLOR
- RETAIL
 - RESIDENTIAL
 - PARKING





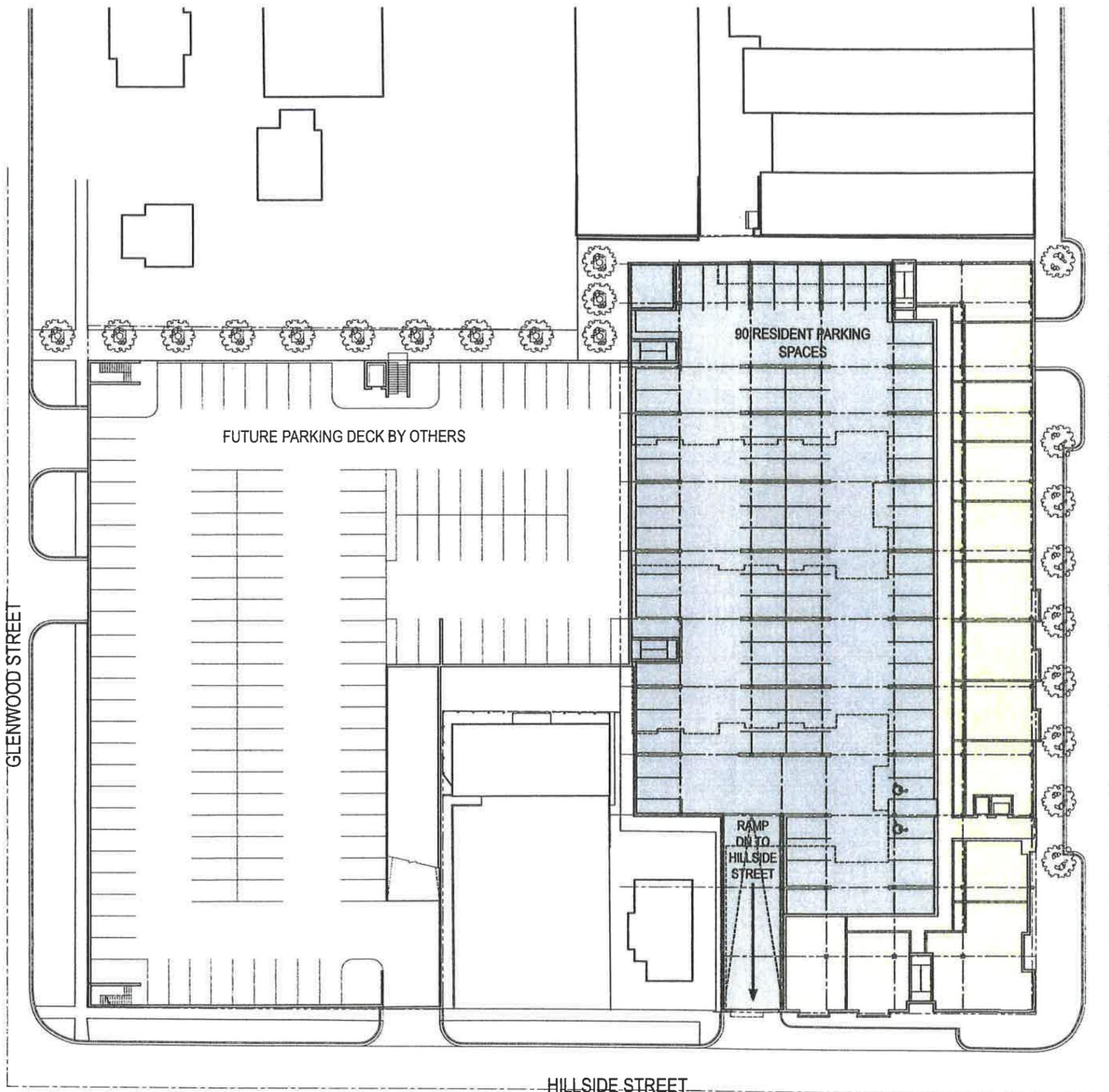
PROGRAM COLOR

- RETAIL
- RESIDENTIAL
- PARKING

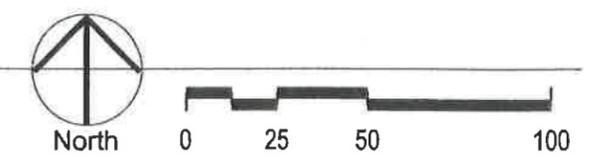


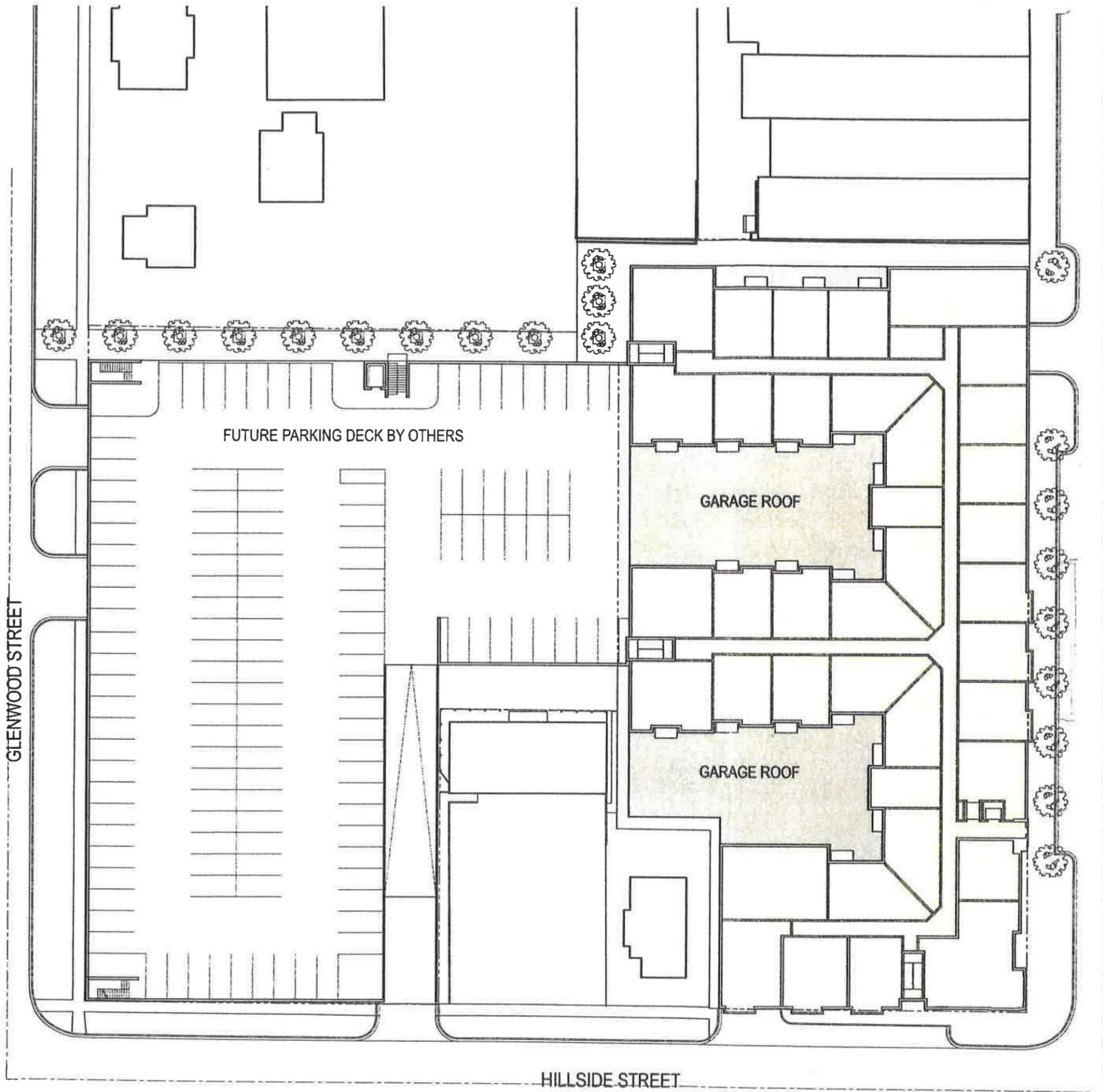
North



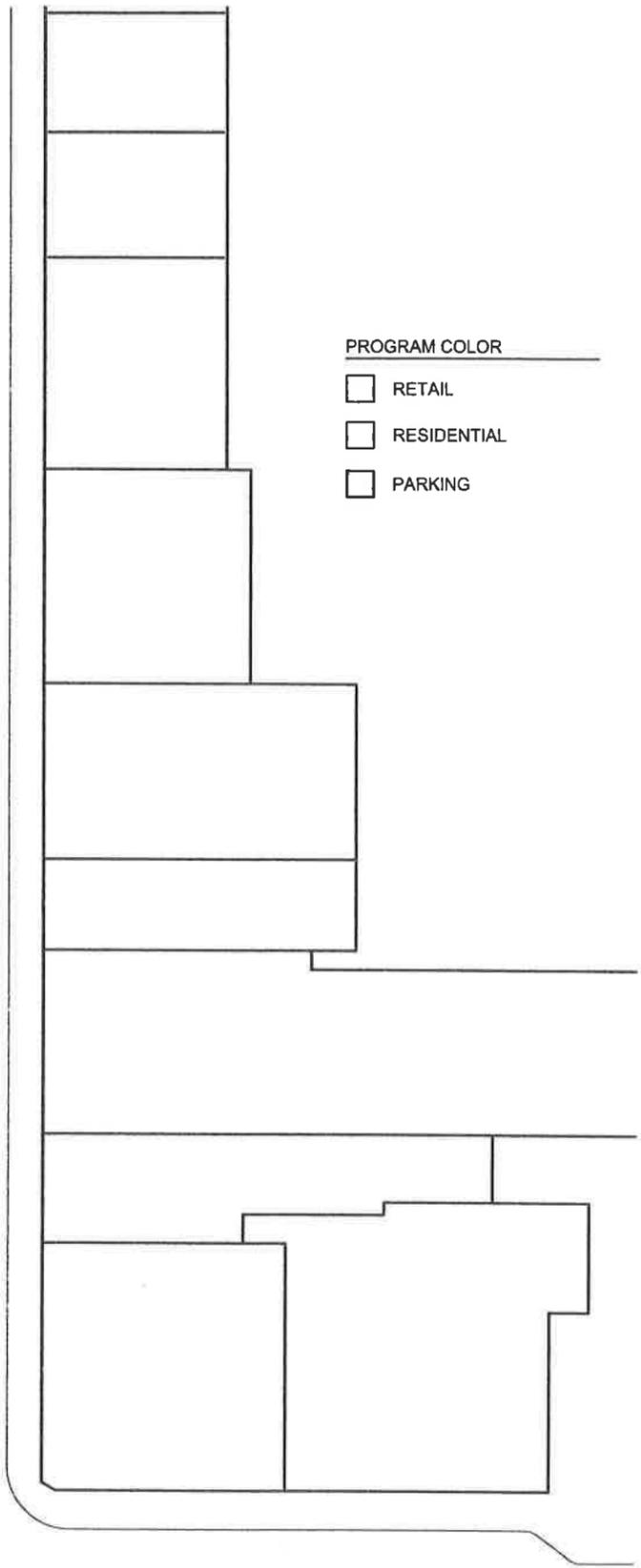


- PROGRAM COLOR
- RETAIL
 - RESIDENTIAL
 - PARKING





- PROGRAM COLOR
- RETAIL
 - RESIDENTIAL
 - PARKING



GLENWOOD STREET

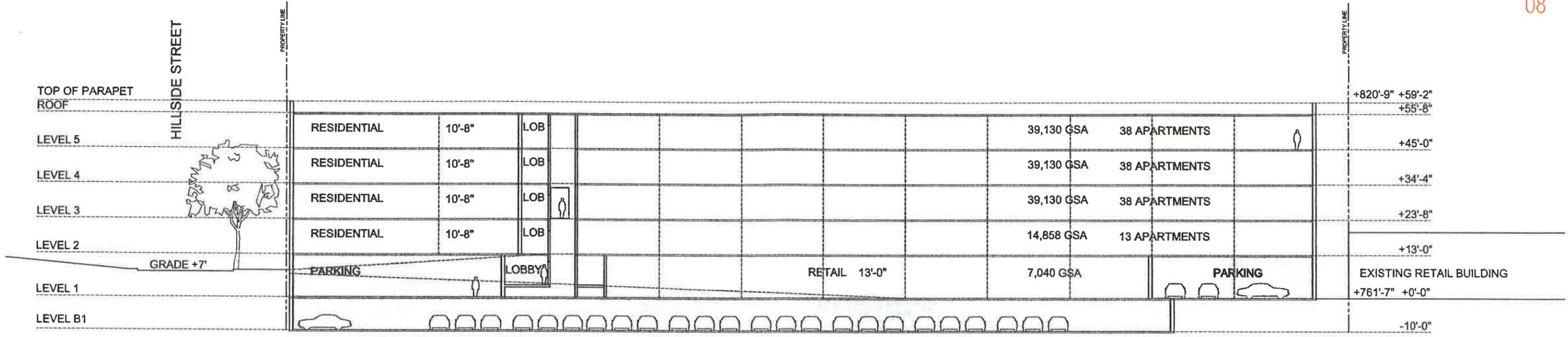
MAIN STREET

HILLSIDE STREET



North





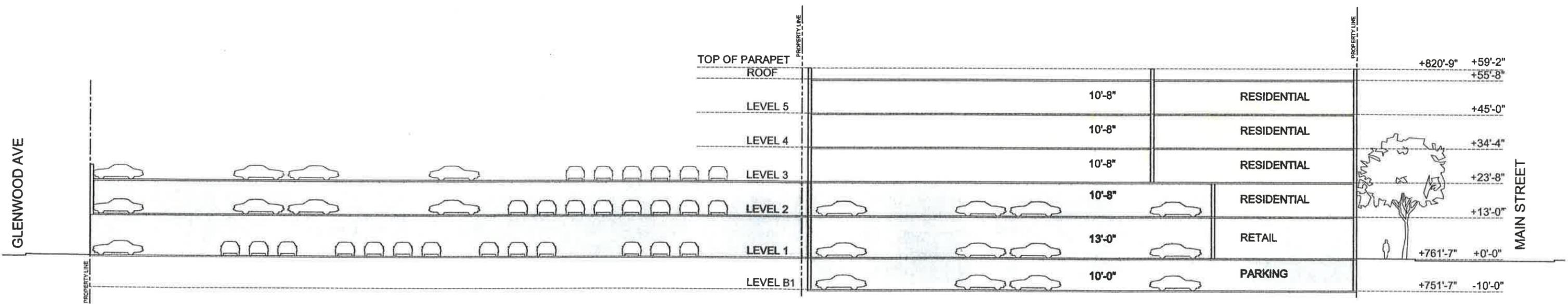
LONGITUDINAL BUILDING SECTION

BUILDING AREA SUMMARY

AREA TYPE	SQUARE FEET	REQUIRED PARKING	PROVIDED
2 BEDROOM	25% GSA	34 UNITS X 1.3 =	45 PARKING SPACES
1 BEDROOM	75% GSA	93 UNITS X 1.3 =	121 PARKING SPACES
TOTAL RESIDENTIAL AREA=	133,176 GSA	127 UNITS=	166 PARKING SPACES
TOTAL RETAIL AREA=	7,040 GSA	6,667 RSA	
TOTAL BUILDING AREA=	140,216 GSA		

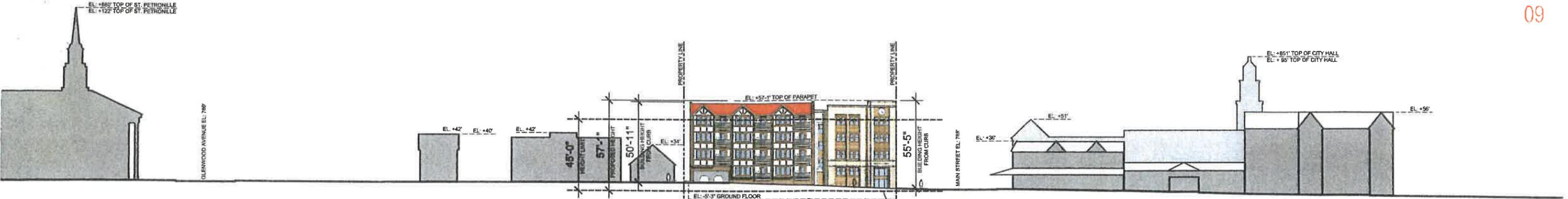
PARKING BY LEVEL (IN BUILDING)

LEVEL B1	RESIDENT	81
LEVEL 1	CUSTOMER / SHARED	85
LEVEL 2	RESIDENT	90
TOTAL IN BUILDING		256
RESIDENTIAL PARKING RATIO = 1.34		

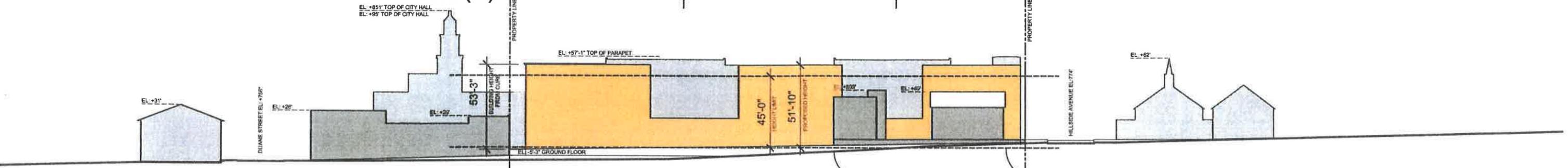


TRANSVERSE BUILDING SECTION

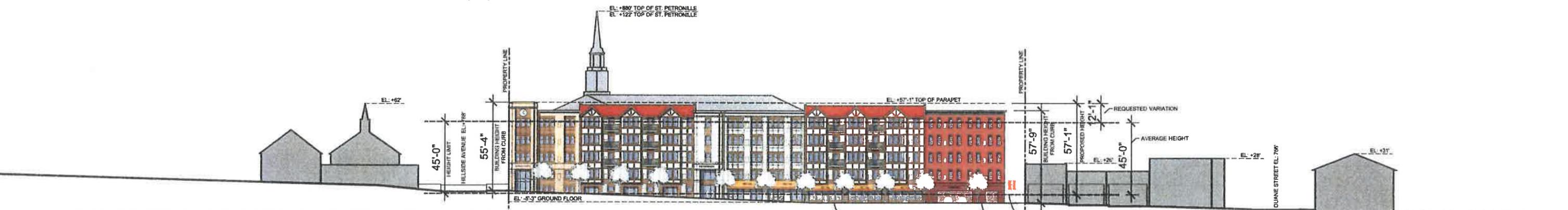




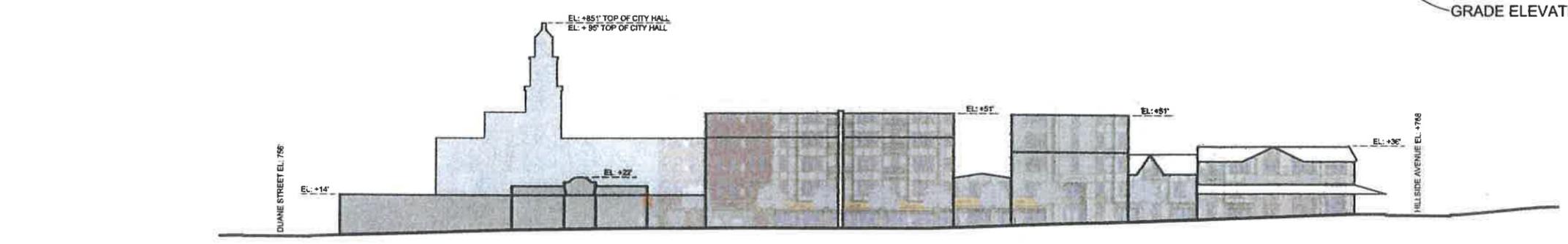
HILLSIDE STREET NORTH ELEVATION (A)



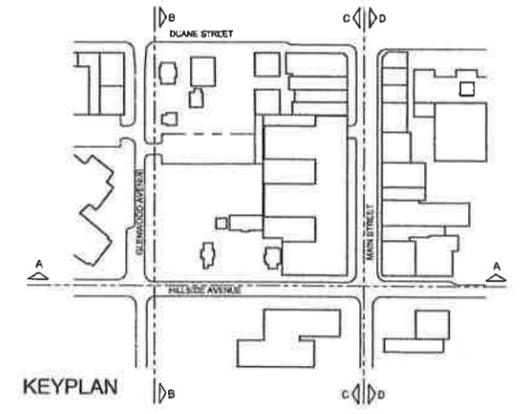
GLENWOOD AVE. WEST ELEVATION (B)



MAIN STREET WEST ELEVATION (C)



MAIN STREET EAST ELEVATION (D)



KEYPLAN



ITALIAN RENAISSANCE

TUDOR RENAISSANCE

ITALIAN RENAISSANCE

TUDOR RENAISSANCE

ITALIANATE



MAIN STREET ELEVATION

PROPERTY LINE

TUDOR RENAISSANCE

ITALIAN RENAISSANCE

PROPERTY LINE



RESIDENT GARAGE ENTRY

HILLSIDE STREET ELEVATION

MATERIALS LIST

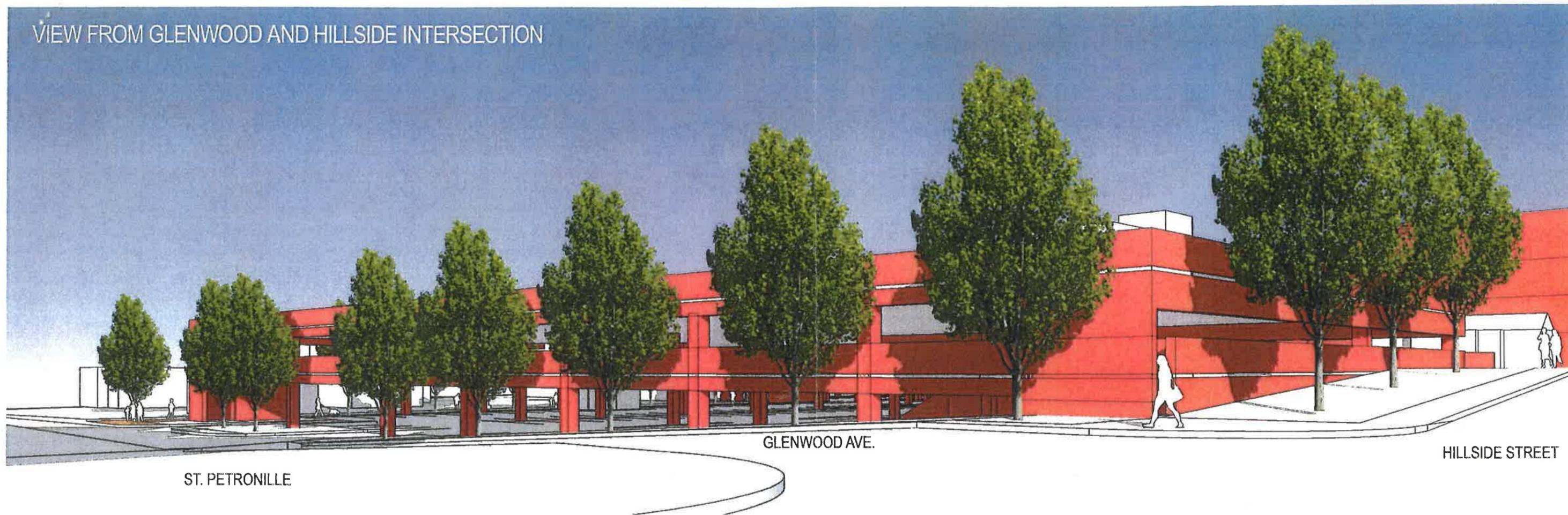
- 1. MASONRY / BRICK
- 2. STANDING SEAM METAL ROOF
- 3. MASONRY / CULTURED STONE
- 5. STUCCO
- 6. WOOD
- 7. PREFINISHED METAL PANELS
- 8. FIBER CEMENT BOARD



MAIN STREET

HILLSIDE STREET

VIEW FROM GLENWOOD AND HILLSIDE INTERSECTION



ST. PETRONILLE

GLENWOOD AVE.

HILLSIDE STREET

GLENWOOD PARKING DECK ELEVATION



BRICK FORM LINER,
COLOR TO MATCH
ST. PETRONILLE

NEW PROMENADE

GLENWOOD AVE.

ST. PETRONILLE