



Agenda
Village of Glen Ellyn
Plan Commission
Special Meeting
Monday, January 7, 2019
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room

Individuals with disabilities who plan to attend the meeting and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

- A. **Call to Order**
- B. **Public Comment (Non Agenda Items)**
- C. **Approval of Draft Minutes from the November 8, 2018 Plan Commission Meeting**
 - 1. Draft Minutes from the November 8, 2018 Plan Commission Meeting
- D. **Public Hearing - 400 & 418-424 N. Main Street, Apex 400, Planned Unit Development (Planner Purvis)**
 - 1. 400 & 418-424 N. Main Street Public Hearing to review the proposal for a Planned Unit Development featuring 107 luxury apartment units with 8,844 square feet of first floor commercial space, to be called Apex 400
- E. **Trustee's Report**
- F. **Chairman's Report**
- G. **Staff Report**
- H. **Other Business**
- I. **Adjournment**

This note provides you with information regarding what happens to a petition after it has appeared before the Plan Commission. After the Commission makes a recommendation on a petition, the meeting minutes are prepared. Then, the petition, along with the meeting minutes and all pertinent material, is scheduled for consideration by the Village Board. The Village Board meets on the second and fourth Monday of each month at 7:00 p.m. in a meeting room on the third floor of the Civic Center, 535 Duane Street. Questions regarding petitions scheduled for review by the Village Board should be directed to the Planning and Development Department at (630) 547-5250.

cc: Glen Ellyn Plan Commission
Craig Pryde, Plan Commission Liaison Trustee
Mark Franz, Village Manager
Bill Holmer, Assistant Village Manager
Staci Hulseberg, Planning and Development Director

John Sterrett, Village Planner
Kelly Purvis, Associate Planning
Barbara Utterback, Plan Commission Secretary
Meredith Hannah, Economic Development Manager
Lori Gloude, Administrative Assistant
Lindsey Kaminsky, Executive Assistant
Angela Andrianopoulos, Administrative Assistant
Megan Plahm, Communications Coordinator
Brian Baltudis, Facilities Supervisor
David Harris, Glen Ellyn Park District
Eric DePorter, School District 41
Dawn Bussey, Glen Ellyn Public Library
Emily Tammaru, Community Consolidated School District 89
Chris McClain, Glenbard School District 87



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 01/07/19 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Minutes
Prepared By: Kelly Purvis

SCHEDULED

AGENDA ITEM (ID # 3737)

DOC ID: 3737

Draft Minutes from the November 8, 2018 Plan Commission Meeting

ATTACHMENTS:

- 11.8.18 Draft Minutes Plan Commission (PDF)

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
NOVEMBER 8, 2018

Call to Order

The regular meeting of the Plan Commission was called to order by Acting Chairperson Tracy Heming-Littwin at 7:00 p.m. Plan Commissioners Lloyd Berry, Angela Fanella, Phillip Hartweg, John Mulherin, David Rodemann, Mohammed Saeed and Jamie Vondruska were present. Chairperson Mary Loch was excused. Also present were Planning and Development Director Hulseberg, Village Planner John Sterrett, Village Planner Kelly Purvis, Village Trustee Craig Pryde and Recording Secretary Debbie Solomon

A quorum was present.

Public Comment

None

Approval of Plan Commission Draft Minutes

Commissioner Saeed moved, seconded by Commissioner Berry, to approve the minutes of the October 25, 2018 Plan Commission meeting. The motion carried with eight (8) yes votes as follows: Plan Commissioners Berry, Fanella, Hartweg, Mulherin, Rodemann, Saeed, Vondruska and Acting Chairperson Heming-Littwin voted "yes."

Public Hearing – Zoning Map Amendment for the Maple Hollow & Lynnwood Subdivisions

On the agenda was a public hearing to determine the appropriate zoning districts for the Maple Hollow and Lynnwood Subdivisions upon their Annexation to the Village.

PUBLIC HEARING – ZONING MAP AMENDMENT FOR THE MAPLE HOLLOW & LYNNWOOD SUBDIVISIONS

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING A REQUEST FOR TO DETERMINE THE APPROPRIATE ZONING DISTRICTS FOR THE MAPLE HOLLOW AND LYNNWOOD SUBDIVISIONS UPON THEIR ANNEXATION TO THE VILLAGE.

Commissioner Mulherin, seconded by Commissioner Vondruska, to open the public hearing at 7:01 p.m. The motion carried unanimously by voice vote.

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Staff Introduction

Village Planner Purvis was sworn in and showed an overview map of the subdivisions. Village Planner Purvis stated The Village has long standing annexation agreements for the 68 townhomes in the Maple Hollow and Lynnwood Subdivisions. Village Planner Purvis stated these properties are planned to be annexed into the Village in the early part of 2019, and they are currently zoned R5 and R6 in unincorporated DuPage County, which are “general residential districts”. Village Planner Purvis stated staff is requesting that the Plan Commission make a recommendation to the Village Board regarding the most appropriate zoning classification for the subdivisions upon annexation to the Village.

Village Planner Purvis stated the subject properties are generally located on the west side of Swift Road between St. Charles Road and North Avenue, just north of the Georgetown by the River condominium development. Village Planner Purvis stated the Maple Hollow Subdivision is approximately 9.840 acres, is zoned R5 in unincorporated DuPage County and is improved with 60 townhomes. Village Planner Purvis stated directly south of the Maple Hollow Subdivision, the Lynwood Subdivision is approximately 1.395 acres, zoned R6 in unincorporated DuPage County and is improved with 8 townhomes.

Village Planner Purvis stated Notice of the public hearing was published in the October 24, 2018, edition of the *Daily Herald*. Property owners within 250 feet of the subject properties were notified by mail of the public hearing and a placard was placed near each of the subdivision’s entrances.

Village Planner Purvis stated there is a correction to the Staff Report as the Community Wide Plan within the Comprehensive Plan designates this part of the Village’s planning jurisdiction as low-density attached residential and medium density residential. Village Planner Purvis stated the plats of subdivision for these developments were recorded in 2000 (Maple Hollow) and 2001 (Lynnwood), and the projects were likely approved during the 1999-2000 drafting of the Comprehensive Plan (which was adopted in 2001). Village Planner Purvis stated the Developer of the Maple Hollow and Lynnwood Subdivisions, Ryland Homes Inc., signed annexation agreements with the Village in 1999 and 2001. Village Planner Purvis stated the annexation agreements run with the property, and are binding upon future owners of the property. Village Planner Purvis stated the Village has taken action to compel compliance with the annexation agreements by requesting that the property owners in these subdivisions petition to annex. Village Planner Purvis stated Annexation Agreements are being negotiated with the two single family residential properties between the Georgetown by the River development and these two subdivisions. Village Planner Purvis stated to date, the Village has received 65 petitions to annex (including petitions from the two single family residences), and the remaining 5 properties will be wholly surrounded and will be force annexed following the voluntary annexation of the Maple Hollow and Lynnwood Subdivisions in early

2019.

Village Planner Purvis stated in reviewing the recommended zoning for this area, staff felt that the R2 zoning designation, which the Planning & Development Director can automatically zone upon annexation of the property into the Village, would not be appropriate for these two multi-family developments. Village Planner Purvis stated the Planning & Development Director will automatically zone the 2 single family properties south of these two multi-family developments, and the zoning classification for the 2 single family lots is not subject to this public hearing. Village Planner Purvis stated the Village has two multi-family districts which are much more similar to the County zoning districts the properties are currently in, and would create less non-conformities for the properties upon annexation.

Village Planner Purvis stated the Maple Hollow Subdivision is made up of 4-6 unit clusters of attached single family homes. Village Planner Purvis stated the most appropriate zoning classification for this type of development would be the R4 Residential zoning district, since this is the only district that allows attached single family developments (up to 6 units) as a permitted use. Village Planner Purvis stated the Lynnwood Subdivision is comprised of 4 two-family dwelling units, and the most appropriate zoning category for this type of development is R3 Residential zoning, which is the only district that allows two-family units as a permitted use. Village Planner Purvis stated staff is suggesting that Lynnwood be zoned R3 and Maple Hollow be zoned R4. Village Planner Purvis stated in the case that the Plan Commission would prefer consistent zoning of both of the subdivisions, R4 zoning would be more appropriate, as it would allow two-family units as a special use. Village Planner Purvis stated if the Plan Commission would like to head in this direction, a special use would not be required at this time as the Lynnwood Subdivision would come into the Village as legal non-conforming. Village Planner Purvis stated the R3 and R4 zoning districts have few differences otherwise and are fairly similar to the County zoning districts presently designated to these subdivisions. Village Planner Purvis showed a grid of how R3 and R4 zoning would work for the two subdivisions.

Village Planner Purvis stated the Plan Commission should consider and make a recommendation to the Village Board regarding which zoning district the Commission finds is most appropriate to apply to the subject properties. Village Planner Purvis stated in deliberating on this issue the Plan Commission should consider the criteria in Section 10-10-13(E) of the Zoning Code for granting approval of a Zoning Map Amendment.

Questions from the Plan Commission

There were no questions from the Plan Commissioners

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Persons in Favor of or in Opposition to the Request

David Boe, who resides at 21W524 Taniger Court in Lombard, Illinois, stated he is on the Board of Directors for the Maple Hollow subdivision. Mr. Boe stated most of the Maple Hollow subdivision property owners have sent in the appropriate documentation. Village Planner Purvis stated the Village has 65 petitions out of 70 total properties. Mr. Boe stated some of these addresses are rentals, and the Maple Hollow Board of Directors can help facilitate this with the Village staff as the renters have asked the Maple Hollow Board of Directors about this.

Lisa Ciske, who resides at 1N535 Swift Road, asked what about the east side being annexed. Village Planner Purvis stated there are different way to annex including a property owner requesting this as long as the property is contiguous to Glen Ellyn. Village Planner Purvis stated the Village can take in properties that are completely surrounded so there are no interruption to service areas. Ms. Ciske asked if the annexations were done when the development was built. Village Planner Purvis stated the annexation agreements were recorded and should have shown up in a title search.

Commissioner Mulherin moved, seconded by Commissioner Fanella, to close the public hearing at 7:14 p.m. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Commissioner Saeed stated the zoning category suggestions seem fine. The other Plan Commissioners agreed with this.

Commissioner Rodemann asked for clarification on the three separate zoning areas. Village Planner Purvis stated there are only two zoning areas, R3 and R4. Commissioner Rodemann stated staff's recommendation is for having two zoning areas instead of one. Village Planner Purvis stated this is recommended in the Community Wide Plan as it creates less non-conformities. Village Planner Purvis stated the two single family residences would be zoned R2 upon annexation.

Motion

Commissioner Vondruska moved, seconded by Commissioner Berry to recommend the following:

After conducting a public hearing and deliberating on the appropriate zoning classification to apply to the properties within the Maple Hollow and Lynnwood Subdivisions following their

annexation into the Village, the Plan Commission hereby recommends a zoning classification of R3 Residential zoning for the Lynnwood Subdivision and R4 Residential zoning for the Maple Hollow Subdivision in accordance with Section 10-10-13 of the Zoning Code based on the following findings of fact:

1. The existing uses of property within the general area of the affected property consist of a mix of single family residential properties and multi-family residential properties, the majority of which are in unincorporated DuPage County.
2. The zoning surrounding the subject properties is R6 general residence in DuPage County to the west, and R4 single family residence in DuPage County to the north, east and south. The two single family homes to the south of the Lynnwood Subdivision will be annexed to the Village in 2019 and will be automatically zoned R2 single family residential.
3. The properties within the Lynnwood Subdivision are suitable for the R3 Residential District since two-family dwellings are permitted in this district and the zoning requirements generally match the existing County R6 zoning requirements resulting in fewer nonconformities for these properties upon annexation to the Village. The properties within the Maple Hollow Subdivision are suitable for the R4 Residential District since multi-family dwellings are permitted in this district and the zoning requirements generally match the existing County R5 zoning requirements resulting in fewer non-conformities for these properties upon annexation to the Village.
4. The general area is developed with single family and multi-family homes with commercial uses fronting North Avenue to the north of these subdivisions. It is likely that the properties south of North Avenue (not fronting on North Avenue) will remain residential.
5. The Comprehensive Plan designates these properties as appropriate for single family residential development. However, the Maple Hollow and Lynnwood Subdivisions were approved as multi-family and two-family developments likely while the Comprehensive Plan was being drafted.
6. The properties are not vacant. They have been improved with multi-family and two-family dwelling units for approximately 20 years. The use of the property will continue to be multifamily and two-family, following the rezoning of the properties.
7. The property values will not be diminished based upon the rezoning of the subdivisions; the zoning districts that have been selected are the closest match to the existing County zoning.

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The motion carried with six (8) yes votes and zero no votes as follows: Plan Commissioners Vondruska, Berry, Fanella, Hartweg, Mulherin, Rodemann, Saeed and Acting Chairperson Heming-Littwin voted “yes.”

Village Planner Purvis stated this should come before the Village Board for approval in early January as the staff is finishing up the annexation process. Village Planner Purvis stated the property owners will again be notified about the vote on this, and the Village Board will consider the annexation and zoning of these properties at the same time.

Public Hearing – Proposed Text Amendments to the Glen Ellyn Sign Code

On the agenda was a public hearing for Proposed Text Amendments to the Glen Ellyn Sign Code

PUBLIC HEARING – PROPOSED TEXT AMENDMENTS TO THE GLEN ELLYN SIGN CODE

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING PROPOSED TEXT AMENDMENTS TO THE GLEN ELLYN SIGN CODE.

Commissioner Fanella, seconded by Commissioner Mulherin, to open the public hearing at 7:20 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Planning and Development Director Springer and Village Planner Sterrett were sworn in. Village Planner Sterrett stated there are 14 proposed Text Amendments to be discussed, and he would go through each proposed amendment and discussion can happen after each one.

Village Planner Sterrett stated in February 2014, the Village Board adopted a comprehensive revision to the Village’s Sign Code to replace the previous Sign Code written in 1993. Village Planner Sterrett stated staff has performed extensive research on the number and types of sign variations approved in a three-year period since the 2014 new Sign Code and has compared these figures with variations granted during the three years prior to the 2014 new Sign Code.

Text Amendments

1. Provide exemptions for gas stations to allow additional signage to be installed on the gas pump canopy and on each individual gas pump.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

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2. Clarify that a nonconforming freestanding sign is required to install the required amount of landscaping around the base of the sign when the sign is modified or altered.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

3. Provide an exemption for balloon displays in the C2 and C3 Districts similar to the exemption for the C5A and C5B Districts.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

4. Remove the 100 square foot maximum area a wall sign may have in a C3, C4 and C6 Districts provided the sign has no more than 1 square foot of surface area per linear foot of establishment footage.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

5. Increase the maximum allowable square footage for building signage in the Downtown.

Commissioner Fanella asked if this would eliminate many variances. Village Planner Sterrett said yes.

Commissioner Mulherin asked how many variation denials have happened for signage. Village Planner Sterrett stated there have only been a few denials in general. Planning and Development Director Springer stated in many cases, the Architectural Review Commission would ask business owners to lessen the size of the signage so a variation might happen and not a denial.

6. Create a "Building Signage" category and define it to include wall signage, awning signage and marquee signage and allow each establishment in the Downtown 1 projecting sign in addition to a Building Sign.

Commissioner Rodemann asked if the projecting signs would be double-sided to which Village Planner Sterrett stated they would be.

Commissioner Vondruska asked how far these projecting signs can be off the building. Village Planner Sterrett stated the sign may not extend more than four feet away from the building wall and may not be closer than two feet from the curb line.

7. Clarify the amount of signage permitted for establishments along the Illinois Prairie Path and /or Union Pacific Railroad.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

8. Exempt lettering and logos on the valance of an awning from the number and surface area requirements of a district.

Acting Chairperson Heming-Littwin asked if this is for the piece along the bottom edge of a valance. Village Planner Sterrett stated it is, but any lettering or logos wanted along the main part of the valance must comply with the number and surface area requirements of the Sign Code.

9. Increase the setback distance of freestanding signs located along Roosevelt Road from 5 feet to 10 feet.

Commissioner Mulherin stated some landscaping can create a barrier and referred to the building between Pet Supplies Plus and the Tide building as you are turning left out of the parking lot. Acting Chairperson Heming-Littwin stated there is a grade differential there where the landscaping is which causes the barrier.

Commissioner Berry asked where the compliance comes in for existing freestanding signs and how many signs could possibly go out of compliance. Village Planner Sterrett stated the existing freestanding signs are considered legal nonconforming, but if a building owner updates the sign then it would need to come into the setback and landscaping compliance. Commissioner Berry asked about the setback requirements along Roosevelt Road in Lombard. Village Planner Sterrett stated the staff did not research these in depth as these signs are already causing a problem in Glen Ellyn.

10. Place a time limit on how long political signs may be located in a nonresidential district.

Acting Chairperson Heming-Littwin asked if the Village can levy a fine if a political sign does not come down. Planning and Development Director Springer stated it is the property owner's responsibility to ensure these signs are removed. Planning and

Development Director Springer stated regulations state the Village cannot levy a fine for this, but the Enforcement Officer will go to the business and give them an opportunity to comply with the Code on this.

11. Allow establishments in the Downtown Districts to have an LED or neon sign that says "Open."

Acting Chairperson Heming-Littwin asked if neon signs are allowed in other areas of the Village to which Village Planner Sterrett stated neon signs are allowed in other areas.

Commissioner Vondruska asked if there are brightness regulations for LED/neon signs. Planning and Development Director Springer stated there are restrictions on brightness in the Code.

Commissioner Fanella asked about the current Open neon signs. Planning and Development Director Springer stated when the new Sign Code was adopted in 2014, there were approximately 15 neon Open signs in the Downtown which were considered legal nonconforming at that point. Planning and Development Director Springer stated since then, the number of neon Open signs has increased to approximately 22 in the Downtown. Planning and Development Director Springer stated this issue was brought to the Village Board a few months ago, and the Village Board decided the Open signs were fine.

Commissioner Vondruska stated this is a good idea as it is hard to tell sometimes if a business is open.

Acting Chairperson Heming-Littwin asked if something could be added to the text amendment regarding brightness. Planning and Development Director Springer stated there are general illumination standards in the Sign Code which should address this.

Village Planner Sterrett stated the Sign Code also states that the business is required to turn the Open sign off whenever a business is closed.

12. Allow wall signs to be painted directly on an exterior building wall.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

13. Exempt murals from the size and number requirements of the district they are located in and require an exterior appearance review subject to staff review and Village Board approval.

Commissioner Fanella asked the business owner cost of an exterior appearance review. Village Planner Sterrett stated there is a \$200.00 application fee for any appearance review and then all exterior appearance reviews go to the Village Board for approval.

14. Clarify that residential development signage is permitted in the C5A District.

There were no questions or comments from the Plan Commissioners on this proposed text amendment.

Persons in Favor of or in Opposition to the Request

There were no persons in favor or opposition to this request.

Commissioner Mulherin moved, seconded by Commissioner Hartweg, to close the public hearing at 7:55 p.m. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Commissioner Rodemann stated there is nothing in the proposed text amendments that he takes exception to. Commissioner Rodemann stated he likes the idea of possibly limiting the brightness of signs.

Commissioner Mulherin stated he does not have a strong feeling about light in the Downtown as it could enhance the Downtown experience as long as it does not affect residential. Commissioner Mulherin stated he does not feel the Open signs are abused.

Commissioner Hartweg stated the brighter the sign, the better. Commissioner Hartweg stated these text amendments seem logical, and he feels no one is intentionally abusing the Open sign piece at this point.

Commissioners Fanella, Berry, Vondruska and Saeed stated they all supported the proposed text amendments.

Acting Chairperson Heming-Littwin stated she likes the 10-foot setback for freestanding signs along Roosevelt Road.

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Motion

Commissioner Fanella moved, seconded by Commissioner Hartweg to recommend the following:

After conducting a public hearing and deliberating on the proposed text amendments to the Glen Ellyn Sign Code, the Plan Commission hereby recommends adoption of the proposed text amendments to the Glen Ellyn Sign Code.

The motion carried with eight (8) yes votes and (0) zero no votes as follows: Plan Commissioners Fanella, Hartweg, Berry, Mulherin, Rodemann, Saeed, Vondruska and Acting Chairperson Heming-Littwin voted "yes."

Trustee's Report

Trustee Pryde stated in the last month, the Village Board has been digging into the 2019 Village Budget, and the Second Reading of the budget is forthcoming.

Trustee Pryde stated they Village Board recently passed a Food and Beverage Tax that will support various Capital Projects. Trustee Pryde stated the Village Board also approved the purchase of 423 N. Main Street that will allow the Village to have pedestrian access between the proposed parking garage behind the Civic Center and Main Street. Trustee Pryde stated the proposed parking garage is moving forward as a committee is working on a design build team for this project.

Chairperson's Report

None

Staff Report

Village Planner Purvis stated the Apex 400 Project should come before the Plan Commission for a Special Meeting on December 6, 2018 and possibly continue to December 13, 2018 if need be.

Acting Chairperson Heming-Littwin asked how long the December 6, 2018 meeting might go before a continuation is decided. Planning and Development Director Springer stated Chairperson Loch usually will go to 10:00 p.m. or 10:30 p.m. unless it seems the topic is about to come to a close. Planning and Development Director Springer stated the Village will widely publicize this meeting and will limit public comment to three minutes. Planning and

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Development Director Springer stated they are encouraging residents to send their comments to the staff in writing which will be included in the Plan Commissioners' packets.

Village Planner Sterrett stated a new restaurant, Raising Cane's, may come before the Plan Commission in early January.

Other Business

None

Adjournment

Commissioner Mulherin moved, seconded by Commissioner Vondruska, to adjourn the meeting at 8:10 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary



Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 01/07/19 07:00 PM
Department: Plan Commission
Department Head: Kelly Purvis
Category: Public Hearing
Prepared By: Kelly Purvis

SCHEDULED

AGENDA ITEM (ID # 3738)

DOC ID: 3738

400 & 418-424 N. Main Street Public Hearing to review the proposal for a Planned Unit Development featuring 107 luxury apartment units with 8,844 square feet of first floor commercial space, to be called Apex 400

NEW

INFORMATION: There have been some minor changes and additions to the original staff report submitted to the Plan Commission in December. All new information is located at the end of the staff report under “Additional Information Since 11/30/18 Staff Report”. Please also note, any attachments previously submitted that have been updated are bolded in the attachment list and labeled “updated”. Any new documents have been added to the very end of the packet as a separate attachment.

PETITIONER: The petitioners are Larry Debb & John Kosich of GSP Development and 400 Main LLC, owners of the former Giesche Shoe property at 400 N. Main Street.

REQUEST: GSP Development has submitted a formal application for the Planned Unit Development of the Village-owned Main Street parking lot and the Giesche Shoe property with a new mixed use building featuring 107 luxury apartment units, 8,844 square feet of first floor commercial space and two floors of parking. In order to proceed with the project as proposed the petitioners will need approval of the following:

1. A Special Use Permit for a Planned Unit Development in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.
2. The following deviations from the Zoning Code:
 - a. Section 10-4-17-1(E) to permit a building height up to 65 feet at the top of the parapet in lieu of 45 feet; and
 - b. Section 10-5-8(I) to allow:
 - i. Parking spaces 18 feet in length in lieu of 19 feet; and
 - ii. Parking spaces 8.5 feet wide in lieu of 9.5 feet wide in certain locations where the aisle width is at least 24 feet wide; and
 - iii. An aisle width of 21'-7 3/4" on a portion of the site and 24 feet on other parts of the site in lieu of 25 feet; and

- c. Section 10-7-9(D) to allow 100% of the site to be covered in lieu of 65%; and
 - d. Section 10-5-9(B) to allow an off street loading space 40 feet in length in lieu of 50 feet; and
 - e. Section 10-5-13(M)2 to allow the parking garage lights to emit up to 6.2 foot candles at the public entrance to the garage on Hillside Avenue, 7.14 foot candles at the public garage entrance along Main Street, and 7.3 foot candles at the residential parking garage entrance along Hillside Avenue in lieu of 3 foot candles at the lot line; and
 - f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.
3. The Exterior Appearance of the building (reviewed by staff, with Village Board approval).
 4. The consolidation of the lots (reviewed and approved by staff).

Discussions related to the sale or conveyance of the Village-owned parking lot will be considered by the Village Board.

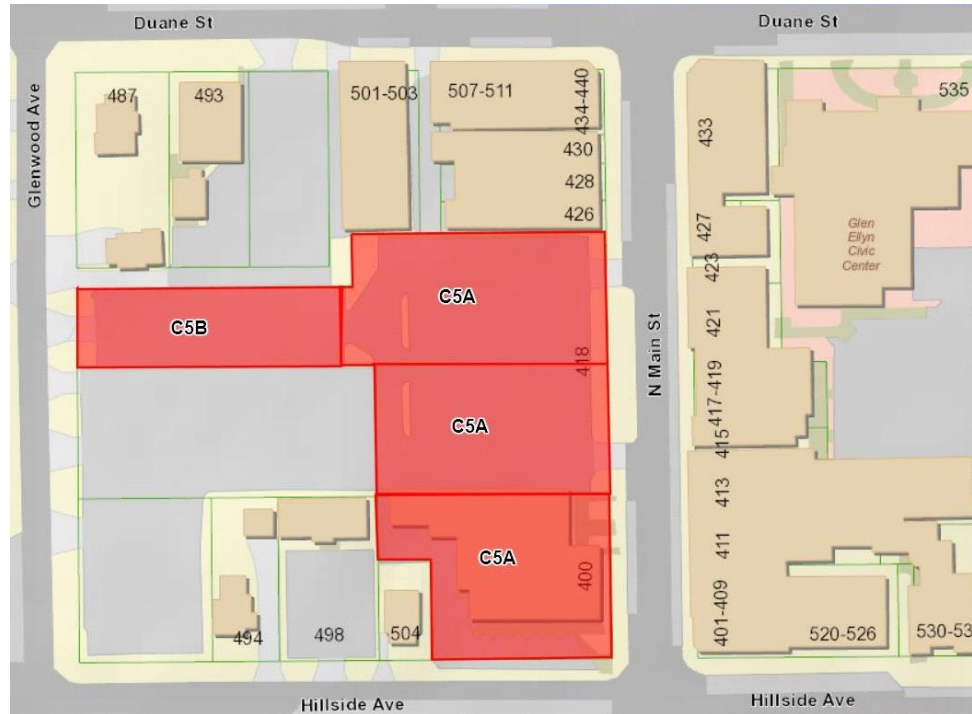
LOCATION:

The subject properties are located at the northwest corner of Main Street and Hillside Avenue. The total site is comprised of 1.55 acres and includes a lot extending to Glenwood Avenue (currently used for permit parking).

A majority of the property is zoned C5A Central Business District, Central Service Subdistrict. The parcel extending to Glenwood Avenue currently being used for permit parking is zoned C5B Central Business District, Central Service Subdistrict. This permit parking lot would continue to be used for parking as a two-story covered parking garage is proposed for this part of the site.

The surrounding zoning and land uses are as follows:

<u>Surrounding Land Uses</u>	<u>Zoning</u>
North: Commercial	C5A and C5B
South: Commercial, St. Petronille Parking GE Bible Church	C5B R2
East: Commercial	C5A
West: Commercial, St. Petronille Church	C5B and R2



**PUBLIC
NOTICE:**

Notice of the public hearing was published in the December 20, 2018 edition of the Daily Herald and mailed to property owners within 350 feet of the subject property, and a placard was placed on the property.

**LONG TERM
PLANS:**

The Main Street parking lot is one of the key opportunity sites identified in the 2001 Comprehensive Plan and the 2009 Downtown Strategic Plan. Both plans recommend mixed use commercial and residential development of the site. While neither of these plans incorporate the Giesche property into their recommendation, the property was not available when the abovementioned long-range plans were drafted.

The market study conducted as part of the 2009 Downtown Strategic Plan recommends that the Village add a minimum of 450 new dwelling units to the downtown to support the existing businesses and increase the vitality of the central business district. The 2013 Streetscape and Parking Study also recommends that the Village partner with a developer to construct a parking garage in the downtown through a public private partnership to maximize the Village's opportunities and reduce Village construction costs. The study identified the Main Street parking lot as one of three preferred sites for a parking structure on the south side of the tracks. The proposed project

would meet these and a number of other goals outlined in the Village's various long term plans.

Excerpts from the 2001 Comprehensive Plan, 2009 Downtown Strategic Plan and 2013 Streetscape and Parking Study related to these and other issues are attached for the Commission's information.

PROJECT SUMMARY:

GSP Development is proposing a 5-story mixed used development on the subject properties. The project would include 8,844 square feet of commercial space and a public parking garage on the first floor, residential parking on the second floor, and 107 luxury apartment units on the second through fifth floors. More information about the project follows:

Parking Garage Design - Site Plan Option A vs. Site Plan Option B

Village staff are working with property owners to the north westerly portion of the site to acquire 3 feet of the 16 foot alley abutting the "Glenwood Lot" portion of the Village's parking lot (see attached Alley Exhibit). Since negotiations are not finalized, the developers have included two possible site plans - one including the 3 feet of alley (Option B) and one excluding the 3 feet of alley (Option A). The additional space would allow the developer to construct a wider drive aisle on the portion of the parking garage that extends to Glenwood Avenue (see Site Plan Option B). With the extra 3 feet, the aisle will just fall short of the 25 foot Code requirement (24'-7 3/4"), and would still require a deviation, but would allow additional parking spaces to be added to the public parking lot (2 spaces) and the residential lot (5 spaces). The Urban Land Institute Dimensions of Parking 5th edition, suggests that smaller stall widths are acceptable where the aisle is wider and smaller stall widths are acceptable for long-term parking (residential). Village Code requires an aisle width of 25 feet (24 feet can be approved at the Planning & Development Director and Village Engineer's discretion) with parking stalls that are 9 feet wide and 19 feet long.

Site Plan Option A proposes a 21'-7 3/4" drive aisle width with 9'-6" parking stall widths. Staff is suggesting as a condition of approval that Site Plan Option B be substituted (without an amendment to the PUD), should Village staff be able to formalize an agreement with adjoining property owners for the additional 3 feet of the alley.

Parking

For the purposes of this parking section, staff will be referring to the Option A site plan. Please note that if Option B is implemented, the ground floor of

the garage will have two more spaces and the second floor of the garage will have 5 more spaces.

Since the residential and commercial parts of this project are located in the C5A Zoning District, it is not a requirement of the Zoning Code that parking be provided as part of the development. However, at the request of the Village, the developers are providing residential parking for the apartments and replacing the existing public parking stalls. A two-story parking garage is proposed with 137 public spaces on the first floor and 139 private spaces on the second floor. The Village's traffic engineer has indicated that the proposed parking for the development will meet the increased development site demand (see attached memo from the Village Engineer).

Public Parking

As mentioned above, the first floor of the parking garage would include 137 public parking spaces. Public parking would be accessible from Main Street, Hillside Avenue and Glenwood Avenue. The additional access (from Hillside Avenue) to the public parking garage will allow another option for entering and exiting the site, providing better overall traffic flow. Flashing warning beacons will be installed at each garage entrance to warn pedestrians of exiting vehicles.

There are currently 122 public parking spaces on the property including 80 in the Main Street parking lot and 42 in the Glenwood permit lot. There are also 4 on-street public spaces on Main Street. A total of 137 public parking spaces are proposed for a net gain of 11 public parking spaces on the site. The proposed breakdown of public parking is below:

	Existing	Proposed	Difference
Ground Floor Main Street Lot	80	92	12
Ground Floor Glenwood Permit Lot	42	45	3
On-Street Parking	4	0	-4
Total	126	137	11

Note, in order to provide the abovementioned parking spaces, the petitioners are requesting deviations from the Village's off street parking regulations for smaller parking aisle widths, parking stall lengths and parking stall widths. The Village's traffic consultant and engineers are comfortable with the proposed dimensions. As part of the project, the Village's parking lot will be

reconstructed at the developers' cost but will be owned by the Village upon completion of the project.

Residential Parking

A total of 139 residential parking stalls are proposed on the second floor of the structure resulting in a parking ratio of 1.29 spaces per unit. Residential parking would be accessible from Hillside Avenue only and would require key entry through a garage door. A stacking space of 18 feet is proposed between the garage door and the public right-of-way to allow resident vehicles to wait for the garage door to lift without obstructing traffic on Hillside Avenue.

The second floor parking configuration does not provide space for cars to turn around if all stalls are occupied. For this reason, staff would recommend that as a condition of approval, parking stalls in the residential part of the garage be numbered and assigned by unit.

Based upon the number of proposed units, if the site were located elsewhere in the Village, the Zoning Code would require a total of 166 parking spaces (1 space for each efficiency, 1.5 spaces for each one-bedroom unit and 2 spaces for every two-bedroom unit). While parking is not required for new developments in the C5A district, the addition of 107 apartments would place a burden on the already constrained downtown parking inventory if not provided as part of the development. The 139 stalls proposed falls short of what would be required in other parts of the Village by 27 parking spaces. Although the Village has not approved a parking ratio of less than 1.5 spaces per unit in the past, Staff is comfortable with the number of spaces being proposed since the development is close to the Metra station, several other similar suburban communities have accepted similar residential parking ratios for comparable developments (see attached parking ratio exhibit), approximately 70% of the development consists of 1 bedroom units or less, and the residential parking would be accessible by residents only.

Loading Space

The tenants for the commercial space on the first floor of the building have not been determined at this point. It is likely however, that one loading space will be required to serve these establishments. The Zoning Code requires the minimum dimensions of a loading space to be 12 feet in width by at least 50 feet in length. The proposed loading space is 16 feet wide by 40 feet long and requires a deviation from the off street loading requirements. Due to the location of the loading space, staff does not see this presenting an issue.

Access Drives

Four full movement vehicular access drives are proposed as follows:

1. The Main Street Public Access Drive is approximately 185 feet south of Duane Street and is in the same location as the existing entrance access drive that serves the Main Street surface lot. There will be one inbound and one outbound lane serving only the public portion of the parking garage.
2. The Hillside Avenue (easterly) Public Access Drive is approximately 115 feet west of Main Street. There will be one inbound and one outbound lane serving only the public portion of the parking garage.
3. The Hillside Avenue (westerly) Private Access Drive is approximately 155 feet west of Main Street. There will be one inbound and one outbound lane serving only the residential (second floor) parking garage.
4. The Glenwood Avenue Public Access Drive is approximately 225 feet south of Duane Street and is in the same location as the existing outbound only access drive serving the existing surface public parking lot. There will be one inbound and one outbound lane serving only the public portion of the parking garage.

Traffic Analysis

The traffic counts conducted by KLOA, Inc., on Wednesday, August 29, 2018 indicate that the peak hours for traffic in the general vicinity of the subject site occur between the hours of 7:15 am to 8:15 am and from 5:00 pm to 6:00 pm. The weekday morning peak traffic coincides with the drop-off activity of St. Petronille School. As indicated on the site plan, a portion of Hillside Avenue from Main Street to Glenwood Avenue is proposed to be converted to a two-way street, allowing residents of the building to exit the site easterly to Main Street to minimize the development's impact on school activities, especially during peak times. This change will also allow traffic from the church and school to disperse more effectively. This will involve the relocation of the employee permit parking that is currently occupying the angled parking spaces on Hillside Avenue.

The traffic study conducted by KLOA and the review of the project by the Village's traffic engineer both indicate that the traffic generated by the development will be low with delays at intersections projected to increase by only a few seconds after the development is constructed.

Lot Coverage

Section 10-7-9(D) of the Zoning Code (PUD Standards) limits lot coverage of commercial PUDs to a maximum of 65% coverage of the lot. However, in

the C5A Zoning Districts, projects can be constructed to all lot lines, and most developments in the downtown cover nearly all of the lot. Therefore staff does not have concerns about the granting of this deviation.

Building Height

The project will require approval of a height deviation as part of the proposed Planned Unit Development. A total building height of 45 feet and 4-stories is permitted on these properties in the C5A district. The Zoning Code requires building height to be measured from the average existing grade. The site slopes upward from north to south approximately 6-1/2 feet. The proposed height for the majority of the building is approximately 58 feet measured from the average grade. The corner tower element, on the high side of the site measures at approximately 65 feet. Since the Zoning Code requires height to be measured to the tallest point of the structure, the height deviation request would be for 20 feet from the average grade to the top of the parapet on the north side (high side) of the site.

The buildings across the street from the site on Main Street are 3-stories tall, with the tallest buildings being 45 feet measured from the average existing grade and 51 feet measured from ground level. Height exhibits have been included in the petitioners' packet which compare heights of additional adjacent buildings in the general location of the development. The exhibits show that the majority of the buildings near the development site are 2-3 stories high with some adjacent structures having taller architectural features such as the Civic Center's clock tower at 95 feet, the St. Petronille Church Steeple at 119 feet and the Glen Ellyn Bible Church Steeple at 62 feet. The developers have also provided an exhibit showing several apartment developments on the periphery of the downtown core that are 5-7 stories tall.

The 2009 Downtown Strategic Plan recommends that new construction on Main Street be a maximum of 2-3 stories tall. The Comprehensive Plan suggests that the Village should consider a range of factors when determining the height of new downtown buildings including: the height of nearby existing buildings, the pedestrian scale and orientation of downtown, the proximity of new buildings to residential neighborhoods, topography, the economics of downtown development, and sight lines in relation to prominent visual landmarks and historic features.

The Village Board has shown interest considering the increase of building heights allowed in the downtown. Therefore, the Village Board has requested

that the Village's consultant for the Comprehensive Plan evaluate this issue and make a recommendation on height limits in the downtown by early 2019.

Commercial Space

The total square footage of the first and second floors of the Giesche building that would be demolished is roughly 15,200 sf. With the project providing 8,844 sf of commercial space, the total amount of downtown commercial space would be reduced by approximately 6,356 sf. The original proposal for the development that came before the Plan Commission in May, 2018 included approximately 5,500 sf of commercial first floor space with residential building amenities on the first floor. The plans have been amended to provide additional commercial square footage on the first floor of the development and the residential amenities have been relocated to the third floor of the building. The new commercial space that would be included in this development would add space meeting today's commercial tenant expectations, and could potentially invite new uses to locate downtown.

Residential Unit Mix

Of the 107 luxury apartment units proposed, approximately 27% will be 2 bedroom apartments (29 units), 56% will be full-sized 1 bedroom apartments (60 units), 12% will be convertible, or smaller 1 bedroom apartments (13 units) and 5% will be studio apartments (5 units). The Market Analysis submitted by the developers suggests that there is a high demand for smaller units located in suburban downtowns near public transportation. An addendum to the Market Study has also been submitted by the developers which provides additional information about similar projects in the area, vacancy rates, and expected rents for this kind of development.

Building Amenities

The building will feature several common spaces including a rooftop pool, barbeque area, party room (with a shared kitchen), fitness and yoga room, conference rooms, and a golf simulator. There are bike racks proposed on the ground floor on Hillside Avenue between the residential parking and public parking entrances as well. However, staff would suggest these be moved to a location that would interfere less with traffic entering and leaving the development.

Sidewalk Extension & Streetscape Elements

The petitioners are proposing to bump out the sidewalk approximately 8 feet on the southern portion of the site along Main Street to enhance the streetscape, and to provide additional landscaping and lighting. In doing so, 4

on-street parking spaces would be removed. The Streetscape Plan recommends wider sidewalks to enhance the pedestrian environment and allow for increased gatherings and outdoor seating space. The Village Board will be discussing the streetscape elements that will be included as part of the downtown road reconstruction project in 2019. Staff would suggest that as a condition of approval, streetscape elements for the project would be required to match those selected by the Village Board for the downtown.

Lighting

The petitioners are requesting a deviation from the exterior illumination standards to allow higher foot candles at the garage entrances along Hillside Avenue and Main Street. The regulations permit up to 3 foot candles at the property line. The building has no setback requirements and is constructed up to the property line, so the garage lighting will be brighter at the property line. It is worth noting that the lighting from the garage does not exceed 3 foot candles beyond the sidewalk at any of the garage entrances. A deviation for up to 6.7 foot candles at the Main Street garage entrance, up to 6.2 foot candles at the public garage entrance on Hillside Avenue and up to 7.3 foot candles at the residential garage entrance on Hillside Avenue is being requested. Staff feels that the garage should be well lit and would support approval of this deviation.

Pedestrian Walkway

On the first floor of the building (through the public parking garage), a pedestrian walkway is being proposed which will provide access from Main Street to St. Petronille's parking lot providing convenient pedestrian access within the downtown core.

Landscaping

Designated open areas are not required for PUD's in the C5A & C5B Zoning Districts and therefore the project is not required to comply with the requirements set forth in 10-5-13(L) of the Village Code. However, GSP Development is incorporating landscaping into the project along Main Street and Hillside Avenue in the public right-of-way including new trees, shrubs, perennials and ornamental grasses. Three breaks have been provided in the landscaping along Main Street to allow pedestrians to access the public sidewalk without walking through the landscaping. The common open area on the third floor of the building will also be landscaped (see attached landscape plan).

Developer Donations

Other Village taxing bodies are anticipating developer donations from this project in the following amounts:

1. Glen Ellyn Park District - \$50,000
2. School District 41 - \$21,947.00
3. School District 87 - \$7,272.00
4. Fire Company - \$45,000.00
5. Glen Ellyn Library - \$45,000.00

Staff recommends a condition on the PUD approval that requires the developers to pay these development donation at the time of building permit issuance.

ISSUES:

As required by the Zoning Code, staff sent a notice of the public hearing to property owners within 350 feet of the subject properties. In addition, in order to ensure that the public was aware of the consideration of this development, notice of this meeting was shared with the Downtown Alliance, the Chamber of Commerce, through the Village's social media outlets and through a Village press release.

Building Height

A 4-story, 45 foot building is permitted in the C5A Zoning District and what is being proposed is 5-stories and 65 feet at the highest points of the building. Architectural details on the north and south end of the structure including the cornice requested by the Village, add about 7 feet of height to the building; the other approximately 90% of the building is 58 feet tall. In other parts of the downtown (C5B) this development would be permitted to be up to 60 feet by right (due to the at-grade parking component of the project). As previously mentioned, increasing the permitted building height in the downtown is a topic that the Village Board will be considering in the early part of 2019 in conjunction with the review of the Village's Comprehensive Plan.

During the concept review of a prior mixed use proposal on this site, concerns were expressed regarding the perceived loss of daylight on Main Street. In response, staff requested that the petitioners provide a computer generated sun study which shows the building shadow of the proposed 65 foot building and the shadow of a permitted 45 foot building at different times of day and different times of year. The model shows that Main Street would lose approximately 40 minutes of daylight during the summer and winter months, and 30 minutes in the spring and fall months with the proposed building as compared to a building height that would be permitted by right on the property. During the morning hours, the building's shadow

would only be cast over the parking lots behind the structure (to the west of the site).

Suggestions have been made that a floor of the development should be eliminated to keep the building height more in character with the downtown. The consequence of eliminating one floor from the development is a loss of 9 apartment units (7 one-bedroom units and 2 two-bedroom units) and approximately \$25,000 per month in rents. To provide parking for the 107 new residential units, all of the public parking proposed would have to be eliminated from the project, reducing the parking supply in the downtown by 126 public parking spaces in the most utilized parking location of the downtown.

Staff has heard a suggestion that parking could be provided below grade to reduce the height of the building. We have estimated this would add approximately \$3 million in costs to the project due to the price of undergrounding the parking stalls. The ramping that would be necessary to construct below-grade parking would require that some of the parking spaces be removed, resulting in fewer public parking spaces at a much higher cost. Generally speaking below-grade parking is typically seen as less desirable and less convenient from a public standpoint.

Architecture

Staff has received some negative feedback regarding the architecture of the building that was posted on the Village website. In an attempt to provide the developers with some direction on building design, Village staff met with each of the Village Board Trustees and with the current and former Chairmen of the Historic Preservation Commission following the pre-application meeting in May, 2018. There was mixed feedback in terms of what kinds of elements should be incorporated into the design with some preferring more traditional elements and others wanting something more modern. Through several reviews of the project, staff worked with the developers to remove many of the more contemporary elements of the design such as the metal awnings, a metal cornice, metal siding, and protruding balconies. The building materials now consist mostly of brick and stone in muted colors; architectural details such as the stone cornice, which wraps around the entire building and stone accents on the building, have been added to provide interest and character. The balconies have been recessed into the building or have been surrounded by more substantial piers, and the middle section of the building articulates to provide some relief from the bulk of the structure. The metal awnings have been replaced with cloth awnings to match the look of the other storefronts in the downtown. The

project meets the standards in the Village's Appearance Review Guidelines. Please see the initial elevation (attached) submitted at the pre-application meeting with the Plan Commission, which more clearly shows the changes.

Traffic

Village staff have met with St. Petronille Church and School members on several occasions to discuss potential impacts of the development on the Church. The Village completely understands the concerns related to traffic, circulation and the safety of the school children and parishioners. The Village has and will continue to work with St. Petronille to address traffic flow on-site during drop-off and pick-up times. As the traffic study suggests, the peak morning traffic (7:15-8:15) coincides with the morning drop-off time at St. Petronille's school. The conversion of Hillside Avenue to two-way traffic from Main Street to Glenwood Avenue is one of the ideas suggested to mitigate the impact the development might have on the school. In addition, a stop sign will be added at the north east corner of the Glenwood Avenue and Hillside Avenue intersection to slow west bound traffic. Glen Ellyn Police and Village staff will continue to meet with St. Petronille's staff to come up with a traffic flow and student drop-off strategy to ensure students will remain safe.

PROJECT BENEFITS:

The proposed project aligns with many of the recommendations in the Village's long term plans and could have a number of potential benefits, including:

1. The project would result in a new mixed use development on the Main Street parking lot site as recommended by both the Comprehensive Plan and Downtown Strategic Plan.
2. The project will generate TIF District revenues which can be used for other public improvement in the downtown.
3. A total of 107 new apartment units would be added to the downtown, the new residents of which would support existing downtown businesses and bring new life and vitality to the area. The Downtown Plan recommends that the Village add a minimum of 450 new residential units in the downtown.
4. The project replaces the existing parking on the site. The Downtown Streetscape and Parking Study shows 90-100% occupancy of the Main Street parking lot and the nearby on-street spaces on Saturday evenings. Weekday evening occupancy rates are expected to be similar.

5. The plans include the construction of a new parking structure on a preferred site on the south side of the tracks in conjunction with a private development as recommended in the 2013 Streetscape and Parking Study.
6. The Village will receive an upgraded covered public parking lot that is constructed with a concrete surface.

**ADDITIONAL
INFORMATION
SINCE 11/30/18
STAFF REPORT:**

Public Comment

Since the original Staff Report was submitted to the Plan Commission on November 30, 2018, staff has received some additional public comment regarding the project. All public comment received to date has been added as an additional attachment to this staff report.

Sun Study Update

The previous staff report included a computer generated sun study (attachment #34) which showed how much sunlight would be lost on Main Street if a 65 foot building (proposed) were constructed rather than a 45 foot building (permitted). The developer has provided an updated sun study model for the winter months, changing only the times of day. Note, the reduction in sunlight will still be 30 minutes in the evening.

An additional sun model was done to provide data for the existing conditions (vacant 2-story building and surface parking lot) versus the proposed development. That model has also been added to the attachment.

Construction Staging

Village staff asked the petitioners to provide some basic information about how they intend to handle construction access and staging. The developers have indicated that deliveries from the north will be received from the Main Street access and deliveries from the south will be received from the Hillside access to the site. Trucks will not be permitted to exit on Glenwood Avenue at any time, to avoid conflict with St. Petronille School. Additionally, the developers are proposing that deliveries will not be received and construction will cease during school pick-up/drop-off times.

The developers have an agreement with the Diocese of Joliet to demolish the former rectory home (located at 494 Hillside Avenue). Once that building has been removed, the lot will be graveled and used for a construction trailer

and personal vehicle parking for construction workers on the site. The site will need to be fenced with a gate that will be closed when construction workers are not present. All heavy cranes and construction equipment will remain on the project site for the duration of their use (not on St. Petronille's property). The developers intend to begin at the west end of the site and work easterly toward Main Street and then from the north of the site to the south. They anticipate the public parking garage could be complete in as little as 4-6 months from the start of construction on the project.

The above information is preliminary in nature but is meant to illustrate that the developers and Village are already thinking about ways to minimize construction impact on adjoining properties. If the project receives preliminary approval, various Village departments including Police, Public Works and Planning & Development will work with the developers' contractors prior to the issuance of a building permit to define in much greater detail the access, parking and staging during the construction of the project. As always, staff is available to respond to question/comments/concerns from the public regarding construction activities.

St. Petronille School & Church Concerns

A working group comprised of members of the St. Petronille School and Church raised some questions regarding the sufficiency of the traffic study. Staff asked that our traffic consultant provide a response memo to these concerns. The memo dated December 12, 2018 has been attached for the Plan Commission's review.

Village staff have continued to have an open dialogue with St. Petronille's working group. Staff are committed to ensuring the safety of the students during construction and after the development of the project, should it be approved. As such, staff is supportive of the conversion of Hillside Avenue to two-way traffic from Main Street to Glenwood Avenue. Village staff have also agreed to analyze the Glenwood/Hillside intersection to determine if a stop sign or other traffic calming devices would be appropriate at this location. School drop off times for St. Petronille School are 7:55 am to 8:10 am, which overlap with the proposed development's peak morning hour of traffic. Therefore, staff will be recommending the developer install signage at all three access drives of the development limiting turning movements from 7:45 am to 8:30 am Monday - Friday.

Parking

Village staff have begun to discuss a short-term parking plan for the

relocation of the 80 public parking spaces and 42 permit parking spaces in the Main Street lot that would not be available while the project is under construction. Permit spaces have already been relocated to other permit lots that have available capacity. Staff have also started preliminary discussions with downtown parking lot owners to see if public use of portions of these private lots might be possible for a period of time. Village staff will continue to work on this plan and will share information with the public if the project is approved.

Streetscape Trees

As part of the downtown streetscape project, the Village has started, and will continue to plant larger diameter trees in the downtown. Staff would recommend that the developers plant trees a minimum diameter of 4-6 inches (instead of the standard 2 inch diameter, as shown on the landscape plan) to match the size of other trees proposed as part of the proposed downtown streetscape.

Staff Recommendations

Staff would suggest the following conditions be considered by the Plan Commission if the project is recommended for approval:

1. That should the developer be able to acquire three feet of the alley located north of Lot 5, that PUD Alternate Plan B shall be substituted for the approved Plan A.
2. That the developer install a sign at the access points from the development onto Hillside Avenue indicating "No Right Turn Monday through Friday from 7:45 to 8:30 am." The location and exact wording of the signage will be subject to the approval of Village Staff.
3. That the developer install a sign at the access point from the development onto Glenwood Avenue indicating "No Left Turn Monday through Friday from 7:45 - 8:30 am." The location and exact wording of the signage will be subject to the approval of Village Staff.
4. That the developer convert the traffic flow on Hillside Avenue between Main Street and Glenwood Avenue including any necessary signage, pavement markings, and any pavement markings as directed by the Village Engineer.
5. That the Village will pursue the installation of a stop sign for west bound traffic at the Hillside Avenue/Glenwood Avenue intersection, subject to conformance with engineering standards, manuals, and traffic warrants as determined by the Village Engineer and Police Chief.
6. The final streetscape and public improvements for the project will match the streetscape design selected by the Village Board in 2019.

7. Prior to returning for final approval of the Planned Unit Development, the landscape plan shall be revised to show street trees with a minimum diameter of 4 -6 inches.
8. Prior to returning for review of the Final Planned Unit Development, the site plan shall be revised to show the bike rack moved from Hillside Avenue to a more appropriate location that will not interfere with site ingress/egress.
9. Prior to returning for approval of the Final Planned Unit Development, the second floor plan shall be revised to show all parking stalls numbered and assigned by unit.
10. Prior to issuance of a building permit, the petitioners shall pay the Village \$169,219.00 to be dispersed to the Glen Ellyn Park District, School District 41, School District 87, Fire Company and the Glen Ellyn Library.

COMMISSION

ACTION:

The Plan Commission should consider the petitioners' request for approval of a Preliminary PUD with Zoning Deviations and make a recommendation to the Village Board for approval, approval with conditions, or denial.

ATTACHMENTS:

- § Aerial Photo
- § Zoning & Location Map
- § Alley Location Exhibit
- § **Notice of Public Hearing - Updated**
- § **Mailing Labels for Public Hearing Notice - Updated**
- § Location Map for Notification
- § **Certificate of Publication - Updated**
- § Excerpts from 2001 Comprehensive Plan
- § Excerpts from the 2009 Downtown Strategic Plan
- § Excerpts from the 2013 Streetscape Plan & Parking Study
- § Memo from the Village's Traffic Engineer, dated 11/26/18
- § Initial rendering submitted for pre-application meeting (05/2018)
- § Petitioners Application for Preliminary PUD Approval & Packet of Supporting Documents:
 1. Narrative Statement, dated 11/21/18
 2. Proof of Ownership
 3. **Disclosure of Interest, dated 07/17/18 & 12/12/18 - Updated**
 4. Affidavit of Authorization, dated 07/18/18
 5. Reimbursement of Fees Agreement, dated 07/17/18
 6. Quantitative Summary
 7. List of Deviations
 8. Alta Surveys, dated 05/31/018 & 06/26/18
 9. Existing Conditions Plan, dated 06/19/18
 10. On-street Parking Demolition Plan - PDR 0, last revised 11/19/18

11. Site Plan Option A - PDR 1, last revised 11/19/18
12. Site Plan Option B - PDR 1, last revised 11/19/18
13. Floor Plan - Floor 1, Plan Option A - PDR 2, last revised 11/19/18
14. Floor Plan - Floor 2, Plan Option A - PDR 3, last revised 11/19/18
15. Floor Plan - Floor 3 - PDR 4, last revised 11/19/18
16. Floor Plan - Floors 4 & 5 - PDR 5, last revised 11/19/18
17. Typical Floor Plans - PDR 6, last revised 11/19/18
18. Building Elevations - PDR 7 - PDR 9, last revised 11/19/18
19. Sign Plan - PDR 10, last revised 11/19/18
20. Renderings - PDR 17 - PDR 20, last revised 11/19/18
21. Landscape Plans, last revised 11/19/18
22. Right-of-Way Cross Section - Public Improvements, dated 06/19/18
23. Grading Plan, dated 06/19/18
24. Utility Plan, dated 06/19/18
25. Photometric Plan, dated 11/19/18
26. Light Fixture Cut Sheets
27. Market Study, dated 09/21/18
28. Addendum to the Market Study, dated 11/19/18
29. Traffic Impact Study, dated 11/29/18
30. Parking Ratio Exhibit
31. Building Height Exhibit - Elevation - PDR 16, dated 11/19/18
32. Building Height Exhibit - Aerial - PDR 14, last revised 11/19/18
33. Example Photos - Similar Heights Downtown Glen Ellyn
34. **Sun up & Sun down model - PDR 11 - PDR 13, last revised 11/19/18 - Updated**
35. Example Photos - Similar Developments - PDR 15, last revised 11/01/18
36. IDNR Report
37. Land Use Opinion
38. Construction Schedule, dated 11/29/18

Additional/updated attachments since 11/30/18 Staff Report

- § Memo from the Village's Traffic Engineer, Response to St. Petronille Concerns, dated 12/18/18
- § Public Comment Received by Village Staff

Cc: Staci Hulseberg, Planning and Development Director
 Rich Daubert, Professional Engineer
 Dan Shoenberg, Traffic Engineer
 Tom Admomshick, Traffic Engineer
 Ray Ulreich, Stormwater Engineer
 Larry Debb, Petitioner
 John Kosich, Petitioner
 Mike Breclaw, Architect
 Luay Aboona, Traffic Consultant

ATTACHMENTS:

- Aerial Photo (PDF)
- Zoning & Location Map (PDF)
- Alley Location Exhibit (PDF)
- Public Hearing Notice - Updated (PDF)
- Mailing Labels for Public Hearing Notice - Updated (PDF)
- Location Map for Public Hearing Notification (PDF)
- Certificate of Publication - Updated (PDF)
- Excerpts from 2001 Comprehensive Plan (PDF)
- Excerpts from the 2009 Downtown Strategic Plan (PDF)
- Excerpts from the 2013 Streetscape Plan & Parking Study (PDF)
- Memo, Village Traffic Engineer (PDF)
- Initial Rendering Submitted for Pre-application Meeting (PDF)
- 0. Petitioners' Application for Preliminary PUD Approval (PDF)
- 1. Narrative Statement (PDF)
- 2. Proof of Owership (PDF)
- 3. Disclosure of Interest - Updated (PDF)
- 4. Affidavit of Authorization (PDF)
- 5. Reimbursement of Fees Agreement (PDF)
- 6. Quantitative Summary (PDF)
- 7. List of Deviations (PDF)
- 8. ALTA Surveys (PDF)
- 9. Existing Conditions Plan (PDF)
- 10. On Street Parking Demolotion Plan - PDR 0 (PDF)
- 11. Site Plan Option A - PDR 1 (PDF)
- 12. Site Plan Option B - PDR 1 (PDF)
- 13. Floor Plan - Floor 1, Plan Option A - PDR 2 (PDF)
- 14. Floor Plan - Floor 2, Plan Option A - PDR 3 (PDF)
- 15. Floor Plan - Floor 3 -PDR 4 (PDF)
- 16. Floor Plan - Floor 4 & Floor 5 - PDR 5 (PDF)
- 17. Typical Floor Plans- PDR 6 (PDF)
- 18. Building Elevations - PDR 7- PDR 9(PDF)
- 19. Sign Plan - PDR 10 (PDF)
- 20. Renderings - PDR 17 - PDR 20 (PDF)
- 21. Landscape Plans (PDF)
- 22. Right-of-Way Cross Section - Public Improvements (PDF)
- 23. Grading Plan (PDF)
- 24. Utility Plan (PDF)
- 25. Photometric Plan (PDF)
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- 33. Example Photos - Similar Heights Downtown Glen Ellyn (PDF)
- 34. Sun up & Sun down model - PDR 11 -PDR 13 - Updated (PDF)
- 35. Example Photos - Similar Developments - PDR 15 (PDF)
- 36. IDNR Report (PDF)
- 37. Land Use Opinion (PDF)
- 38. Construction Schedule (PDF)
- Memo, Traffic Engineer, Public Comment Response, dated 12/18/18 - New Information (PDF)
- Public Comment Received by Village Staff - New Information (PDF)



Map created on November 30, 2018.

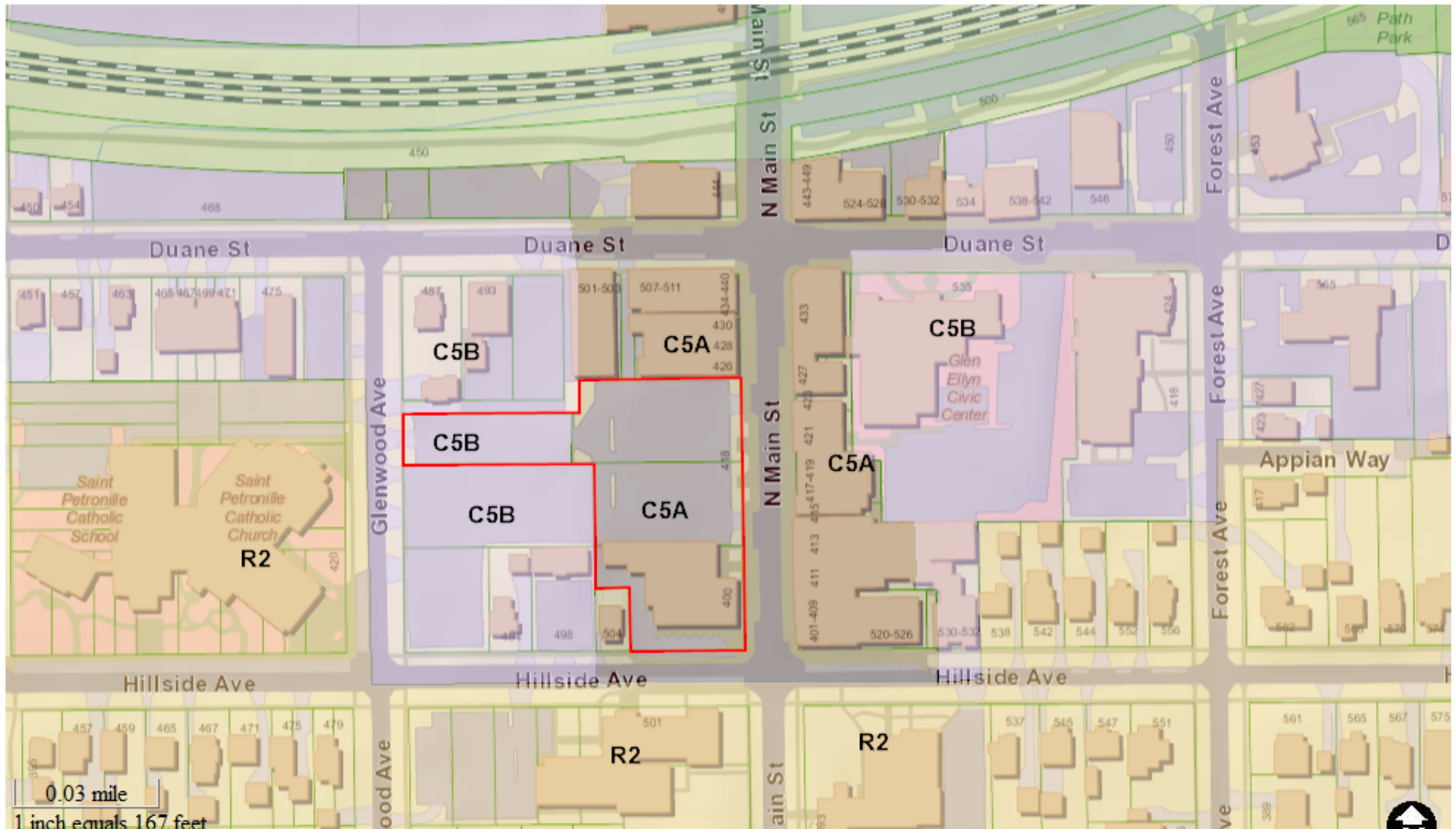
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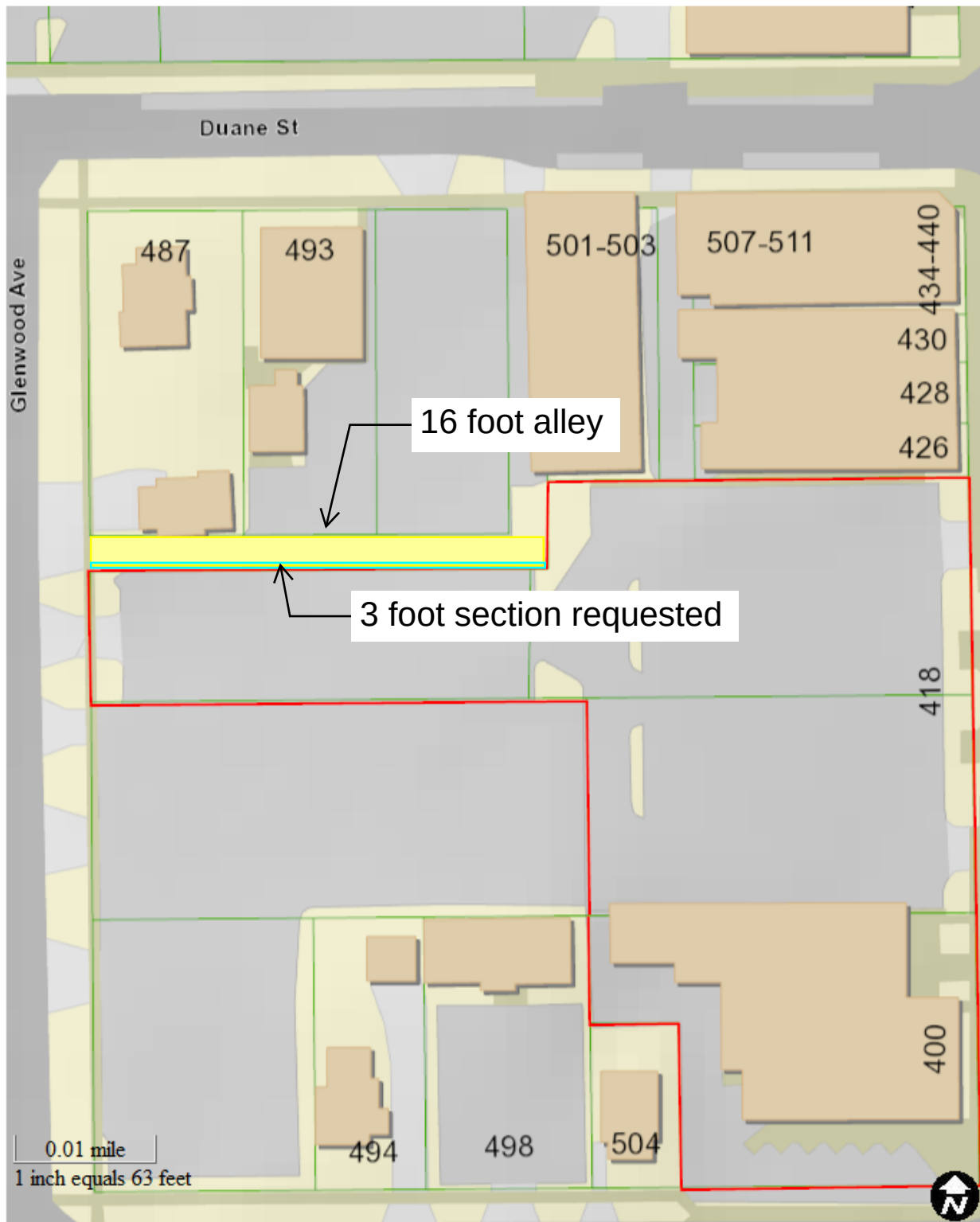
Attachment: Aerial Photo (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Zoning & Location



Zoning

	CC - Community College
	C2 - Community Commercial
	C3 - Service Commercial
	C4 - Office District
	C5A - CBD Retail Core
	C5B - CBD Service
	C6 - Commercial/Multi-use
	CR - Conservation Recreation
	RE - Residential Estate
	R0 - Single Family Residential
	R1 - Single Family Residential
	R2 - Single Family Residential
	R2B - Single Family Residential
	R3 - Multi-family Residential
	R4 - Multi-family Residential
	R5 - Planned Residential
	U - Unincorporated



Map created on November 30, 2018.

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The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law.

Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

NOTICE OF PUBLIC HEARING

Larry Debb & John Koisch of GSP Development are requesting approval of a Special Use for a Planned Unit Development and zoning deviations associated with the proposed construction of a five-story mixed-use building with a two-story parking structure to be called Apex 400 with 107 apartment units, and approximately 8,840 square feet of commercial first floor space. The plans are for the redevelopment of the property at 400 N. Main Street, formerly occupied by Giesche Shoes, and 418 – 424 N. Main Street, a Village owned parking lot. The subject property is located at the northwest corner of Main Street and Hillside Avenue in the C5A Central Retail Core Sub-district with a piece of the Village owned lot extending to Glenwood Avenue in the C5B Central Service Subdistrict. The zoning on the property will not be changed.

Before the Glen Ellyn Village Board can consider the application, the Plan Commission must conduct a public hearing. The Plan Commission will consider the requests on **Monday, January 7, 2019 at 7:00 p.m.**, in the Galligan Board room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

The Plan Commission will consider the petitioners' request for approval of the following:

1. A Special Use Permit for a Planned Unit Development in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.
2. The following deviations to the Glen Ellyn Zoning Code:
 - a. Section 10-4-17-1(E) to permit a building height up to 65 feet at the top of the parapet, with a majority of the building at 58 feet, in lieu of 45 feet permitted by Code; and
 - b. Section 10-5-8(I) to allow:
 - i. Parking spaces 18 feet in length in lieu of 19 feet; and
 - ii. Parking spaces 8.5 feet wide in lieu of 9.5 feet wide in certain locations where the aisle width is at least 24 feet wide; and
 - iii. An aisle width of 21'-7 3/4" on a portion of the site and 24 feet on other parts of the site in lieu of 25 feet; and
 - c. Section 10-7-9(D) to allow 100% of the site to be covered in lieu of 65%; and
 - d. Section 10-5-9(B) to allow an off street loading space 40 feet in length in lieu of 50 feet; and
 - e. Section 10-5-13(M)2 to allow the parking garage lights to emit up to 6.2 foot candles at the public entrance to the garage on Hillside Avenue, 7.14 foot candles at the public garage entrance along Main Street, and 7.3 foot candles at the residential parking garage entrance along Hillside Avenue in lieu of 3 foot candles at the lot line; and
 - f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

The subject property is legally described as follows:

400 N. MAIN STREET

LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY ILLINOIS.

P.I.N.: 05-11-327-023; and

418-424 N. MAIN STREETPARCEL 1

THE EAST 175 FEET OF LOT 1 IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS

P.I.N.: 05-11-327-026; and

PARCEL 2

LOT 5 OF SMITH'S SUBDIVISION OF LOT 1 IN BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DUPAGE COUNTY, ILLINOIS

P.I.N.: 05-11-327-005; and

PARCEL 3

LOT 6 OF SMITH'S SUBDIVISION OF LOT 1 IN BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-327-016

ALLEY

THE SOUTH 3 FEET OF THAT PART OF THE PRIVATE ALLEY LYING NORTH OF AND ADJOINING LOT 5 OF SMITH'S SUBDIVISION OF LOT 1 IN BLOCK 13 OF ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950 AND THE SOUTH 3 FEET OF THE EAST 8 FEET OF THE PRIVATE ALLEY LYING WEST OF AND ADJOINING LOT 6 OF SMITH'S SUBDIVISION AFORESAID. ALL IN DUPAGE COUNTY, ILLINOIS.

All persons who are interested are invited to attend the public hearing to listen and be heard. Plans related to the proposed development are available for public review at any time prior to or after the Plan Commission meeting in the Planning and Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois, and also on the Village's website at: <http://glenellyn.org> (Agendas & Minutes/ Plan Commission). Questions related to the project should be directed to Kelly Purvis, Planner, (630) 547-5371.

Individuals with disabilities who plan to attend the meeting and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact Brian Baltudis at (630) 547-5209 at least 24 hours in advance of the meeting.

Kelly Purvis
Planner, Village of Glen Ellyn

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Main\Main 400 & 418, Kosich, SUP, PUD, CONS, EA\PC Public Hearing\public hearing notice 120618.docx

DUPAGE COUNTY HWY DEPT
OR CURRENT PROPERTY OWNER
130 N COUNTY FARM RD
WHEATON IL 60187

HENSHAW, MARGOT DAY
OR CURRENT PROPERTY OWNER
530 DUANE ST
GLEN ELLYN IL 60137

MAUDE, JOSEPH & SUSAN
OR CURRENT PROPERTY OWNER
475 DUANE ST
GLEN ELLYN IL 60137

SIMMONS, KAREN
OR CURRENT PROPERTY OWNER
465 DUANE ST
GLEN ELLYN IL 60137

EICHIN, RICHARD & E A
OR CURRENT PROPERTY OWNER
471 DUANE ST
GLEN ELLYN IL 60137

AIM DUANE LLC
OR CURRENT PROPERTY OWNER
600 ENTERPRISE DR 120
OAK BROOK IL 60523

SGE LLC
OR CURRENT PROPERTY OWNER
5248 N GLENWOOD AVE
CHICAGO IL 60640

SHANNON, JENNIFER
OR CURRENT PROPERTY OWNER
428 N MAIN ST
GLEN ELLYN IL 60137

LAVI, SHARONE
OR CURRENT PROPERTY OWNER
5070 N KIMBERLY AVE C
CHICAGO IL 60630

BRICKS ON MAIN LLC
OR CURRENT PROPERTY OWNER
411 N MAIN ST
GLEN ELLYN IL 60137

COMMUTER RAIL DIVISION
OR CURRENT PROPERTY OWNER
547 W JACKSON BLVD
CHICAGO IL 60661

SWADE, PAUL
OR CURRENT PROPERTY OWNER
478 TEQUESTA DR 218
TEQUESTA FL 33469

DIOCESE OF JOLIET
OR CURRENT PROPERTY OWNER
16555 WEBER RD
CREST HILL IL 60403

BAPTISTA JR, ROBERT C
OR CURRENT PROPERTY OWNER
467 DUANE ST
GLEN ELLYN IL 60137

MJR PROPERTIES LLC
OR CURRENT PROPERTY OWNER
601 FOREST AVE
GLEN ELLYN IL 60137

ST PETRONILLE PARISH
OR CURRENT PROPERTY OWNER
420 GLENWOOD AVE
GLEN ELLYN IL 60137

JIMENEZ, MARIO
OR CURRENT PROPERTY OWNER
426 N MAIN ST
GLEN ELLYNAM IL 60137

SHOUB, SCOTT
OR CURRENT PROPERTY OWNER
711 DUANE ST
GLEN ELLYN IL 60137

CJI MAIN ST PROPERTY LLC
OR CURRENT PROPERTY OWNER
1800 PADDOCK CT
NAPERVILLE IL 60565

ROSCH, JOHN
OR CURRENT PROPERTY OWNER
497 N MAIN ST
GLEN ELLYN IL 60137

VLACHOS, JOHN S
OR CURRENT PROPERTY OWNER
4N602 MOUNTAIN ASH DR
WAYNE IL 60184

CORHIRT GE LLC
OR CURRENT PROPERTY OWNER
26W271 DURFEE
WHEATON IL 60187

FRANKLIN & KENT DESIGNS
OR CURRENT PROPERTY OWNER
155 FOREST AVE
GLEN ELLYN IL 60137

SHANNON, JENNIFER
OR CURRENT PROPERTY OWNER
640 N MAIN ST
GLEN ELLYN IL 60137

493 DUANE ST LLC
OR CURRENT PROPERTY OWNER
1900 S HIGHLAND 107
LOMBARD IL 60148

SIMONEIT, DANIEL J
OR CURRENT PROPERTY OWNER
504 HILLSIDE AVE
GLEN ELLYN IL 60137

DVORAK, FRANCES
OR CURRENT PROPERTY OWNER
7433 SHELLRIDGE TERR
LAKE WORTH FL 33467

KATYS BOUTIQUE
OR CURRENT PROPERTY OWNER
427 MAIN ST
GLEN ELLYN IL 60137

413 MAIN ST LLC
OR CURRENT PROPERTY OWNER
1 W DUNDEE RD 200
BUFFALO GROVE IL 60089

WHARTON, E DALE
OR CURRENT PROPERTY OWNER
23W469 SPYGLASS CT
NAPERVILLE IL 60540

RHODES, GREGORY & DONNA
OR CURRENT PROPERTY OWNER
538 HILLSIDE AVE
GLEN ELLYN IL 60137

KREISSLER, TODD & ANNA
OR CURRENT PROPERTY OWNER
542 HILLSIDE AVE
GLEN ELLYN IL 60137

VILLAGE OF GLEN ELLYN
OR CURRENT PROPERTY OWNER
535 DUANE ST
GLEN ELLYN IL 60137

SCOBEE, BRIAN & DAENON
OR CURRENT PROPERTY OWNER
471 HILLSIDE AVE
GLEN ELLYN IL 60137

JOHANSON, MATTHEW & SUSAN
OR CURRENT PROPERTY OWNER
475 HILLSIDE AVE
GLEN ELLYN IL 60137

DUDLEY, GEORGIA D
OR CURRENT PROPERTY OWNER
479 HILLSIDE AVE
GLEN ELLYN IL 60137

GLEN ELLYN BIBLE CHURCH
OR CURRENT PROPERTY OWNER
501 HILLSIDE AVE
GLEN ELLYN IL 60137

PASTERIK, MARK & WENDI S
OR CURRENT PROPERTY OWNER
486 PHILLIPS AVE
GLEN ELLYN IL 60137

SCIGOUSKY, GEORGE
OR CURRENT PROPERTY OWNER
490 PHILLIPS AVE
GLEN ELLYN IL 60137

O MALLEY, CHRIS & LEMARIE
OR CURRENT PROPERTY OWNER
496 PHILLIPS AVE
GLEN ELLYN IL 60137

GLEN ELLYN BIBLE CHURCH
OR CURRENT PROPERTY OWNER
501 HILLSIDE AVE
GLEN ELLYN IL 60137

CASAZZA, JUSTIN
OR CURRENT PROPERTY OWNER
386 N MAIN ST
GLEN ELLYN IL 60137

ATG TRUST L01-052
OR CURRENT PROPERTY OWNER
1 S WACKER DR 24FL
CHICAGO IL 60606

ALLISON, ALEXANDER C
OR CURRENT PROPERTY OWNER
537 HILLSIDE AVE
GLEN ELLYN IL 60137

ST MARKS EPISCOPAL CHURCH
OR CURRENT PROPERTY OWNER
393 N MAIN ST
GLEN ELLYN IL 60137

CITIGROUP INC
OR CURRENT PROPERTY OWNER
PO BOX 30508
TAMPA FL 33630

CITIGROUP INC
OR CURRENT PROPERTY OWNER
444 N MAIN STREET
GLEN ELLYN IL 60137

ARIEL DARMONI
OR CURRENT PROPERTY OWNER
5070 N. KIMBERLY AVE SUITE C
CHICAGO IL 60630

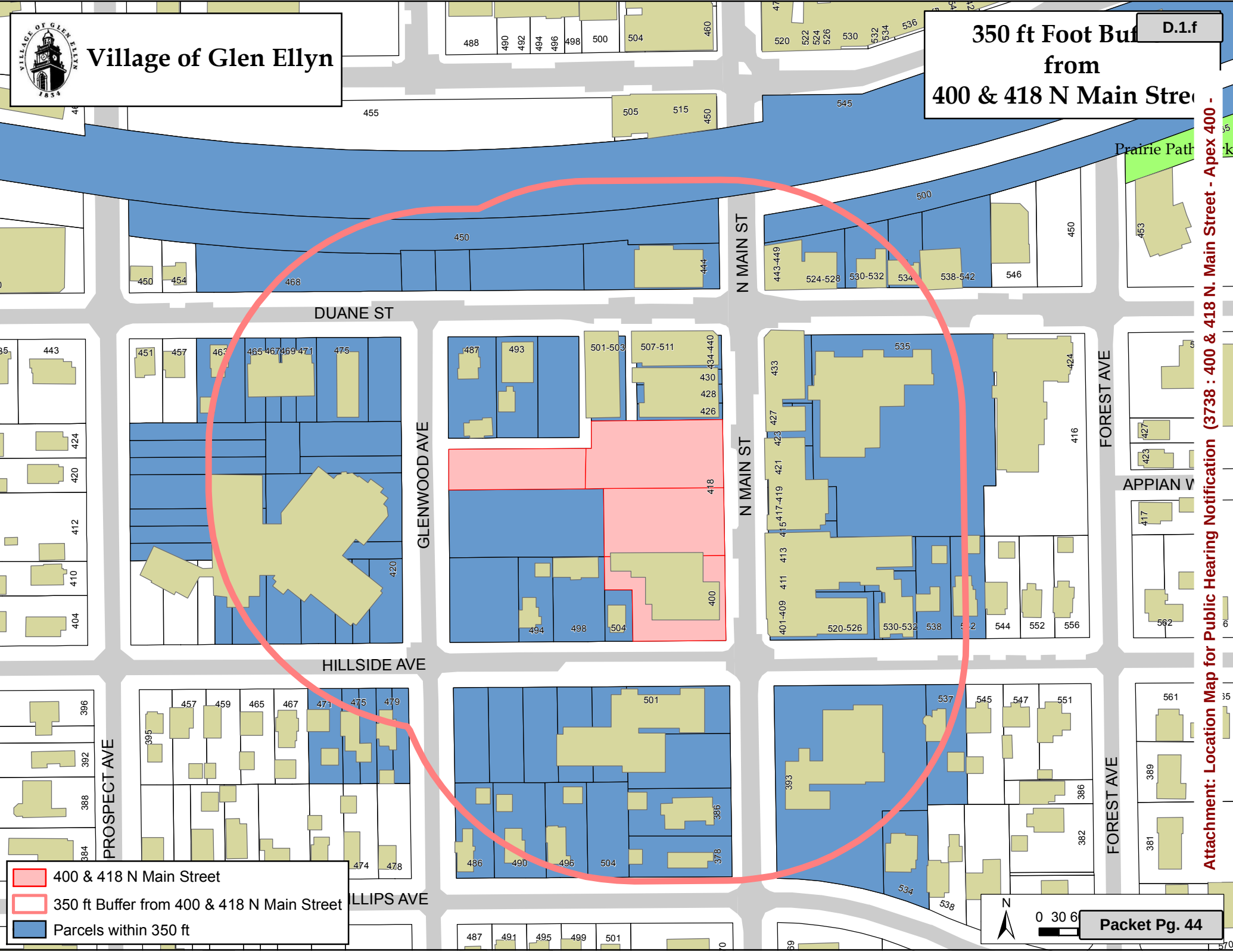


Village of Glen Ellyn

**350 ft Foot Buffer
from
400 & 418 N Main Street**

D.1.f

Attachment: Location Map for Public Hearing Notification (3738 : 400 & 418 N. Main Street - Apex 400 -



- 400 & 418 N Main Street
- 350 ft Buffer from 400 & 418 N Main Street
- Parcels within 350 ft

NOTICE OF PUBLIC HEARING

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P.I.N.: 05-11-327-023; and

418-424 N. MAIN STREET

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THE EAST 175 FEET OF LOT 1 IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS
P.I.N.: 05-11-327-026; and

PARCEL 2
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P.I.N.: 05-11-327-005; and

PARCEL 3
LOT 6 OF SMITH'S SUBDIVISION OF LOT 1 IN BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-11-327-016

ALLEY
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Kelly Purvis
Planner, Village of Glen Ellyn
Published in Daily Herald December 20, 2018 (4515151)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County
Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the DuPage County DAILY HERALD. That said DuPage County DAILY HERALD is a secular newspaper, published in Naperville and has been circulated daily in the Village(s) of:

Addison, Aurora, Bartlett, Bensenville, Bloomingdale, Carol Stream, Darien, Downers Grove, Elmhurst, Glen Ellyn, Glendale Heights, Hanover Park, Hinsdale, Itasca, Keeneville, Lisle, Lombard, Medinah, Naperville, Oakbrook, Oakbrook Terrace, Plainfield, Roselle, Villa Park, Warrenville, West Chicago, Westmont, Wheaton, Willowbrook, Winfield, Wood Dale, Woodridge

County(ies) of DuPage

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DuPage County DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 12/20/18 in said DuPage County DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Danula Baltz
Designee of the Publisher and Officer of the Daily Herald

Control # 4515151

Excerpts from the 2001 Comprehensive Plan

The primary traffic issues within Downtown relate to the delays caused by rail traffic along the Union Pacific line that passes through the heart of the commercial area. While Downtown is served by three at-grade crossings, the delays at these crossings are a concern to many residents and business persons and a constraint to emergency vehicle response.

- **Parking.** Parking within Downtown is provided by a series of off-street parking lots and curb parking spaces along most streets. In addition to a number of private parking lots that serve specific businesses, the Village operates twelve municipal parking lots located both north and south of the railroad. Spaces in several municipal lots are designated for commuters.

A recent parking study undertaken by the Glen Ellyn Economic Development Corporation determined that, while there is an adequate number of total parking spaces to serve Downtown, parking is not well distributed, particularly within the heart of the commercial area. Parking concerns will increase in the future as Downtown continues to experience new development.

- **Appearance and Character.** Downtown has an attractive appearance and character due in part to its small, compact size; a number of buildings with architectural and historic interest; the area's pedestrian orientation; recent streetscape improvements along several streets and walkways; the presence of the Prairie Path; and the close proximity of attractive and well maintained in-

stitutional properties and residential neighborhoods.

However, several improvements could be undertaken to further upgrade the image, appearance and convenience of the Downtown streets, buildings, parking lots and open spaces.

Improvement and Development Guidelines

Downtown should continue to be improved and enhanced as the historic, pedestrian-oriented shopping, service and multi-purpose focal point for Glen Ellyn. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of the mix of uses and the range of businesses, services and other activities it offers to the community.

The traditional image and character of Downtown should be maintained and enhanced, existing uses and properties should be improved and upgraded, public improvements should be undertaken to enhance the public rights-of-way, and compatible new development and redevelopment should be promoted in selected locations.

Improvement and development recommendations for Downtown Glen Ellyn are described below and highlighted in Figures 12 and 13. Recommendations relate to: a) land-use, b) existing buildings, c) new construction, d) streets and transportation, e) parking, f) streetscape and pedestrian amenities, and g) open spaces.

LAND-USE:

- Downtown should consist of an exciting mix of retail, service, entertainment, office and public uses, as well as housing units. It should continue to be oriented primarily to the needs of the Glen Ellyn community.
- Downtown should remain relatively small and compact, and the present character of the area should essentially be maintained. However, the intensity of use could be increased in several blocks through the redevelopment of vacant properties, selected parking lots and other existing uses.
- The commercial portion of Downtown should be generally bounded by the properties along the north side of Pennsylvania Avenue on the north, Western Avenue and Prospect Avenue on the west, Duane and Hillside on the south, and Park Boulevard on the east (see the Land-Use Plan in Figure 12). The Downtown commercial area should not undergo expansion into adjacent neighborhoods.
- The central portion of Downtown should continue to be reserved primarily for retail and pedestrian-oriented service uses. It should include an attractive mix of local and national stores and businesses.
- Main Street between Pennsylvania and Hillside Avenue, and Crescent Boulevard between Main and Forest, should continue to be enhanced as the "pedestrian shopping area."

pearance of properties along the rail line, including parking lots and the rear portions of sites and buildings. These properties are highly visible to commuters on a daily basis, and many people base their impression of Downtown—and the community as a whole—on their view from the train.

NEW CONSTRUCTION:

- While new buildings need not be historic replicas, they should offer high quality and compatible interpretations of the predominant architectural styles now present within the Downtown. In particular, new buildings should reflect the attractive architectural detailing, quality of workmanship and traditional building materials that characterize Downtown's historic structures.
- New construction should respect the existing scale of Downtown and avoid extreme differences in building height. Two- and three-story buildings should predominate, although the height of buildings on specific parcels should continue to be governed by zoning.
- The Village should review building height requirements within the C5A and C5B zoning districts, while still supporting desirable retail and mixed-use development. A range of factors should be considered when determining the height of new Downtown buildings, including: a) the height of nearby existing buildings, b) the pedestrian scale and orientation of Downtown, c) the proximity of new buildings to residential neighborhoods, d) topography, e) the economics of

Downtown development, and f) sight lines in relation to prominent visual landmarks and historic features.

- New commercial buildings within the pedestrian shopping area should be located at or very near the sidewalk line in order to maintain close contact between pedestrians and the adjacent stores, shops and display windows. If buildings are set back from the sidewalk, landscaping and/or decorative amenities should be provided to maintain this pedestrian orientation.
- Buildings within the pedestrian shopping area should "front" the street. The placement of buildings at odd or irregular angles to the street should be discouraged within this area. However, buildings at key intersections may incorporate angled corners or other small setbacks.
- Most older Downtown commercial buildings have relatively small "footprints" and are located on lots with narrow widths. However, many contemporary commercial uses require larger spaces, more generous floor areas, and higher ceiling heights than are afforded by these older buildings. The Village should encourage the provision of larger spaces to accommodate new commercial uses, either as a part of new construction or through the interior remodeling and interconnection of several adjacent existing stores and shops.
- New construction should respect the predominant scale and proportion of existing Downtown buildings. Architectural details such as columns, pilasters, and window and door placement should be used to ar-

should be used to articulate the façades of large new buildings into several smaller vertical "segments" to reflect the scale and proportion of adjacent existing buildings.

- New buildings should be constructed of traditional building materials such as brick and stone in the red and buff color ranges.
- Parking garages, if constructed, should complement the appearance of existing Downtown buildings in terms of scale, bulk, materials and façade articulation. The ground floor of parking structures within the pedestrian shopping area should be used for stores or pedestrian-oriented service establishments.

STREETS and TRANSPORTATION:

- The existing Downtown street system should be essentially maintained and no significant modifications are recommended. While opportunities to improve traffic safety and traffic flow should continue to be explored, pedestrians should receive priority within the Downtown area.
- The Village should use the new street classification established in the Comprehensive Plan—the "Village arterial"—as a guide for arterial streets passing through or near the Downtown. While the Village arterial should provide access to Downtown in a manner similar to the "minor arterial," it should be oriented to community traffic and should be characterized by an overall image, appearance and cross-section in keeping with the central portion of Glen Ellyn.

Potential Improvement and Development Sites

Even though Downtown Glen Ellyn is fully developed and most existing uses are sound and viable, there will continue to be interest in and pressure for new development and redevelopment. In addition, the needs and requirements of Downtown businesses and customers will also change over time.

While development and redevelopment could conceivably occur anywhere within Downtown, there are several properties that appear to be susceptible to change in the future. They include vacant parcels and buildings; marginal and underutilized buildings and properties; and properties where reuse or redevelopment is already being discussed.

It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur or that redevelopment is necessarily recommended as a part of the Comprehensive Plan. Rather, it suggests that these properties appear "susceptible" to change in the near future, or that they represent opportunities for new development. Because of this, the new Plan specifies the type and character of new development to be promoted, if change does indeed take place.

Potential improvement and development sites within Downtown, highlighted in Figure 13, include the following:

- **Projects underway or under discussion.** Several projects are either underway or being discussed within the Downtown, including:

- a) The Glenstone Condominiums, with ground-floor retail space, which was recently completed on Crescent just east of Forest;
- b) The proposed Crescent Station Condominiums on the gas station site at the north-west corner of Crescent and Park;
- c) A one-story dental office has been approved for the northeast corner of Western and Pennsylvania;
- d) Plans are being considered for combining the existing Shock Square municipal parking lot with the private parking lot to the east;
- e) The United Methodist Church intends to construct a parking lot on the vacant parcel along the west side of Forest between Duane and Hillside; and
- f) Discussions are ongoing regarding a possible mixed-use project, including a parking structure, in the block bounded by Main, Hillside, Glenwood and Duane.

- **Vacant properties.** There are a few vacant buildings and land parcels scattered throughout Downtown. Vacant properties should be reused or redeveloped for commercial or mixed-use purposes, parking or public open space.
- **Marginal or underutilized properties.** While Downtown has few truly "incompatible" uses, a few properties are occupied by uses, buildings or activities that are not ideally located in a Downtown area, or which represent an underutilization of prime Downtown land.

town land. These properties should eventually be replaced with new development.

- **Incompatible residential properties.** This category highlights isolated residential properties that are surrounded by non-residential uses. These should eventually be converted to commercial use or redeveloped for new businesses, parking or open space. If properties with historic homes are to be redeveloped, consideration should be given to relocating the historic structures to another part of the community, perhaps within the Five Corners area.

- **Surface parking lots.** Downtown has a significant amount of land devoted to surface parking. Whereas adequate parking is essential, it can represent an underutilization of land, particularly in the heart of Downtown. If replacement parking can be provided in other convenient locations, surface parking lots located along the frontage of Downtown's primary shopping streets might be better used as building sites.

- **Other sites in need of improvement.** This category includes other sites currently occupied by sound and viable businesses that would benefit from either building or site improvements in the future. It is conceivable that these properties could be redeveloped or combined with nearby properties for redevelopment.

OPPORTUNITY SITES:

Figure 13 highlights several clusters of properties within Downtown that may represent opportunities for new retail, service, office, and residential or mixed-use development during the 10-year "horizon" of the new *Comprehensive Plan*. The overall type, quality and character of new development to be considered at each location is described below. The Village should continue to review and analyze these sites in the future.

- **Site A** includes the block bounded by Main Street, Hillside Avenue, Glenwood Avenue and Duane Street. It currently contains public and private parking, Giesche Shoes, and several other small commercial and residential properties. This site is already being considered for new development, although no formal proposals have been submitted to the Village.

Site A would be an ideal location for a new mixed-use retail, residential and/or parking project to anchor the south end of Downtown. As much of the block as possible should be combined to accommodate planned new development, including church parking, municipal parking, and the retail and commercial properties along Main, Duane and Hillside.

While the entire block should be combined for planning purposes, some of the existing structures might be retained and upgraded, particularly the buildings with historic interest at the corner of Main and Duane. In addition, several existing uses in this block could become tenants in the new facility.

In general, retail and pedestrian-oriented service uses should be located along the Main Street and Duane Street frontages. Residential uses might be located along the Hillside frontage, of a scale and character compatible with the existing neighborhood to the south. A small plaza or open space might be considered along Glenwood, across from the entrance to St. Petronille Church.

This project could also include structured parking located in the interior of the block and on the upper levels. Parking should be adequate to serve adjacent churches and new tenants, as well as provide parking support to the surrounding commercial area.

Even though this project could include multiple uses, it should be designed to be in scale and character with existing buildings along Main Street in this portion of Downtown.

Site A is considered to be a key block in Downtown. Redevelopment at this location could become a true "signature" project for Glen Ellyn in the future. It is recommended that the Village approach this project with vision and creativity and not be satisfied with limited or piece-meal redevelopment.

- **Site B** includes the north side of Duane Street, across from the Civic Center. It currently contains several small commercial uses and a municipal parking lot at Forest Avenue.

Site B would be an ideal location for a new retail and pedestrian-oriented service development, perhaps with residential

units or offices on the second floor. As much of this block as possible could be combined to accommodate new development, except for the corner buildings at Main Street, which have historic interest. Several of the existing uses could become tenants in the new facility.

In general, retail and pedestrian-oriented service uses should be located along the Duane Street frontage, with parking to the rear and at the east end of the block. A small plaza or open space might be provided across from the Civic Center, perhaps framed by stores, shops and cafes. A pedestrian linkage should be provided between Duane Street and the Prairie Path, perhaps via an arcade through the new development.

New construction in this location should be designed and scaled to maintain the visual prominence of the Civic Center.

- **Site C** includes the north side of Duane Street, between Main Street and Prospect Avenue. It currently contains Citibank, underutilized parking, and a number of small residential structures, a couple of which have been converted to commercial use.

The limited depth of lots along Duane Street will be a major constraint to redevelopment. Therefore, as many properties as possible might be combined to help create a more useable site for new development.

Site C would be a suitable location for small offices, service establishments, townhouses, and/or surface parking. The small existing residential structures might conceivably be converted

Excerpts from the 2009, Downtown Strategic Plan

5

Existing Conditions of Downtown Glen Ellyn

Introduction

This section simply describes the existing conditions of Downtown Glen Ellyn. Topics include land use, zoning, physical conditions, transportation, parking, and Downtown organizations. The analysis of these – and potential future – conditions is discussed in the next chapter.

Land Use and Zoning

Nationwide, downtowns have experienced decline over the years as the use of the automobile has increased and as auto-oriented retail centers are being developed along nearby commercial corridors. Downtowns that are not located along major arterial streets generally do not have the traffic volumes to attract national retailers, resulting in a struggle to keep retail vacancies to a minimum. Downtown Glen Ellyn is no exception.

The Downtown has a mix of land uses – from mixed-use to retail to office to residential to civic – that is a great start to creating a complete TOD district. There is commuter rail service to connect commuters to Downtown Chicago and shoppers to Downtown Glen Ellyn; mixed-use buildings with first floor retail, restaurant, or office, with residential or office uses on the floors above that provides the Downtown with daytime and nighttime activity; and civic buildings such as the Glen Ellyn Train Station, Civic Center, Public Library, Post Office, and Fire Station, that service the community. Elements such as surface parking lots and one-story buildings don't provide the intensity that is needed to create a successful Downtown and TOD district.

* Information contained within this chapter is a general overview of what is contained in Appendix C: Data Collection and Analysis Report. Please reference the appendix for additional information.

Parking Analysis

Transit-Oriented Developments (TODs) – of which Downtown Glen Ellyn is an example – are about people, not cars; therefore, people must be the top priority in any development design. However, in modern American society, the need for personal automobiles cannot be ignored, and must be accommodated.

Parking should be shared whenever and wherever possible. The most straightforward example of shared parking is utilizing daytime office parking for evening restaurant and entertainment parking. Rules of Thumb for parking in TODs include the following⁵:

- Retail: 0-3 spaces/1,000 SF
- Office: 1 space/1,000 SF
- Residential: 1 space/dwelling unit
- Mixed-Use Environment: 50% shared spaces (minimum)

Since Downtown Glen Ellyn was established before the invention of the automobile, most of the properties are small in size and shallow in depth, and the historic buildings on these properties cover most – if not all – of their respective parcels, leaving little or no opportunity for on-site parking.

Parking Access

Another issue to consider in evaluating the availability of parking in the Downtown area is how easy or difficult the various parking lots are for drivers to access. Since there are a lot of one-way streets in the Downtown area, a driver needs to become somewhat familiar with the traffic flow before he/she will know how to access each parking lot. The one-way loop along Crescent Boulevard, Forest Avenue, Pennsylvania Avenue, and Main Street leads drivers past more private parking spaces than public parking spaces.

Parking Supply

The "parking supply" is the number of parking spaces available for use within the Downtown. It is important to have a "cushion" of extra spaces in the supply to account for operating fluctuations, vehicle maneuvers, improperly parked vehicles, snow cover, and minor construction, etc. A parking system operates at optimum efficiency at somewhat less than its actual capacity. It is unrealistic to expect a driver to find the last available parking space in a system without significant frustration and the resulting perception and reality that parking is inadequate.

The overall study zone provides approximately 3,030 spaces for the Downtown area. Of these spaces, 1,151 are available in "public", off-street parking lots that serve Metra commuters, customers of Downtown businesses and Downtown employees. Some of these lots require permits for parking or include meters for collecting revenue. Of the 1,151 off-street "public" spaces, 508 spaces are available all day to customers and the general public (metered, a daily fee, or free). Approximately half (247 of 508 spaces) of the all-day public parking spaces are located on the periphery of the Downtown in the Duane/Lorraine Lot, west of the Public Library, in a location that is not convenient to Downtown shopping. An added disincentive to park at the Duane/Lorraine Lot is a daily parking fee. Some free parking is available in more convenient locations within the core Downtown area.

In addition, there are approximately 414 on-street public parking spaces in the study zone. These spaces are reserved for customer parking only, and most have a three-hour time limit.

There are approximately 1,465 spaces located in various "private" business parking lots that serve individual businesses. These lots do not require permits and do not charge fees, but they are intended to be reserved for customer and employee parking of the businesses that they serve.

⁵ Source: *Transit-Oriented Development Design* Training Session. AICP Planners Training Service, Chicago, Illinois, June 6-7, 2008.

side of Wheaton. Some existing restaurants and specialty merchants attract customers beyond Glen Ellyn including Wheaton, Lombard, Oak Brook, and Downtown Chicago.

The primary market area for Downtown retail uses is estimated to extend two to three miles from the Downtown, generally bound by North Avenue to the north, Butterfield Road to the south, Naperville Road/Main Street – Wheaton to the west, and I-355 to the east.



Figure 21: Primary Market Area

Source: Gruen Gruen + Associates

Youths, seniors, and stay-at-home-moms are primary consumers in the Downtown. Requests made for goods and services during the planning process included shops with basic necessities at affordable prices (including children's clothing), men's stores, and after school activities and events for children (especially when they have half-days off).

Trends and Issues

In 2008, the largest global, national, and local economic downturn occurred since the Great Depression (which commenced in 1929). Although one could argue that the decline of Downtown Glen Ellyn began back in the mid-1960s, a noticeable change began in 2005. The Downtown retail vacancy rate increased from 2-3% in 2002-05 to 15% by the end of 2008, and the Downtown's share of Village-wide sales dropped from 21% in 2004 to 19% in 2005.

Downtown Glen Ellyn's successes and struggles are consistent with the current national trends:

- Downtown establishments are becoming more service-oriented.
- Transit ridership is on the rise.¹ Metra ridership increased five percent (5%) in the first half of 2008, compared with the same period in 2007. Eight of Metra's "Top 10" ridership months have occurred since July 2007. Metra's weekend ticket sales were up 20% in the first half of 2008.

In addition to reflecting on national trends, there are some notable characteristics for the primary market area of Downtown Glen Ellyn:

- The estimated retail supply in the Downtown's primary market area is double the estimated retail demand.
- The Downtown does not provide significant advantages for major office space users.
- There are not enough potential consumers living in the Downtown.

¹ "Record ridership strains CTA, Metra, Pace – and it's likely to get worse. Lack of capital improvement catches up to transit agencies." Chicago Tribune, September 2, 2008.

Market Niche for Downtown Glen Ellyn

Increasing the stock of Downtown housing, and encouraging the retention and expansion of existing retail and office businesses, to create a sustainable Downtown, requires a concentration and linkage of uses and improvements to the public realm that mutually reinforce development, redevelopment, and property enhancements. Unlike the traditional sequence of development, recommended actions will begin with a program to create an increasingly magnetic mixed-use agglomeration focused on residential, eating and drinking places, entertainment, and recreational and cultural activities.

Primary Challenge: Creating a Critical Mass of Compatible Uses

Retaining and attracting unique eating and drinking, and cultural and recreational uses, in a mixed-use environment represents the primary potential market challenge for Downtown Glen Ellyn. From a consumer's perspective, a successful Downtown serves as an anti-mall agglomeration. Eating and drinking places represent a relative strength that differentiates the Downtown from standard retail formats found outside of the Downtown. Encourage additional restaurants and cafes offering opportunities for outdoor eating and drinking.

The basic building block of eating and drinking places should be augmented with the retention and enhancement of existing entertainment and recreational-oriented uses such as the Glen Art Theatre and the attraction of additional entertainment and recreational uses. The Illinois Prairie Path and nearby Lake Ellyn also serve as recreational-oriented uses.

The mixed-use aspect, including housing, (the occupants of which reinforce demand for retail and eating and drinking and entertainment establishments, and include decision-makers for professional office space demand and sources of labor), create a dynamic environment and multi-purpose visits. Adding housing Downtown is especially important given the surrounding area is substantially built-out and population growth is likely to be limited. The creation of multi-family housing will serve the needs of empty nesters and younger-aged, smaller-sized households.

Recommended Priority Strategies and Actions

Several kinds of actions will encourage the evolution of Downtown from its historic functions to the newer role that the Downtown can serve to the benefit of its residents and local economy.

Increase the Number of Downtown Residential Living Opportunities

The size or scale of the potential demand sources suggest that once confidence increases, the credit market seizure ends, and the national housing market recovers, even a relatively small capture rate within the primary market area of Glen Ellyn and Wheaton would support the development of more new housing than has been than has been created or built in Downtown Glen Ellyn in recent decades. If, for example, housing built Downtown captures 20 percent of the potential demand of the 2,300 empty-nester, younger age², and single/divorced professional households with the potential to move in the next five years, this would equate to on average approximately 91 housing units per year or a total of 456 additional units over five years.³

Encourage a Critical Mass of Restaurant, Entertainment, and Retail Uses and Events

The challenge will be to attract a critical mass of eating and drinking-related establishments, stores, and services that have unique attractions or drawing power and are not readily duplicated in competing locations. New commercial space in the Downtown will need to capture demand now being realized by existing shopping agglomerations, and should be constructed to meet the needs of modern retailers. National retailers prefer locations on Roosevelt and Butterfield Roads, and in or adjoining nearby regional malls such as Oak Brook Mall, Yorktown Center in Lombard, and specialty centers such as Wheaton Town Square which offer greater accessibility, visibility and agglomeration advantages than does Downtown Glen Ellyn. Locations in or near the regional-serving centers serve to generate spill-over benefits for retailers part of the agglomerations or cluster of retail uses.

² First-time home buyers, and 20- and 30-something young professionals.

³ See Appendix B: Market Analysis and Strategic Action Plan for Downtown Glen Ellyn, Page 53.

Opportunity Sites

Communities will always change and evolve, and Glen Ellyn is no exception. The properties illustrated and listed below are identified for their potential to be redeveloped, repurposed, and/or reinvigorated.

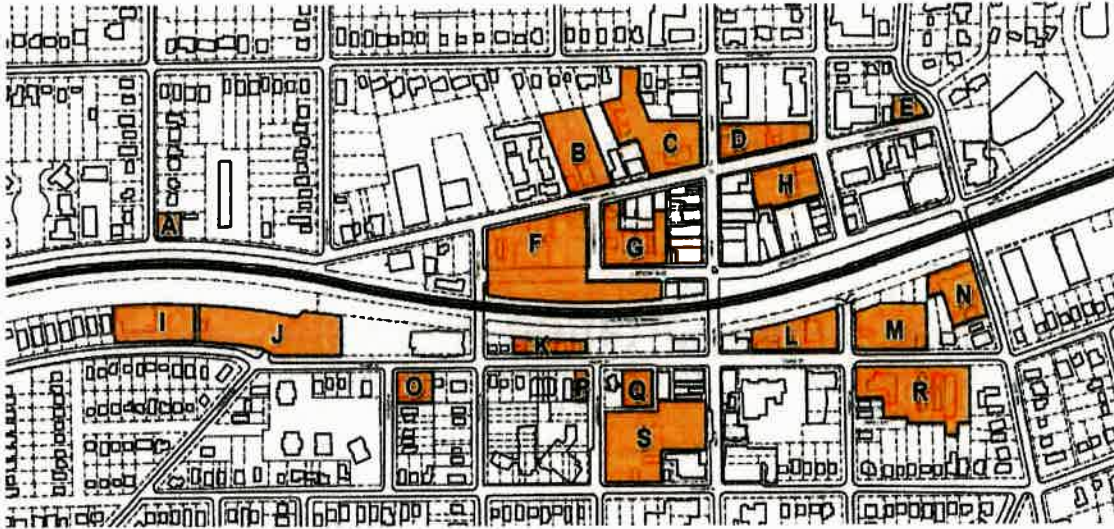


Figure 23: Properties Susceptible to Change

Source: Town Builder Studios

North side of Pennsylvania, left to right:

- A. Redevelop or retrofit vacant small office building.
- B. Redevelop or repurpose buildings and utilize back yards of adjacent residential properties.
- C. Redevelop Fire Station property – with or without relocation of Fire Station.
- D. Redevelop or repurpose buildings, and retain historic features.
- E. Redevelop or retrofit auto service property.

South side of Pennsylvania, left to right:

- F. Potential residential redevelopment with structured parking.
- G. Potential residential redevelopment with structured parking.
- H. Convert properties to a mixed-use parking structure with a pedestrian-friendly and historically-sensitive development pattern.

North side of Duane, left to right:

- I. Preliminary Planned Unite Development (PUD) approved for 20 townhomes on the three westernmost properties. (The developer will not be moving forward with this project.)
- J. House and Duane/Lorraine lot could be converted to other uses yet retain parking.
- K. PUD approved for a row house development between Prospect and Glenwood.
- L. Retrofit properties to historically-sensitive, mixed-use building designs, and include some greenspace.
- M. Retrofit bank property into a mixed-use parking structure with a pedestrian-friendly and historically-sensitive development pattern.
- N. Convert low-activity corner to new uses that cater to Illinois Prairie Path users.

South side of Duane, left to right:

- O. Redevelop existing multiple-family to new multiple-family with a historically-sensitive development pattern.
- P. Redevelop parking lot with a new multiple-family use.
- Q. Convert office building and parking lot into a more context-sensitive, office or mixed-use development.
- R. Redevelop funeral home (optional) and multiple family buildings into a new multiple-family redevelopment.

West side of Main Street:

- S. Redevelop parking lots to new uses such as a mixed-use building along Main Street and multiple family residential buildings along Glenwood Road, yet retain the parking supply. The building should have the same setback as the neighboring buildings.

Multi-Modal Transportation Analysis

Access to and within the Downtown is critical to its success. Streets, sidewalks, pathways and the railroad are the paths of access to the Downtown. Many residents who live near the Downtown choose to walk due to the short distance, for the exercise, and to avoid driving around Downtown looking for a parking space.

Pedestrians

Many participants in the planning process mentioned that one of the positive attributes of the Downtown is its pedestrian-friendliness. Many of these same people also mentioned that parking is not convenient, while others said that if someone is willing to walk just a block or two there is ample parking. Pedestrian-friendliness is more than just walking a block or two – the walk also needs to be enjoyable enough that a one- or two-block walk doesn't seem like a long distance.

Sidewalks and crosswalks are key components of pedestrian-friendliness – too narrow and people bump into each other as they pass by; too wide/empty and the ambiance can feel cold and uninviting; too poorly maintained and they become a safety hazard; and too much snow and ice and people might go home or shop in an enclosed mall. Not every driver yields to pedestrians in crosswalks, so crossing streets can sometimes result in an unpleasant experience.

Multiple participants mentioned issues regarding the maintenance of the sidewalks – either sections of concrete that are in need of repair/replacement or that sidewalks are not completely cleared of snow/ice. Piles of snow along the curb line also make it difficult for people to get in and out of their cars when they utilize on-street parking.

Bicycles

Finding safe routes of travel to and from the Downtown – for recreation or for transportation purposes – must be a high priority.

The DuPage County Bikeways and Trails Map, indicates a "Proposed Local Bikeway" along Lorraine Road from Duane Street, south to Roosevelt Road (via Greenfield Avenue and Lambert Avenue), past the Glen Ellyn Village Links, east on Fawell Boulevard, to points east of I-355.

Observations indicate that many more racks are needed in the Downtown due to high bicycle parking demand – especially on nice days (i.e. bikes are locked up to lamp posts, trees, and fences).

Prairie Path Park is listed as a point of interest along the Illinois Prairie Path, and a drinking fountain is the only amenity listed for Downtown Glen Ellyn in the DuPage County Trail Guide⁴. The Downtown has more than that to

⁴ <http://www.dupageco.org/bikeways/trailGuide.pdf>

4. Increase the amount of Downtown **office** space that attracts small and growing businesses.
5. Create new Downtown **amenities** by increasing recreation and parkland opportunities.
6. Increase the number of **cultural events and activities** that could make Downtown Glen Ellyn a destination for residents and non-residents alike.
7. Eliminate the perception of **government-imposed obstacles** to operating a business and reinvesting in private property in the Downtown.
8. Establish safe and efficient pedestrian, bicycle, and automobile **traffic and access** patterns to, through, and from the Downtown.
9. Improve the sufficiency and convenience of the Downtown **parking** supply north and south of the tracks.
10. Establish a **distinguishing feature** in the Downtown that differentiates Glen Ellyn's Downtown from other communities' downtowns.
11. Establish a Downtown implementation **funding** plan to ensure that reinvestment occurs and initiatives are achieved.

Strategies and Measures

Strategies are important to the implementation of the *Downtown Strategic Plan*, because they identify specific action items to make the goal and objectives a reality. Measures are tangible items that are outcomes of the strategies. The following strategies and measures correspond to the list of objectives:

1. **Retail** in a mixed-use setting that includes office and housing creates a dynamic environment and multiple-purpose visits. Retain and attract a retail mix for the Downtown that includes unique eating and drinking establishments and also provides outdoor eating and drinking opportunities. Retain and enhance entertainment and recreational uses such as the Glen Art Theatre, Illinois Prairie Path, and Lake Ellyn.

Measure: Reduce the Downtown vacancy rates, ensure a no net loss of retail, restaurant, and entertainment tenant space in the Downtown; incorporate such uses in the first floors of mixed-use buildings; ensure that new commercial space is built to meet the needs of modern retailers; and manage the utilization of Downtown core business hours.

2. New housing opportunities in the Downtown increases the **population** base in the community without encroaching on the surrounding single family neighborhoods. Since the surrounding area is substantially built-out, and the limited population growth will primarily result from the movement of empty-nester, younger-aged, and smaller-sized households, the Downtown is an ideal location for increased housing opportunities.

Measure: Construct a minimum of 450 new dwelling units in the Downtown.

3. **Buildings** deteriorate over time in the absence of proper maintenance and renewal. In the past, sufficient maintenance and renewal did not occur. Interior upgrade needs include heating/ventilation/air conditioning systems, telecommunications, electrical, plumbing, and interior finishes. Exterior upgrade needs include historic restorations, historically-sensitive façade upgrades, awnings, signage, and rooftop repairs.

Measure: Establish a historic district in the Downtown core area. Make available financial incentives to business owners and property owners in the form of grants, low-interest loans, and/or tax credits, for building maintenance, renovations, and upgrades. This includes incentives for historic or landmarked properties within a historic district. The EDC currently offers grant programs to assist with exterior façade improvements and interior renovations. These programs should continue, and possibly be enhanced.

4. The benefits of having **office** users in the Downtown includes the opportunity for residents to walk to work, having a daytime and early evening population base to eat in Downtown restaurants and shop in stores. In

addition, professional office-based businesses can partner with each other and creative businesses can provide goods and services to Downtown merchants.

Measure: Provide a net increase in office tenant space in the Downtown, and ensure that it is flexible to allow firms the opportunity to grow in place.

5. **Amenities** such as a large Downtown open space, the Illinois Prairie Path, sidewalk cafes, and public art, provide active and passive recreation opportunities and create a unique ambiance in the Downtown for citizens and visitors alike.

Measure: Reconstruct Main Street and Crescent Boulevard to accommodate the creation of the "Downtown Greenway" open space, the construction of wider sidewalks, and the installation of public art and bicycle racks.

6. Permanent Downtown venues for the performing arts need to be constructed to maximize setup convenience and minimize temporary stage and tent rental costs. Expand the number of Downtown **cultural events and activities** by building upon popular events such as the Jazz Fest, holiday parades, and scavenger hunts, and renew events such as the Taste of Glen Ellyn by incorporating Glen Ellyn restaurants and College of DuPage Foodservice Administration students into the program of featured vendors.

Measure: Construct a small amphitheater that protects the stage from the weather and minimizes the impacts of train noise in the performance area.

7. The Zoning Code needs to be updated to reflect the recommendations in the Market Analysis and minimize the perceived burden of **government-imposed obstacles** in the Downtown business and development review process. The Village's existing Zoning Code requires a special use permit for non-retail uses in the Downtown. Amending the Zoning Code to permit entertainment and cultural uses by right in the Downtown, and amending zoning district boundaries, will reduce the time it takes for businesses to be opened. In addition, the Village should look for opportunities to expand its authority to grant administrative approvals.

Measure: Update the Zoning Code, consider writing form-based regulations for the Downtown prior to the development of new mixed-use buildings, and utilize an Executive Director of a new permanent Downtown organization to work as an ombudsman for business owners and developers.

8. The existing one-way traffic loop around the block located at the northeast corner of Main Street and Crescent Boulevard makes access in and through Downtown inconvenient and confusing, and the large number of trains passing through the Downtown can create backups and be frustrating for motorists. In addition, the Downtown is located one mile north of Roosevelt Road and one mile south of Geneva/St. Charles Roads. Opportunities to improve the **traffic** flow include converting one-way streets to two-way streets, installing clear wayfinding signage, constructing consistent streetscape features from Roosevelt Road to Geneva/St. Charles Roads, and constructing gateways at key intersections.

Measure: Consider converting the Downtown's primary one-way streets to two-way streets; design and install attractive, easy-to-understand, and memorable gateways and wayfinding signage; and design and install streetscaping along the two-mile Main Street corridor. In addition, consider converting the Downtown's one-way neighborhood streets, such as Forest Avenue, Hillside Avenue, and Anthony Street, to two-way streets, and hire a consultant to evaluate the possibility of constructing a vehicular overpass or underpass in the vicinity of the Downtown.

9. Although the current overall **parking** supply is generally sufficient for the Downtown, too few spaces are available for Downtown public parking, and the public parking supply that is available is generally inconveniently-located to the Downtown core, and in some cases, requires a fee to park. In addition, the

New Mixed-Use

First floor retail with residential and/or office uses on the floors above. Complete redevelopment of these properties is expected. If a property owner chooses new construction, the building heights should be a minimum of two and a maximum of three stories along Main Street, and a minimum of three and a maximum of five stories elsewhere in the Downtown – especially along the railroad corridor. In addition, sustainable practices using Leadership in Energy and Environmental Design (LEED) standards are a must. New mixed-use buildings should be located in the existing South Main parking lot, along Pennsylvania Avenue at both Prospect Avenue and Glenwood Avenue, and at the existing Fire Station property at the northwest corner of Main Street and Pennsylvania Avenue.



Figure 31: Perspective Sketch – New Mixed-Use Building at the Northwest Corner of Pennsylvania Avenue and Main Street. Source: Town Builder Studios.

Historic Sensitivity and Preservation

A historic district has been established for the Downtown, including properties along Main Street, Crescent Boulevard, Pennsylvania Avenue, Duane Street, and Hillside Avenue. The benefits of this district include preserving the historic architecture, and making available tax credits to the property owners. The predominant building styles within this district in the Downtown are Old-English Tudor and Half-Timber, and new construction elsewhere in the Downtown are sensitive to these styles.

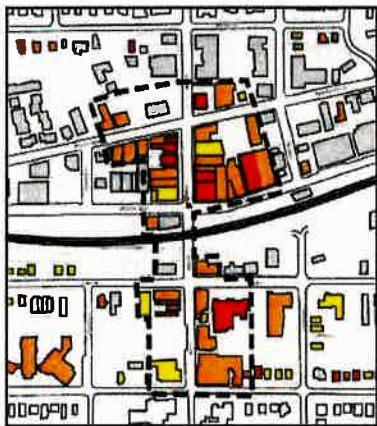


Figure 32: Historic Downtown District.
Source: Town Builder Studios and BauerLatoza Studio

The current worldwide economic recession and the new Federal policies are important because of the context that they provide to this plan. While these issues cannot be ignored for short-term implementation initiatives, this plan is long-term, promoting a vision that looks 20 years in the future. This plan assumes that the current recession will be overcome and the economy will ultimately recover. This plan identifies initiatives that must be implemented immediately in order to assist the existing merchants and business community to survive the recession. Other projects contained herein are more applicable once the economy improves. During the recession, this plan recommends that the Village undertake the foundational work necessary to ensure the economic viability of the Downtown. The plan does call for initiatives to renovate, remodel, and construct buildings, and begin other initiatives that establish relationships between the Village and its citizens, business owners, Downtown organizations, schools, and the development community. Additionally, the plan recommendations include capitalizing on the national investment in transit infrastructure, including the Glen Ellyn Train Station and associated public transportation infrastructure.

Recommended “Rules of Thumb”

When considering future Downtown reinvestment options, utilize the following “rules of thumb” when determining the appropriateness of an idea for the Downtown:

- Consider cultural and entertainment opportunities with every public and private reinvestment effort, and business plan proposal.
- Ensure that first floor commercial uses are contiguous.
- Ensure a “no net loss” of retail square footage.
- Build upon the existing restaurant environment.
- Build upon the existing historic character of the Downtown.
- Increase the number of Downtown residential units.
- Increase the parking supply for shoppers, merchants, employees, and commuters.
- Encourage the use of shared parking between shoppers, merchants, employees, and commuters.
- Do not allow buildings to “turn their backs” onto the Downtown Greenway or Downtown streets.
- Design for the safety and needs of the pedestrian first, bicyclist second.
- Begin plan implementation with low-cost, and easy-to-implement projects and initiatives, such as:
 - Create the recommended Downtown organizational structure.
 - Enhance the partnership with the College of DuPage.
 - Enhance the partnership with Metra.
 - Increase the number of merchant parking spaces in the Downtown through restriping.
 - Evaluate the Main Street and Crescent Boulevard parking timelines.
 - Consider fee-based convenient parking and free inconvenient parking, and implement accordingly.
- When a developer approaches the Village with a mixed-use or commercial development proposal, ask questions such as: Who are the anticipated tenants? What are the rent aspirations?
- If first floor commercial space in a parking structure will sit vacant for awhile, dress-up the façade with artwork while maintaining the ready-to-go retail space behind.
- Remember that the Downtown is located approximately one mile from both Roosevelt Road and St. Charles/Geneva Roads, and access is along two-lane roads with low traffic counts, through residential neighborhoods.

14. Facilitate a Private South Main Mixed-Use Development

Development

Construct a new mixed-use building on the Village-owned existing South Main public parking lot property that also accommodates tenant and public parking needs.

The Village should partner with a private entity to coordinate the construction of a mixed-use development. The building could contain approximately 18,000 square feet of retail and office space and approximately 30 dwelling units over structured parking (partially below grade). The residential dwelling units should be stepped back at least 20 feet from the storefront so the building would appear to be two stories in height. The existing public parking should be replaced in the parking structure.

Careful attention should be made to ensure that any public parking displaced to accommodate the project is replaced nearby or included in the design of the new development. In addition, the Village may wish to consider constructing the south parking structure prior to redeveloping this site to ensure that ample parking continues to be available on the south side of the railroad tracks.

Source of Funds and Resources

Village of Glen Ellyn – Potential Land Donation or Lease

Private Funding

Tax Increment Financing (TIF)

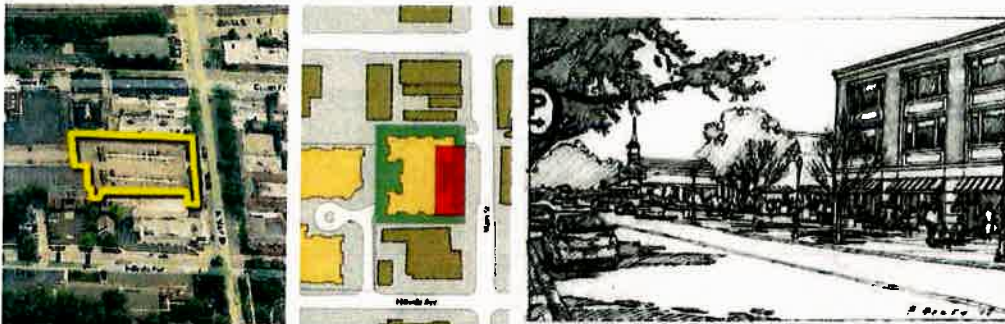


Figure 57: South Main Mixed-Use Development Area, Concept Plan, and Perspective Sketch
Source: maps.live.com with edits by Town Builder Studios, and Town Builder Studios.

15. Facilitate a Private Residential Development on Existing Church Parking Lot and Village-Owned Parking Lot

Development

Construct a new residential development at the northeast corner of Hillside Avenue and Glenwood Avenue that also accommodates tenant and Church parking needs.

The Village should work with existing business and property owners to relocate them elsewhere in the Downtown. In addition, the Church is anticipated to be a partner in this development. The multiple family residential components could include two buildings, both of which could accommodate three levels of residential living. The lowest level of parking in the north building could replace the existing Church parking stalls, and the balance of the lower level parking could accommodate the parking needs of the residential buildings. The north and south buildings could be constructed in separate phases.

Source of Funds and Resources

Village of Glen Ellyn – Potential Land Donation or Lease

St. Petronille Church

Private Funding

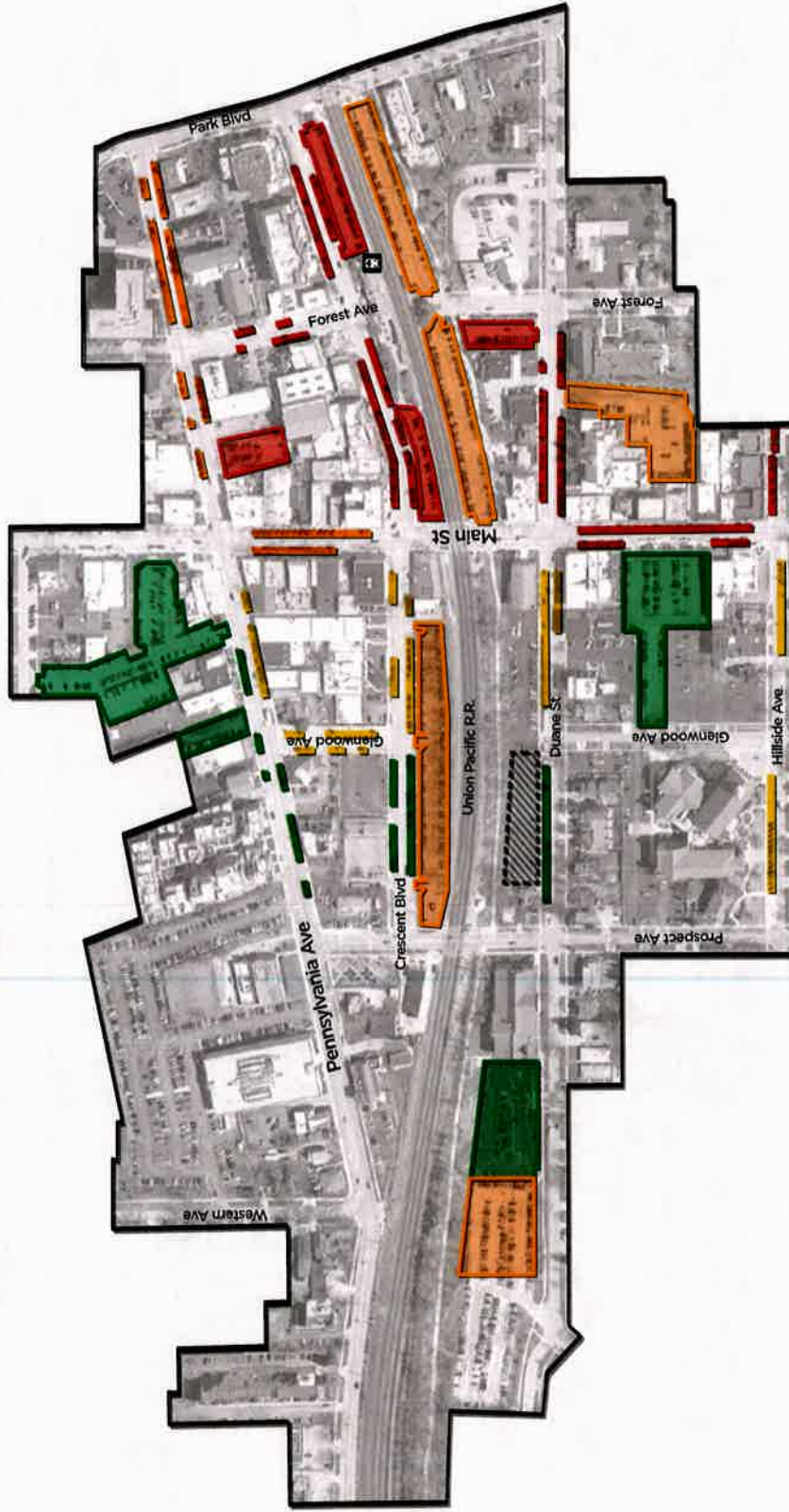
Tax Increment Financing (TIF)



Figure 58: Private Residential Area and Concept Plan

Source: maps.live.com with edits by Town Builder Studios, and Town Builder Studios.

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY



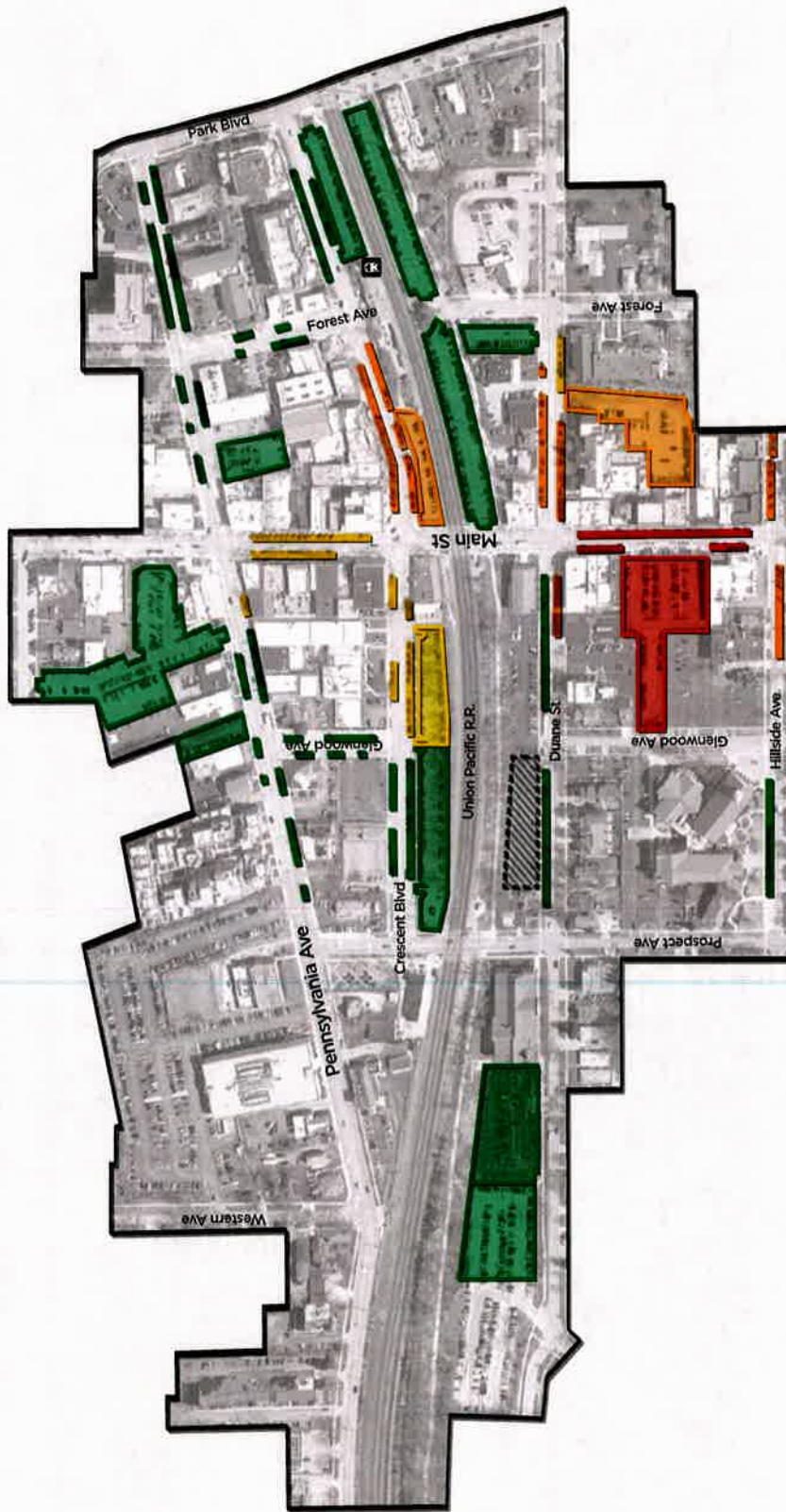
Legend

- Study Area Boundary
- 90 - 100% Occupancy
- 80 - 89% Occupancy
- 70 - 79% Occupancy
- 0 - 69% Occupancy
- Future Public Parking

Village of Glen Ellyn // Streetscape & Parking Analysis

data from 2009 Downtown Plan and 2012 Traffic Study

PUBLIC PARKING UTILIZATION // SATURDAY EVENING



data from 2009 Downtown Plan and 2012 Traffic Study

Legend

- Study Area Boundary
- 90 - 100% Occupancy
- 80 - 89% Occupancy
- 70 - 79% Occupancy
- 0 - 69% Occupancy
- Future Public Parking

Streetscape & Parking Analysis // Village of Glen Ellyn

STRUCTURED PARKING

Parking decks can be an effective means of addressing demand with minimal use of land. If well located, their presence can provide an attractive alternative to on-street parking, thus freeing up additional spaces in front of businesses. Well located structures can also serve as a catalyst for attracting new businesses and afford the opportunity to consolidate parking and open up surface lot sites for redevelopment.

Parking decks are also expensive. Construction costs for above grade structures can average \$70 to \$80 per square foot or \$23,000 to \$30,000 per space, not including land acquisition and site preparation. Below grade spaces run even higher. Depending on pricing, they are rarely self sustaining when factoring in debt service and maintenance cost.

The alternative to building a stand-alone parking structure is to incorporate the structure into a larger development with commercial and/or residential uses, thus defraying at least a portion of the cost of the project. An example would be a building with retail uses on the first floor and parking above; or commercial uses wrapping around the parking component.

Prior to this study, the Village evaluated potential locations for structured parking within the C5A and C5B Zoning Districts. While two sites were initially identified in the 2009 Downtown Plan, the Village later expanded the number to six potential locations for further analysis (three north and three south of the tracks).

The sites to the north are located at:

- The southwest corner of Forest and Pennsylvania
- The northwest corner of Pennsylvania and Main adjacent to the fire station
- The existing commuter lot on Crescent west of Main immediately adjacent to the tracks

The sites on the south are located at:

- The existing Main Street lot between Duane and Hillside
- The existing Civic Center lot
- The northeast corner of Duane and Forest (US Bank site)

Recommendations:

While a Downtown parking deck could provide some benefit to existing and future businesses, the costs associated with construction of a standalone structure would largely offset the benefit at this time. Although some locations are nearly 100% utilized, the overall parking supply is capable of meeting existing demand, particularly if measures are taken to improve accessibility and visibility.

The Village should continue to solicit and explore possibilities for public/private partnering opportunities in which a parking deck could be incorporated into a larger scale commercial, residential, or mixed-use development. The new Downtown TIF provides an additional funding mechanism that can be used to attract development and contribute toward the cost of parking deck construction.

Section 04 Parking Recommendations

From a location standpoint, a case can be made for locating a deck on either the north or south side of Downtown. The north side, particularly the northeast quadrant, is lacking in large contiguous parking areas even though it has a high weekday occupancy. Construction of a deck in this quadrant could accommodate a combination of commuters, shoppers (particularly for the theatre), Glenbard West events, and others.

The south side also has a high utilization of both on- and off-street spaces during peak demand hours, with the Main Street lot close to full occupancy on weekends.

Depending on proposals from the private development community, structures on either or both sides of the tracks could be feasible. However, since the Village may likely need to contribute toward the construction costs, careful due diligence of project financing will be required.

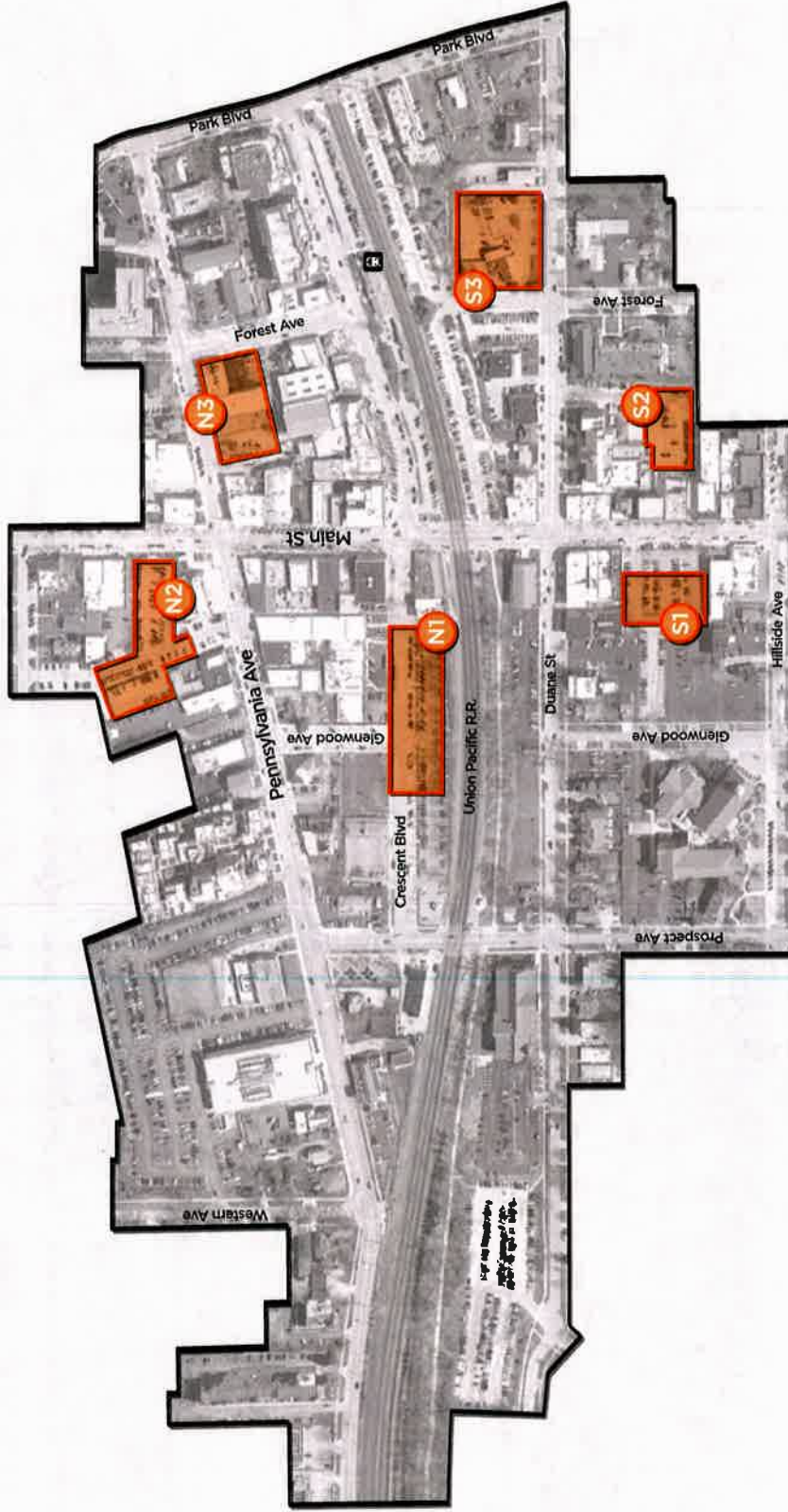
Consideration must also be given as to whether the site is under private ownership or controlled by the Village. Four of the sites (the Main Street lot; Civic Center lot; Crescent lot and fire station lot) are owned by the Village. Two (corner of Forest and Pennsylvania and Forest and Duane) are privately owned.

Construction on private property should seek to include additional private development/uses that will offset the loss of tax revenue resulting from the replacement of the existing use. A standalone parking deck owned and operated by the Village would be devoid of property tax revenue. For Village owned/controlled properties, there is no loss of property tax revenue.

In the case of Village owned property, partnering with a private developer is advantageous in that it puts (at least a portion of the property) back on the tax role. While, reportedly, developers do inquire as to the availability of Village owned properties, the Village may also consider preparing a request for qualifications/proposals to solicit potential developers, should unsolicited proposals not meet the Village's expectations. This process affords the Village the opportunity to entertain development proposals that are based on the Village's predefined requirements for both site development and parking. The only site of the six that does not have the potential for a public/private partnership is the Civic Center site.

The following section assesses the merits of each of the six locations identified by the Village for consideration. The sites are identified as N1, N2, and N3 for those north of the tracks and S1, S2, and S3 for those to the south.

POTENTIAL PARKING STRUCTURES



Legend

-  Study Area Boundary
-  Potential Parking Structures

Village of Glen Ellyn // Streetscape & Parking Analysis

Attachment: Excerpts from the 2013 Streetscape Plan & Parking Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

SITE S1

South Main Street Parking Lot

This would be the preferred site for a parking structure south of the tracks, but only if incorporated into a private development. A standalone parking deck would impede the potential for other development.

Net parking gain: 165 spaces with retail component; 175 without retail component

SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 125' x 190'
- Built over existing parking lot.
- Provides about 68 stalls per level. Contains about 250 stalls in a four level structure (three supported levels).



Village of Glen Ellyn // Streetscape & Parking Analysis

- An alternate bay of parking is possible over a portion of the Glenwood Lot; will gain about 20 stalls per level.

Positives

- Located near the center of the South Main Street retail buildings and the area of highest evening demand.
- With a setback from Main Street a retail building is possible in front.
- Site size and potential to combine with adjacent properties.
- No loss of property or sales tax revenue.

Negatives

- Loss of about 75 existing surface parking stalls for parking structure.
- Loss of about 85 existing stalls for parking structure and retail building.
- Depending on size and configuration, private property may be required.
- Potential environmental issues that will need to be addressed

POTENTIAL ENVIRONMENTAL ISSUES

This location is listed as a brownfield in the Illinois Agency Facility Inventory and Information System (AFIS) under inventory number 0430455127. The existing lot was the site of a recent Phase 1 Environmental Site Assessment

(ESA) and subsurface investigation, performed by Deuchler Environmental, Inc. The ESA showed that a gasoline station had been on the site previously. To determine the extent of soil or groundwater contamination, the Village of Glen Ellyn applied for and received a Brownfields Redevelopment Grant from IEPA. Nine borings were performed at a minimum depth of seventeen feet each; afterwards, three groundwater monitoring wells were placed at locations that displayed soil contamination. Five of the borings showed pollutant contamination at levels exceeding the Remediation Objectives (RO's) found in Title 35 of the Illinois Administrative Code Part 742 entitled "Tiered Approach to Corrective Action Objectives" (TACO). The contaminants include a Volatile Organic Compound (Benzene), Polycyclic Aromatic Hydrocarbons (benzo(a)anthracene, benzo(b)fluoranthene, benzo(a)pyrene, indeno(1,2,3-cd)pyrene, and dibenzo(a,h)anthracene), and Lead. Furthermore, one sampling well showed groundwater contamination with a VOC, PACs, and Lead.

The subsurface report identifies four major areas with contamination. The former filling station is one likely source. Deuchler Environmental suggests that a former heating oil tank or nearby auto shop may have been another source. Therefore, encountering contaminants at this site for the construction of a parking deck should be anticipated.


JAMES J. BENES AND ASSOCIATES, INC.

950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532

Tel. (630) 719-7570 ▪ Fax (630) 719-7589

MEMORANDUM

Date: November 26, 2018

 To: Kelly Purvis, Planner
 Village of Glen Ellyn

 From: Daniel H. Schoenberg, PE
 Project Engineer

 Re: Apex 400 Development, 400 – 418 North Main Street, Glen Ellyn
 Job No. 1115.073

At your request we have reviewed the application package for a PUD, and preliminary subdivision. The review package includes the following:

- ALTA/NSPS Land Title Survey prepared by Manhard Consulting Ltd and dated September 25, 2018
- Landscape Plan prepared by FitzGerald and dated November 1, 2018
- Floor Plans prepared by FitzGerald dated November 1, 2018
- Site Plan prepared by FitzGerald dated November 1, 2018
- Grading Plan prepared by Manhard Consulting Ltd. dated November 1, 2018
- Photometric Plan prepared by Eco Parking Lights and dated October 30, 2018.
- Traffic Impact Study (TIS) prepared by KLOA and dated November 16, 2018
- Letters from KLOA dated October 30, 2018 and November 16, 2018
- Response letter from GSP Development dated November 1, 2018

The existing commercial structure and a portion of the public parking lot at the northwest corner of Main Street and Hillside Avenue will be removed and replaced by a multi-story, multi-use structure with retail and public parking on the first floor, dwelling units and on-site parking on the second floor, and dwelling units on the third through fifth floors. The St. Petronille parking at the northeast corner of Hillside Avenue and Glenwood Avenue will not change except for closing of interconnections with the public parking. A total of 107 dwelling units and 8,844 square feet of commercial space. Two options are being considered. Option A assumes construction on Lot 5 will stay within existing lot lines. Option B assumes the developers can acquire three feet of the 16' wide alley north of Lot 5. This affects the number of parking spaces provided.

Since the last submittal, we understand Hillside Avenue is being considered to become two-way between Glenwood and Main Streets. A door has been added to the second floor parking 18' north of the right-of-way to create a space for an entering vehicle to wait for the door to open. Lights and audible warnings advise Hillside pedestrians of vehicles entering or exiting the residential parking. This addresses previous concerns.

Attachment: Memo, Village Traffic Engineer (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

As in previous submittals, the stripes and cross-hatching within the parking areas on the site plans and floor plans are assumed to be illustrative of use, not proposed pavement markings, which will be determined later.

Vehicular Access. The current public parking has an entrance and an exit on Main Street and one full access on Glenwood. There is an interconnection to the St. Petronille parking lot which can be closed by a gate by St. Petronille. Proposed access to the first floor is via three full access points, one on Main and one on Hillside and one on Glenwood. There will be no more vehicular interconnection with St. Petronille parking. Vehicular access to this development's residential on-site parking is from a full access ramp on Hillside.

Vehicular Traffic Impacts. In our last review of the Traffic Impact Study, we noted the traffic generated by this development is low. Vehicular traffic delays at intersections are projected to increase a few seconds after development and including background growth. During the periods when railroad gates are down, vehicular traffic delays will occur as they currently do as a consequence of accommodating the rail traffic. The conversion of Hillside to two-way traffic increases flexibility of flow without sacrificing Levels of Service

Pedestrian Access

An external accessible pedestrian route from Main Street to the residences, retail areas and internal public parking is shown. The midblock curb bump out on the west side of Main Street abutting the public parking lot is proposed to be extended to the Main-Hillside intersection. Existing street amenities will be removed and a new landscaped parkway is proposed along the length.

There is a designated internal access route from the St. Petronille parking lot to Main Street. This route may need some wayfinding signs. There is no requirement that this route be accessible. If there are stairs on the west entrance, the west section cannot be accessible. The route should be straightened per the attached sketch.

Parking

There is currently 122 public off-street parking spaces and 6 private off-street parking spaces on the development site for a total of 128 parking spaces. **The C5A zoning district does not require additional parking for the commercial or residential land uses.** The parking demand of this development can be conservatively estimated using the methodologies called out for other zoning districts.

Using C5B commercial rules, the existing commercial space of about 15,200 square feet, generated demand for 61 parking spaces. The proposed commercial area of 8,844 square generates a 36 parking space demand, a reduction of **25** spaces. Based upon the number and type of dwelling units (DU) the requirements in other districts suggest a residential demand of **168** parking spaces. The net extra on-site parking demand of this development is **+168(residential) – 25(commercial) = 133** parking spaces. Option A creates 136 (1st floor) + 136 (2nd floor) – 128 (existing) = 144 extra on-site spaces. Option B creates 138 (1st floor) +141 (2nd floor) – 128 (existing) = 151 extra on-site spaces. The increased development site demand is met.

This development site also serves other downtown visitors. The current site has a supply of 128 (total) – 61 (existing on-site demand) = 67 spaces available for other visitors. Under Option A, the spaces available for others is 272 (total) – 204 (proposed on-site demand) = 68 spaces available. Under Option B, the parking available for others is 279 (total) – 204 (proposed on-site demand) = 75 spaces available. These are comparable to existing conditions.

Note that four on-street spaces on Main Street will be lost as part of this development. Eighteen on-street employee parking spaces on Hillside may be affected by its conversion to two-way traffic. We understand these spaces will be accommodated elsewhere off-site.

The assignment of on-site public spaces has not yet been determined. The applicant must provide sufficient wayfinding signage for parking.

The TIS suggests evaluating residential parking demand using parking spaces per dwelling unit (DU), a metric found in other agencies and used by the Institute of Transportation Engineers (ITE). A total of **136 spaces (1.27 spaces/DU)** are proposed under Option A. A total of **141 spaces (1.32 spaces/DU)** are proposed under Option B. The TIS correctly cited the ITE Parking Generation Manual in suggesting the average parking demand is 1.23 spaces/DU. However, the 85th percentile of occupancy is more commonly used as the basis of space determination. This figure is 1.54 vehicles demand per dwelling unit. This figure includes resident and visitor parking. In this design, the proposed development provides resident parking on the gated second floor and visitors to the apartments will have to park on the first floor or off-site. The Urban Land Institute (ULI) says there is about 0.15 visitor parking space demand per dwelling at any one time. The 85th percentile residential parking demand then is reduced to $1.54 - 0.15 = 1.39$ spaces/DU.

There are Transit Oriented Designs (TOD) in some downtown areas in which designers assume residents will avail themselves of mass transit options and will own fewer vehicles. The Village of LaGrange now accepts parking ratios of 1.34 space/DU based upon a 2014 study. The Village of Downers Grove Code requires 1.40 parking spaces/DU in downtown districts, but the Village has accepted fewer spaces per the list in the TIS. The City of Elmhurst had a 2016 study in which three tiers of downtown parking were proposed. Tier 1 along the tracks has 1.0 parking space/DU. Tier 2 within two blocks of York Road north of the tracks is 1.25 space/DU and Tier 3 is 1.5 spaces/DU.

Since the primary use of the first floor parking is short duration downtown and visitor parking and the sole use of the second floor is longer duration residential parking, the layout of the spaces will be discussed separately:

First floor parking: The easterly double-loaded north-south driveway aisle has a module width of 62' (two 18' long spaces and a 26' aisle). The westerly double-loaded north south driveway aisle has a 62'6" module width. The east-west driveway aisle near the Main Street entrance has a module width of 60'. The Table in Section 10-5-8 of the Zoning Code requires the width of double loaded parking modules to be 63' (two 19' long spaces and a 25' wide aisle) These modules do not comply with code. However, the ULI Dimensions of Parking 5th edition suggests a minimum double loaded module width of 60'6" with 8'6" wide spaces and 59' with 9' wide spaces.

The single loaded parking module at the north end of the parking area is 42' wide (one 18' long space and a 24' aisle). According to the table in Section 10-5-8I, a single loaded module of 9' wide perpendicular parking should be $19' + 25' = 44'$ wide. This does not meet code. ULI recommends a minimum module width of 42'6" with 8'6" wide spaces and 41' with 9' wide spaces.

The proposed modules should not present operational difficulties, but they will be less comfortable to use. If there are no adjacent cars, a single swing in or out will suffice. If there is a car in the next space, multiple movements may be necessary.

Nine foot wide perpendicular parking spaces are required by Code. The proposal includes 8'6" wide spaces along the north-south drive aisles. Figure 7-2 of the ULI Dimensions of Parking 5th edition

recommends minimum width for “moderate to high turnover (community retail, medical facilities, etc.)” to be 8’9” to 9’0” wide. Parkers find narrower space widths to be uncomfortable.

The proposed perpendicular parking spaces within current Lot 5 are a special case because the lot is less than 60’ wide. In Option A, when one subtracts the thicknesses of the proposed walls, there is not enough room (about 57’-8”) to create a code-compliant 63’ wide module of two rows of 90° parking spaces. The proposed spaces are 9’6” wide. A footnote in the ULI document says extra parking space width could allow a reduction of aisle width. By their methodology, the proposed layout is reasonable. We would recommend a double line pavement marking between spaces to help parkers to center themselves within each space as found in supermarket parking lots. Under Option B, the double loaded module width in the west wing is 60’8” which meets ULI recommendations for 9’ wide spaces

The Illinois Accessibility Code (IAC) was revised as of October 16, 2018. According to Section 208.2.3.3 “where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2.” The table shows a total of six handicap accessible spaces are required. Five are proposed. Section 208.3.1 requires accessible spaces to be “located on the shortest accessible route from the parking to an entrance [that is accessible]” Some of the first floor spaces must be relocated. However, the revised rules allow two 8’ wide perpendicular parking spaces to share an 8’ wide aisle per Section 502.3. See the attached sketch.

Second floor parking: Two of the 136 spaces on the second floor plan, are parallel spaces north of the elevators. Village Code requires parallel spaces to be 24’ long. One space has this distance between the adjacent wall and column, the other does not. These are inconvenient spaces to use, but vehicles can maneuver in and out.

Nine foot wide perpendicular parking spaces are required by Code. The proposal includes 8’6” wide spaces along the north-south drive aisles. This width is appropriate for long-term residential parking per ULI figure 7-2 where low to moderate turnover parking spaces are recommended to be 8’6” to 8’9” wide.

Our first floor comments about parking module widths in the north-south aisles and within Lot 5 apply to the second floor. Option A Lot 5 should have 9’6” wide spaces and double markings. Option B Lot 5 spaces can be 9’ wide.

The south end and west end of the second floor parking have no turnarounds. However, if every space is assigned and there is no chance of a vehicle entering a filled dead end corridor, then a turnaround space is not required. Confirm that assignments will be employed.

According to Section 208.2.3.2 of the IAC, “where the total number of parking spaces provided for each residential dwelling unit exceeds one parking space per residential dwelling unit, 2%, but no fewer than one space of all the parking spaces” [shall be accessible]. Two percent of 134 spaces is 3 spaces and four spaces are proposed. However, the accessible spaces provided on this floor are required to be closest to the accessible entrance. See the attached sheet for suggestions.

Lighting

Non-residential uses are located on the north, south, east and west sides of the site. Section 10-5-8G8 limits lot line illumination for parking garages to 3.0 ft-c. The photometric map shows lighting levels will be exceeded only at the Main and Hillside vehicular accesses. This latest submittal shows the levels of illumination reduced significantly to 3.4-4.9 ft-c. Ramps and entrances need higher illumination during the day to transition from sunlit outside areas to darker interior areas. The response letter says relief is being requested.

400-412 Main Street
November 26, 2018

There are no standards for internal illumination levels within parking garages in the Village Code. The Illuminating Engineering Society (IES) Recommended Practice for Lighting of Parking Facilities has recommended illumination levels for enclosed garages and for open parking areas. Minimum illumination of at least 1.0 ft-c for open and enclosed areas is met and a max-to-min illuminance uniformity ratio of 10:1 enclosed is also met.

Relocated decorative street lighting on Main Street is now shown with horizontal lighting levels on the sidewalk. The average and minimum levels of illumination comply with recommended values of in Table 4 of the IES Recommended Practice for Roadway Lighting for high pedestrian areas.

Other Issues to be Resolved prior to Final PUD approval

The architectural drawings suggest part of the second floor parking in current Lot 5 is not covered. If not, how will snow be removed?

Bicycle racks are now proposed on Hillside between the two driveways. These facilities typically take 6' of perpendicular space. Consider relocating the racks between the proposed planters on Hillside which is more convenient for downtown visitors and will not conflict with vehicular or pedestrian traffic.

The open portion of the Lot 5 second floor parking is flat. There should be some slope for drainage.

The construction of Option A and B will affect the performance of the alley north of Lot 5 and the parking lot it serves during construction. Option B will have post-construction impacts. There is insufficient information to comment upon these effects.

--END--



Attachment: Initial Rendering Submitted for Pre-application Meeting (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

**APPLICATION FOR APPROVAL OF
PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN**

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider this Application for approval of a Preliminary Planned Unit Development Plan (PUD), as described below.

Date Filed: **July 17, 2018** Application No. _____

Type of PUD: **Residential and Commercial Retail**

Name of Applicant: **GSP Development LLC, Lawrence Debb and John Kosich**

Address of Applicant: **55 E. Monroe, Suite 3950, Chicago, IL 60603**

Business Phone: **312-424-3997** (Mobile): **312-953-2493**

Email: **ldebb@gspdevelopment.com** (Fax): **312-424-8365**

Property Interest of Applicant: **Owner** (Owner, Owner Representative, Contract Purchaser, etc.)

Name of Owner(s): **400 Main LLC**

Address: **1111 E. Touhy Ave., Suite 230 Des Plaines, IL 60018**

Legal Description of Property:

400 N. MAIN: LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS

424 N. MAIN: PARCEL 1: THE EAST 175 FEET OF LOT 1 IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: LOT 5 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950 IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3: LOT 6 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DUPAGE COUNTY, ILLINOIS.

Zoning Classification: **C5A and C5B** Property Size/Area: **67,483 sq. ft. or 1.549 acres**

Present Use: **Vacant Commercial Retail Shoe Store and Village Owned Parking Lot**

Requested Use/Construction:

A multi-use structure including residential apartments, retail space and a two story parking structure.

Estimated Date to Start Construction: December 1, 2018

(You may attach separate sheets as needed to answer any of the following questions)

Narrative Statement evaluating the economic effects of adjoining property, the effect of such elements as noise, glare, odor, fumes, and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

This development will increase the value of adjoining commercial properties due to the increase in the local population. Single family home prices, although not contiguous to the site, will have no negative and possible a positive impact on value. A report by Anah Schuua of MIT states:

The trend in the index of the impact zone and the control area was compared in the years immediately preceding the permitting of the multifamily development and years following completion of the development in order to determine if the multifamily development affected sales prices in the impact zone. In the four cases for which there was appropriate data, no negative effects in the impact zone were found.

This multifamily development will have no impact on noise or vibrations on adjoining properties. Traffic will increase, but due to the timing of residential trips, the impact will be low.

Glen Ellyn's Comprehensive Plan has a specific goal of adding multifamily units to the downtown area. The plan states "the character of downtown should include to encourage new a strong residential base including several new multifamily developments.

Describe How the PUD:

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

Yes, this development will be harmonious and in accordance with the general and specific objectives of your Comprehensive Plan. One main goal of your plan is to “encourage new residential development.” Your plan requires, and our development provides “attractively designed and compatibly scaled multifamily residential should continue to be located at perimeter sites.

Your plan seeks an “increase in Village population within walking distance of downtown.” This multifamily development will do exactly that.

“Downtown should consist of an existing mix of retail, service, entertainment, offices, public uses, and housing units as well.” This development includes retail and multifamily units, and therefore accomplishes and meets the goals of your Comprehensive Plan.

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

The development will be designed and constructed and appropriate with the intended character of the general vicinity.

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

The development will not be hazardous or destroying to the area.

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

The development will be adequately serviced by public facilities.

5. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village:

The development will not be detrimental to the economic welfare of the Village.

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

The development will not involve any activities that will be detrimental to people or property.

7. Will have vehicular approaches to the property which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

The development will have proper vehicular approaches to the property.

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

There will be no increase in the potential for flooding.

9. Will not result in destruction, loss or damage of natural, scenic or historical features of major importance to the community:

The development will not destroy natural or historic features.

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

11-1-18
Date

Lawrence Debb
Print Name


Signature of Applicant

11/1/18
Date

John Kosich
Print Name


Signature of Applicant

Date

Print Name

Signature of Applicant

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED
BY COMPLETING THIS APPLICATION IN DETAIL**

GSP Development

Lawrence A. Debb, Principal

November 21, 2018

Staci Springer, AICP
Director
Village of Glen Ellyn
Planning & Development Department
535 Duane Street
Glen Ellyn, IL 60137

Dear Staci:

On behalf of GPS Development, we propose a high-end, "condo quality" multi-family, residential development to be located on the northwest corner of Main Street and Hillside Avenue. This development is a step toward fulfilling the Village's comprehensive plan of increasing the Village's population within walking distance of downtown. Part of the land will be owned by GSP and the remainder will be owned by the Village.

This "green building" development will consist of 107 residential rental units: 5 studios, 13 convertibles, 60 one bedroom and 29 two bedroom units. The height will be 65'. We have the ability, if the market demands, to connect one bedroom units that are adjacent to either studio or convertible units into three bedroom units. Undercover grade level parking will provide for 137 spaces in Option A and 139 spaces in Option B for public use (15-17 more than what is currently there). These spaces will be behind the building's first floor commercial space and therefore not be seen from Main or Hillside streets. An open-air walkway from Main Street through the building to the west property line will provide direct pedestrian accessibility from east to west. There will be a total of 139 second floor apartment parking spaces in Option A and 144 spaces in Option B. The total exclusive parking spaces provide a ratio of approximately 1.3 cars per rental apartment in Option A and 1.35 cars per rental unit in Option B. In regards to the dimension of the parking spaces, Option A will include (45) 9'6" stalls, (86) 9'0" stalls, and (6) 8'0" handicap stalls on the first floor, and (45) 9'6" stalls, (91) 8'6" and (3) 8" handicap stalls on the second floor. Option B will include (133) 9'0" stalls with (6) 8'0" handicap stalls on the first floor and (141) 8'6" stalls and (3) 8'0" handicap stalls on the second floor. Loading and refuse collection will be located at the back of the building on the first floor parking area, away from Main Street.

The retail component will consist of approximately 8,844 sq. ft. of first floor space. The streetscape will exceed the current Village streetscape plans by incorporating brick pavers, public seating, lighting and extensive landscaping. We will be using energy efficient lights, fixtures, and appliances that are available to lower our carbon foot print.

The revised look and feel of the exterior will fit well with the classic nature of the downtown buildings. The street level will be mostly full height glass windows with masonry. The second floor parking structure precast seen from the west will mirror the look and color of the nearby churches. The upper level apartments' exterior wall facing Main Street will articulate in and out in order to soften the 5 story building's 310 foot frontage along Main Street. Exterior balconies will provide additional relief along both streets. The roof line is broken by extended parapets on the corners and along Main Street.

GSP Development
55 East Monroe Street
Suite 3950
Chicago, Illinois 60603

m: 312.953.2493
d: 312.424.3997
e: ldebb@gspdevelopment.com
www.gspdevelopment.com

Attachment: 1. Narrative Statement (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

The third floor will provide an exclusive, private, outdoor area consisting of a pool area, a barbeque area and a quiet, relaxing, sitting area. A 3,000 sq. ft. clubhouse consists of a full size gourmet kitchen, exercise, weight and yoga rooms, plus office space for our tenants.

This development is situated within the Central Business District TIF redevelopment project area. We will be requesting TIF funds in a to be determined amount for public improvements. In addition, at our cost, we will rebuild the public parking lot using concrete instead of asphalt, and place new lighting and storm water as required. Any underground environmental issues, if needed, will be paid for by the Village.

Our proposal provides exactly what is described and listed as needed in the Village's Comprehensive Plan and further solves those problems and issues and achieves these goals as outlined in the Central Business District TIF report. Currently, there are other taller, 5-7 story apartment buildings in the downtown area, as shown in Section 11.

Thank you in advance for all of your assistance in this matter and we look forward to commencing the development of this property as soon as possible.

Sincerely,



Lawrence Debb
Principal

cc: John Kosich

CHICAGO TITLE INSURANCE COMPANY

OWNER'S POLICY NO. 18GNW768004GV

Issued By: Law Office of Patrick M. Griffin, LLC
 21 N. Fourth Street
 Geneva, IL 60134

SCHEDULE A

Address Reference: 400 N Main St, Glen Ellyn, IL 60137-5188

Date of Policy	Amount of Insurance
Date of Recording <i>PS</i>	\$1,800,000.00

1. Name of Insured:
 400 Main LLC
2. The estate or interest in the Land that is insured by this policy is:
 Fee Simple
3. Title is vested in:
 400 Main LLC
4. The Land referred to in this policy is described as follows:

LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS.

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

END OF SCHEDULE A

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ALTA Owner's Policy (06/17/2006)

Page 4

 Printed: 06.28.18 @ 12:11 PM
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Attachment: 2. Proof of Ownership (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

OWNERSHIP BY A CORPORATION

Date: December 12, 2018

Address: 400 and 418-424 N. Main Street, Glen Ellyn, IL

Legal Description:

400 N. MAIN: LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS

424 N. MAIN: PARCEL 1: THE EAST 175 FEET OF LOT 1 IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: LOT 5 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950 IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3: LOT 6 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DUPAGE COUNTY, ILLINOIS.

**LIST ALL SHAREHOLDERS AND OFFICERS/DIRECTORS OF GSP DEVELOPMENT
(AND % OF INTEREST OWNED IN EXCESS OF 5% STOCK)**

Name: Lawrence Debb Address: 55 E. Monroe, Suite 3950, Chicago, IL 60603 % 50

Name: John Kosich Address: 1111 E. Touhy, Suite 230 Des Plaines, IL 60018 % 50

Attachment: 3. Disclosure of Interest - Updated (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

OWNERSHIP BY A CORPORATION

Date: July 17, 2018

Address: 400 and 424 N. Main Street, Glen Ellyn, IL

Legal Description:

400 N. MAIN: LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS

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LIST ALL SHAREHOLDERS AND OFFICERS/DIRECTORS (AND % OF INTEREST OWNED IN EXCESS OF 5% STOCK)

Name: Lawrence Debb Address: 55 E. Monroe, Suite 3950, Chicago, IL 60603 % 50

Name: John Kosich Address: 1111 E. Touhy, Suite 230 Des Plaines, IL 60018 % 50

Attachment: 3. Disclosure of Interest - Updated (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

AFFIDAVIT OF AUTHORIZATION

CLEAR PAGE

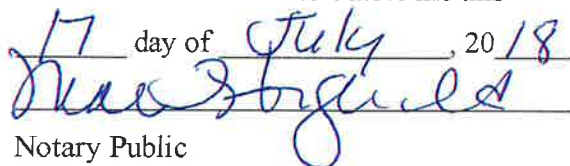
I, John Kosich owner of the property described as:

400 N. MAIN: LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS

verify that Lawrence Debb
is duly authorized to apply and represent my interests before the Glen Ellyn Plan Commission, Zoning Board of Appeals, and/or Village Board of Trustees. Owner acknowledges that any notice given applicant is actual notice to owner.


OWNER SIGNATURE

Subscribed and sworn to before me this

17 day of July, 2018

Notary Public



Attachment: 4. Affidavit of Authorization (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

REIMBURSEMENT OF FEES AGREEMENT

Village of Glen Ellyn Acct: # _____
Initial Deposit Amount: _____

- I. **DESCRIPTION OF PROJECT: Apex 400, 107 apartments, 8,844 sf of retail, 142 apartment parking spaces and 148 public parking spaces**

- II. **OWNER:**
 - A. Owner of Property: **400 Main LLC**
 - B. Owner's Address: **1111 E. Touhy Ave., Suite 230, Des Plaines, Illinois 60018**
 - C. Owner's Home Phone Number: **847-699-2152** Fax: **847-699-2156**
 - D. Owner's Work Phone Number: **cell 312-953-2493 or 630-776-3322**
 - E. Owner's E-mail: **jkosich@ctkcp.com or ldebb@gspdevelopment.com**
 - F. If Owner is a Land Trust or Corporation, the attached disclosures of interest should be filled out.

- III. **PERSON MAKING REQUEST (Petitioner):**
 - A. Name of Petitioner: **GSP Development LLC Lawrence Debb & John Kosich**
 - B. Petitioner's Address: **55 E. Monroe, Suite 3950, Chicago, IL 60603**
 - C. Petitioner's Home Phone Number: **312-953-2493 (cell)**
 - D. Petitioner's Work Number: **312-424-3997**
 - E. Petitioner's E-mail: **ldebb@gspdevelopment.com**

- IV. **LOCATION OF PROPERTY:**
 - A. General Location of Property: **400 N. Main Street and 424 N. Main Street, Glen Ellyn, Illinois**
 - B. Acreage of Parcel: **67,483 sq. ft. or 1.549 acres**
 - C. Permanent Index Number(s): **05-11-327-005, 05-11-327-016, 05-11-327-023 and 05-11-327-026.**

D. Legal Description

400 N. MAIN: LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS

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V. REIMBURSEMENT OF FEES:

The Ordinances of the Village require the owners of property, or individuals seeking to utilize property, to receive approval by ordinance or the issuance of a permit to undertake various uses or improvements of property in the Village. These uses can include requests for textual or map changes in the Zoning Ordinance, applications for building permits, requests for zoning relief and other similar requests. The Village has established a fee schedule for the anticipated use of staff time in processing such petitions or applications. In many cases, however the Village cannot reasonably evaluate the validity or compliance of the petition or application with the Ordinances of the Village without the use of reports from various consultants. In some cases, the application or petition requires among other things, public hearings and associated public notice costs, preparation of minutes or transcripts from the public hearing or meeting, recording costs of Ordinances and the preparation of reports by consultants whose services require the payment of out-of-pocket expenses by the Village. These expenses would not have been incurred but for the petition or application. The Village does not intend to seek to make a profit on its utilization of such consultants, but requires that the applicant, or the person receiving benefit, shall be obligated to reimburse the out-of-pocket expenses incurred by the Village. The Village shall seek to employ consultants who shall charge rates consistent with those paid by private parties who seek similar consulting services. The Village intends, through this Agreement, to cause the payment of out-of-pocket expenses and to require the creation of an escrow fund to guarantee that the petition or application will not result in the citizens of the Village being required to pay for costs incurred at the request of the owner or applicant.

This document shall constitute a contract when an application is made for a license, permit, request for zoning relief or other approval involving the use of real property. Should the Village, in its sole and exclusive discretion, determine that it is necessary or desirable for the Village to obtain professional services, including, but not limited to, attorneys, engineers, planners, architects,

surveyors, court reporters, traffic, drainage or other consultants, including full and/or part time site inspection services during the actual construction of any required improvements, and/or to incur costs related to any required notices or recordations, in connection with any application or petition filed by the petitioner then the petitioner and owner shall be jointly and severally liable for the payment of such professional fees and costs, as shall actually be incurred by the Village. The Planning and Development Director is hereby authorized to assign the above described services to the Village staff or to consultants, as the Director deems appropriate and without prior notification to the petitioner.

Any application or petition to be reviewed by the Planning and Development Department or by the Plan Commission shall require the petitioner to establish an escrow account with the Village in an amount determined by the Planning and Development Director to reimburse the Village for all out of pocket costs associated with the request. These out of pocket costs will cover such things as services provided by the Village's consulting engineer, consulting attorney, consulting planner, traffic consultant, wetland consultant, landscape consultant, architectural consultant, appraiser and transcriber, among others, as well as reproduction costs, public hearing notice costs, recording costs, etc. Along with the application the petitioner shall also submit a signed copy of this agreement thereby acknowledging and agreeing to reimburse the Village for all out of pocket costs associated with the application or petition.

This agreement shall be accompanied by an initial deposit in an amount to be determined by the Director of Planning and Development but shall be no less than \$500. The Village will provide an itemized list of Village expenses incurred related to any charge to the escrow account, and the petitioner shall deposit funds to reimburse the Village for those expenses upon notice from the Village that the deposit has dropped below \$300. If the expenses are not reimbursed, then reviews meetings and permits associated with out of pocket costs will cease, and the request will not be moved forward through the review process. At the completion of the review process, and development of the project, if appropriate, any remaining balance from the deposit will be returned to the petitioner, without interest, after all expenses have been paid.

The Village shall deduct the incurred expenditures and costs from the funds deposited. If the remaining deposit balance falls below \$300.00, the petitioner, upon notice by the Village, shall be required to replenish the deposit to its initial amount. The Village shall mail the petitioner regular invoices for the fees and costs incurred. The petitioner shall replenish the deposit amount within thirty (30) days of issuance of each such invoice directing replenishment of the deposit.

A petitioner who withdraws his or her petition may apply in writing to the Planning and Development Director for a refund of his or her remaining escrow balance. The Planning and Development Director may, at his or her discretion, approve such refund less any actual fees and costs, which the Village has already paid or incurred relative to the application.

Upon the failure of the petitioner or owner to reimburse the Village in accordance with this Agreement, no further action shall be undertaken on the application by the Village President and Board of Trustees, or by any other official or quasi-official individual or body thereunder, including the conduct of any hearings or deliberations, reviews of any plans or applications, the granting of any relief or approvals, issuance of any permits or occupancies, performance of inspections and the

execution or recording of any documents, until all such outstanding fees are paid in full and/or the initial deposit is restored to its full amount. Upon any failure to reimburse the Village in accordance with this Section, the Village may in its discretion, apply any or all of the initial deposit to the outstanding balance due.

The remedies available to the Village as set forth hereinabove are non-exclusive and nothing herein shall be deemed to limit or waive the Village's right to seek relief of such fees against any or all responsible parties in a court of competent jurisdiction.

Any remaining balance of any funds deposited pursuant to this Agreement shall be refunded at such time as the completion of Village deliberation on the petition or application, recordation of all necessary documents associated with the petition or application, issuance of a building permit, approval of a final inspection, or issuance of a final certificate of occupancy upon the real property in question whichever occurs later.

BY SIGNING BELOW, THE PETITIONER AND OWNER ACKNOWLEDGE THAT EACH OF THEM HAS READ THE FOREGOING PARAGRAPHS AND EACH OF THEM FULLY UNDERSTANDS AND AGREES TO COMPLY WITH THE TERMS SET FORTH HEREIN. FURTHER, BY SIGNING BELOW, EACH SIGNATORY WARRANTS THAT HE/SHE/IT POSSESSES FULL AUTHORITY TO SO SIGN.

THE PETITIONER AND OWNER AGREE THAT PETITIONER AND OWNER SHALL BE JOINTLY AND SEVERALLY LIABLE FOR PAYMENT OF FEES REFERRED TO IN APPLICABLE SECTIONS OF THE ORDINANCES OF THE VILLAGE OF GLEN ELLYN, AND THE OBLIGATIONS FOR PAYMENT RELATING TO THE FILING OF PETITION OR APPLICATION, AS SET FORTH HEREIN.



Petitioner Signature



Owner Signature

Director

Date:

7/17/18

Village of Glen Ellyn

By: _____
Planning and Development

Date: _____

7. QUANTITATIVE SUMMARY

The lot coverage of all proposed structures will be 100%

- a. 1.549 acres
- b.

Residential	102,243 sf
Parking	105,613 sf
Retail	8,844 sf
Corridor, stair & elevator	14,098 sf
Mechanical	4,405 sf
- c.

Residential	43.50%
Parking	44.90%
Retail	3.76%
Corridor, mechanical, stair & elevator	7.86%
- d. 69 units per acre
- e.

Residential parking spaces:	139-144*
Public parking spaces:	137-139*

*Subject to using Option A or B for the site and second floor plan
- f. 5,765 sf of common areas (maintained open space)

8. LIST OF DEVIATIONS

- a. Section 10-4-17-1(E) to permit a building height up to 65 feet at the top of the parapet in lieu of 45 feet; and
- b. Section 10-5-8(I) to allow:
 - i. Parking spaces 18 feet in length in lieu of 19 feet; and
 - ii. Parking spaces 8.5 feet wide in lieu of 9.5 feet wide in certain locations where the aisle width is at least 24 feet wide; and
 - iii. An aisle width of 21'-7 3/4" on a portion of the site and 24 feet on other parts of the site in lieu of 25 feet; and
- c. Section 10-7-9(D) to allow 100% of the site to be covered in lieu of 65%; and
- d. Section 10-5-9(B) to allow an off street loading space 40 feet in length in lieu of 50 feet; and
- e. Section 10-5-13(M)2 to allow the parking garage lights to emit up to 6.2 foot candles at the public entrance to the garage on Hillside Avenue, 7.14 foot candles at the public garage entrance along Main Street, and 7.3 foot candles at the residential parking garage entrance along Hillside Avenue in lieu of 3 foot candles at the lot line; and
- f. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. 18GNW768004GV WITH AN EFFECTIVE DATE OF MAY 23, 2018 AND PRINTED DATE OF JUNE 6, 2018 HAS BEEN REVIEWED IN CONJUNCTION WITH THE PREPARATION OF THIS SURVEY. THIS SURVEY MAY NOT REFLECT MATTERS OF TITLE THAT MAY BENEFIT OR BURDEN THE PROPERTY UNLESS THEY ARE EVIDENT FROM THE FIELD SURVEY OR THEY ARE CONTAINED IN THE ABOVE TITLE COMMITMENT.

EXCEPTION	DOCUMENT NUMBER	DESCRIPTION	NOTATION	SURVEYED PROPERTY AFFECTED
1	N/A	RIGHTS OR CLAIMS NOT SHOWN BY PUBLIC RECORD	NOT ADDRESSED BY SURVEY	UNKNOWN
2	N/A	MATTERS DISCLOSED BY AN COMPLETE LAND SURVEY	IMPROVEMENTS SHOWN HEREON	YES
3	N/A	EASEMENTS NOT SHOWN BY PUBLIC RECORDS	IMPROVEMENTS SHOWN HEREON	YES
4	N/A	ANY LIEN NOT SHOWN BY PUBLIC RECORD	NOT ADDRESSED BY SURVEY	UNKNOWN
5	N/A	TAXES OR SPECIAL ASSESSMENTS NOT SHOWN BY PUBLIC RECORD	NOT ADDRESSED BY SURVEY	UNKNOWN
6	N/A	REQUEST FOR A PROPERLY EXECUTED ALTA STATEMENT	NOT ADDRESSED BY SURVEY	UNKNOWN
7	N/A	LOSS OR DAMAGE BY REASON OF RECORDED DOCUMENTS PRIOR TO COMMITMENT DATE AND PRIOR TO THE THE EFFECTIVE DATE OF FINAL POLICY	NOT ADDRESSED BY SURVEY	UNKNOWN
P	N/A	REAL ESTATE TAX AND SPECIAL ASSESSMENT SEARCH PIN# 05-11-327-023	NOT ADDRESSED BY SURVEY	YES
H	N/A	NO OPEN MORTGAGES	NOT ADDRESSED BY SURVEY	YES
I	N/A	REVIEW OF DOCUMENTS FOR GSP DEVELOPMENT, LLC.	NOT ADDRESSED BY SURVEY	YES
J	N/A	EXISTING UNRECORDED LEASES	NOT ADDRESSED BY SURVEY	UNKNOWN
K	N/A	NO PROPERTY MANAGER STATEMENT	NOT ADDRESSED BY SURVEY	UNKNOWN
L	N/A	MUNICIPAL REAL ESTATE TRANSFER TAX STAMPS	NOT ADDRESSED BY SURVEY	YES
A	N/A	PLAT ACT AFFIDAVIT	NOT ADDRESSED BY SURVEY	YES
B	R2007-174693	CERTIFICATION OF TRUST EXECUTED BY TRUSTEE	NO EASEMENTS GRANTED	YES
C	R2011-003840	CERTIFICATION OF TRUST EXECUTED BY TRUSTEE	NO EASEMENTS GRANTED	YES
D	N/A	CERTIFICATION OF TRUST EXECUTED BY TRUSTEE	NOT ADDRESSED BY SURVEY	UNKNOWN
E	R96-207128 R96-207173 R97-01485 R1999-186944 R1999-261538 R2000-21154	SPECIAL SERVICE AREA #6 IN CENTRAL BUSINESS DISTRICT OF THE VILLAGE OF GLEN ELLYN - INCREASING TAX RATE AND BOUNDARY	NO EASEMENTS GRANTED	YES
F	N/A	RIGHTS OF WAY FOR DRAINAGE TILES, DITCHES, FEDERS, LATERALS AND UNDERGROUND PIPES, IF ANY	NOT ADDRESSED BY SURVEY	UNKNOWN
M	N/A	DUPAGE COUNTY REQUIREMENTS FOR RECORDED DOCUMENTS	NOT ADDRESSED BY SURVEY	UNKNOWN
N	N/A	NOTE FOR INFORMATION: ENDORSEMENTS REQUESTS	NOT ADDRESSED BY SURVEY	UNKNOWN

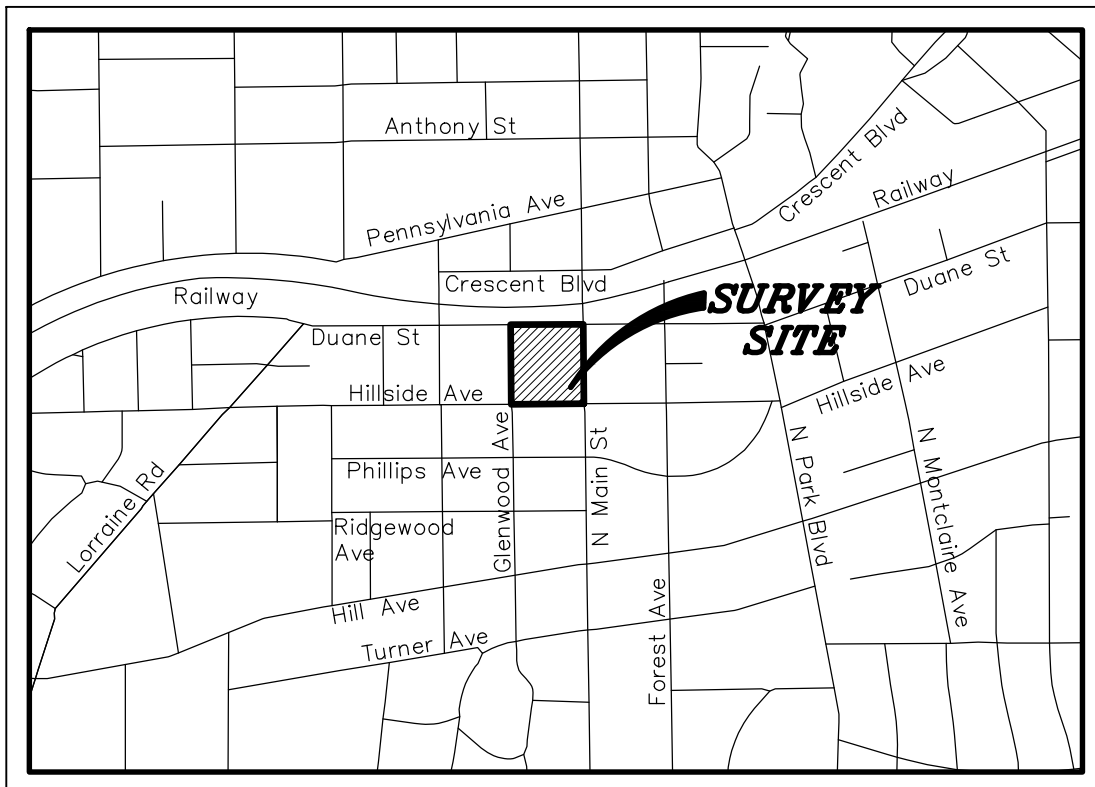
1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF, NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (456.67') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED ON THE LEGAL DESCRIPTION CONTAINED IN THE TITLE COMMITMENT AND SHOWN HEREON. THIS INFORMATION HAS BEEN FURNISHED BY THE CLIENT AND COMPARED TO RECORD DEEDS TO CHECK FOR GAPS AND/OR OMISSIONS. HOWEVER, THE SURVEYOR MAY NOT BE AWARE OF HISTORICAL MATTERS OF TITLE AND OWNERSHIP THAT HAVE NOT BEEN DISCLOSED BY THE TITLE COMMITMENT.
4. UNLESS OTHERWISE NOTED, ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AND WERE OBSERVABLE BY A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
5. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE.
6. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO DETERMINE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
7. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS OR TRAILERS, OR WHEN THE SITE WAS COVERED WITH SNOW. AT THE TIME OF SURVEY, THE SITE WAS NOT COVERED BY SNOW. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
8. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED SURVEY EFFORT TOGETHER WITH "JULIE" MARKINGS IS RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT JULIE.AT: 1-800-892-0123.
9. THE SURVEYED PROPERTY MAY HAVE A DRAINILE SYSTEM, WHICH HAS NOT BEEN SURVEYED OR SHOWN HEREON. IN ORDER TO DETERMINE IF A DRAINILE SYSTEM DOES EXIST ON THE SUBJECT PROPERTY, AND TO WHAT EXTENT, A DETAILED DRAINILE STUDY MUST BE COMPLETED BY THE APPROPRIATE PROFESSIONAL.
10. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHT AND BULK RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION PLAT OR IN THE TITLE COMMITMENT HAVE BEEN SHOWN.

LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS.

05-11-327-023

18,659 SQUARE FEET (0.428 ACRES)

400 NORTH MAIN STREET, GLEN ELLYN



NOT TO SCALE

SHEET 1 OF 3:	LEGAL, SCHEDULE B, NOTES AND SURVEY CERTIFICATION
SHEET 2 OF 3:	BOUNDARY AND EASEMENT INFORMATION
SHEET 3 OF 3:	IMPROVEMENTS AND TIES

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

GSP DEVELOPMENT
55 EAST MONROE STREET, SUITE 3250
CHICAGO, ILLINOIS 60603

THE FEDERAL ENERGY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 1704300503H WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AREAS DESIGNATED AS ZONE X(UNSHADED). ZONE X(UNSHADED) IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAPS. THIS MAP DOES NOT NECESSARILY INDICATE AREAS SUBJECT TO FLOODING IN THE COMMUNITY. THE PLANIMETRIC FEATURES OF THIS OUTSIDE SPECIAL FLOOD HAZARD ZONE DO NOT GUARANTEE THAT THE ABOVE PROPERTY WILL OR WILL NOT FLOOD. APPROXIMATE LOCATIONS OF FLOOD ZONES HAVE BEEN SHOWN HEREON BASED ON THE CURRENT FLOOD INSURANCE RATE MAPS.

SURVEYOR CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

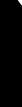
CERTIFIED TO: CHICAGO TITLE INSURANCE COMPANY
AND: GSP DEVELOPMENT, LLC.
AND: GARY GIESCHE, AS TO AN UNDIVIDED 33.3333% INTEREST BRIAN GIESCHE, AS
TO AN UNDIVIDED 33.3333% INTEREST GREGORY GIESCHE, AS TO AN
UNDIVIDED 33.3334% INTEREST

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9 AND 14 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 31, 2018.

DATED THIS 18TH DAY OF JUNE, A.D., 2018.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3855
EMAIL ADDRESS: EVESELY@MANHARD.COM
LICENSE EXPIRES NOVEMBER 30, 2018

DESIGN FIRM PROFESSIONAL LICENSE NO. 184003350
LICENSE EXPIRES APRIL 30, 2019.

[illegible]

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1000 Woodbine Parkway, Vernon Hills, IL 60061 ph: 847.634.4569 fx: 847.634.0095 manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Industrial Architects • Planners

400 N. MAIN ST
GLEN ELLYN, ILLINOIS
ALTA/NSPS LAND TITLE SURF

PROJ. MGR.: FF
PROJ. ASSOC.: ERV
DRAWN BY: SJK
DATE: 05/31/18
SCALE: N/A

SHEET

1 OF 3

WWWGEIL01

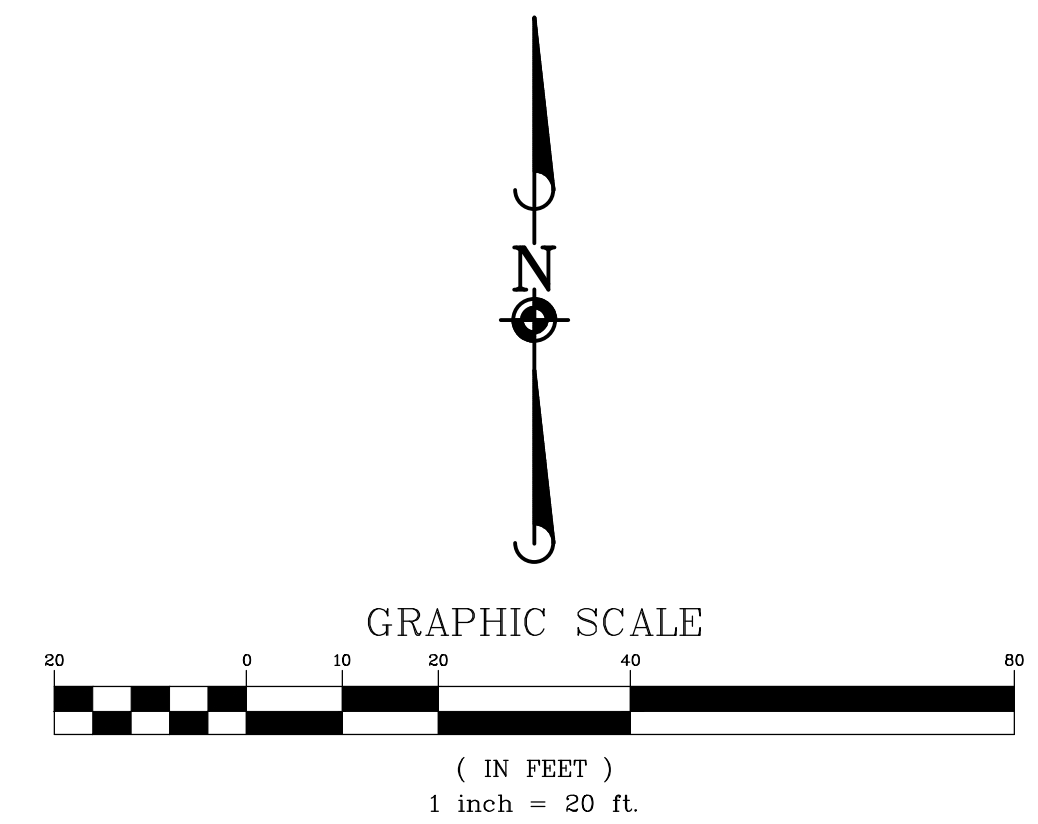
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400 N. MAIN ST	GLEN ELLYN, ILLINOIS	ALTA/NSPS LAND TITLE SURVEY															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">PROJ. MGR.:</td> <td style="width: 30%;">FF</td> <td style="width: 40%;"></td> </tr> <tr> <td>PROJ. ASSOC.:</td> <td>ERV</td> <td></td> </tr> <tr> <td>DRAWN BY:</td> <td>SJK</td> <td></td> </tr> <tr> <td>DATE:</td> <td>05/31/18</td> <td></td> </tr> <tr> <td>SCALE:</td> <td>1" = 30'</td> <td></td> </tr> </table>			PROJ. MGR.:	FF		PROJ. ASSOC.:	ERV		DRAWN BY:	SJK		DATE:	05/31/18		SCALE:	1" = 30'	
PROJ. MGR.:	FF																
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SCALE:	1" = 30'																
SHEET																	
2 OF 3																	
WWW.GEIL01																	

Packet Pg. 92

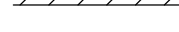
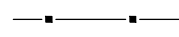
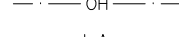


LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S
FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH,
RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF
RECORDED JULY 5, 1906 AS DOCUMENT 88055, IN DUPAGE COUNTY, ILLINOIS



REGULAR SPACES	=	06
<u>HANDICAPPED SPACES</u>	=	<u>00</u>
TOTAL SPACES	=	06

E/P = EDGE OF PAVEMENT
E/C = EDGE OF CONCRETE

	= EX. PROPERTY LINE		= EX. TRAFFIC SIGNAL CONTROL BOX
	= EX. SIDEWALK		= EX. HANDHOLE
	= EX. CONCRETE CURB & GUTTER		= EX. TELEPHONE MANHOLE
	= EX. DEPRESSIONED CURB		= EX. TELEPHONE HANDHOLE
	= EX. CHAIN-LINK FENCE		= EX. TELEPHONE PEDESTAL
	= EX. WROUGHT IRON FENCE		= EX. TELEVISION MANHOLE
	= EX. OVERHEAD WIRES		= EX. TELEVISION PEDESTAL
	= EX. LANDSCAPE AREA		= EX. UTILITY POLE
	= EX. GUARD RAIL		= EX. LIGHT STANDARD
	= EX. STORM MANHOLE (MH)		= EX. STREET LIGHT
	= EX. STORM CATCH BASIN (CB)		= EX. GROUND LIGHT
	= EX. STORM INLET (INL)		= EX. BOLLARD LIGHT
	= EX. DOWN SPOUT		= EX. SIGN
	= EX. SANITARY MANHOLE (SMH)		= EX. BOLLARD
	= EX. FIRE HYDRANT/AUX. VALVE		= EX. FLAG POLE
	= EX. VALVE BOX		= EX. FIRE SIAMESE/ALARM BOX
	= EX. VALVE VAULT (V.V.)		= EX. AIR CONDITIONING UNIT
	= EX. WATER METER		= EX. PARKING METER
	= EX. BUFFALO BOX		= EX. MONITORING WELL
	= EX. GAS VALVE		= EX. HANDICAPPED PARKING
	= EX. GAS METER		= EX. NUMBER OF PARKING STALLS
	= EX. GAS MANHOLE		
	= EX. ELECTRICAL METER		= EX. BITUMINOUS PAVEMENT
	= EX. ELECTRICAL MANHOLE		= EX. CONCRETE
	= EX. ELECTRIC HANDHOLE		= EX. AGGREGATE
	= EX. ELECTRIC PEDESTAL/BOX		= EX. BRICK
	= EX. ELECTRIC TRANSFORMER		
	= EX. TRAFFIC SIGNAL MANHOLE		
	= EX. TRAFFIC SIGNAL HANDHOLE		

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400 N. MAIN ST
GLEN ELLYN, ILLINOIS
ALTA/NSPS LAND TITLE SUR

PROJ. MGR.: FF
 PROJ. ASSOC.: ERV
 DRAWN BY: SJK
 DATE: 05/31/18
 SCALE: 1" = 20'

CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. CCH1800438LD WITH AN EFFECTIVE DATE OF JUNE 8, 2018 AND PRINTED DATE OF JUNE 21, 2018 HAS BEEN REVIEWED IN CONJUNCTION WITH THE PREPARATION OF THIS SURVEY. THIS SURVEY MAY NOT REFLECT MATTERS OF TITLE THAT MAY BENEFIT OR BURDEN THE PROPERTY UNLESS THEY ARE EVIDENT FROM THE FIELD SURVEY OR THEY ARE CONTAINED IN THE ABOVE TITLE COMMITMENT.

(EXCEPTION H) THE SURVEYED PROPERTY IS SUBJECT TO GRANT OF EASEMENT BY DOCUMENT NUMBER R82-54495 WHICH HAS BEEN SHOWN HEREON. THE EASEMENT CONTAINS BUT IS NOT LIMITED TO THE FOLLOWING RESTRICTIONS ON THE EASEMENT:

1. NO PARKING WITHIN EASEMENT
2. BUILDING CAN BE CONSTRUCTED OVER THE EASEMENT AS LONG AS IT IS NOT LESS THAN 8 FEET TALL.
3. EASEMENT SHALL TERMINATE IF GRANTEE PROPERTY IS NO LONGER USED AS A CHURCH
4. THE EASEMENT MAY BE RELOCATED.

EXCEPTION	DOCUMENT NUMBER	DESCRIPTION	NOTATION	SURVEYED PROPERTY AFFECTED
1	N/A	RIGHTS OR CLAIMS NOT SHOWN BY PUBLIC RECORD	NOT ADDRESSED BY SURVEY	UNKNOWN
2	N/A	MATTERS DISCLOSED BY AN COMPLETE LAND SURVEY	IMPROVEMENTS SHOWN HEREON	YES
3	N/A	EASEMENTS NOT SHOWN BY PUBLIC RECORDS	IMPROVEMENTS SHOWN HEREON	YES
4	N/A	ANY LIEN NOT SHOWN BY PUBLIC RECORD	NOT ADDRESSED BY SURVEY	UNKNOWN
5	N/A	TAXES OR SPECIAL ASSESSMENTS NOT SHOWN BY PUBLIC RECORD	NOT ADDRESSED BY SURVEY	UNKNOWN
6	N/A	REQUEST FOR A PROPERLY EXECUTED ALTA STATEMENT	NOT ADDRESSED BY SURVEY	UNKNOWN
7	N/A	LOSS OR DAMAGE BY REASON OF RECORDED DOCUMENTS PRIOR TO COMMITMENT DATE AND PRIOR TO THE THE EFFECTIVE DATE OF FINAL POLICY	NOT ADDRESSED BY SURVEY	UNKNOWN
D	N/A	DUPAGE COUNTY REQUIREMENTS FOR RECORDED DOCUMENTS	NOT ADDRESSED BY SURVEY	UNKNOWN
E	N/A	EXISTING UNRECORDED LEASES	NOT ADDRESSED BY SURVEY	UNKNOWN
F	N/A	NO PROPERTY MANAGER STATEMENT	NOT ADDRESSED BY SURVEY	UNKNOWN
Q	N/A	REAL ESTATE TAXES FOR 2017 AND 2018 (05-11-327-026)(05-11-327-005)(05-11-327-016)	NOT ADDRESSED BY SURVEY	YES
G	N/A	POSSIBLE EASEMENT OF ANY PUBLIC SERVICE CORPORATION	IMPROVEMENTS SHOWN HEREON	YES
H	R82-54495	GRANT OF EASEMENT	SHOWN AND NOTED	YES
I	N/A	RIGHTS OF THE PUBLIC AND QUASI-PUBLIC UTILITIES IN AND TO THE LAND	IMPROVEMENTS SHOWN HEREON	YES
J	R91-143238 R96-207128 1997-14858 1996-207173	LAND LIES IN A SPECIAL SERVICE AREA SUBJECT TO ADDITIONAL TAXES (DOCUMENT NUMBER 1997-14858 NOT PROVIDED FOR REVIEW)	NO EASEMENTS GRANTED	YES
M	R1999- 261538 R2000-21154	SPECIAL SERVICE AREA #6 IN CENTRAL BUSINESS DISTRICT OF THE VILLAGE OF GLEN ELYN - INCREASING TAX RATE AND BLEND	NO EASEMENTS GRANTED	YES
K	R91-143235 2009-193864	LAND LIES IN A SPECIAL SERVICE AREA SUBJECT TO ADDITIONAL TAXES	NO EASEMENTS GRANTED	YES
L	N/A	COPY OF ORDINANCE OR RESOLUTION AUTHORIZING THE CONVEYANCE FOR THE SALE/TRANSFER OF LAND FROM A MUNICIPALITY	NOT ADDRESSED BY SURVEY	UNKNOWN
N	N/A	NOTE FOR INFORMATION: ENDORSEMENTS REQUESTS	NOT ADDRESSED BY SURVEY	UNKNOWN
O	N/A	NOTE FOR INFORMATION: SCHEDULE CLOSINGS	NOT ADDRESSED BY SURVEY	UNKNOWN
P	N/A	MUNICIPAL REAL ESTATE TRANSFER TAX STAMPS	NOT ADDRESSED BY SURVEY	UNKNOWN

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESES (456.67') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED ON THE LEGAL DESCRIPTION CONTAINED IN THE TITLE COMMITMENT AND SHOWN HEREON. THIS INFORMATION HAS BEEN FURNISHED BY THE CLIENT AND COMPARED TO RECORD DEEDS TO CHECK FOR GAPS AND OMISSIONS. THIS SURVEY MAY NOT REFLECT HISTORICAL MATTERS OF TITLE AND OWNERSHIP THAT HAVE NOT BEEN DISCLOSED BY THE TITLE COMMITMENT.
4. UNLESS OTHERWISE NOTED, ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
5. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE.
6. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND SURFACE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR ADJACENT TO THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
7. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS OR TRAILERS, OR WHEN THE SITE WAS COVERED WITH SNOW. AT THE TIME OF SURVEY, THE SITE WAS NOT COVERED BY SNOW. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
8. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT CONCERNING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "JULIE" MARKINGS IS RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT J.U.L.I.E. AT 1-800-892-0123.
9. THE SURVEYED PROPERTY MAY HAVE A DRAINILE SYSTEM, WHICH HAS NOT BEEN SURVEYED OR SHOWN HEREON. IN ORDER TO DETERMINE IF A DRAINILE SYSTEM DOES EXIST ON THE SUBJECT PROPERTY, AND TO WHAT EXTENT, A DETAILED DRAINILE STUDY MUST BE COMPLETED BY THE APPROPRIATE PROFESSIONAL.
10. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHT AND BULK RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION PLAT OR IN THE TITLE COMMITMENT HAVE BEEN SHOWN.

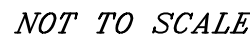
PARCEL 1:
THE EAST 175 FEET OF LOT 1 IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTH WEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT 88055, IN DU PAGE COUNTY, ILLINOIS.

PARCEL 3:
LOT 6 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO TE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DUPAGE COUNTY, ILLINOIS

PARCEL 1: 05-11-327-026
PARCEL 2: 05-11-327-005
PARCEL 3: 05-11-327-016

48,824 SQUARE FEET (1.121 ACRES)

424 NORTH MAIN STREET, GLEN ELLYN



SHEET 1 OF 3:	LEGAL, SCHEDULE B, NOTES AND SURVEY CERTIFICATION
SHEET 2 OF 3:	BOUNDARY AND EASEMENT INFORMATION
SHEET 3 OF 3:	IMPROVEMENTS AND TIES

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

GSP DEVELOPMENT
55 EAST MONROE STREET, SUITE 3250
CHICAGO, ILLINOIS 60603

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 1704300503H WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AREAS DESIGNATED AS ZONE X(UNSHADED). ZONE X(UNSHADED) IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAPS. THIS MAP DOES NOT NECESSARILY INDICATE THAT THE PROPERTY IS NOT IN A ZONE WITH SPECIAL FLOOD HAZARD FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS, THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD. APPROXIMATE LOCATIONS OF FLOOD ZONES HAVE BEEN SHOWN HEREON BASED ON THE CURRENT FLOOD INSURANCE RATE MAPS.

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED
WAS MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR
ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS,
AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9 AND 14 OF TABLE A THEREOF. THE FIELD WORK
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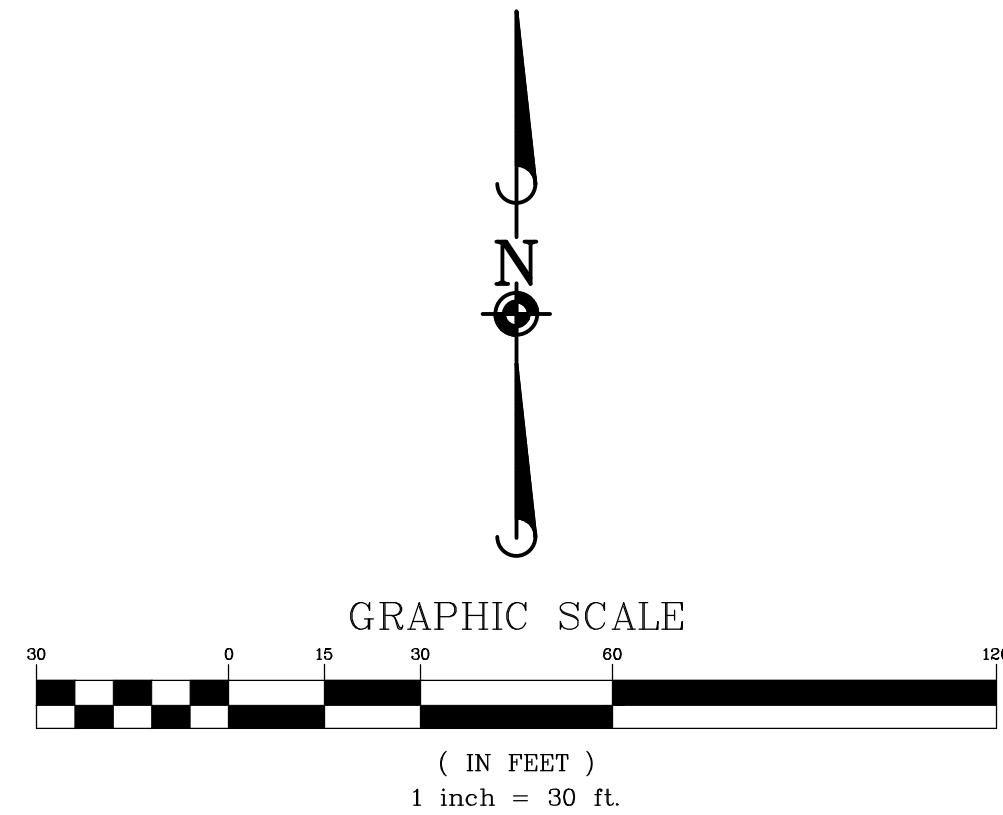
424 N. MAIN ST
GLEN ELLYN, ILLINOIS
ALTA/NSPS LAND TITLE SURVEY

PROJ. MGR.: FF
PROJ. ASSOC.: ERV
DRAWN BY: SJK
DATE: 06/26/18
SCALE: N/A

SHEET

1 OF **3**

WWWGEILO1



LEGAL DESCRIPTION

PARCEL 1:
THE EAST 175 FEET OF LOT 1 IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTH WEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT 88055, IN DU PAGE COUNTY, ILLINOIS.

PARCEL 2:
LOT 5 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DU PAGE COUNTY, ILLINOIS.

PARCEL 3:
LOT 6 OF SMITH'S SUBDIVISION OF LOT 1 OF BLOCK 13 OF THE ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, IN DU PAGE COUNTY, ILLINOIS.

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/NSPS LAND TITLE SURVEY

ALTA/NSPS LAND TITLE SURVEY

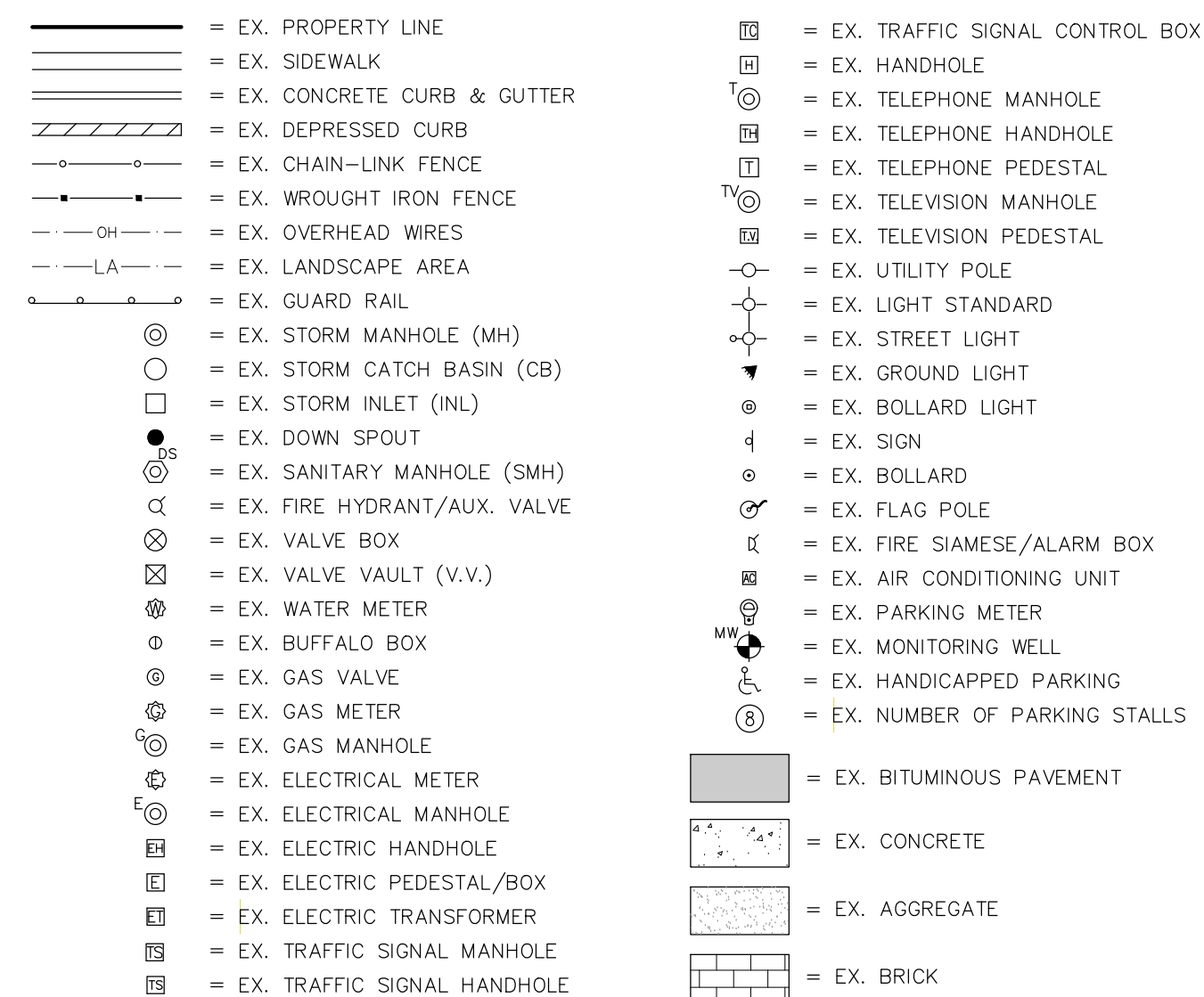
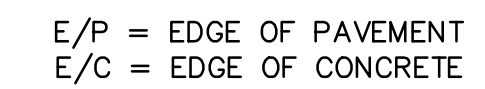
424 N MAIN ST

PROJ. MGR.: FF
PROJ. ASSOC.: ERV
DRAWN BY: SJK
DATE: 06/26/18
SCALE: 1" = 30'

SHEET

2 OF 3

WWW.GEIL01

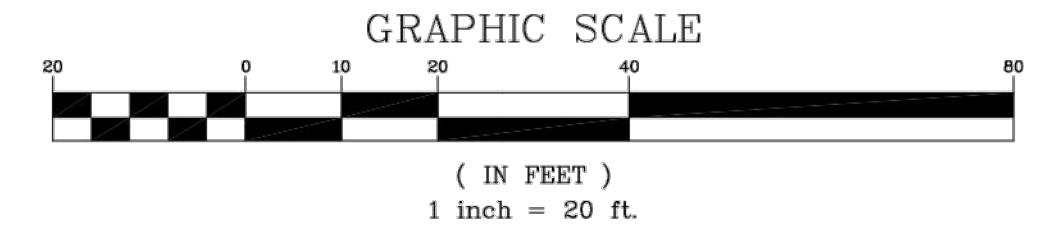


PROJ. MGR.: <u>FF</u>		
PROJ. ASSOC.: <u>ERV</u>		
DRAWN BY: <u>SJK</u>		
DATE: <u>06/26/18</u>		
SCALE: <u>1" = 20'</u>		
SHEET 3 OF 3 WWW.GEIL01		

ABBREVIATIONS

RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
DIP = DUCTILE IRON PIPE
CNS = COULD NOT SEE
CES = CONCRETE END SECTION
TP = TOP OF PIPE
FF = FINISHED FLOOR
TF = TOP OF FOUNDATION

TOPOGRAPHIC SURVEY



BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

SURVEY PREPARED FOR

GSP DEVELOPMENT
55 EAST MONROE STREET, SUITE 3250
CHICAGO, ILLINOIS 60603

SURVEYOR'S NOTES

- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
- COMPARE THIS PLAT, BENCHMARKS AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
- THIS SURVEY IS SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD HAVE NOT BEEN SHOWN.
- ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
- THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY LEAVES OR OTHER OBSTRUCTIONS, THERE MAY BE ADDITIONAL UTILITIES OR IMPROVEMENTS THAT HAVE NOT BEEN SHOWN.
- UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, STORM AND SANITARY SEWERS, WATER MAINS, TELEPHONE CABLES OR CONDUITS, GAS MAINS AND ALL SERVICE LINES SHOWN HEREON ARE BASED ON ACTUAL OBSERVED LOCATION AT AN OPEN MANHOLE; THE EXACT LOCATION MAY BE DIFFERENT FROM THE LOCATION SHOWN HEREON.
- OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "JULIE" MARKINGS IS RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT JULIE AT 1-800-892-0123.
- THIS SURVEY WAS PREPARED FOR GSP DEVELOPMENT BASED ON A FIELD SURVEY COMPLETED ON MAY 31, 2018. BOUNDARY LINES HAVE NOT BEEN SHOWN HEREON.
- THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY. MANHARD CONSULTING, LTD. IS A PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184003350, EXPIRES APRIL 30, 2019.

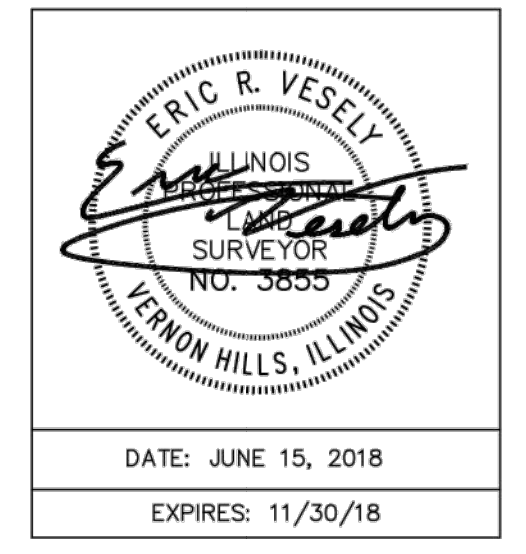
BENCHMARKS

REFERENCE BENCHMARK: (NGS PID:DK3188)
BRASS SURVEY DISK SET IN A 3 FOOT HIGH CONCRETE RETAINING WALL ON THE EAST SIDE OF MAIN STREET MORE PARTICULARLY LOCATED APPROXIMATELY 74 FEET SOUTH OF THE CENTERLINE OF CRESCENT STREET AND APPROXIMATELY 43 FEET EAST OF THE CENTERLINE OF NORTH MAIN STREET.
ELEVATION=745.28 DATUM=NAVD88-GEOD 12B

SITE BENCHMARK #1:
WEST ARROW BOLT ON HYDRANT LOCATED ON THE WEST SIDE OF MAIN STREET MORE PARTICULARLY LOCATED APPROXIMATELY 35 FEET WEST OF THE CENTERLINE OF MAIN STREET AND APPROXIMATELY 170 FEET SOUTH OF THE CENTERLINE OF DUANE STREET.
ELEVATION=763.72 DATUM=NAVD88-GEOD 12B

SITE BENCHMARK 2:
SOUTHEAST ARROW BOLT ON HYDRANT LOCATED ON THE EAST SIDE OF GLENWOOD AVENUE MORE PARTICULARLY LOCATED APPROXIMATELY 16 FEET EAST OF THE CENTERLINE OF GLENWOOD AVENUE AND APPROXIMATELY 27 FEET NORTH OF THE CENTERLINE OF HILLSIDE AVENUE.
ELEVATION=772.61 DATUM=NAVD88-GEOD 12B

TOPOGRAPHIC FIELD WORK COMPLETED ON 05/31/2018



LEGEND

- EX. PROPERTY LINE
- EX. SIDEWALK
- EX. CONCRETE CURB & GUTTER
- EX. DEPRESSION METER
- EX. CHAIN-LINK FENCE
- EX. WROUGHT IRON FENCE
- EX. WIRE FENCE
- EX. STORM LINE
- EX. SANITARY LINE
- EX. WATERMAIN LINE
- EX. OVERHEAD WIRES
- EX. TREE/BRUSH LINE
- EX. 1 FOOT CONTOURS
- EX. LANDSCAPE AREA
- EX. GUARD RAIL
- EX. STORM MANHOLE (MH)
- EX. STORM CATCH BASIN (CB)
- EX. STORM INLET (INL)
- EX. DOWN SPOUT
- EX. SANITARY MANHOLE (SMH)
- EX. FIRE HYDRANT/AUX. VALVE
- EX. VALVE BOX
- EX. VALVE VAULT (V.V.)
- EX. WATER METER
- EX. BUFFALO BOX
- EX. GAS VALVE
- EX. GAS METER
- EX. GAS MANHOLE
- EX. ELECTRICAL METER
- EX. ELECTRICAL MANHOLE
- EX. ELECTRICAL HANDHOLE
- EX. ELECTRIC PEDESTAL/BOX
- EX. ELECTRIC TRANSFORMER
- EX. TELEVISION MANHOLE
- EX. TRAFFIC SIGNAL HANDHOLE
- EX. TRAFFIC SIGNAL CONTROL BOX
- EX. HANDHOLE
- EX. TELEPHONE MANHOLE
- EX. TELEPHONE HANDHOLE
- EX. TELEVISION PEDESTAL
- EX. TELEVISION PEDESTAL
- EX. UTILITY POLE
- EX. CONIFEROUS TREE
- EX. DECIDUOUS TREE WITH TRUNK DIAMETER IN INCHES
- EX. BUSHES
- EX. EX. FLAG POLE
- EX. FIRE SIAMASE/ALARM BOX
- EX. AIR CONDITIONING UNIT
- EX. PARKING METER
- EX. MONITORING WELL
- EX. HANDICAPPED PARKING
- EX. NUMBER OF PARKING STALLS
- EX. SPOT ELEVATION
- EX. BITUMINOUS PAVEMENT
- EX. CONCRETE
- EX. AGGREGATE
- EX. BRICK

September 28, 2018 - 15:03 Draw Name: D:\Work\2018\Topo\Topo.dwg User: J. Vesely

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Cell: 630.584.1000 Fax: 630.584.1001
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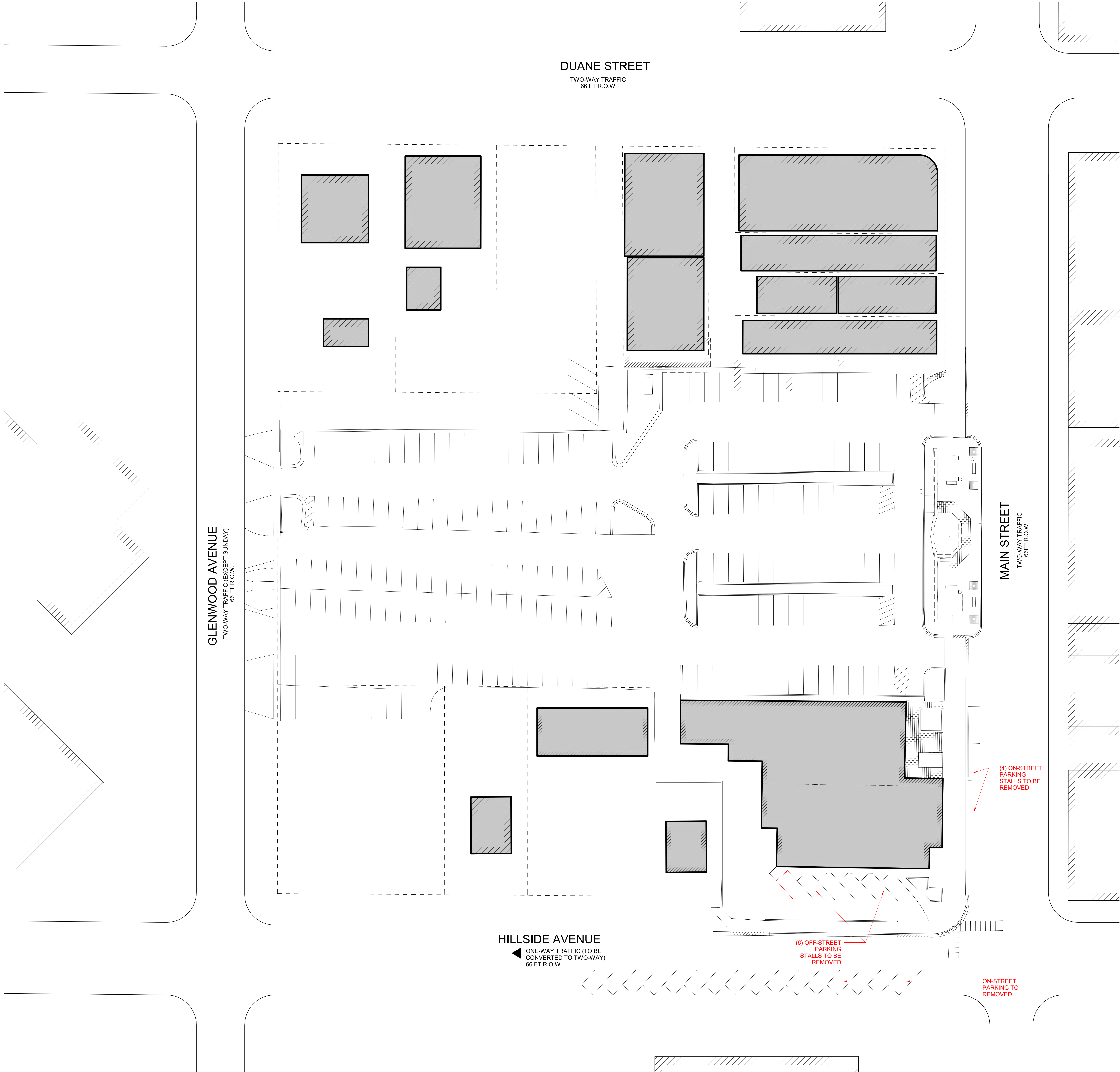
APEX 400
VILLAGE OF GLEN ELLYN, ILLINOIS
EXISTING CONDITIONS

PROJ. MGR: FF
PROJ. ASSOC: CRM
DRAWN BY: SJK
DATE: 06-19-18
SCALE: 1"=40'
SHEET
1 OF 3
WWWGEIL01

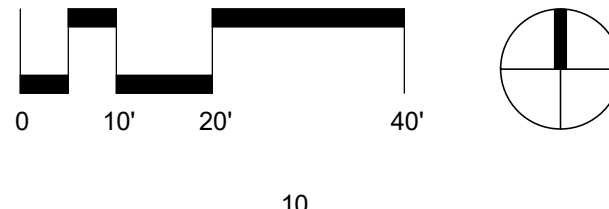
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1 ON-STREET PARKING DEMOLITION PLAN
1" = 20'-0"



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CLIENT:

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Management**
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MISSNER GROUP

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Des Plaines, IL 60018

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ON/OFF-STREET
PARKING
DEMOLITION
PLAN

PDR-0

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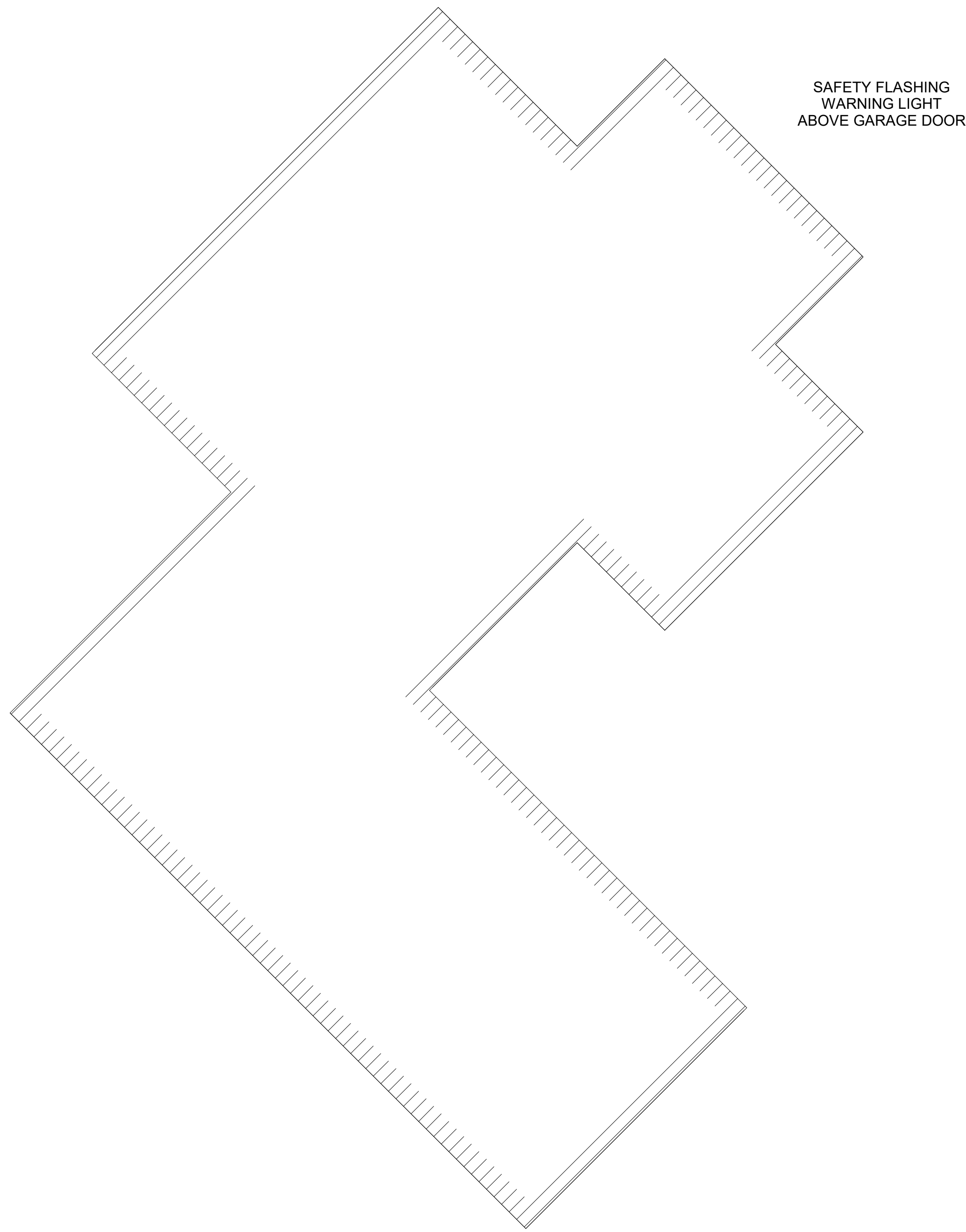
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BUILDING SUMMARY

Building Summary - Glen Ellyn Hillside and Main																	Apex 400		
Floor Areas		Net Areas							Parking Counts		Residential Counts								
Gross	Area	Corridor, stair, elev	Mech	Retail	Res, Lobby, Amenity, Amenity Corridor, Leasing	Parking & Loading	Dwelling	Public	Residential	Studio	Conv	1BR	2BR	Total	Average	EFF	Floor		
33,026		3,124	479				29,423			2	4	18	9	33	892	89%	5		
33,026		3,124	479				29,423			2	4	18	9	33	892	89%	4		
36,506		3,311	479			3,842				1	5	17	9	32	899	79%	3		
65,710		3,085	219			53,549	8,858		137			7	2	9	984	74%	2		
66,935		1,454	2,750	8,844	1,823	52,064		137									1		
235,203		14,098	4,405	8,844	5,765	105,613	96,478	137	139	5	13	60	29	107					

PARKING SUMMARY		
PROPOSED		CURRENTLY EXISTING
1ST FLOOR / PUBLIC	137 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	122 TOTAL
2ND FLOOR / RESIDENTIAL	139 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	0 TOTAL



1 SITE PLAN
1" = 20'-0"

GLENWOOD AVENUE
TWO-WAY TRAFFIC (EXCEPT SUNDAY)
66 FT R.O.W.

STOP SIGN

VEHICULAR ENTRANCE
24'-1.38'

EXISTING 59.65'

VEHICULAR EXIT
24'-1.38'

HILLSIDE AVENUE
ONE-WAY TRAFFIC
(TO BE CONVERTED TO TWO-WAY)
66 FT R.O.W.

DUANE STREET
TWO-WAY TRAFFIC
66 FT R.O.W.

MAIN STREET
TWO-WAY TRAFFIC
66 FT R.O.W.



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Des Plaines, IL 60018

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3	P&D Review Part 3	10/01/18
2	P&D Review Part 2	08/31/18
1	P&D Review Part 1	07/16/18

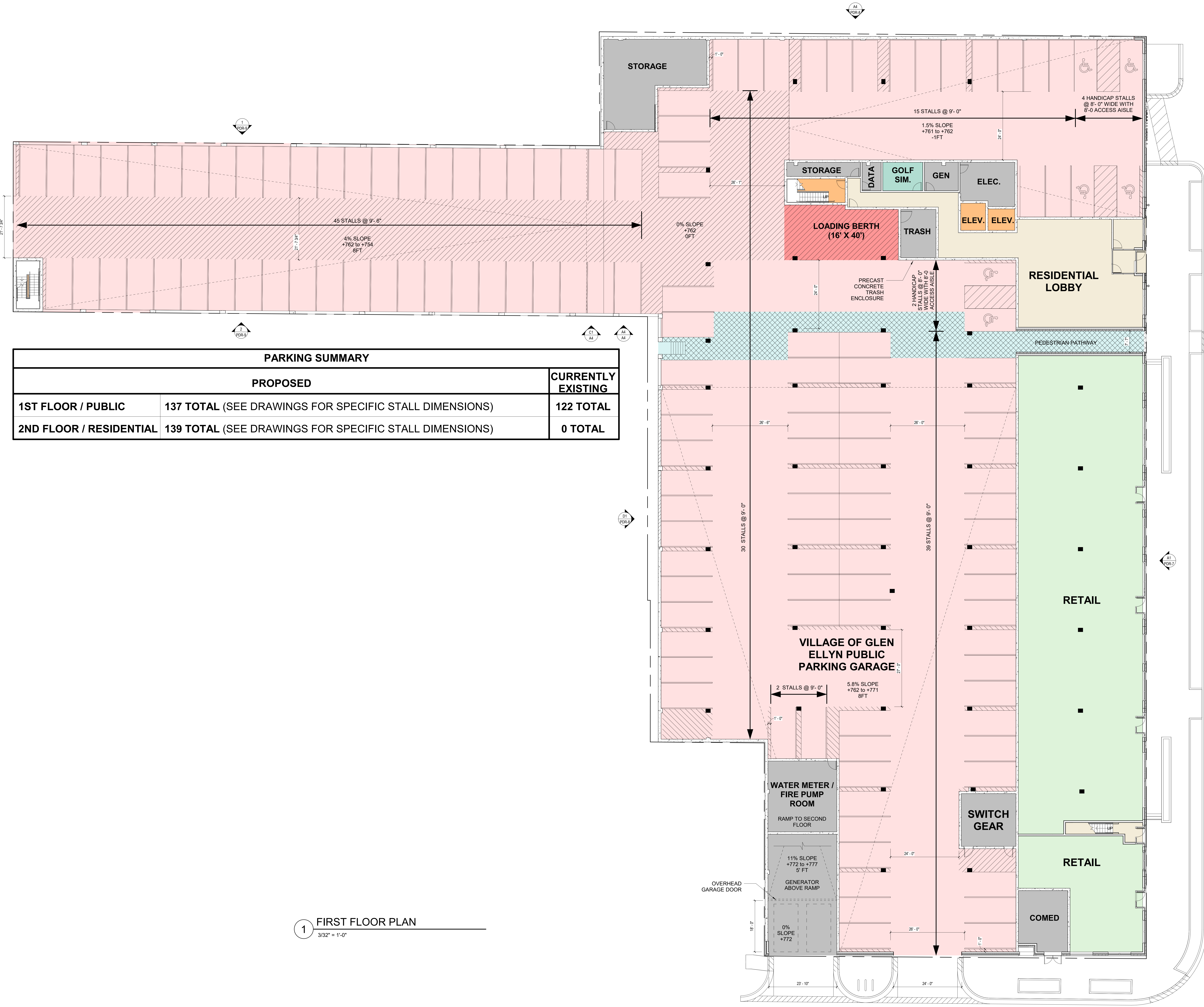
#	DESCRIPTION	DATE
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SITE PLAN
OPTION A

PDR-1

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PARKING SUMMARY		
PROPOSED		CURRENTLY EXISTING
1ST FLOOR / PUBLIC	137 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	122 TOTAL
2ND FLOOR / RESIDENTIAL	139 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	0 TOTAL

1 FIRST FLOOR PLAN
3/32" = 1'-0"

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2 P&D Review Part 2 08/31/18
1 P&D Review Part 1 07/16/18

DESCRIPTION DATE

FIRST FLOOR
PLAN - OPTION A

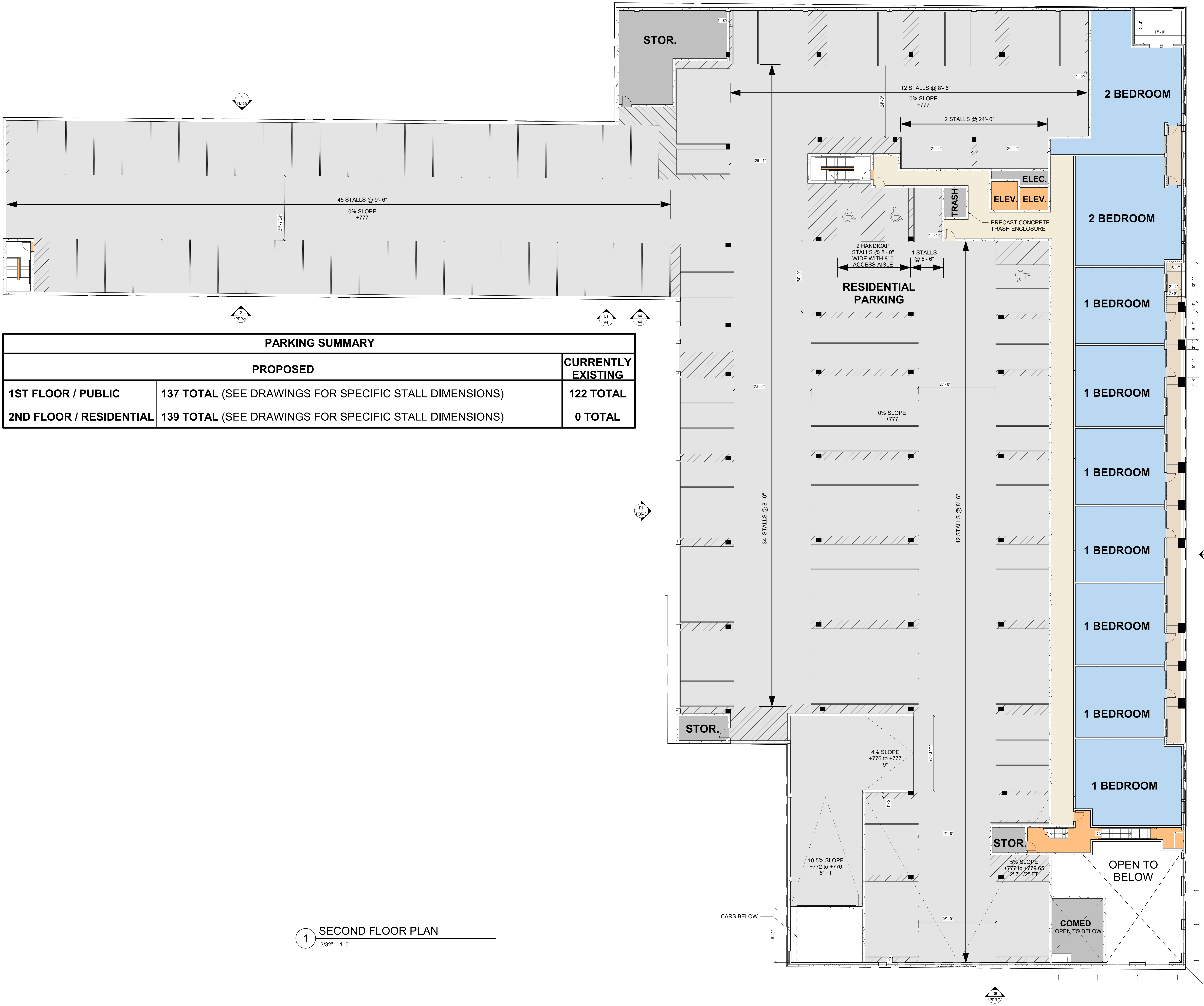
PDR-2

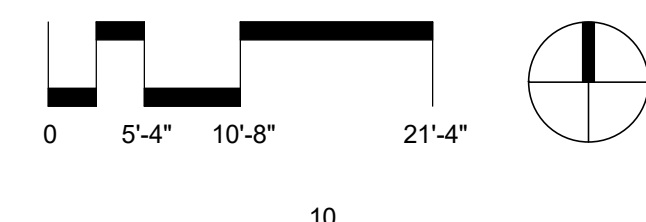
Packet Pg. 101

Attachment: 13, Floor Plan - Floor 1, Plan Option A, PDR-2, 400 & 418 N. Main Street - Apex 400 - Preliminary PUD

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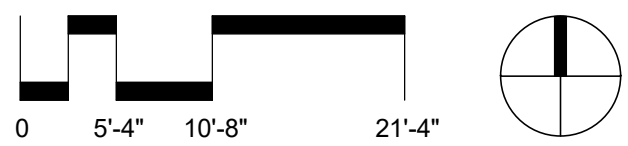
1 $3/32" = 1'-0"$

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1 FOURTH & FIFTH FLOOR PLAN
3/32" = 1'-0"



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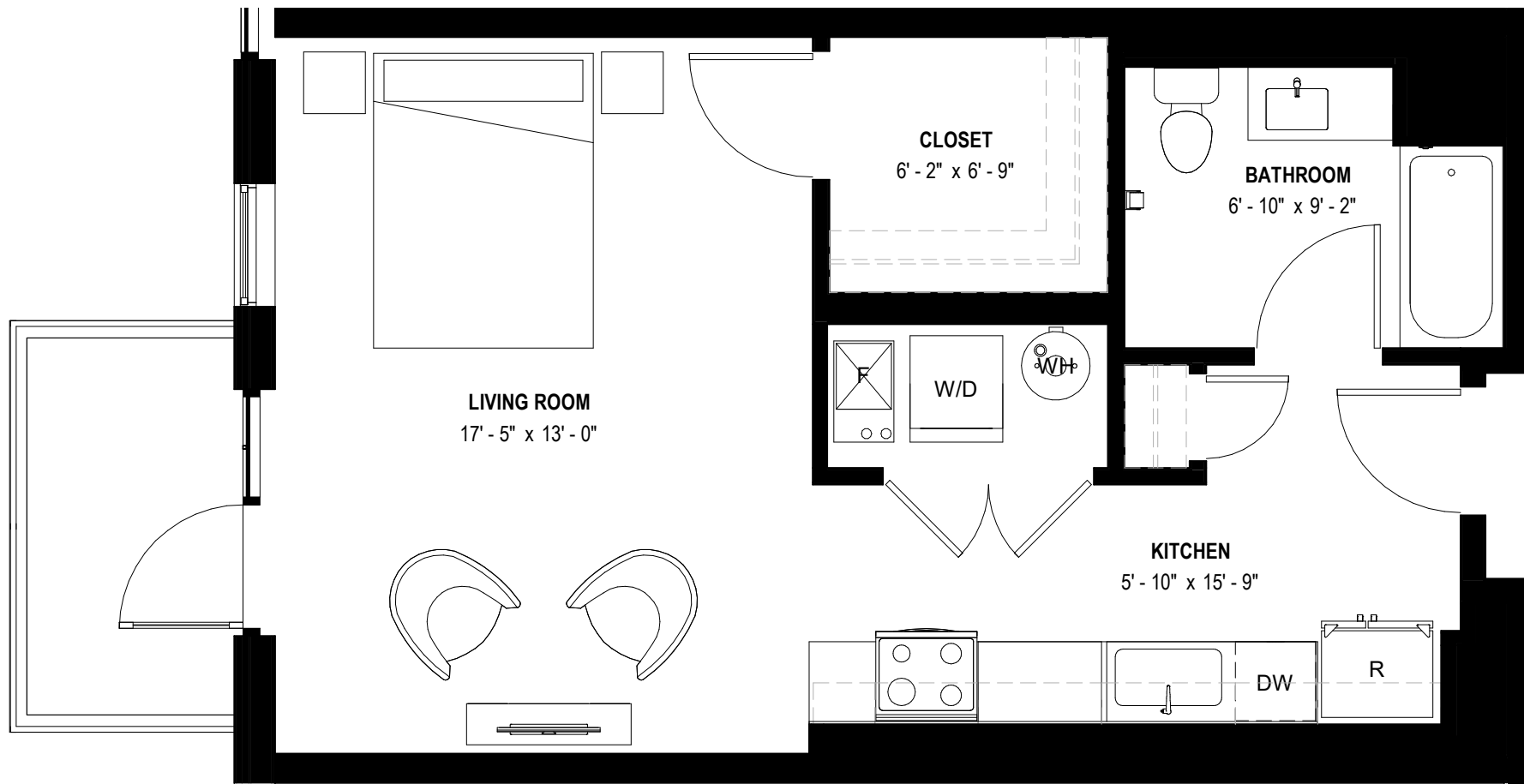
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2	P&D Review Part 2	08/31/18
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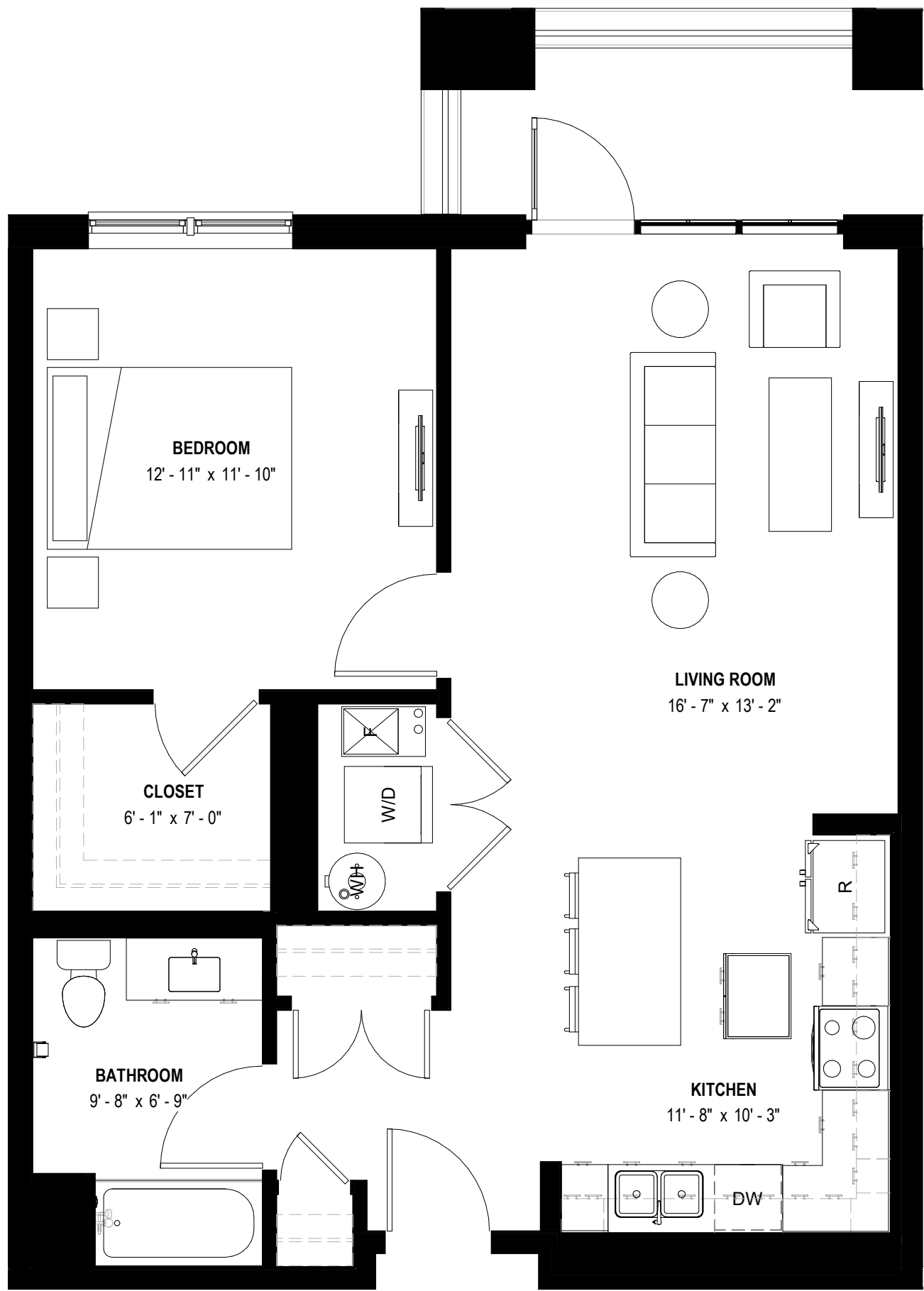
FOURTH & FIFTH
FLOOR PLAN

PDR-5

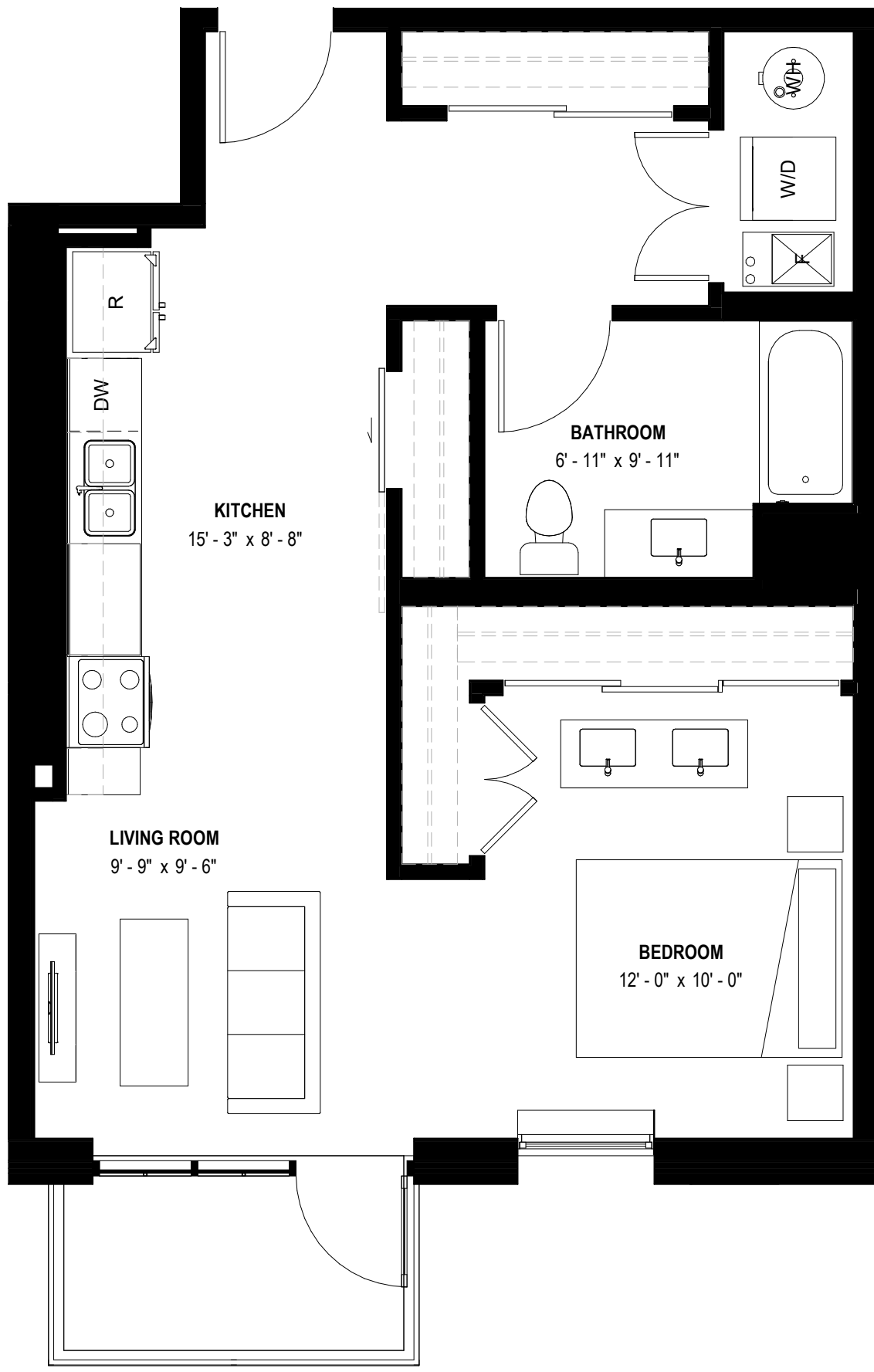
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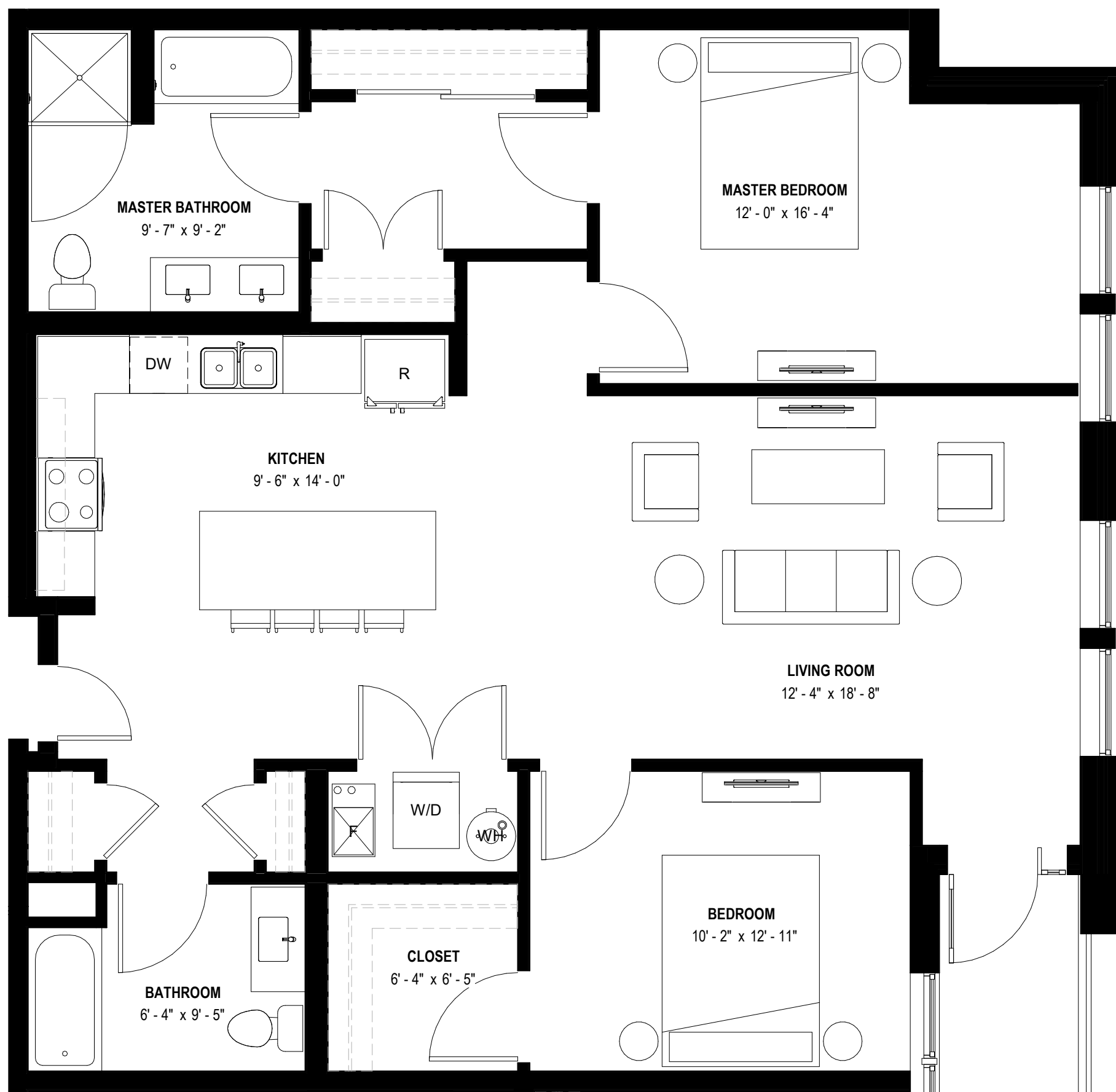
2 STUDIO - TYPE 1 - 555 SF
1/4" = 1'-0"



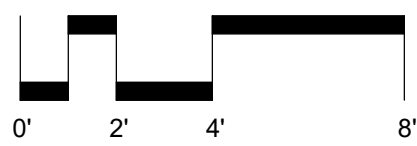
1 1 BEDROOM - TYPE 1 - 815 SF
1/4" = 1'-0"



4 CONVERTIBLE - TYPE 1 - 675 SF
1/4" = 1'-0"



3 2 BEDROOM - TYPE 1 - 1285 SF
1/4" = 1'-0"



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#	DESCRIPTION	DATE
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TYPICAL
RESIDENTIAL
UNITS

PDR-6

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MATERIAL LEGEND

BASIS OF DESIGN INTENT: MATERIALS TO BE FINALIZED DURING CONSTRUCTION DOCUMENT PHASE



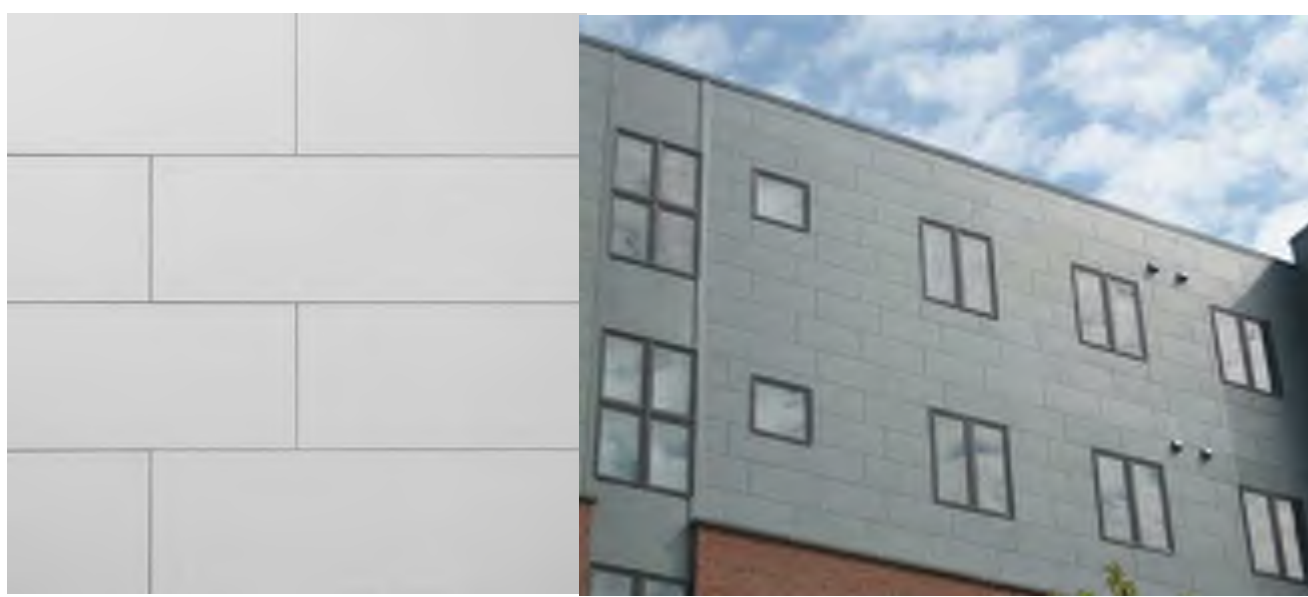
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MFR: SIOUX CITY
COLOR: NAPA VALLEY
FINISH: SMOOTH IRONSPOT



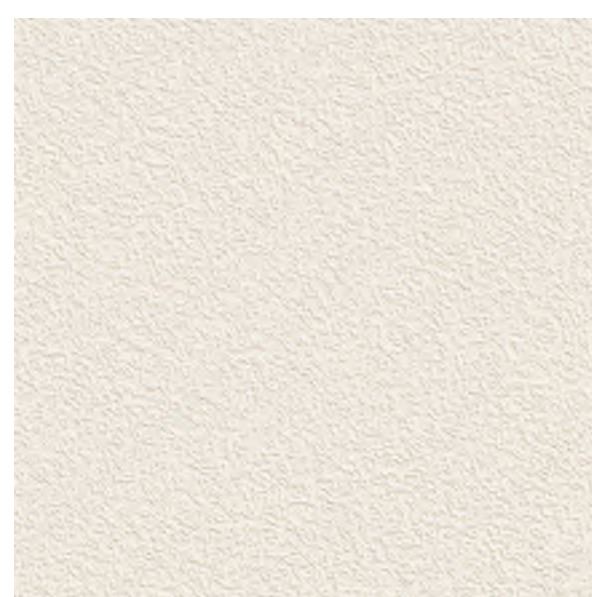
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MFR: SIOUX CITY
COLOR: BEIGE GRAY/EARTH TONE
FINISH: VELOUR



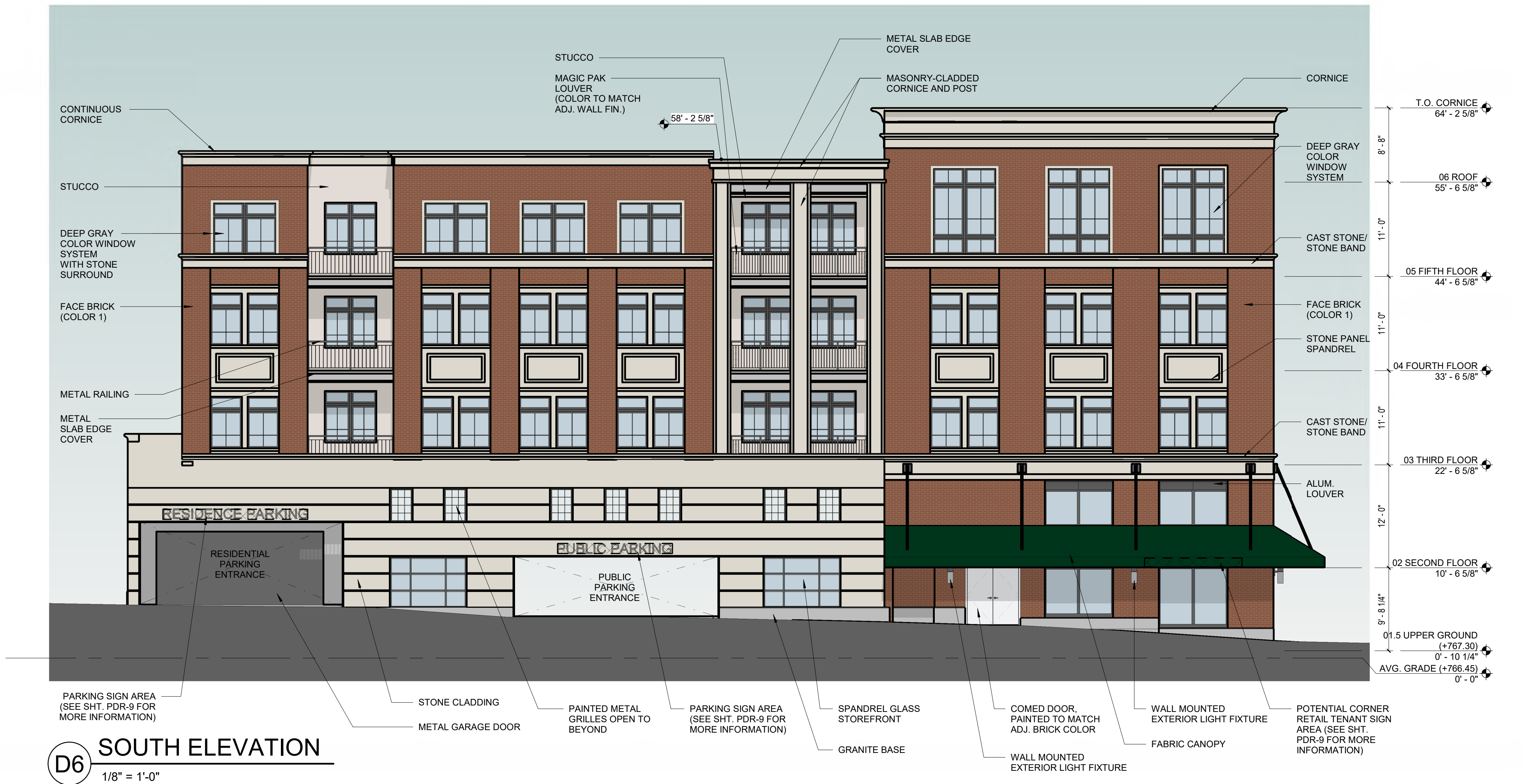
STONE
MFR: TBD
TYPE: LIMESTONE
COLOR: INDIANA
FINISH: SMOOTH



FIBER CEMENT PANEL
MFR: TBD
COLOR: GRAY
FINISH: SMOOTH



STUCCO
MFR: STO
COLOR: BEIGE
FINISH: MEDIUM



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1	P&D Review Part 1	07/16/18

EXTERIOR
ELEVATIONS

PDR-7

MATERIAL LEGEND

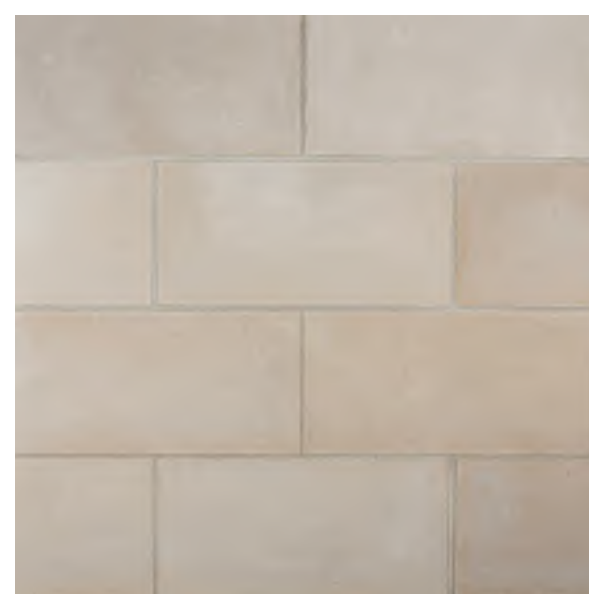
BASIS OF DESIGN INTENT: MATERIALS TO BE FINALIZED DURING CONSTRUCTION DOCUMENT PHASE



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MFR: SIOUX CITY
COLOR: NAPA VALLEY
FINISH: SMOOTH IRONSPOT

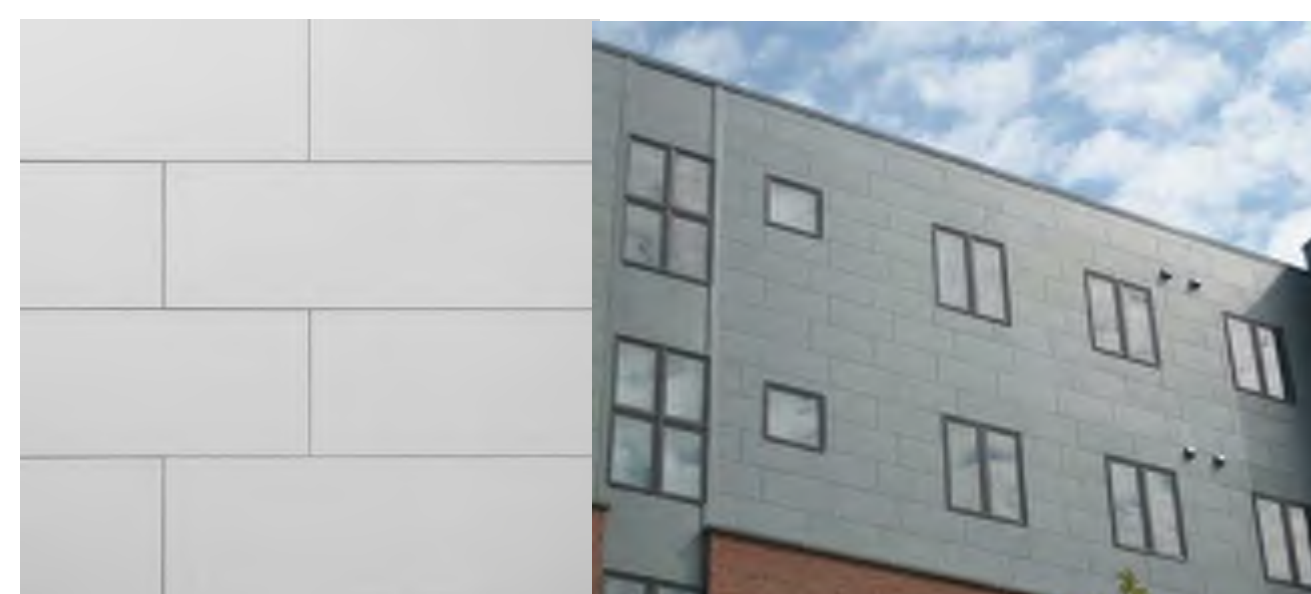


FACE BRICK (COLOR 2)
MFR: SIOUX CITY
COLOR: BEIGE GRAY/EARTH TONE
FINISH: VELOUR



STONE

MFR:	TBD
TYPE:	LIMESTONE
COLOR:	INDIANA
FINISH:	SMOOTH



FIBER CEMENT PANEL
MFR: TBD
COLOR: GRAY
FINISH: SMOOTH

STUCCO

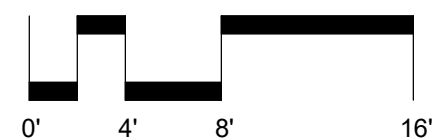
MFR:	STO
COLOR:	BEIGE
FINISH:	MEDIUM



A4 NORTH ELEVATION
1/8" = 1'-0"



D1 WEST ELEVATION
1/8" = 1'-0"



EXTERIOR ELEVATIONS

PDR-8

18024

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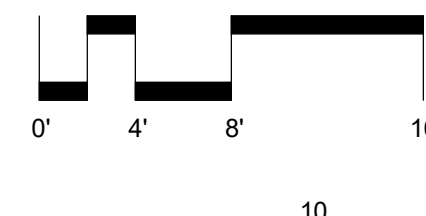
Attachment: 18. Building Elevations - PDR 7- PDR 9 (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

5 P&D Review Part 5 11/19/1

#	DESCRIPTION	DAT
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LOT 5 NORTH &
SOUTH
ELEVATIONS

PDR-9



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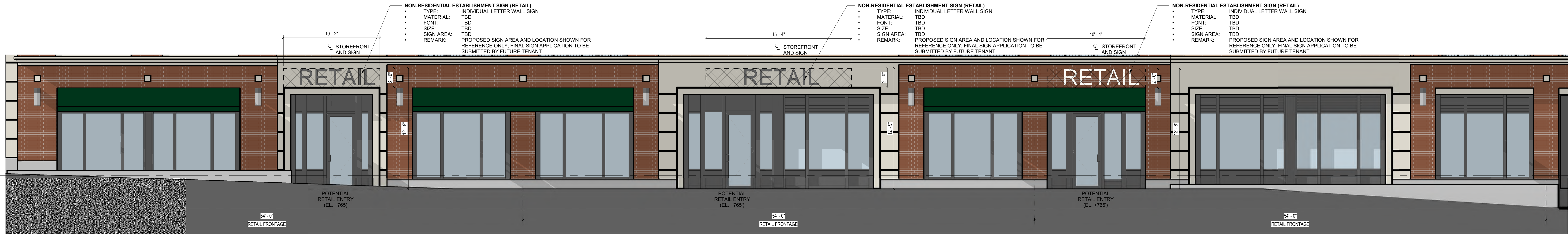
- RESIDENTIAL DEVELOPMENT IDENTIFICATION SIGN**
- TYPE: INDIVIDUAL LETTER WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: TBD
 - SIGN AREA: 35 SF
 - REMARK: NON-ILLUMINATED

02 SECOND FLOOR
10' - 6 5/8"

01 FIRST FLOOR (+763)
-3' - 5 3/8"

G1 RESIDENTIAL ENTRY SIGN

1/4" = 1'-0"



E1 RETAIL - POTENTIAL SIGN AREA

1/4" = 1'-0"



- NON-RESIDENTIAL ESTABLISHMENT SIGN (CORNER RETAIL)**
- TYPE: INDIVIDUAL LETTER MARQUEE SIGN
 - MATERIAL: TBD
 - FONT: TBD
 - SIZE: TBD
 - SIGN AREA: TBD
 - REMARK: PROPOSED SIGN AREA AND LOCATION SHOWN FOR REFERENCE ONLY. FINAL SIGN APPLICATION TO BE SUBMITTED BY FUTURE TENANT

- NON-RESIDENTIAL ESTABLISHMENT SIGN (CORNER RETAIL)**
- TYPE: INDIVIDUAL LETTER MARQUEE SIGN
 - MATERIAL: TBD
 - FONT: TBD
 - SIZE: TBD
 - SIGN AREA: TBD
 - REMARK: PROPOSED SIGN AREA AND LOCATION SHOWN FOR REFERENCE ONLY. FINAL SIGN APPLICATION TO BE SUBMITTED BY FUTURE TENANT

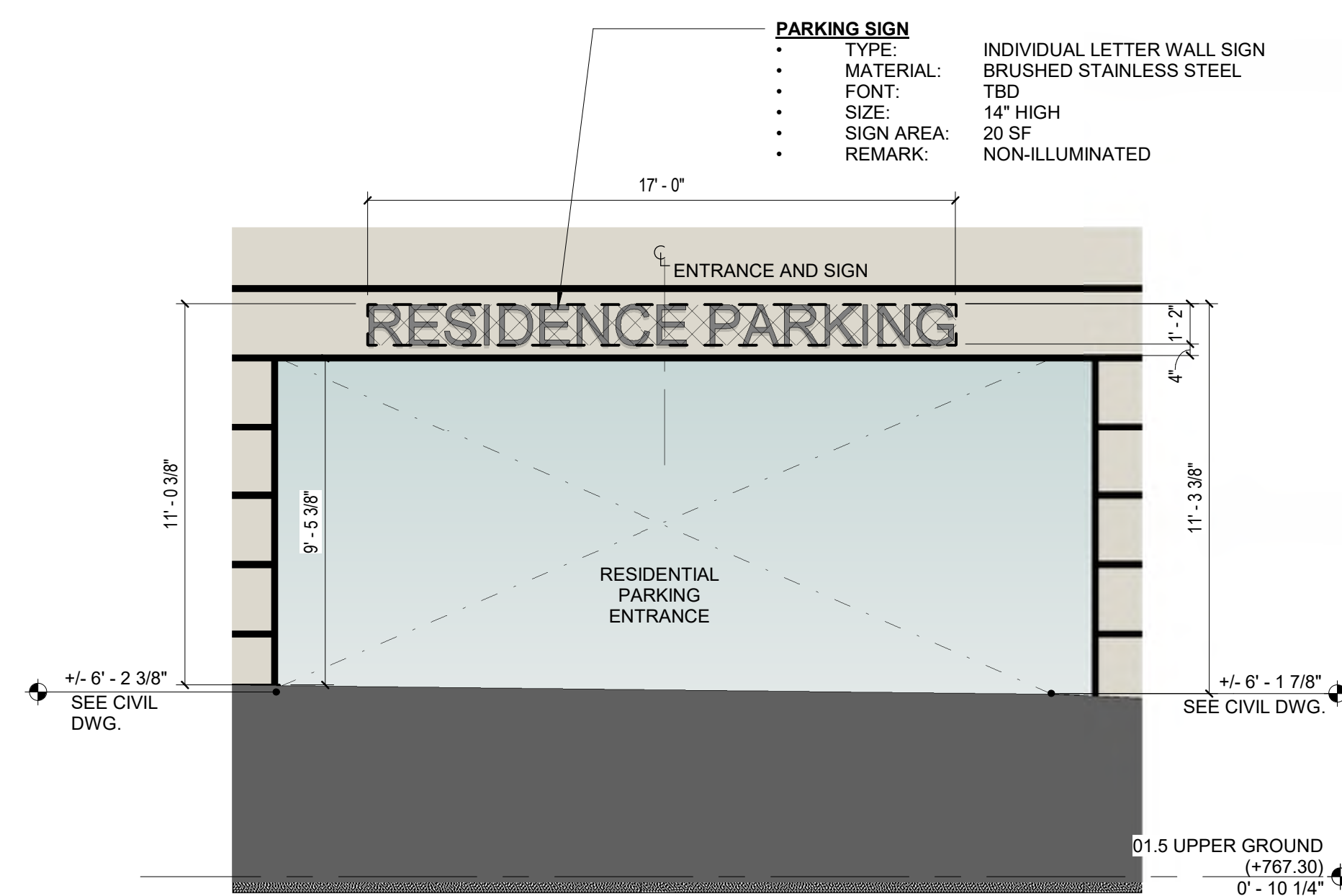


C5 RETAIL (CORNER) - POTENTIAL SIGN AREA AT EAST ELEVATION

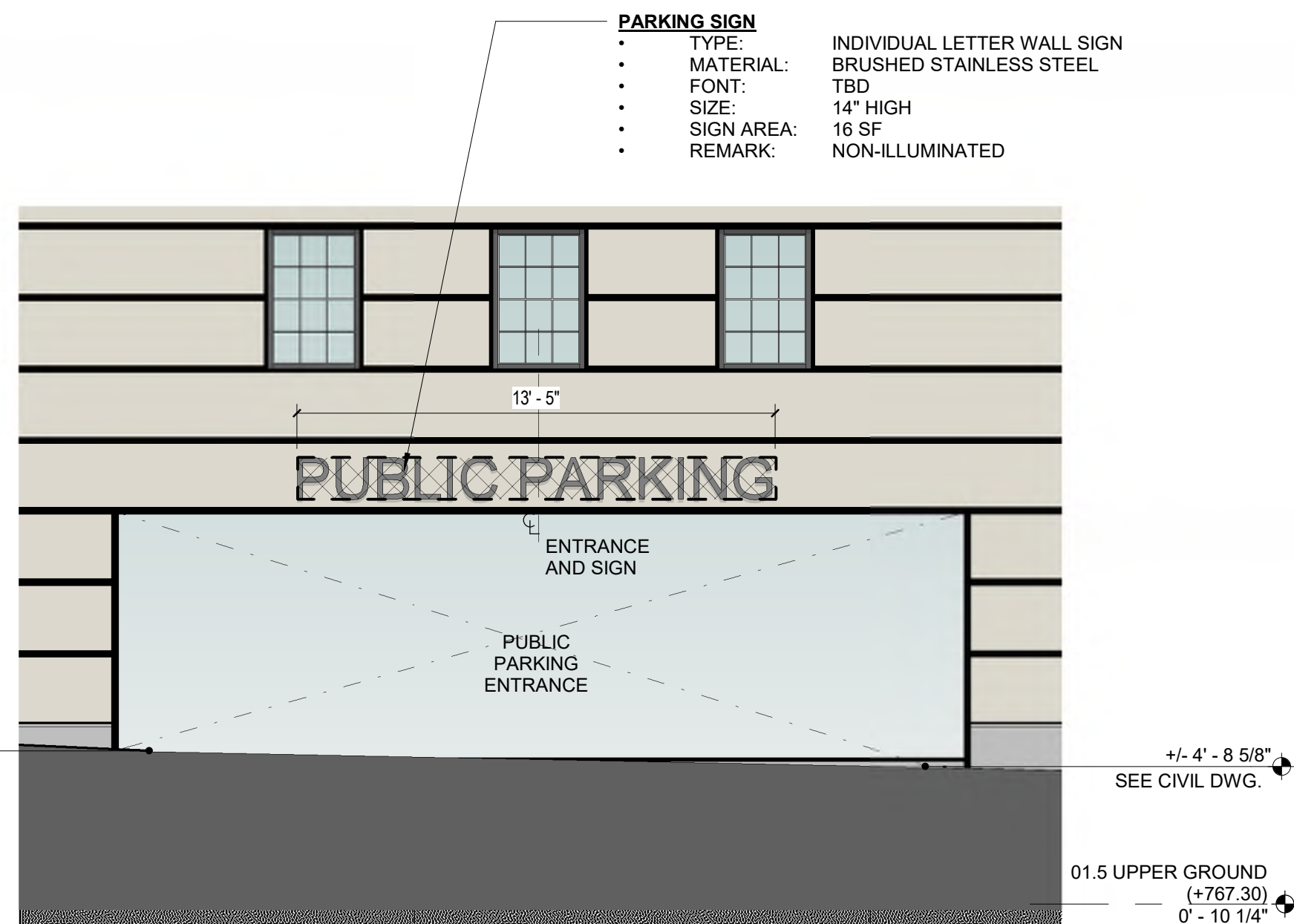
1/4" = 1'-0"

C1 RETAIL (CORNER) - POTENTIAL SIGN AREA AT SOUTH ELEVATION

1/4" = 1'-0"



- PARKING SIGN**
- TYPE: INDIVIDUAL LETTER WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: 14" HIGH
 - SIGN AREA: 20 SF
 - REMARK: NON-ILLUMINATED



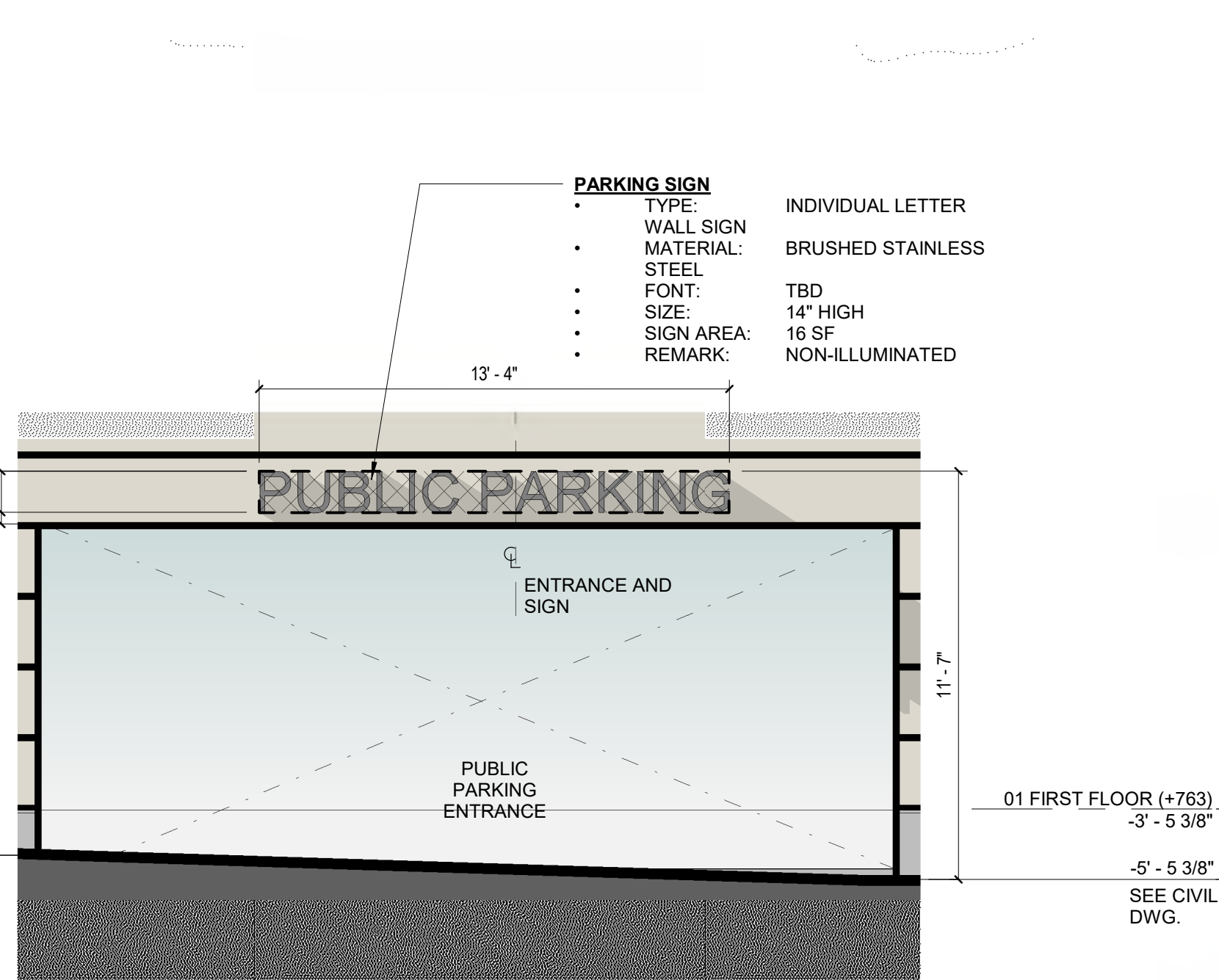
- PARKING SIGN**
- TYPE: INDIVIDUAL LETTER WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: 14" HIGH
 - SIGN AREA: 18 SF
 - REMARK: NON-ILLUMINATED

A1 RESIDENTIAL PARKING SIGN

1/4" = 1'-0"

A3 PUBLIC PARKING SIGN - SOUTH

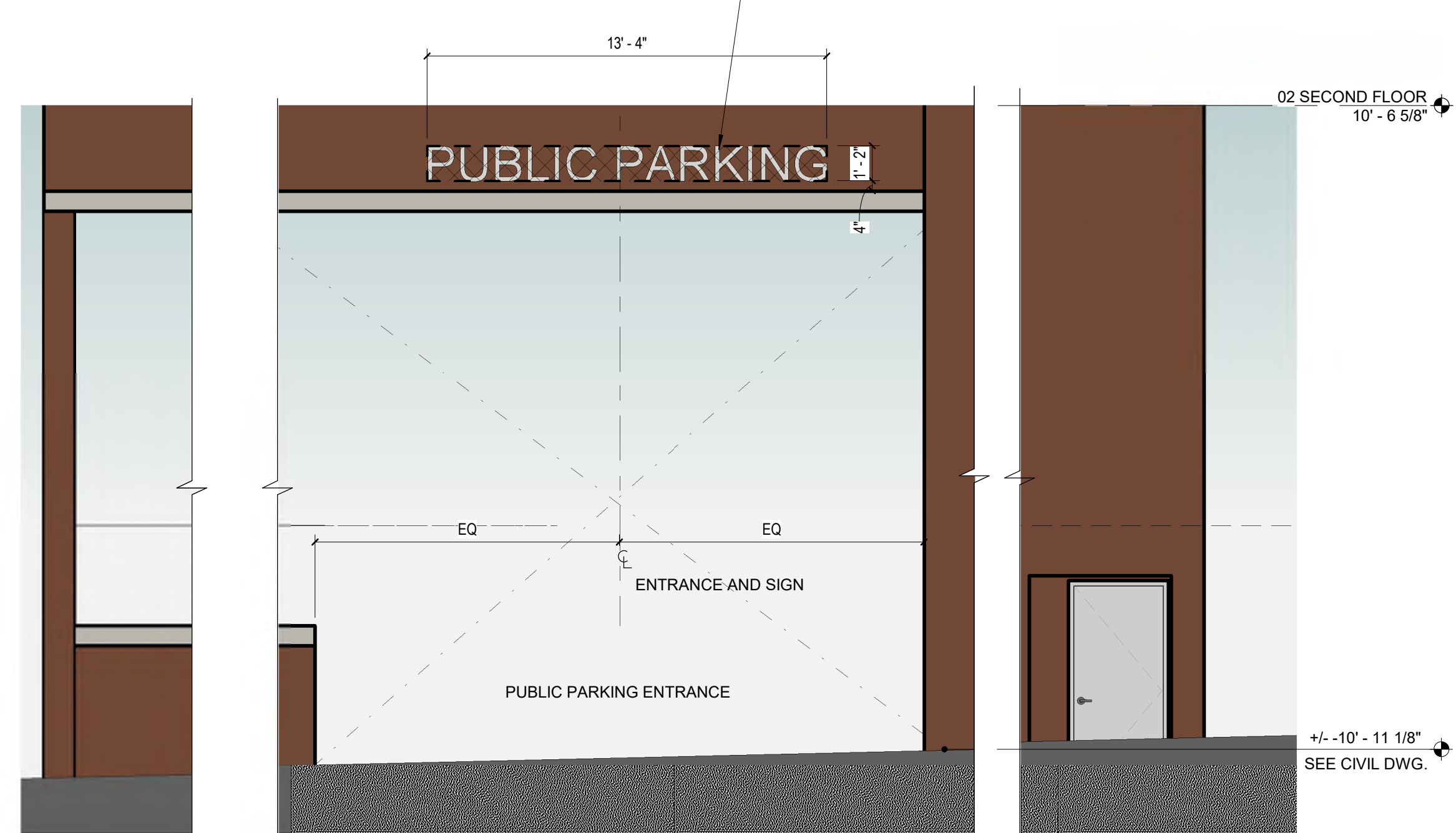
1/4" = 1'-0"



- PARKING SIGN**
- TYPE: WALL SIGN
 - MATERIAL: BRUSHED STAINLESS
 - FONT: TBD
 - SIZE: 14" HIGH
 - SIGN AREA: 16 SF
 - REMARK: NON-ILLUMINATED

A6 EAST ELEVATION

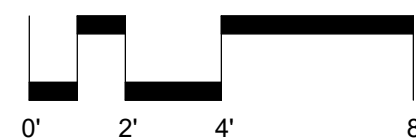
1/4" = 1'-0"



- PARKING SIGN**
- TYPE: INDIVIDUAL LETTER WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: 14" HIGH
 - SIGN AREA: 16 SF
 - REMARK: NON-ILLUMINATED

A8 PUBLIC PARKING SIGN - WEST

1/4" = 1'-0"



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Management
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MISSNER GROUP
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EXTERIOR
SIGNAGE

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EYE-LEVEL PERSPECTIVE AT THE CORNER OF
HILLSIDE AVE. AND MAIN STREET

C1



SOUTH ELEVATION

A1



EAST ELEVATION

A4

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Attachment: 20 Renderings - PDR 17 - Page 20 (PDR 17 - 413 N. Main Street - Apex 400 - Preliminary PDR)

RENDERINGS
AND STREET
ELEVATIONS

PDR-17

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Attachment- 20 Bendavinnu - PNB 17- PNB 20 (3738- 400 & 418 N Main Street - Area 400 - Preliminary Plan)

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#	DESCRIPTION	DATE

RENDERINGS

PDR-18

C:\Users\hpsum\Documents\18024 - Glen Elyn Apartments - Final\01\010118 11/20/2018 4:20:55 PM

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1 EYE-LEVEL PERSPECTIVE AT RESIDENTIAL ENTRY ON MAIN STREET

CONSULTANT:

18024
APEX 400
Apartments
400 Main Street

CLIENT:
Debb Kosich
Management
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

MISSNER GROUP
1700 E Higgins Rd,
Des Plaines, IL 60018

5	P&D Review Part 5	11/16/18
4	P&D Review Part 4	11/01/18

#	DESCRIPTION	DATE
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RENDERINGS

PDR-19

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11/20/2018 4:20:59 PM



EYE-LEVEL PERSPECTIVE AT THE CORNER OF
HILLSIDE AVE. AND MAIN STREET

1



CONSULTANT:

18024

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1700 E Higgins Rd.
Des Plaines, IL 60018

5 P&D Review Part 5 11/19/18
4 P&D Review Part 4 11/01/18

#	DESCRIPTION	DATE
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RENDERINGS

PDR-20

H

G

F

E

D

C

B

A

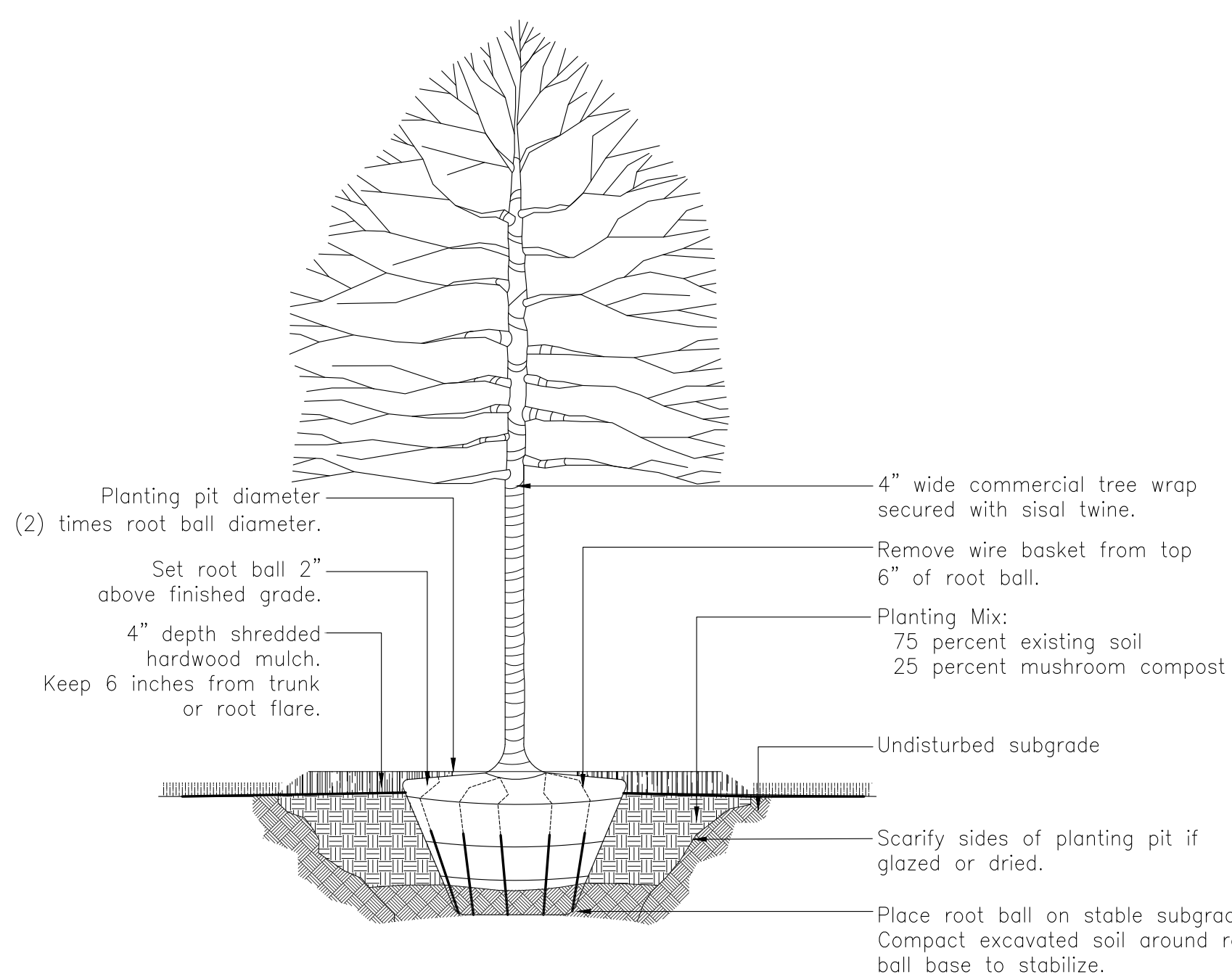
Plant List

Shade Trees	Key	Qty.	Size	Botanical Name	Common Name	Remarks
CEO	3	2.5"		Celtis occidentalis	Common Hackberry	BB
GPS	2	2.5"		Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	BB
GTS	3	2.5"		Gleditsia triacanthos var. inermis 'Skyline'	Skyline Thornless Honeylocust	BB

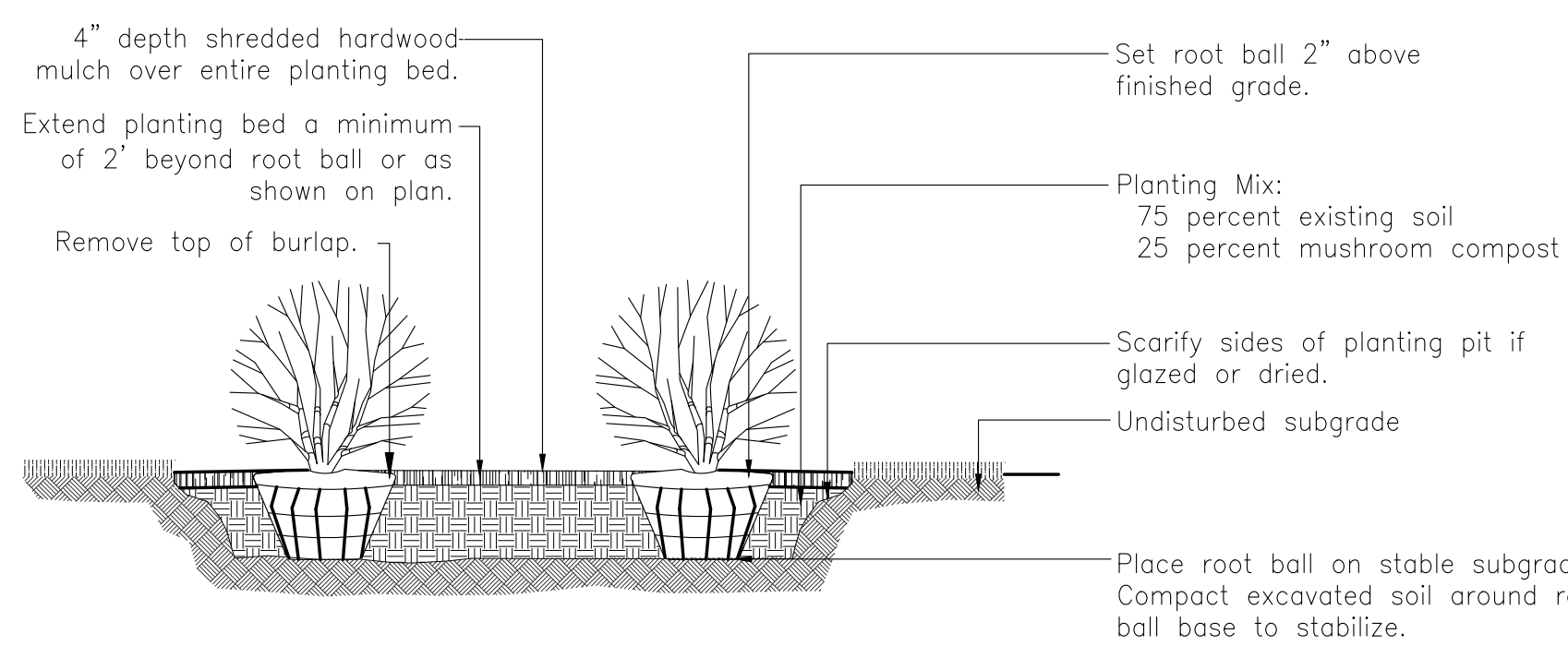
Shrubs	Key	Qty.	Size	Botanical Name	Common Name	Remarks
FVB	10	24"		Forsythia viridissima 'Bronxensis'	Bronx Dwarf Forsythia	BB
RHG	38	24"		Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	BB

Perennials and Ornamental Grasses	Key	Qty.	Size	Botanical Name	Common Name	Remarks
ACH	16	1 gal.		Achillea 'Moonshine'	Moonshine Yarrow	Container
ALL	52	1 gal.		Allium 'Summer Beauty'	Summer Beauty Allium	Container
CMK	12	1 gal.		Colamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	Container
HLG	38	1 gal.		Hemerocallis 'Little Grapette'	Little Grapette Daylily	Container
PAN	29	1 gal.		Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass	Container
SCH	20	1 gal.		Schizachyrium scoparium	Little Bluestem	Container

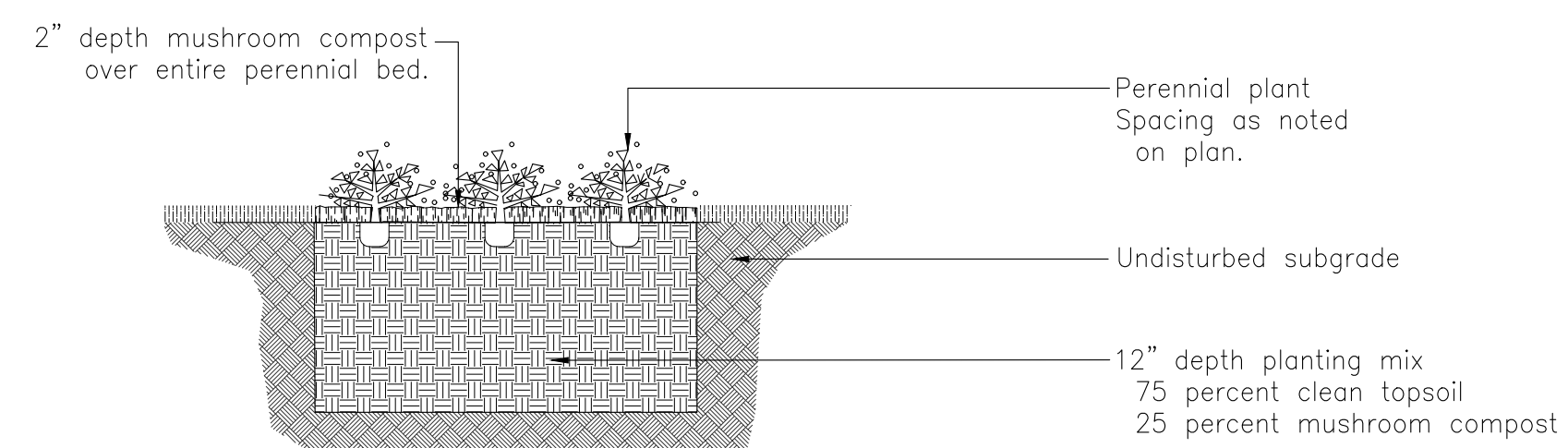
3 PLANT LIST | STREETSCAPE



Detail
Deciduous Tree Planting

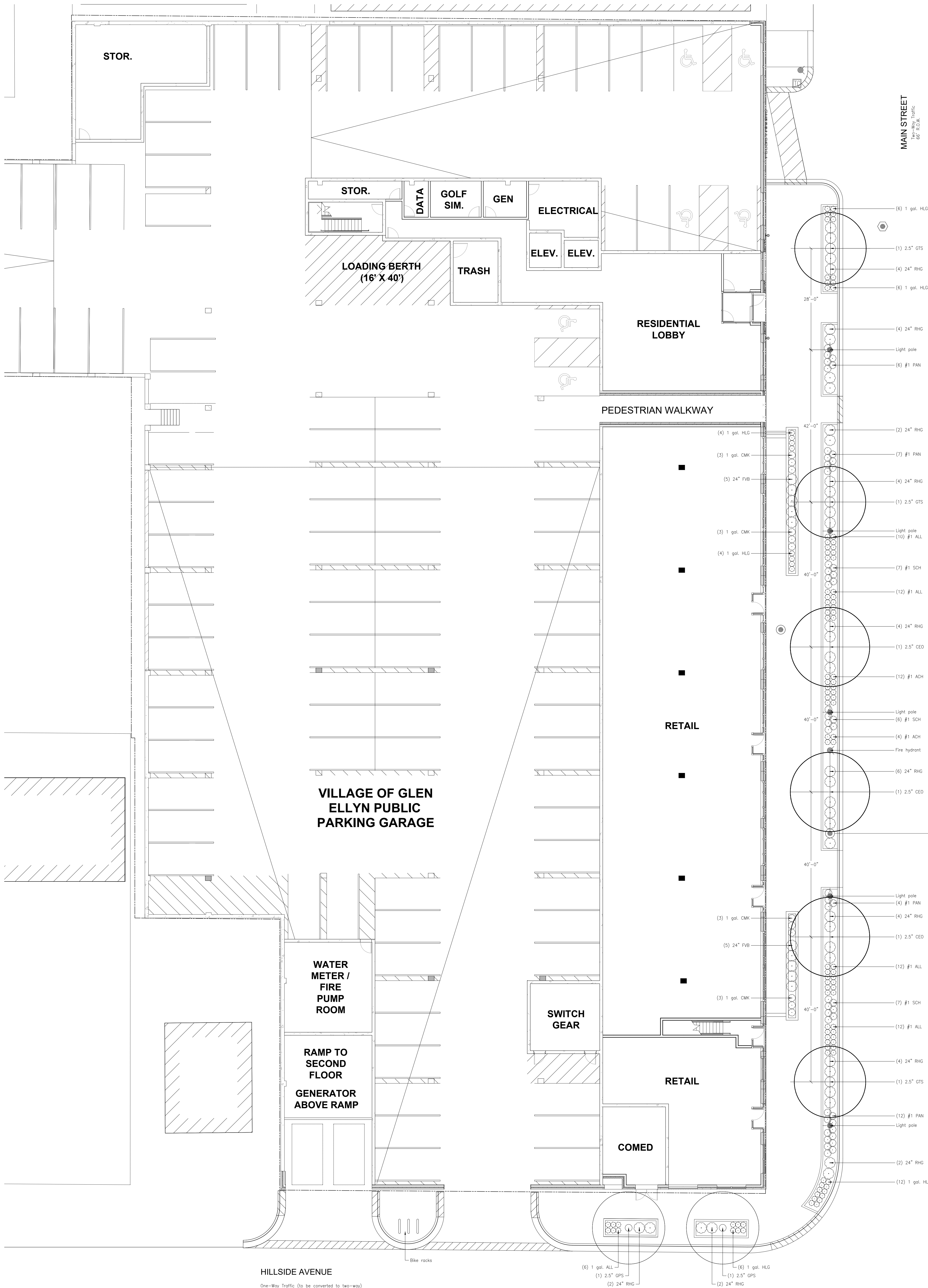


Detail
Shrub Planting



Detail
Perennial Planting

2 DETAILS | STREETSCAPE



1 LANDSCAPE PLAN | STREETSCAPE

18024

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5	P&D Review Part 5	11/19/18
4	P&D Review Part 4	11/01/18
3	P&D Review Part 3	10/01/18
2	P&D Review Part 2	08/31/18
1	P&D Review Part 1	07/16/18

#	DESCRIPTION	DATE
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LANDSCAPE
PLAN

L1

H

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G

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F

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E

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D

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C

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B

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A

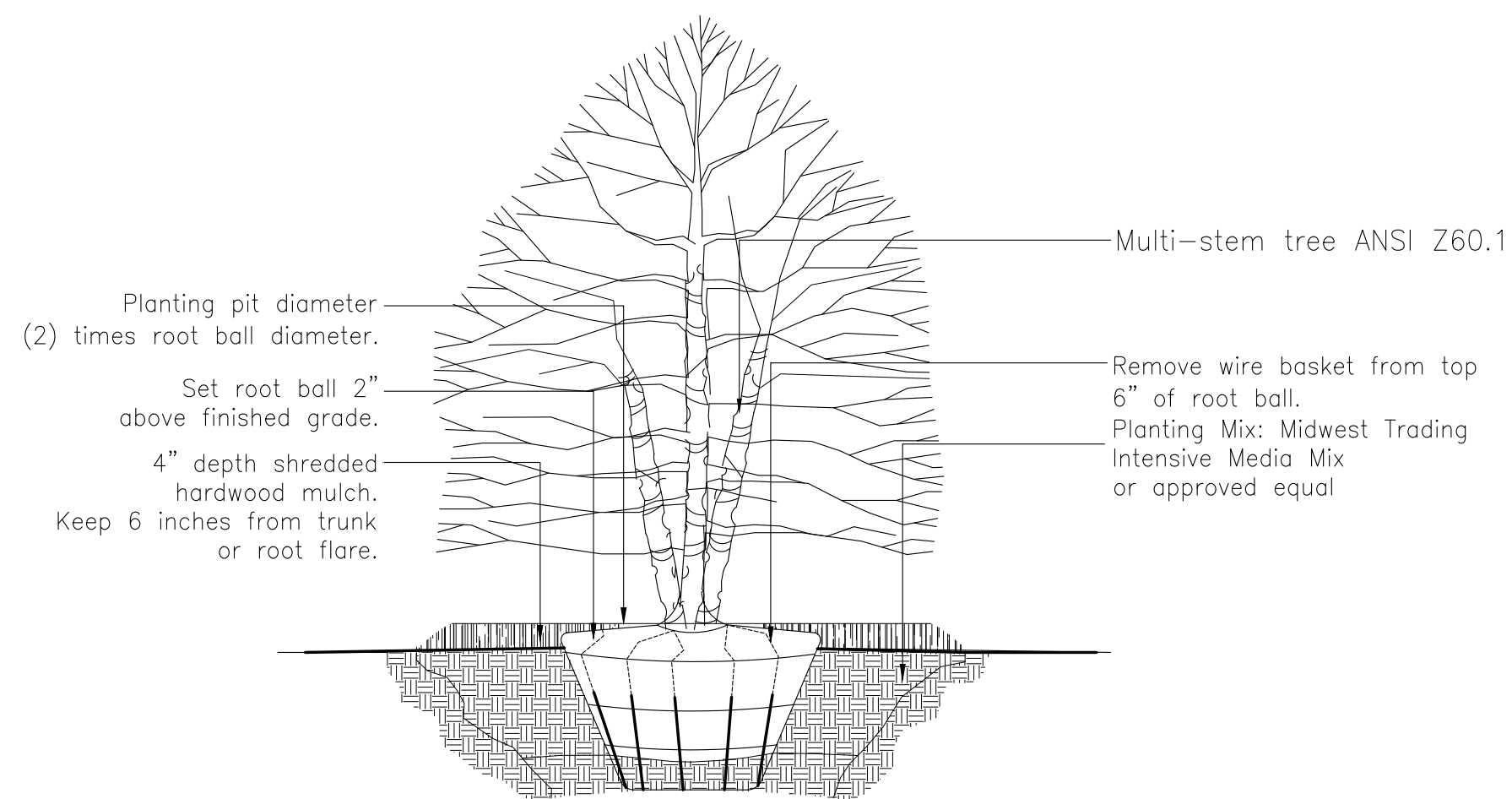
Plant List

Ornamental Trees		Botanical Name	Common Name	Remarks
Key	Qty.			
AMC	5	6"	Amelanchier canadensis	Shadblow Serviceberry
CER	1	6"	Cercis canadensis	Eastern Redbud
MAA	2	36"	Magnolia liliiflora x stellata 'Ann'	Ann Magnolia
VU	1	6"	Viburnum x juddii	Judd Viburnum

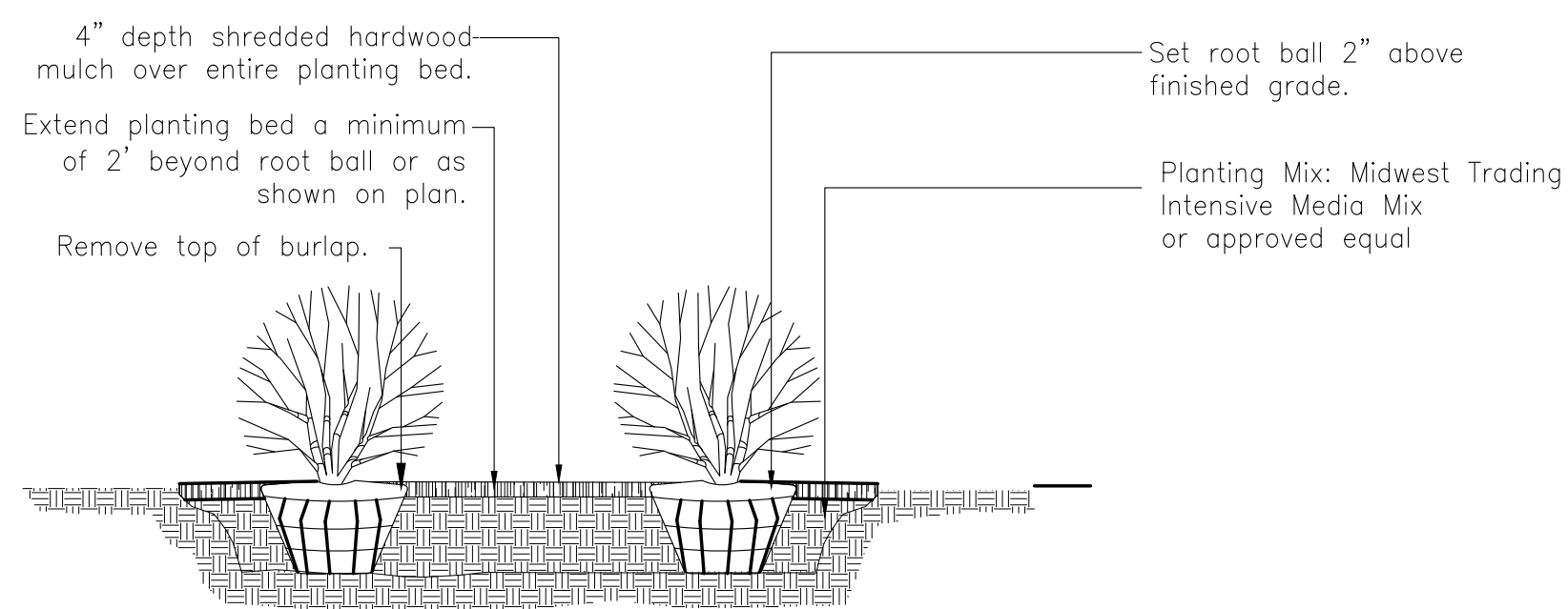
Shrubs		Botanical Name	Common Name	Remarks
Key	Qty.			
CLE	3	24"	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet
HPW	5	24"	Hydrangea paniculata 'Pinky Winky'	Pinky Winky Hydrangea
HYB	6	24"	Hydrangea paniculata 'Bobo'	Bobo Hydrangea
HYI	9	24"	Hydrangea arborescens 'Incrediball'	Incrediball Smooth Hydrangea
TOS	7	6"	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae
VBM	6	24"	Viburnum dentatum 'Christom'	Blue Muffin Arrowwood Viburnum

Perennials, Ornamental Grasses and Groundcovers		Botanical Name	Common Name	Remarks
Key	Qty.			
ACH	16	1 gal.	Achillea 'Moonshine'	Moonshine Yarrow
ALL	77	1 gal.	Allium 'Summer Beauty'	Summer Beauty Allium
AWB	36	1 gal.	Aster dumosus 'Wood's Blue'	Wood's Blue Aster
CMK	9	1 gal.	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass
DIA	38	1 gal.	Dianthus gratianopolitanus 'Firewitch'	Firewitch Cheddar Pinks
PAN	5	1 gal.	Panicum virgatum	Switch Grass
SCH	11	1 gal.	Schizachyrium scoparium	Little Bluestem
SPO	13	1 gal.	Sporobolus heterolepis	Prairie Dropseed
THY	200	3"	Thymus praecox 'Coccineus'	Creeping Thyme

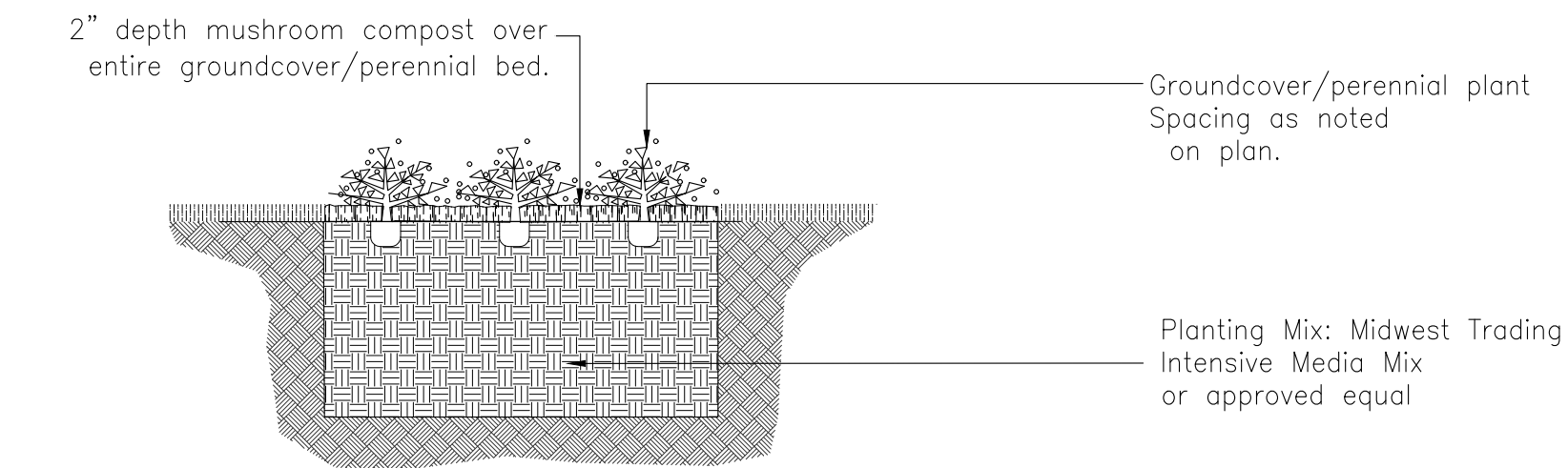
3 PLANT LIST | AMENITY AREA



Detail
Deciduous Ornamental Tree Planting

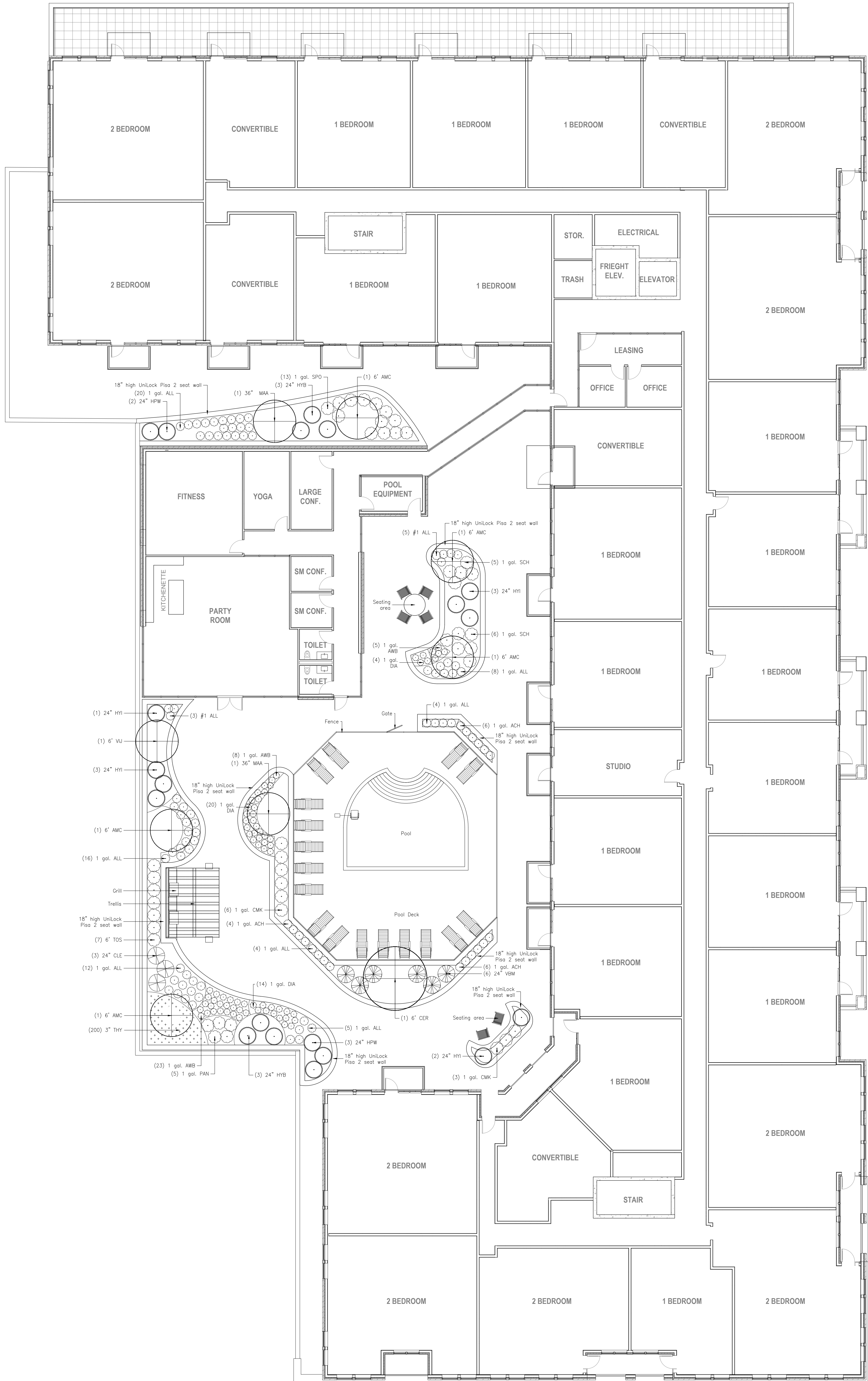


Detail
Shrub Planting



Detail
Groundcover/Perennial Planting

2 DETAILS | AMENITY AREA



GLENWOOD AVENUE

HILLSIDE AVENUE

RESIDENTIAL LOBBY
F.F. 763.00

RETAIL
F.F. 765.00

F.F. 765.00

RETAIL
F.F. 767.30

NORTH MAIN STREET



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

ALL EXISTING TREES & PLANT
MATERIAL WILL BE REMOVED

GRADING PLAN LEGEND

- | | |
|--|---|
| | PROPOSED 1 FOOT CONTOURS |
| | PROPOSED SPOT ELEVATION |
| | PROPOSED FINISHED FLOOR ELEVATION |
| | PROPOSED GRADE AT FOUNDATION |
| | PROPOSED PAVEMENT ELEVATION |
| | PROPOSED TOP OF CURB |
| | PROPOSED TOP OF WALK |
| | PROPOSED TOP OF WALL |
| | MEET EXISTING |
| | PROPOSED GROUND GRADE OR GROUND AT BASE OF RETAINING WALL |
| | PROPOSED DITCH OR SWALE |
| | PROPOSED DIRECTION OF FLOW |
| | OVERFLOW RELIEF SWALE |
| | PROPOSED RIDGE LINE |
| | PROPOSED DEPTH OF PONDING |
| | RETAINING WALL |
| | PROPOSED SWALE LOW POINT |
| | PROPOSED SWALE SUMMIT |

GRADING NOTES:

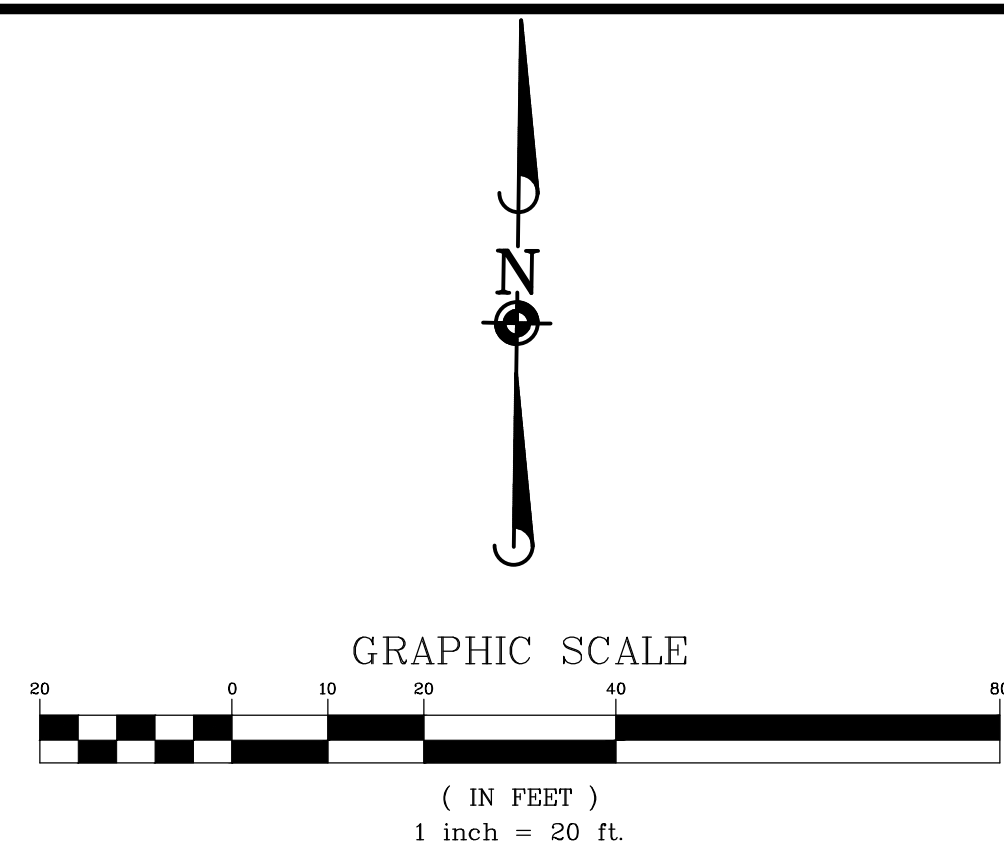
- RETAINING WALL DESIGN TO BE PROVIDED BY OTHERS.
- PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
- ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
- MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
- THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
- ALL UNPAVED AREAS DISTURBED BY GRADING OPERATIONS SHALL RECEIVE 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
- EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY MANHARD CONSULTING, LTD. ON 05-31-18. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
- TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 2H:1V UNLESS OTHERWISE NOTED.

Manhard
CONSULTING LTD.
800 Westmore Parkway, Suite 200, Oak Brook, IL 60171-4000
Civil Engineers • Surveyors • Water Resources Engineers • Wetland Delineation Specialists • Environmental Scientists • Landscape Architects • Planners

APEX 400

VILLAGE OF GLEN ELLYN, ILLINOIS
PRELIMINARY GRADING PLAN

PROJ. MGR.: FF
PROJ. ASSOC.: CRM
DRAWN BY: REH
DATE: 06-19-18
SCALE: 1"=20'
SHEET
2 OF 3
WWWGEIL01



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Manhard
CONSULTING LTD.

8000 Woodlands Parkway, Vernon Hills, IL 60061 ph 847.834.8500 fx 847.834.0005 mnh@manhard.com
Civil Engineers • Surveyors • Water Resources • Soil Engineers • Water & Wastewater Engineers
• Environmental Engineers • Construction Management • Professional Engineering Services

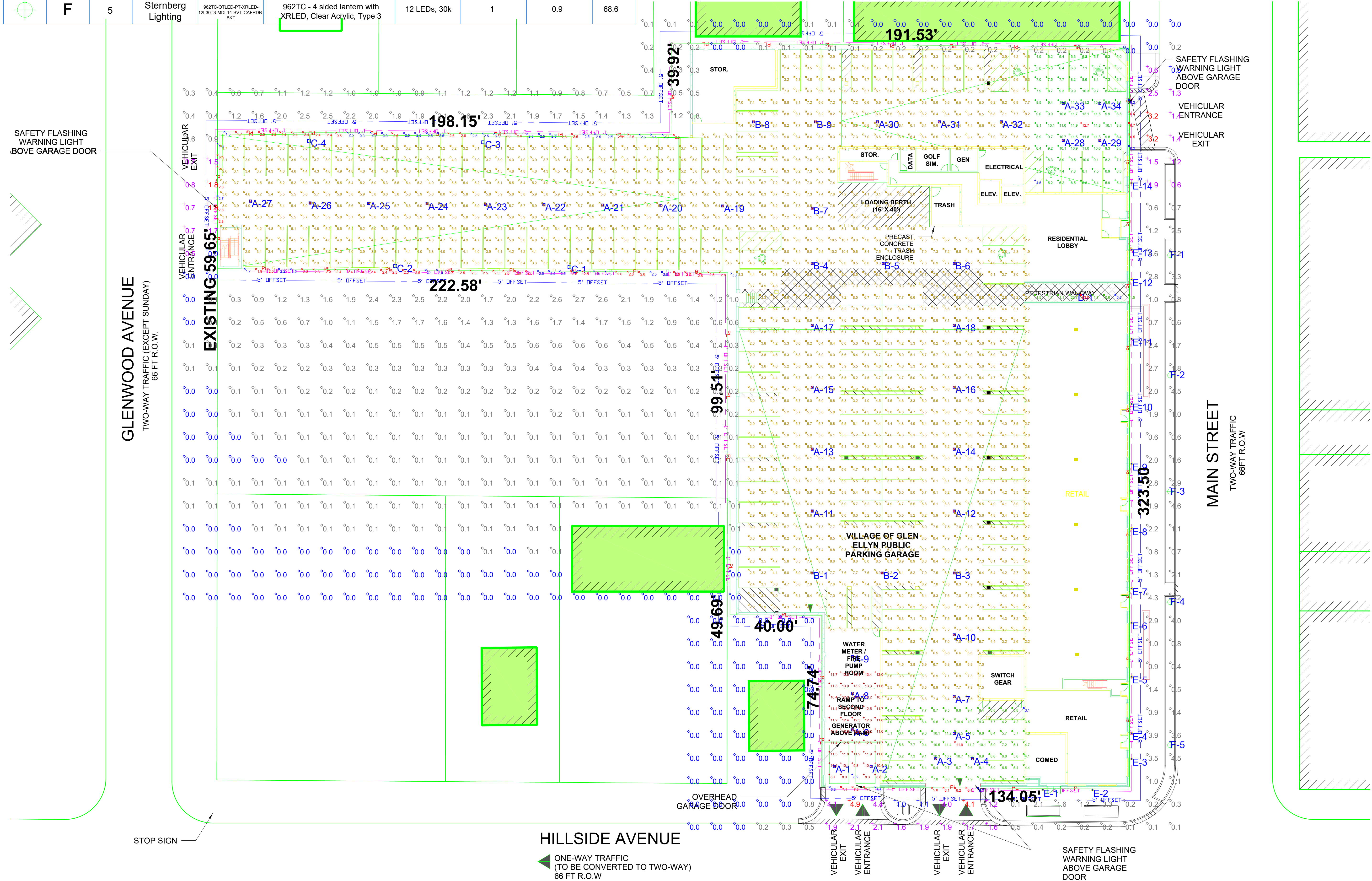
PROJ. MGR.:	FF	
PROJ. ASSOC.:	CRM	
DRAWN BY:	MH	
DATE:	06-19-18	
SCALE:	1"=20'	
SHEET		
3	OF	3
WWWGEILO1		

Luminaire Schedule			Manufacturer	Catalog Number	Description	Lamp	Number of Lamps	Light Loss Factor	Wattage
Symbol	Label	Quantity							
	A	34	Eco Lighting Solutions	FT-GL-100M-U-40-32L-W	Eco Flextech 100W-II w/ Wattstopper, Pendant Mount	LED	1	0.9	91.5
	B	9	Eco Lighting Solutions	FT-GL-100-U-50-24L-W	Eco Flextech 100W-V w/ Wattstopper, Pendant Mount	LED	1	0.9	99.2
	C	4	Eco Lighting Solutions	SB31L-150-416-3	Eco Area Light 150W-III, Pole Mount (15'), Tilt: 15 deg., w/ cutoff	LED	1	0.9	150.8
	D	1	Ligman	JE-95111-M-W27	Jet 45 Cylindrical pendant downlight luminaire LED	LED	1	0.9	39
	E	14	Ligman	MV-30021-M-W27	Marvik 3 Wall Surface Luminaires	LED	1	0.9	40
	F	5	Sternberg Lighting	962TC-OTLED-PT-XRLED-12L30T3-MB-14-SVTF-CAFRDB-BKT	962TC - 4 sided lantern with XRLED, Clear Acrylic, Type 3	12 LEDs, 30k	1	0.9	68.6

Statistics		Description	Symbol	Max/Min	Max	Min	Avg/Min	Avg
		L1 to L1 Ramp		1.6:1	13.4	8.2	1.4:1	11.6
		Level 1 Overall		6.7:1	10.7	1.6	3.4:1	5.4
		Lot Exterior		NA	4.9	0.0	NA	0.6
		Northeast Ent		2.8:1	13.1	4.6	1.9:1	8.6
		Northeast Ent Threshold		1.1:1	7.1	6.4	1.1:1	6.8
		Northwest Ent Threshold		1.0:1	2.8	2.7	1.0:1	2.7
		Ramp Entrance Threshold		1.1:1	7.3	6.8	1.0:1	7.0
		South Entrance		4.1:1	11.9	2.9	2.6:1	7.4
		South Entrance Threshold		1.1:1	6.2	5.7	1.1:1	6.0
		Walkway		157.8:1	63.1	0.4	26.0:1	10.4

NOTE:
The maximum calculated light level at each entrance are as follows:

Northeast Entrance Threshold: 6.7 fc
Northwest Entrance Threshold: 2.8 fc
South Entrance Threshold: 6.2 fc
Ramp Entrance Threshold: 7.3 fc
West Wall Openings: 2.8 fc



GLEN ELLYN
GLENWOOD & HILLSIDE AVE
GLEN ELLYN, ILLINOIS

GARAGE LIGHTING LAYOUT - L1
Eco Flextech 100W-II & V w/ Wattstopper
MH = 13'9", LLF = 0.90

DESIGNER:
BRYCE HAUGH

DATE:
11/19/2018

SCALE:
1" = 20'

DRAWING
NUMBER:

1 of 1

UMV-30021

Marvik 3 Surface Downlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro, Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN
LIGHTING USA

D.1.am



Construction

Aluminum

Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength, clean detailed product lines and excellent heat dissipation.

Pre paint

8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket

Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management

LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression

Standard 10kv surge suppressor provided with all fixtures.

BUG Rating

B3 - U0 - G0

Finishing

All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint

UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Hardware

Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes

Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens

Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED

Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life

L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Cylindrical, single or double-sided wall family. Compact and decorative appearance belies powerful outputs and technical optics for perfect task illumination

A stunning new waterproof & dust proof wall cylinder range, designed with no visible fasteners, a one-piece body and integrated driver housing. This smart mechanical modern designed luminaire with cylindrical body provides a stylish solution to wall mounted cylinders.

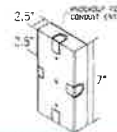
This innovative design houses a variety of COB wattages to suit designer's specific requirements as well as a selection of field interchangeable reflector optics, that include narrow, medium, wide and very wide distributions. This series is available in 3 different diameters, namely 3", 4" & 6" to suit lighting design requirements.

These luminaires are suitable for various facade lighting requirements along with accent lighting, building columns and architectural highlighting etc. The Marvik 1 protrudes 4" from the wall, making this product suitable for ADA applications.

This luminaire range can be provided with a bayonet lock baffle to reduce glare, as well as a frosted lens option. The SCE surface conduit entry box option can be provided as an option for an attractive solution to surface conduit entry.

Ligman can also provide custom made boxes to fit on a round surface like a column, pillar or pole.

Additional Options (Consult Factory For Pricing)



SCE
Surface Conduit Entry



RPA
Round Pole Adapter

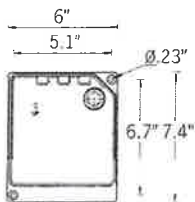
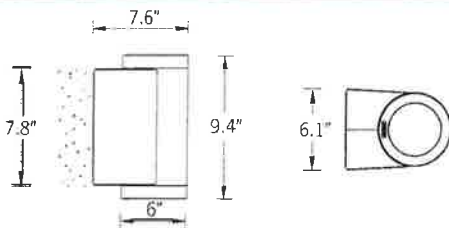


B
Baffle

Length 7.6" | Height 9.4" | Weight 10 lbs

IP65 • Suitable For Wet Locations

IK08 • Impact Resistant (Vandal Resistant)



Mounting Detail

Marvik Product Family



UMV-30001



UMV-30011



UMV-30021

Marvik 3 Surface Downlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro, Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN
LIGHTING USA

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PROJECT				DATE	
QUANTITY		TYPE		NOTE	

ORDERING EXAMPLE || UMV - 30021 - 40w - M - W30 - 02 - 120/277v - Options

40W	M	W27	01-BLACK RAL	120/277
LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE
40w LED 3371 Lumens	N - Narrow 13° M - Medium 20° W - Wide 40° VW - Very Wide 60°	W27 - 2700K W30 - 3000K W35 - 3500K W40 - 4000K	01 - BLACK RAL 9011 02 - DARK GREY RAL 7043 03 - WHITE RAL 9003 04 - METALLIC SILVER RAL 9006 05 - MATTE SILVER RAL 9006 06 - LIGMAN BRONZE 07 - CUSTOM RAL	120/277v Other - Specify

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ADDITIONAL OPTIONS

NAT - Natatorium Rated
4MP - 4" Mounting Plate
DIM - 0-10v Dimming
SCE - Surface Conduit Entry Box

RPA - Round Pole Adapter
B - Baffle
AMB - Turtle Friendly Amber LED

UJE-80051

Jet 41 Cylindrical Ceiling Downlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro, Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN
LIGHTING USA

D.1.am



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Aluminum

Less than 0.1% copper content - Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength, clean detailed product lines and excellent heat dissipation.

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Memory Retentive -Silicon Gasket

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Thermal management

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Surge Suppression

Standard 10kv surge suppressor provided with all fixtures.

BUG Rating

B3 - U0 - G0

Finishing

All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint

UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Hardware

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Anti Seize Screw Holes

Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens

Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED

Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life

L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Cylindrical or rectangular form surface ceiling-mounted downlight. High performance, high output and numerous options ensure Jet can be configured for any application.

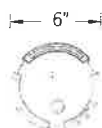
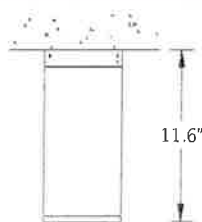
A range of square and cylindrical shaped surface exterior downlight luminaires utilizing various LEDs and specialized optics providing beam distributions for downward lighting requirements. The luminaires are designed for all areas of interior and exterior lighting. Low copper content die-cast aluminum housing and aluminum frame with integral anti-glare baffles.

A matching SCE surface conduit entry box option can be provided as an option for an attractive solution to surface conduit power supply. NOTE: This fixture is not suitable for mounting in environments where water can freely access the top of the fixture. (perforated mesh exposed to the elements) See Odessa ceiling mount for this type of mounting.

Diameter 6.3" | Height 11.6" | Weight 6.8 lbs

IP65 • Suitable For Wet Locations

IK08 • Impact Resistant (Vandal Resistant)



Mounting Detail

Jet Product Family



UJE-30341 [4"]



UJE-30371 [4"]



UJE-30391 [6.3"]



UJE-30411 [6.3"]



UJE-80051 [4"]



UJE-80041 [4"]



UJE-80061 [6.3"]



UJE-10555



UJE-10565



UJE-10571



UJE-10581



UJE-20001



UJE-20002



UJE-95081 [4"]



UJE-95091 [4"]



UJE-95111 [6.3"]



UJE-95121 [6.3"]

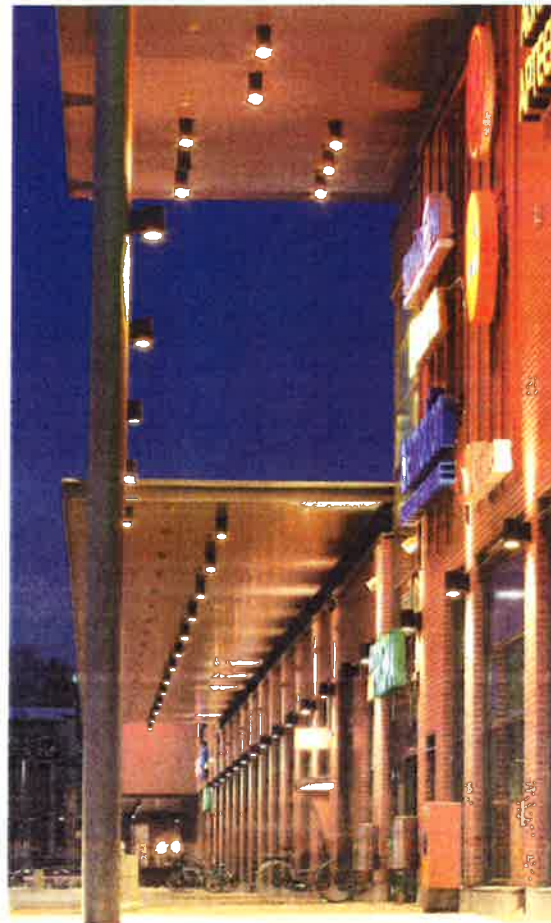
Additional Options (Consult Factory For Pricing)



SCE
Surface Conduit Entry



A80181
Semi-Recessed Ring



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

Attachment: 26. Light Fixture Cut Sheets (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

UJE-80051

Jet 41 Cylindrical Ceiling Downlight

7144 NE Progress Ct Hillsboro, Oregon 97124
T: 503.645.0500 F: 503.645.8100
www.ligmanlightingusa.com

LIGMAN
LIGHTING USA

D.1.am

Optional Symmetrical Type V Distribution

- T5 -



Narrow Beam

- T5 -



Medium Beam

- T5 -



Wide Beam

- T5 -



Very Wide Beam

PROJECT

DATE

QUANTITY

TYPE

NOTE

ORDERING EXAMPLE || UJE - 80051 - 39w - M - W30 - 02 - 120/277v - Options

39

M

W27

01-BLACK RAL

120/277

LAMP

BEAM

LED COLOR

FINISH COLOR

VOLTAGE

39w LED
3104 Lumens

N - Narrow 13°
M - Medium 20°
W - Wide 40°
VW - Very Wide 61°

W27 - 2700K
W30 - 3000K
W35 - 3500K
W40 - 4000K

01 - BLACK RAL 9011
02 - DARK GREY RAL 7043
03 - WHITE RAL 9003
04 - METALLIC SILVER RAL 9006
05 - MATTE SILVER RAL 9006
06 - LIGMAN BRONZE
07 - CUSTOM RAL

120/277v
Other - Specify

ADDITIONAL OPTIONS

NAT - Natatorium Rated

A80181 - Semi-Recessed Ring

SCE - Surface Conduit Entry Box

F - Frosted Lens

DIM - 0-10v Dimming



September 21, 2018

Mr. Larry Debb
GSP Development LLC
55 East Monroe, Suite 3250
Chicago, IL 60603

SUBJECT: Suburban apartment development trends related to the proposed rental apartment building at Main and Hillside in downtown Glen Ellyn

Dear Mr. Debb:

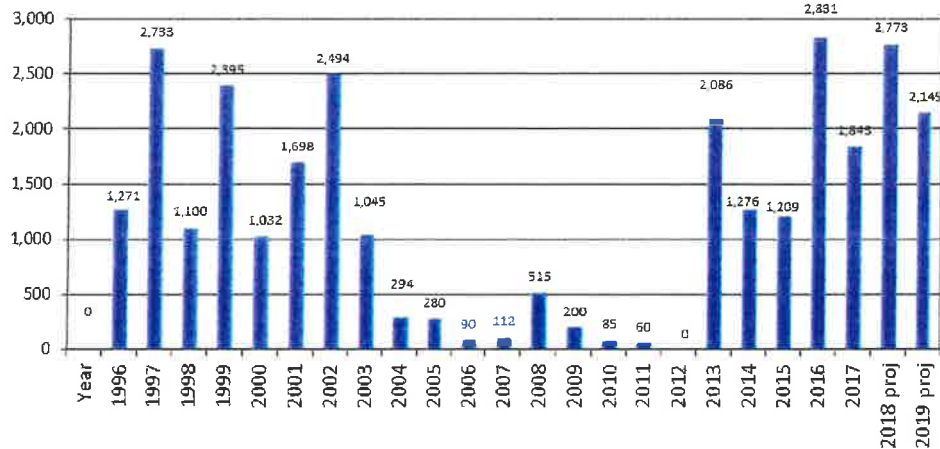
In accordance with your request, we have prepared this letter pertaining to apartment development which has been occurring in suburban downtown/transit-oriented development (TOD) locations in the Chicago metropolitan area with a focus on downtown Glen Ellyn.

On a quarterly basis, our firm surveys 300+ suburban rental apartment complexes with approximately 100,000 dwelling units. Our survey includes virtually every major suburban apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA which includes Cook, DuPage, Will, Lake, McHenry, Kane and Kendall Counties. The data is gathered by direct contact with on-site staff and/or ownership. In addition, we are also tracking the new suburban apartment projects which are in lease-up, under construction, and proposed for development (pipeline inventory).

Over the past 24 years, an average of 1,230 units have been added to the rental apartment market each year in the suburbs of the Chicago metropolitan area. There was a brisk amount of new rental apartment development in the late 1990s and early 2000s, followed by a period of 2004 through 2012 when very few apartments were built. This development activity started again in 2013. With many suburbs welcoming rental development, combined with feasible rent levels supporting construction, development has been again occurring throughout the region with more units delivered in 2016 and 2018 than in any year in the past 20 years. Considering the size of the Chicago suburban area, the rental apartment development has been rather limited as shown by the number of units developed annually.

Suburban Chicago Apartment Unit Deliveries: 1996-2019

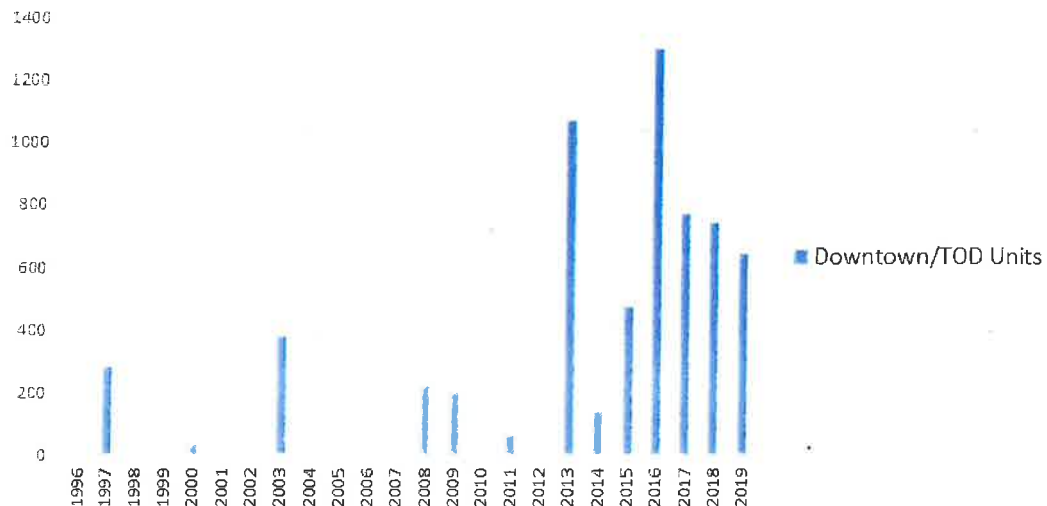
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While much of this development has occurred in typical suburban locations, there has been a more recent trend towards locating rental apartment units in the suburban downtowns where the rent levels are sufficient to support the higher development costs of in-fill development. Due to the scarcity of land availability for development in downtown locations, these downtown/TOD buildings have generally tended to be smaller in terms of units per development than the typical suburban garden-style complexes or elevator buildings. Thus, Glen Ellyn's downtown market presents a similar opportunity for rental apartment development.

Suburban Downtown/TOD Apartment Development: 1996:2019

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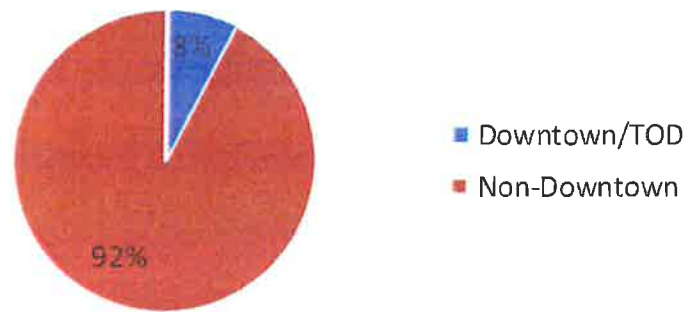
Thus, there has been a definite shift in rental apartment development trends in the suburban market in the Chicago MSA. Of the 29,567 rental apartment units which have been developed in the suburbs since 1996, the locations of these new developments have been changing. From



1996 to 2012, 15,404 rental apartment units were developed, and only 8% of these units were located in buildings with suburban downtown/TOD locations. However, of the 14,163 units which have been developed since 2013, 36% of these units are located in suburban downtown/TOD locations. These unit count percentages actually understate the magnitude of the shift since the project sizes of these suburban downtown developments are smaller than the developments in the non-downtown locations, resulting in an even larger percentage if this were tracked on a basis of the number of developments being built in downtown/TOD versus outlying suburban locations. Thus, whether tallied on a per unit basis or per development basis, the development patterns show solid market demand for suburban downtowns which offer walkable locations which are close to retail, restaurant, and cultural facilities along with the Metra train. Downtown Glen Ellyn has all of these amenities and therefore would be an excellent location for a multi-family development with 100 to 200 units.

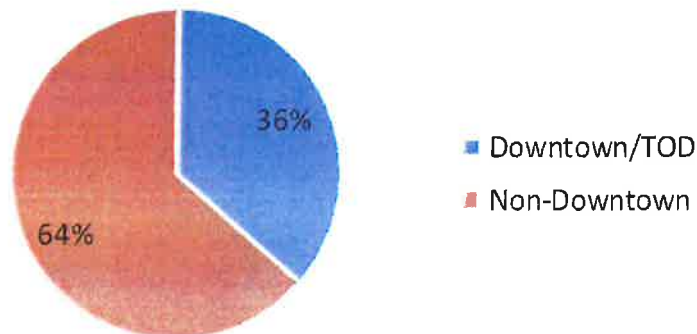
Suburban Apartment Development: 1996-2012

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Suburban Apartment Development: 2013-2019

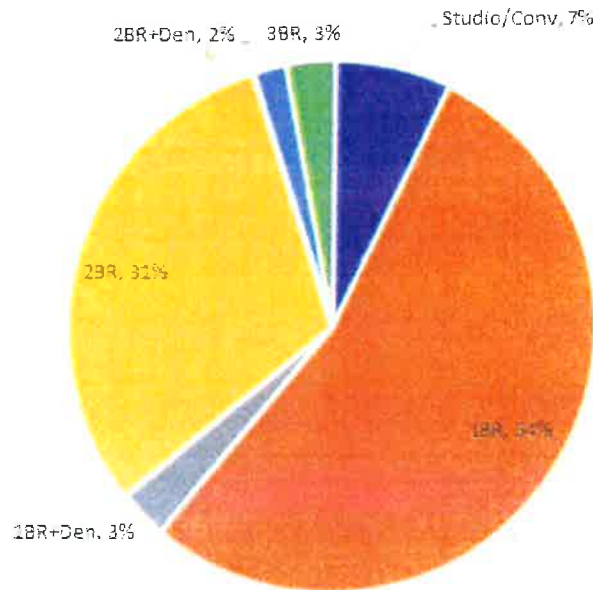
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Given the demand for this product type, these new suburban downtown/TOD developments are generating rent levels which exceed the rents in the developments in more typical suburban locations. As shown by the pie chart below, the unit types which have been developed in suburban downtown locations are oriented towards smaller units. Since 2013, this new unit inventory in suburban downtown/TOD locations has been comprised of 7% studio/convertible units, 57% one bedroom and one bedroom plus den units, 33% two bedroom and two bedroom plus den units, and 3% three bedroom units. Overall, this unit mix of smaller unit types and sizes has been well targeted to the demand by renters who desire a suburban downtown/TOD location.

Suburban Downtown/TOD Development 2013-2017 Unit Mix Survey

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Due to the popularity of the lifestyle amenities which are provided by suburban downtown locations, we believe opportunities exist to create additional rental product in well-located suburban downtowns. While the diverse employment base for the MSA and our direct surveys of buildings in the market indicate a strong long-term picture for multi-family rental product, it is particularly favorable for suburbs which have a vibrant downtown district which would be attractive to potential renters, such as Glen Ellyn.

Many of the suburbs in DuPage County have experienced this recent development trend with the addition of new rental apartment buildings enhancing their downtown districts. Since 2013, suburbs such as Elmhurst and Wheaton have seen an expansion of their housing market with



Suburban Apartment Development Trends
September 21, 2018
Page 5

the development of new rental buildings in the downtown market, with apartment buildings also under construction at the present time in downtown Downers Grove and Lisle. In Cook County, this downtown development activity has been ongoing in Oak Park, adding to the vibrancy of its downtown market. Suburbs such as LaGrange and Orland Park have also experienced this development along with many of the suburbs in the North Shore market. These new developments have been met with excellent market acceptance, achieving strong rent levels, brisk lease-up activity, and enhancing the downtowns in these communities. Glen Ellyn shares similar characteristics to these communities and is expected to generate good market demand for apartment units downtown.

Please feel free to contact us if you would like additional information or are interested in having us provide consulting services.

Sincerely,

INTEGRA REALTY RESOURCES – CHICAGO



Gail Lissner, SRA, CRE
Managing Director
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842
Expires 9/30/19
Telephone: 312-565-3423
Email: glissner@irr.com



Gail Lissner, SRA, CRE

Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing matters.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2020): State of IL Real Estate Appraisal Administration and Disciplinary Board

Village Trustee (2017-2021): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)

Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA) and Chicago Real Estate Council (CREC)
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2019
Illinois, Licensed Real Estate Managing Broker - Gail Lissner, 471.004757, Expires April 2019

Wisconsin, Certified General Real Estate Appraiser - Gail Lissner, 2282-10, Expires December 2019

Education

Bachelor of Arts from Washington University, 1972. Phi Beta Kappa, 1972.

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About IRR

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Local Expertise...Nationally!

irr.com

Date: November 19, 2018

Re: Follow-Up – Suburban Chicago Market Analysis

As a follow-up to the September 21, 2018 Suburban Chicago Market Analysis letter in this report, we have specifically focused on Glen Ellyn and the immediate market area.

As our overview of the general Glen Ellyn multi-family residential market, there are many positive attributes of the western suburban market. There are over 30 million square feet of office space, five Fortune 500 companies have their headquarters here and the area has the second largest employment base in the tri-state area. There are 38 major corporate headquarters, 10 medical centers, 14 college and universities and 2 research facilities, employing over 5,000 people. All of these have a positive impact on the Glen Ellyn residential market. The following chart provides an overview of the Chicagoland area employment with specific information on Glen Ellyn.

Area	Total Private Sector Employment 2012	
	Number of workers	Percent of Six County Metro Area
Six county Chicago metro area	3,261,253	100.0
Within a 30 minute commute of Glen Ellyn	1,195,339	36.7
DuPage County	509,888	15.6
City of Glen Ellyn	9,730	0.3
Cook County	545,135	16.7
Chicago-O'Hare	44,929	1.4
West Suburban Cook County	109,744	3.4
Southwest Suburban Cook County	73,615	2.3
Northwest Suburban Cook County	316,847	9.7
Southeastern Kane County	85,413	2.6
Aurora/North Aurora	40,484	1.2
Batavia/Geneva/St. Charles	44,929	1.4
Will County	54,903	1.7

Source: Illinois Department of Employment Security

In recent years, Glen Ellyn has shown strong growth across multiple areas. Not only has income and educational attainment increased, but this suburban area has consistently seen an increase in the renter base over the past several years.

From 2011 to 2017:

- 5.7% increase in median income (in 2016 dollars)
- 3.6% increase in residents with a bachelor's degree or higher
- 24.5% rent growth 2012-2017

The decision to rent vs. own is critical to residents across Chicago suburbs. The Chicago MSA has seen a meager 1.1% net appreciation in home values from 2000 to 2017, drawing more and more residents towards the benefits of renting. DuPage County, where the subject property is located, has

seen an even more dramatic shift in home values. Median home values in DuPage County have dropped (10.2%) from 2009 to 2016. Over the past 5 years, in DuPage County, rentership has steadily increased as the homeowner population has decreased. Furthermore, younger adults are entering the market with higher student loans and are requiring more flexibility in their housing choices.

According to the 2008-2012 U.S. Census Bureau, Glen Ellyn has a population of just over 27,000 distributed among 11,207 households, of which 36.7% had children under the age of 18 living with them. Additionally, 61.0% of households were married couples living together, 6.8% had a female householder with no husband present, and 29.5% were non-families. Individuals accounted for 25.2% of all households, and 9.3% were people 65 years of age or older living alone. The average household size was 2.63 and the average family size was 3.21.

In the village, the population was spread out with 28.4% under the age of 18, 6.2% from 18 to 24, 30.0% from 25 to 44, 24.1% from 45 to 64, and 11.4% who were 65 years of age or older. The median age was 41 years. For every 100 females, there were 95.3 males. For every 100 females age 18 and over, there were 91.2 males.

The median income for a household in the village is \$99,185. Males had a median income of \$68,630 versus \$36,287 for females. The per capita income for the village was \$53,173. A total of 2.8% of the population, and 1.3% of families, had incomes below the poverty line. By age, 2.4% of those under 19, and 2.0% of those 65 and older, were living below the poverty line. This information is provided by ESIR Converted to US Census Data.

Approximately 70% of the housing stock is single family. A majority of the multi-family component is between 20 and 40 years old. Focusing on the newer multi-family development, in the Glen Ellyn area, we see rental rates of between \$2.20/sf \$2.50/sf per month. There are a few complexes under construction which have proforma rent of \$2.75/sf. The following is a list of current direct Glen Ellyn competition.

1. Maple and Main, Downers Grove

Year built:	2018
Number of units:	115
Occupancy:	15% leased (delivering 10/1)
Average unit size:	932 sf
Effective rent psf:	\$2.48
Avg. effective rent:	\$2,311

2. Apex 41 Apartments, Lombard

Year built:	2017
Number of units:	181
Occupancy:	79%
Avg. unit size:	902 sf
Effective rent psf:	\$2.41
Average effective rent:	\$1,173

3. Courthouse Square, Wheaton

Year built:	2016
Number of units:	149
Occupancy:	91%
Avg. unit size:	983 sf
Effective rent psf:	\$2.44
Average effective rent:	\$2,183

4. Wheaton, 121, Wheaton

Year built:	2013
Number of units:	306
Occupancy:	95%
Avg. unit size:	895 sf
Effective rent psf:	\$1.93
Average effective rent:	\$1,731

5. Elmhurst 255, Elmhurst

Year built:	2016
Number of units:	192
Occupancy:	94%
Avg. unit size:	930 sf
Effective rent psf:	\$2.47
Average effective rent:	\$2,300

6. The Marke of Elmhurst, Elmhurst

Year built:	2018
Number of units:	164
Occupancy:	3/1/2019
Avg. unit size:	941 sf
Effective rent psf:	\$2.86
Average effective rent:	\$2,635

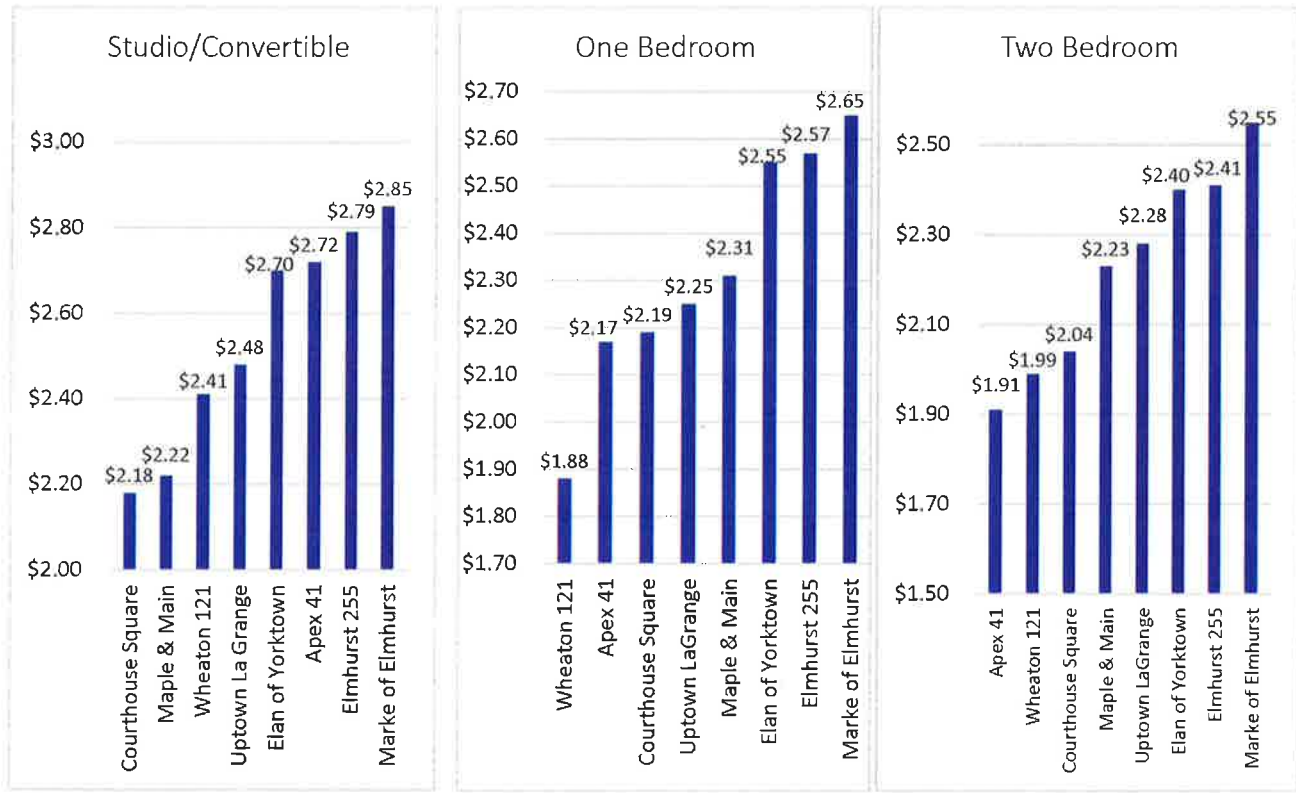
7. Elan Yorktown, Lombard

Year built:	2016
Number of units:	295
Occupancy:	Leasing up
Avg. unit size:	903 sf
Effective rent psf:	\$2.60
Average effective rent:	\$2,347

Source: Kig LLC Cushman & Wakefield

Even with these new complexes, the Glen Ellyn area multi-family market has had less new construction than other suburban Chicago markets. These new developments consist of studio, one, two, and three bedroom apartments. Square footages range from 558 to 1,800. Rents range from \$2.35 to \$2.80 per sq. ft. The monthly rents range from \$1,800 for a 620 sq. ft. studio to over \$3,600 for an 1,100 sf two bedroom, two bath unit. Absorption of this type of product should average 10-12

per month. Apex 400 should lease up to 95% within one year. This is comparable to absorption in developments including Apex 41 in Lombard, Courthouse Square in Wheaton, Wheaton 121 and Elmhurst 255.



Source: Kig LLC, Cushman & Wakefield

Rental housing demand in DuPage County averages just over 1,000 units per year with the current aging rental inventory, new modern rentals are required to return the marketplace to a more balanced state. In DuPage County, which has over 24,000 rental units, the average absorption of apartments has been 850 units per year for the last 4 years. This accounts for over 60% of all residential units built over the last 5 years. New construction of rental units has not kept up with demand. The current vacancy rate is 3.2% for apartment buildings built over the last 6 years.

Rental growth continues to improve. The average rental rate in 2012 was \$1.40/sf or \$1,500/month. The current market cost is \$2.26/sf or \$1,951/month. For new construction, rents average over \$2.40/sf with asking rents for smaller units topping \$2.80/sf.

THE SUBJECT PROPERTY

The proposed development consists of a 107 unit, 5-story apartment building, enclosed public parking, 8,000 sf of retail on the first floor and four floors of apartment units. The chart below outlines the basic information of proposed units:

	No. of Units	Average Size (SF)	Percentage	Rent PSF (Avg. \$2.75)
Studios	5	610	5%	\$2.90
Convertibles	13	742	12%	\$2.80
One bedroom	60	902	56%	\$2.75
Two bedroom	29	1,232	27%	\$2.70

Source: GSP Development LLC

This proposed development will have balconies in all units. It includes high quality construction using non-flammable metal studs, in-unit washer and dryers, top of the line appliances, granite countertops and walk-in closets. Gas, electric, water, cable TV and internet will be separately metered. Enclosed and secure second floor parking will be available for all residents. The amenity package will include a pool, outdoor sitting area, party room, common offices for tenants, yoga room, exercise room, and golf simulator.

Qualifying Income

Our recommendations for the subject units result in average monthly rents as shown below, along with the minimum income to qualify, utilizing a 33% rent/income ratio:

	Studio	Convertible	1 Bedroom	2 Bedroom
Monthly rent	\$1,770	\$2,770	\$2,480	\$3,326
12 months	12	12	12	12
Annual rent	\$21,240	\$24,924	\$29,760	\$33,912
Rent/income ratio	33%	33%	33%	33%
Minimum income	\$64,400	\$75,527	\$90,181	\$120,945

The average household incomes as of 2017 range from \$82,000 to \$90,000 for the one to five-mile radius. In the five-mile radius, the median household income for the 25-44 age range ranges from about \$60,000 to \$80,000. Also within five miles of the subject, 57% of all existing households have incomes of more than \$75,000 with 40% more than \$90,000. The income levels in the area are in line with the income needed to support the subject rents. In the event that some of the two-bedroom units are rented to roommates, the per person cost would be extremely affordable, requiring an income of only \$60,000 per person.

Renter Profile

With the proposed finishes, unit mix and sizes, the proximity to the Metra station, and Glen Ellyn's downtown area, the target renter profile is young professionals, divorcees, and retired Glen Ellyn residents looking to stay in Glen Ellyn but not in a single family home.

Conclusion:

The general suburban market for high-quality apartments continues to be strong. Because of the lack of new apartments in Glen Ellyn and the success of those new apartment complexes in the area, we believe this is a viable development. The location in downtown Glen Ellyn, near the train station, shopping and restaurants makes this an excellent location for a multi-family development. The proposed amenity package, unit mix and effect rents of \$2.80/sf should be achievable in 2020, the year of delivery.

Traffic Impact Study Proposed APEX 400 Apartments

Glen Ellyn, Illinois



Prepared For:

GSP Development

Prepared By:

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

November 29, 2018

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed apartment development to be located in the northwest quadrant of the intersection of Main Street with Hillside Avenue in Glen Ellyn, Illinois. As proposed, the site which is currently occupied by one story commercial building and a 122-space surface parking lot containing a mix of 3-hour metered, 6-hour metered and permit parking spaces, will be redeveloped to provide a five-story apartment building containing 107 apartment units, approximately 8,844 square-feet of commercial space, and a two-story parking garage with 137 public parking spaces and 139 residential parking spaces. Access to the site will be provided via full movement access drives off Main Street, Hillside Avenue and Glenwood Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development and evaluate the adequacy of the proposed parking supply.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, afternoon and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning, weekday afternoon and weekday evening peak hours for the following conditions:

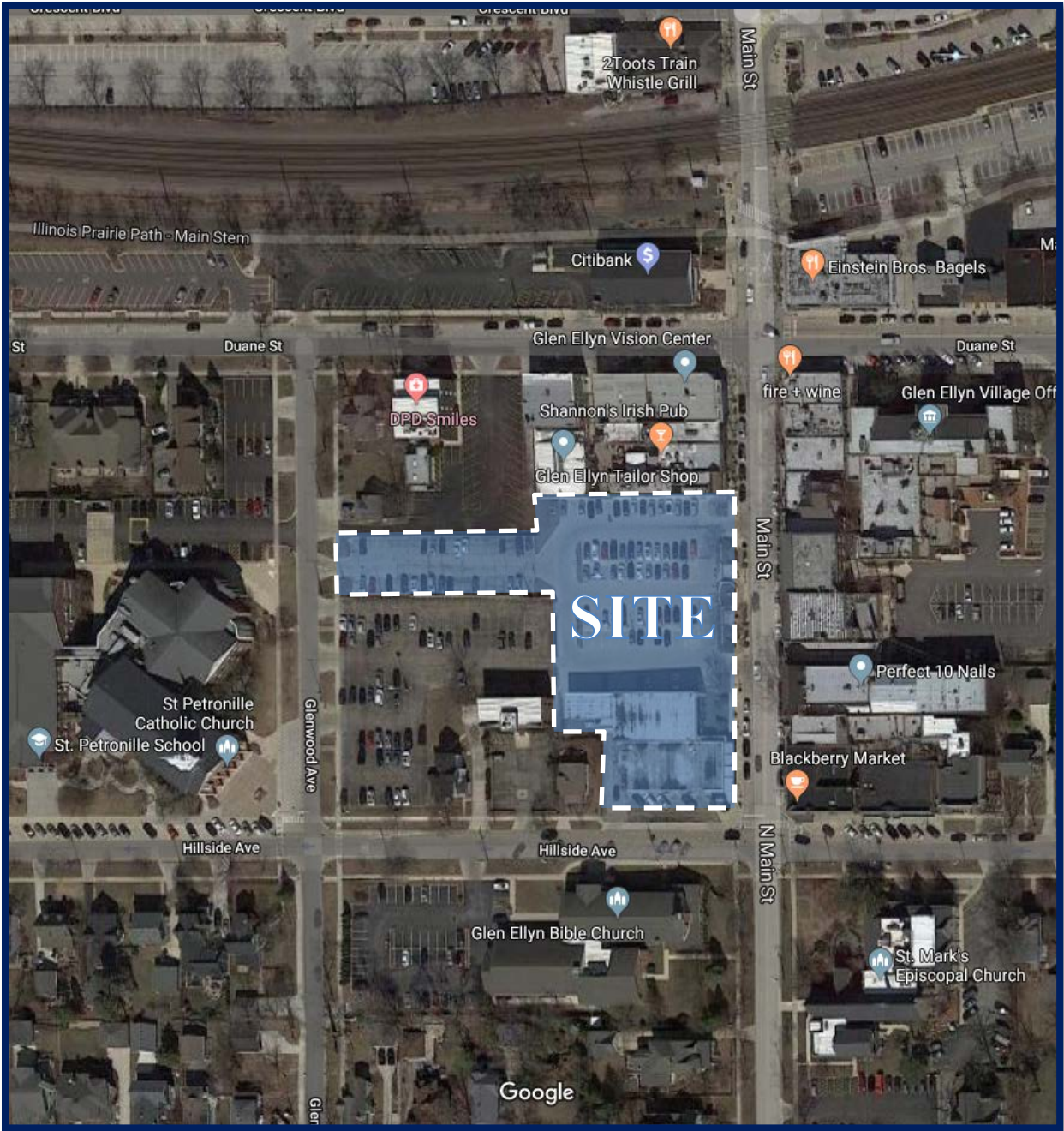
1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Condition – Analyzes the projected traffic volumes which includes the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)



Aerial View of Site Location

Figure 2

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

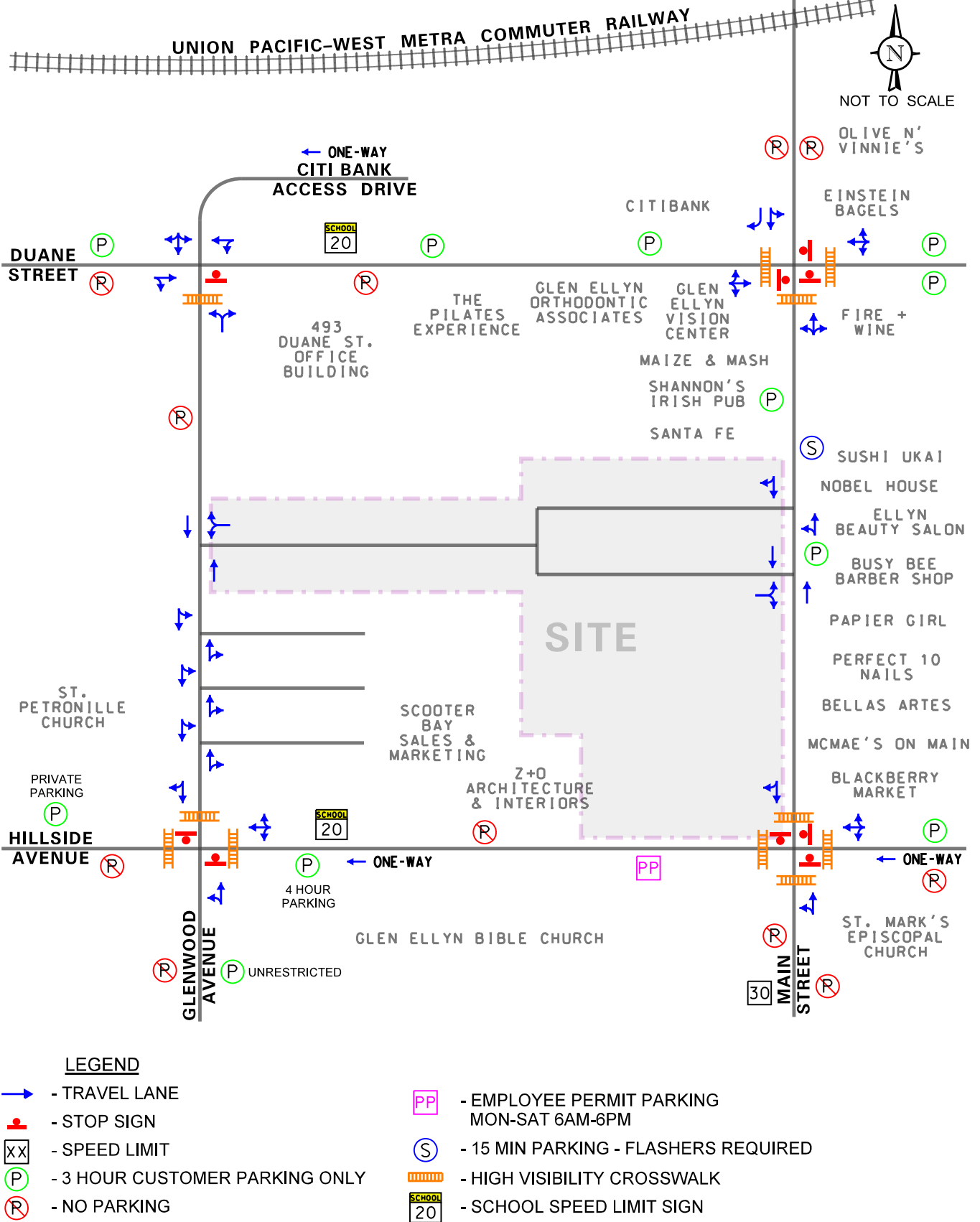
Site Location

The site, which is located in the northwest quadrant of the intersection of Main Street with Hillside Avenue, is currently occupied by a one-story commercial building that was formerly occupied by Giesche Shoes and a 122-space surface lot that provides 55 three-hour metered parking spaces, 25 six-hour metered parking spaces and 42 permit parking spaces. Land uses in the vicinity of the site are primarily commercial in all directions and include the following; Glen Ellyn Bible Church, Scooter Bay Sales and Marketing and Z+O Architecture + Interiors to the south, St. Petronille Catholic Church, School and private parking lot to the west, and 493 Duane Street office building and Citi Bank to the north. Additionally, various commercial developments and are located to the north, northeast and east of the site with the Glen Ellyn Village Hall located approximately 350 feet to the northeast of the site. It should be noted that the Glen Ellyn Metra Station is located approximately 1000 feet to the northeast of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Main Street is a north-south roadway that provides one through lane in each direction and is classified as a village arterial roadway by the Village of Glen Ellyn Comprehensive Plan. At its all way stop-sign controlled intersection with Hillside Avenue, Main Street provides a shared through/right-turn lane on the southbound approach and a shared left-turn/through lane on the northbound approach and both legs provide a high visibility crosswalk. At its unsignalized intersection with Duane Street, Main Street provides a shared left-turn/through lane on and an exclusive right-turn lane on the southbound approach and shared left/through/right-turn lane on the northbound approach that is under stop-sign control. The south leg of the intersection provides a high visibility crosswalk. On-street parking is permitted on both sides of Main Street between Hillside Avenue and Duane Street and is restricted to 3-hour customer parking. Main Street is under the jurisdiction of the Village of Glen Ellyn, carries an annual average daily traffic (AADT) volume of 6,450 vehicles (IDOT AADT 2016) and has a posted speed limit of 30 miles per hour south of Hillside Avenue.



APEX 400 Apartments
Glen Ellyn, Illinois

Existing Roadway Characteristics

Hillside Avenue is an east-west roadway that is restricted to one-way westbound travel and is classified as a neighborhood collector street by the Village of Glen Ellyn Comprehensive Plan. At its all way stop-sign controlled intersection with Main Street, Hillside Avenue provides a shared left/through/right-turn lane under stop-sign control on the westbound approach and both Hillside Avenue approaches provide high visibility crosswalks. At its unsignalized intersection with Glenwood Avenue, Hillside Avenue provides a shared left/through/right-turn lane on the westbound approach. Between Glenwood Avenue and the Glen Ellyn Bible Church access drive, on-street parking is permitted on the south side of Hillside Avenue and is time restricted to four hours. Between the Glen Ellyn Bible Church access drive and Main Street, angle parking is provided on the south side of Hillside Avenue and is restricted to CBD Employee Parking Permit Only on Monday through Saturday from 6:00 A.M. to 6:00 P.M. Parking is prohibited on the north side of the roadway between Glenwood Avenue and Main Street. West of Glenwood Avenue, private angled parking for the St. Petronille Catholic Church is provided on the north side of Hillside Avenue and parking is prohibited on the south side of the roadway. East of Main Street, angled parking that is restricted to 3-hour customer parking only is provided on the north side of the Hillside Avenue and parking is prohibited on the south side of the roadway. Hillside Avenue is under the jurisdiction of the Village of Glen Ellyn and has a posted school zone speed limit of 20 miles per hour.

Duane Street is an east-west roadway that provides one through lane in each direction and is classified as a community collector roadway by the Village of Glen Ellyn Comprehensive Plan. At its unsignalized intersection with Main Street, Duane Street provides a shared left/through/right-turn lane under stop sign control and a high visibility crosswalk on both approaches. At its unsignalized intersection with Glenwood Avenue, Duane Street provides a shared through/right-turn lane on the eastbound approach and a shared left-turn/through lane on the westbound approach. On-street parking is provided on the north side of Duane Street that is restricted to 3-hour customer parking only. On the south side of Duane Street, on-street parking is permitted east of the 493 Duane Street office building access drive and is restricted to 3-hour customer parking only. Duane Street is under the jurisdiction of the Village of Glen Ellyn and has a posted school zone speed limit of 20 miles per hour.

Glenwood Avenue is a north-south roadway that provides one through lane in each direction and is classified as a local roadway by the Village of Glen Ellyn Comprehensive Plan. On Sundays between 6:00 A.M. and 6:00 P.M., Glenwood Avenue is restricted to one-way northbound movements. At its unsignalized intersection with Duane Street, Glenwood Avenue provides a shared left/right turn lane under stop-sign control and a high visibility crosswalk. The north leg of this intersection is the outbound only access drive serving the Citi Bank parking lot which provides a shared left/through/right-turn lane. At its unsignalized intersection with Hillside Avenue, Glenwood Avenue provides a shared left-turn/through lane on the northbound approach and a shared through/right-turn lane on the southbound approach. Both approaches are under stop-sign control and the north leg of the intersection provides a high visibility crosswalk. On-street parking is prohibited on the west side of Glenwood Avenue. It should be noted that while no signage is posted, vehicles generally do not park on the east side of Glenwood Avenue between Hillside Avenue and Duane Street. Glenwood Avenue is under the jurisdiction of the Village of Glen Ellyn.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Wednesday, August 29, 2018, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (2:30 P.M. to 6:00 P.M.) peak periods at the following intersections:

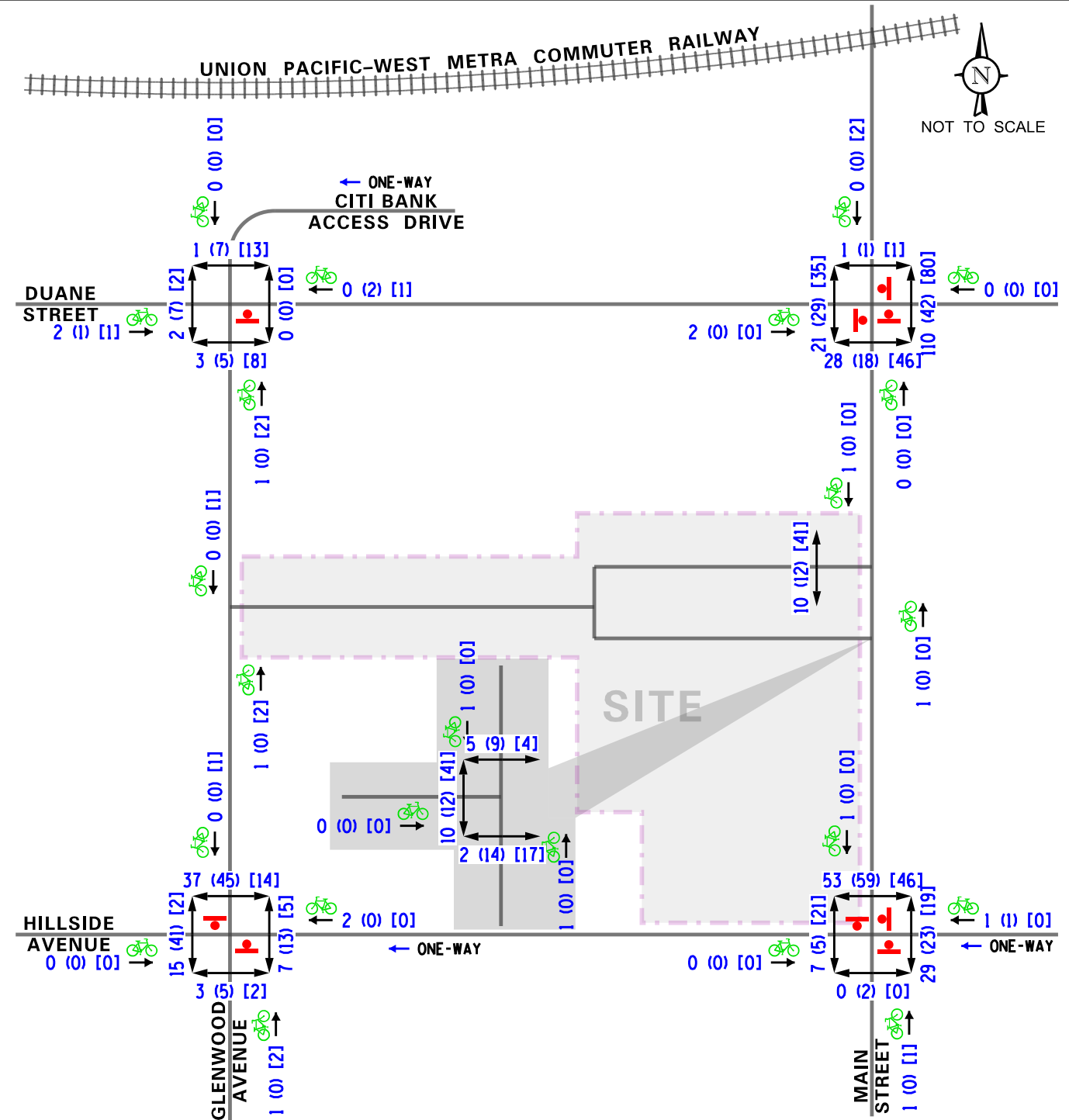
- Main Street with Hillside Avenue
- Main Street with Duane Street
- Hillside Avenue with Glenwood Avenue
- Duane Street with Glenwood Avenue
- Main Street with Parking Lot Access Drives
- Glenwood Avenue with Parking Lot Access Drive

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. It should be noted that the weekday morning peak hour coincides with the drop-off activity of St. Petronille School. Additionally, the pick-up activity of St. Petronille School creates an afternoon peak hour of traffic which occurs from 2:30 to 3:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing pedestrian and bicycle peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

St. Petronille School Operations

St. Petronille School is a private catholic school that has an enrollment of approximately 500 students in kindergarten through eighth grade. The morning drop-off for St. Petronille School generally occurs between 7:45 A.M. and 8:15 A.M. and that afternoon pick-up generally occurs between 2:45 P.M. and 3:20 P.M. The loading zone of the grades four through eight occurs along the north side Hillside Avenue and loading for kindergarten through third grade occurs within the parking lot on the north side of the school building. Additionally, during the morning drop-off period, Glenwood Avenue is barricaded between Hillside Avenue and the parish office between 8:00 A.M. and 8:10 A.M. The restriction of Hillside Avenue to one-way westbound movements combined with the barricade restriction on Glenwood Avenue results in all vehicles for grades four through eight entering the loading queue from the intersection of Main Street with Hillside Avenue or from northbound Glenwood Avenue at Hillside Avenue. Furthermore, vehicles for grades kindergarten through third enter the loading queue from the intersection of Glenwood Avenue with Duane Street. There is one bus that serves St. Petronille School and the loading zone for the bus is also located on the north side of Hillside Avenue to the west of the passenger vehicle loading zone. This bus also accesses the loading zone via Hillside Avenue. Crossing guards are provided at the intersections of Main Street with Hillside Avenue and Hillside Avenue with Glenwood Avenue. During the morning drop-off period, westbound queues on Hillside Avenue were not observed to extend to Main Street and southbound queues on Glenwood Avenue were observed to extend onto Duane Street two times, however, these queues cleared within one minute. Overall, the majority of drop-off activity concluded by 8:15 A.M. During afternoon pick-up, parents will park within the church parking lot, on Hillside Avenue and on Glenwood Avenue south of Hillside Avenue. The majority of pick-up activity concludes by 3:30 P.M.





Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

APEX 400 Apartments
Glen Ellyn, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes

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Job No: 18-114 Figure: 5

Train Observations

Field observations conducted during the peak hours indicated that northbound queues on Main Street at its at grade railroad crossing with the Union Pacific – West Metra Commuter Railway only extended beyond Duane Street three times during the weekday morning peak hour and two times during the weekday evening peak hour. Furthermore, northbound queues extended beyond the location of the proposed public parking garage access only one time during the weekday morning peak hour and one time during the weekday evening peak hour. The queue during the weekday evening peak hour was attributed to two Metra trains (one inbound and one outbound) and also a freight train. The queueing caused by this event also extended beyond Hillside Avenue, with queueing clearing Duane Street within five minutes following the train event. During Metra train events, queues generally cleared Duane Street within two minutes.

Crash Analysis

KLOA, Inc. obtained crash data for the past most recent available five years (2012 to 2016) for the intersections of Main Street with Hillside Avenue, Main Street with Duane Street, Hillside Avenue with Glenwood Avenue, Duane Street with Glenwood Avenue. A review of the crash data¹ indicated the following:

- The intersection of Main Street with Hillside Avenue experienced three crashes in 2012, zero crashes in 2013, and one crash in 2014, 2015 and 2016.
- The intersection of Main Street with Duane Street experienced five crashes in 2012, seven crashes in 2013, one crash in 2014, three crashes in 2015 and zero crashes in 2016.
- The intersection of Hillside Avenue with Glenwood Avenue experienced zero crashes in 2012, 2014 and 2016, and one crash in 2013 and 2015.
- The intersection of Duane Street with Glenwood Avenue experienced only one crash between 2012 and 2016.
- No fatalities were reported at any of the study area intersections.

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the plans call for the redeveloping the site with a five-story apartment building containing 107 apartment units, approximately 8,844 square-feet of ground floor commercial space and a two-story parking garage. The ground level of the parking garage will provide 137 public parking spaces and the second level of the parking garage will provide 139 residential parking spaces. Access to the site will be provided via the following:

- A full movement access drive off Main Street located approximately 185 feet south of Duane Street at the location of the existing northerly access drive serving the public surface parking lot. This access drive will provide one inbound lane and one outbound lane and outbound movements should be under stop-sign control. This access drive will serve the proposed public parking spaces.
- Full movement access drives off Hillside Avenue located approximately 115 feet west and 155 feet west of Main Street. Both access drives will provide one inbound lane and one outbound lane and outbound movements should be under stop-sign control. The easterly access drive will serve the proposed public parking spaces and the westerly access drive will serve the proposed residential parking spaces.
 - As part of the proposed development and based on discussions held with the Village of Glen Ellyn, Hillside Avenue between Main Street and Glenwood Avenue is proposed to be converted to two-way operation. The conversion of this roadway segment will allow existing and proposed vehicles to exit the access drives along Hillside Avenue and access Main Street directly in lieu of utilizing Glenwood Avenue and its intersections with Duane Street and Phillips Avenue. This will limit the circulation of existing and development generated vehicles along the neighborhood streets to the west thus reducing its impact on the school drop-off activity. The evaluation of converting this segment of Hillside Avenue as well as evaluating converting a larger segment of Hillside Avenue is discussed later in the report.
- A full movement access drive off Glenwood Avenue located approximately 225 feet south of Duane Street at the location of the outbound only access drive serving the existing surface public parking lot. This access drive will provide one inbound lane and outbound movements should be under stop-sign control. This access drive will serve the proposed public parking spaces.

A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

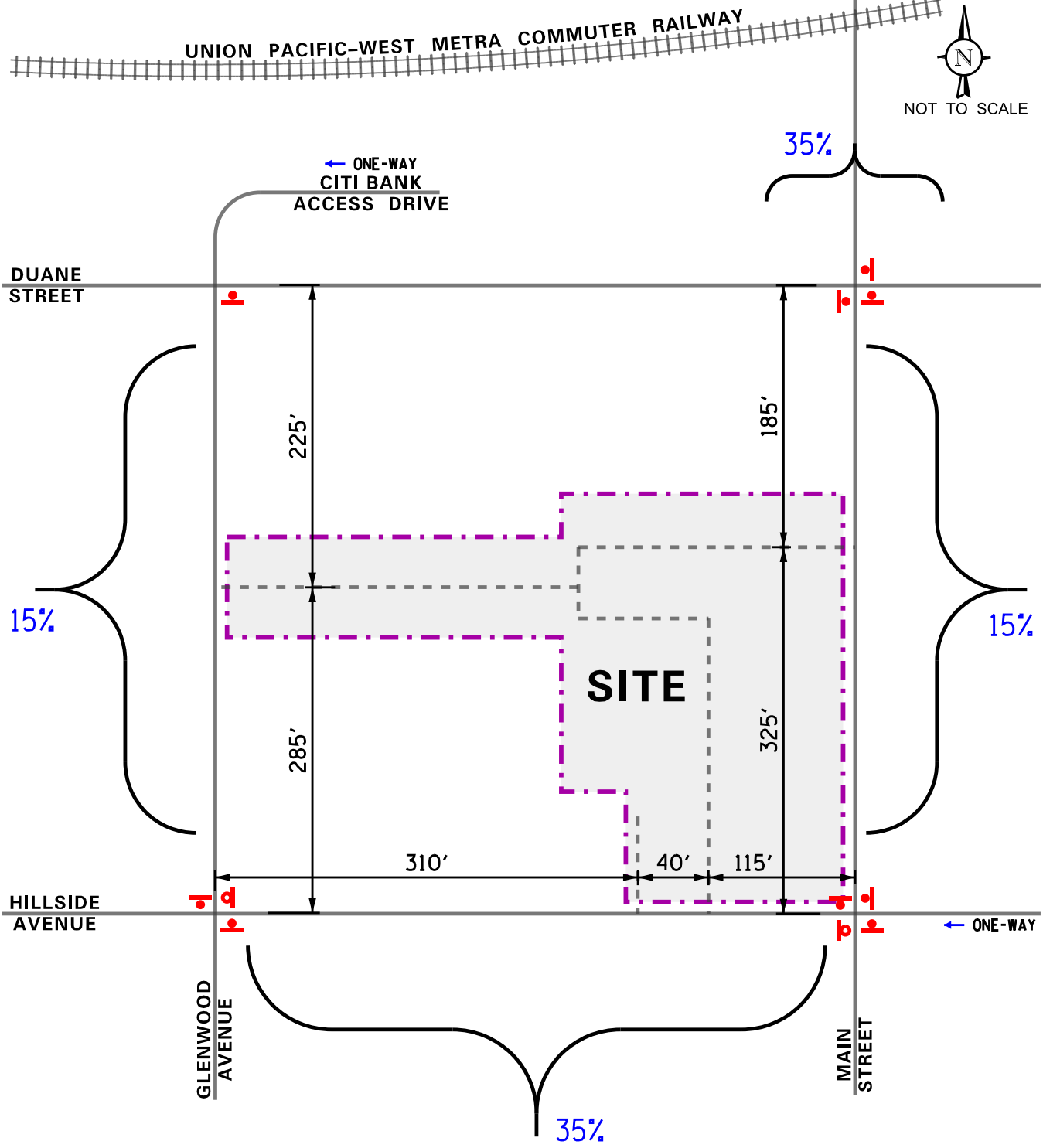
The directions from which residents of the apartment units and patrons of the commercial space will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated by the proposed apartment development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The “Multifamily Housing (Mid Rise)” (Land-Use Code 221) was used for the apartment units. The Shopping Center (Land-Use Code 820) was used for the proposed commercial space.

As previously indicated, the proposed development is located within 1000 feet of the Glen Ellyn Station for the Union Pacific – West Metra Commuter Railway. As such, many of the residents will utilize public transportation to get to work. Based on census data provided for households located within one-quarter of a mile of the Glen Ellyn Metra Station, approximately 25 percent of residents utilize public transportation, bicycle or walking to travel to/from work. As such, the trips estimated to be generated by the proposed apartment units were reduced by approximately 25 percent due to the proximity of public transportation.

Table 1 tabulates the vehicle trips anticipated for this development.



Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

APEX 400 Apartments
Glen Ellyn, Illinois

Estimated Directional Distribution

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Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	In	Out	Total	
221	Apartments (107 Units)	10	29	39	19	12	31	29	18	47	582
	25 Percent Reduction	-3	-7	-10	-5	-3	-8	-7	-5	-12	-146
820	Retail (8,844 s.f.)	5	3	8	14	15	29	16	18	34	334
	Subtotal	12	25	37	28	24	52	38	31	69	770
KLOA Surveys	Exiting Surface Parking Spaces ¹	49	36	85	36	67	103	58	33	91	--
	Grand Total	61	61	122	64	91	155	96	64	160	--
1 – Trip generation based on the traffic counts conducted at the existing surface parking lot access drives, increased by an ambient growth factor as discussed later in the report.											

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development (apartments and retail) were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The total new traffic assignment for the proposed development is illustrated in **Figure 7**. It should be noted that the site traffic assignment reflects the conversion of Hillside Avenue between Main Street and Glenwood Avenue allow two-way traffic.

Background Traffic Conditions

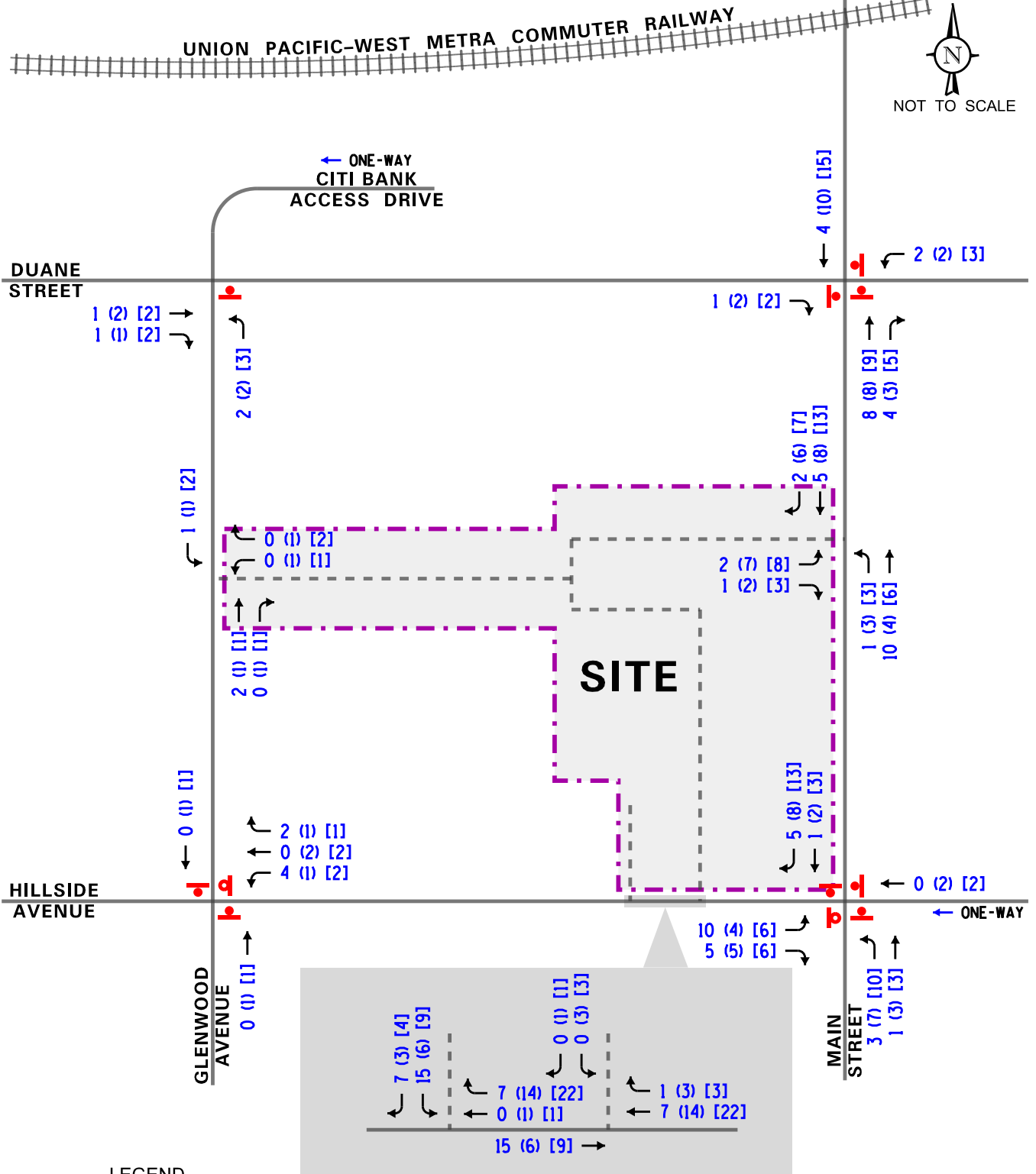
As previously indicated, the proposed ground floor parking garage will be reserved for public use and the two existing access drives on Main Street will be combined into a single access drive. As such, the existing traffic volumes at the intersection of Main Street with the southerly public parking lot access drive were reassigned to the northerly public parking lot access drive as this driveway/location will serve the proposed parking garage and will permit full turning movements. Additionally, due to the conversion of Hillside Avenue between Main Street and Glenwood Avenue the existing traffic volumes were reassigned to the roadway network to utilize the proposed conversion.

Furthermore, the existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated June 27, 2018, an increase of approximately 0.79 percent per year for six years (buildout year plus five years) was applied to project Year 2024 conditions. It should be noted that this background growth was applied to all existing traffic volumes. A copy of the CMAP 2040 projections letter is included in the Appendix.

The Year 2024 background traffic volumes, which includes the existing traffic volumes increased by the ambient growth factor and reassigned to the roadway network are illustrated in **Figure 8**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 7) was added to the Year 2024 background traffic volumes (Figure 8) to determine the Year 2024 total projected traffic volumes, as illustrated in **Figure 9**.

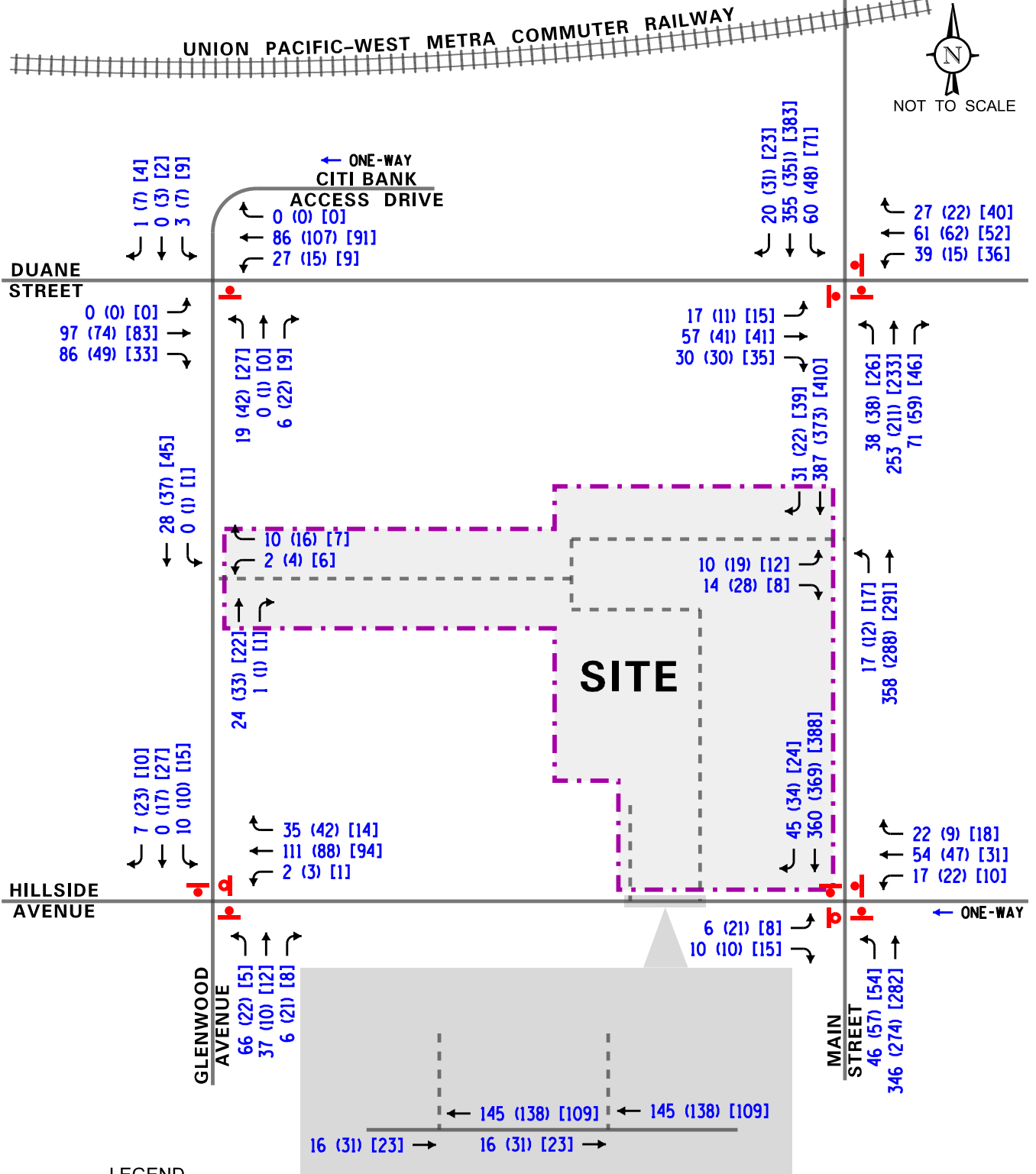


Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

APEX 400 Apartments
Glen Ellyn, Illinois

Estimated Site-Generated Traffic Volumes
(Apartments and Retail)

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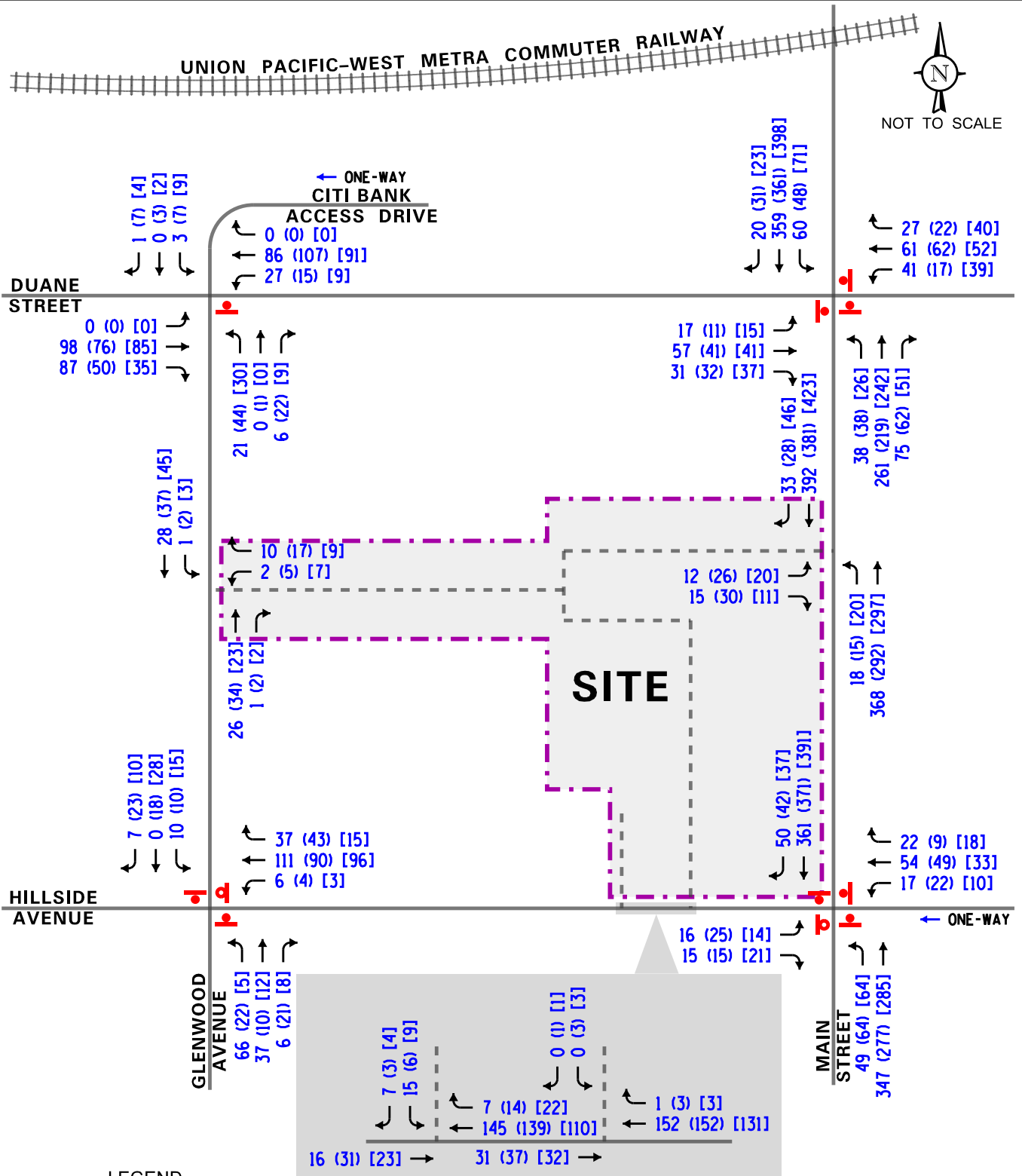


Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

APEX 400 Apartments
Glen Ellyn, Illinois

Year 2024 Background Traffic Volumes

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Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

APEX 400 Apartments
Glen Ellyn, Illinois

Year 2024 Total Projected
Traffic Volumes

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5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday afternoon and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, afternoon and evening peak hours for the existing (Year 2018) and future projected (Year 2024) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 10 computer software. Synchro/SimTraffic 10 was utilized to represent the operations of the intersections more accurately due to their proximity to one another, the existing and proposed access drives and the Main Street at grade railroad crossing with the Union Pacific – West Metra Commuter Railway.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 2** and **3**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – YEAR 2018 EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Main Street with Hillside Avenue						
• Overall	B	12.6	B	11.4	B	11.6
• Northbound Approach	B	12.9	B	11.0	B	11.0
• Southbound Approach	B	12.9	B	12.2	B	12.4
• Westbound Approach	A	9.8	A	9.3	A	9.0
Main Street with Duane Street¹						
• ICU Level of Service	B	62.7%	B	56.1%	B	56.0%
Hillside Avenue with Glenwood Avenue						
• Northbound Approach	B	11.7	B	11.2	B	10.0
• Southbound Approach	A	9.7	B	10.3	A	9.8
• Westbound Left Turns	A	7.2	A	7.2	A	7.2
Duane Street with Glenwood Avenue/Citi Access						
• Northbound Approach	B	10.7	B	10.1	B	10.2
• Southbound Approach	B	10.6	B	10.0	B	10.1
• Westbound Left Turns	A	7.8	A	7.5	A	7.5
Main Street with Northerly Full Movement Access Drive						
• Eastbound Approach	--	--	B	12.6	--	--
• Northbound Left Turns	A	8.3	A	8.2	A	8.6
Main Street with Southerly Full Movement Access Drive						
• Eastbound Approach	B	13.4	B	13.0	B	14.6
• Northbound Left Turns	--	--	A	8.2	--	--
Glenwood Avenue with Outbound Only Access Drive						
• Westbound Approach	A	8.6	A	8.8	A	8.7
LOS = Level of Service Delay is measured in seconds. 1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.						

Table 3

CAPACITY ANALYSIS RESULTS - YEAR 2024 PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Main Street with Hillside Avenue						
• Overall	B	13.7	B	12.5	B	12.6
• Northbound Approach	B	14.4	B	12.2	B	12.2
• Southbound Approach	B	14.1	B	13.6	B	13.7
• Eastbound Approach	A	9.3	A	9.3	A	9.0
• Westbound Approach	B	10.2	A	9.8	A	9.4
Main Street with Duane Street¹						
• ICU Level of Service	C	66.7%	B	59.4%	B	59.9%
Hillside Avenue with Glenwood Avenue						
• Overall	A	8.6	A	7.9	A	7.7
• Northbound Approach	A	8.7	A	7.7	A	7.4
• Southbound Approach	A	7.6	A	7.5	A	7.5
• Westbound Approach	A	8.7	A	8.1	A	7.8
Duane Street with Glenwood Avenue/Citi Access						
• Northbound Approach	B	11.1	B	10.6	B	10.4
• Southbound Approach	B	10.7	B	10.1	B	10.1
• Westbound Left Turns	A	7.8	A	7.5	A	7.5
Main Street with Public Parking Full Movement Access Drive						
• Eastbound Approach	B	14.2	B	14.1	C	16.9
• Northbound Left Turns	A	8.3	A	8.3	A	8.7
Hillside Avenue with Public Parking Full Movement Access Drive						
• Southbound Approach	--	--	A	9.4	A	9.3
Hillside Avenue with Residential Full Movement Access Drive						
• Southbound Approach	A	9.4	A	9.4	A	9.2
Glenwood Avenue with Public Parking Full Movement Access Drive						
• Westbound Approach	A	8.6	A	8.8	A	8.7
• Southbound Left Turns	A	7.3	A	7.3	A	7.3
LOS = Level of Service Delay is measured in seconds. 1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.						

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

Main Street with Hillside Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) B during the weekday morning, afternoon and evening peak hours. As previously indicated, under Year 2024 conditions the west leg of the intersection will be converted to two-way traffic between Main Street and Glenwood Avenue. With the proposed conversion, this intersection will continue to operate as an all-way-stop-sign controlled intersection.

In order to accommodate this conversion, approximately 18 parking spaces along the south side of the roadway (of which 16 are reserved for CBD employees between 6:00 A.M. and 6:00 P.M. Monday through Saturday) will be eliminated. Additionally, a stop-sign and stop bar will need to be installed on the eastbound approach of Hillside Avenue at Main Street.

Under projected traffic and roadway conditions, this intersection overall is projected to continue operating at LOS B during the peak hours with increases in delay of approximately one seconds or less. Additionally, all of the approaches are projected to operate at LOS B or better during the peak hours with increases in delay of approximately two seconds or less. The 95th percentile queues for the northbound, southbound, westbound and eastbound approaches are projected to be approximately four vehicles, four vehicles, one vehicle and one vehicle, respectively, which is an increase of one to two car lengths over existing conditions.

Overall, this intersection, with the proposed conversion, has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Main Street with Duane Street

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersection's traffic control is designed to allow southbound movements to operate under free flow conditions in order to keep southbound queues from extending onto the train tracks. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 56 to 63 percent of the capacity of the intersection. Under future conditions it is projected that the intersection will utilize approximately 59 to 67 percent of the capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

As previously indicated and based on field observations, this intersection experiences queueing during events when train gates are down. These queues extend beyond Duane Street and in one instance queues extended beyond Hillside Avenue, however, the queues would clear Duane Street within five minutes following a train event. While the proposed development will contribute traffic to the intersection, this additional traffic will not be significant. As such, the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be necessary.

Hillside Avenue with Glenwood Avenue

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS B or better during the weekday morning, afternoon and weekday evening peak hours. As previously indicated, under Year 2024 conditions the east leg of the intersection will be converted to two-way traffic between Main Street and Glenwood Avenue. With the proposed conversion, a stop-sign and stop-bar should be provided on the westbound approach which will convert the operation of this intersection to all-way-stop-sign control.

Under Year 2024 conditions, with the provision of all-way stop sign control, this intersection and all of the approaches are projected to operate at LOS A during the weekday morning, afternoon and evening peak hours. The 95th percentile queues for the northbound, southbound and westbound approaches are projected to be one to two vehicles. As previously indicated, the St. Petronille School drop-off for grades 4 through 8 occurs on the north side of Hillside Avenue west of Glenwood Avenue. Additionally, during morning drop-off Glenwood Avenue is barricaded between the parish office and Hillside Avenue between 8:00 A.M. and 8:10 A.M. During morning drop-off, queues extend from the Hillside Avenue drop-off zone past Glenwood Avenue but do not extend to Main Street and northbound Glenwood Avenue traffic experience additional queueing and delay while waiting to enter the drop-off queue. However, outside of morning school drop-off activities, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements will be required.

Duane Street with Glenwood Avenue/Citi Bank Access Drive

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning, afternoon and weekday evening peak hours. Under Year 2024 conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. Additionally, westbound left-turning movements from Duane Street onto Glenwood Avenue are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As previously indicated, during morning drop off for St. Petronille School, southbound queues on Glenwood Avenue were observed to extend onto Duane Street two times, however, these queues only occurred within a five-minute period between 8:00 A.M. and 8:15 A.M. and cleared Duane Street within one minute. Additionally, these queues did not impact northbound Glenwood Avenue traffic. Overall, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway improvements or signal requirements will be required.

Main Street with Proposed Public Parking Full Access Drive

The results of the capacity analysis indicate that outbound movements from the public parking garage access drive onto Main Street are projected to operate at LOS B during the weekday morning and afternoon peak hours and at LOS C during the weekday evening peak hour. Furthermore, northbound left turning movements from Main Street onto the access drive are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed access drive off Main Street will be adequate in accommodating the traffic projected to be generated by the proposed public parking spaces and will ensure efficient and flexible access is provided.

Hillside Avenue with Access Drives

The results of the capacity analysis indicate that outbound movements from the public and residential access drives are projected to operate at LOS A during the weekday morning, weekday afternoon and weekday evening peak hours. Providing access off Hillside Avenue to the proposed public parking garage will increase site access flexibility as the access drive will allow vehicles to exit the area to the west on Hillside Avenue without traversing the all-way stop-sign controlled intersection of Hillside Avenue with Main Street. As previously indicated, during morning drop-off at St. Petronille School westbound queues on Hillside Avenue extend from the drop-off zone past Glenwood Avenue. These queues generally occur for an approximately one-half hour period from 7:45 A.M. to 8:15 A.M. While the public parking garage has additional access off Main Street and Glenwood Avenue, residential traffic will be required to exit onto Hillside Avenue. The conversion of Hillside Avenue to two-way traffic between Main Street and Glenwood Avenue will allow for existing traffic and proposed residential traffic to egress onto Hillside Avenue toward Main Street directly and avoid the Hillside Avenue queue of drop-off vehicles. Overall, the conversion of Hillside Avenue to provide two-way traffic will not have an area wide impact on roadway network as the vehicles primarily utilizing the converted segment will be site generated traffic which was accounted for in the preceding evaluation. As such, the proposed access drives off Hillside Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient and flexible access is provided.

Glenwood Avenue with Proposed Public Parking Full Access Drive

The results of the capacity analysis indicate that outbound movements the proposed access drive onto Glenwood Avenue are projected to operate at LOS A during the weekday morning, afternoon and weekday evening peak hours with 95th percentile queues of one to two vehicles. Additionally, southbound left-turning movements from Glenwood Avenue onto the access drive are projected to operate at LOS A during the peak hours with 95th percentile queues of one to two vehicles. Providing full movement access off Glenwood Avenue will be beneficial to the site and adjacent roadway network as inbound vehicles from the west on Duane Street are able to access the site without traversing the intersection of Main Street with Duane Street. Additionally, outbound vehicles are able to depart to the west on Duane Street or Hillside Avenue without traversing the respective intersections of Main Street with those two roadways.

As previously indicated, southbound queueing on Glenwood Avenue occurs during the morning drop-off activity for St. Petronille School and a barricade is put up along Glenwood Avenue, south of the proposed access drive, between 8:00 A.M. and 8:10 A.M. However, the queueing and barricade only impact Glenwood Avenue traffic for a 15-minute period during the weekday morning peak hour and do not impact outbound right-turning movements from the proposed access drive onto Glenwood Avenue. Furthermore, during this short time period vehicle are able to access the development via the access drives on Main Street and Hillside Avenue. As such, this access drive will reduce the impact of the proposed development on the operations of Main Street, will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient and flexible access is provided to the public parking garage.

Hillside Avenue Two-Way Traffic Evaluation

KLOA, Inc. previously conducted a Central Business District Traffic Study for the Village of Glen Ellyn in March 2012. In the study it was determined that Hillside Avenue has a cross section (back of curb to back of curb) that varies between 20 and 28 feet and in order to provide two-way traffic either on-street parking would have to be prohibited on both sides of the road or the road would need to be widened to accommodate on-street parking. The following is a further evaluation of converting the various segments of Hillside Avenue to two-way traffic between Park Avenue and Prospect Avenue.

Hillside Avenue – Main Street to Glenwood Avenue

Due to the width of Hillside Avenue, the conversion of Hillside Avenue between Main Street and Glenwood Avenue will result in the loss of approximately 18 on-street parking spaces on the south side of the roadway. However, as previously indicated, the conversion of this roadway segment will allow vehicles utilizing the existing and proposed access drives to exit the access drives along Hillside Avenue and access Main Street directly in lieu of utilizing Glenwood Avenue and its intersections with Duane Street and Phillips Avenue. This will reduce the circulation of existing (including church and school) and development generated vehicles along the neighborhood streets to the west thus reducing its impact on the school drop-off activity.

Hillside Avenue – Glenwood Avenue to Prospect Avenue

Hillside Avenue between Glenwood Avenue and Proposed Avenue should continue to be restricted to one-way westbound traffic only in order to maintain the existing 19 angled parking spaces provided on the north side of the roadway. These spaces are utilized by church patrons on weekends and for school drop-off/pick-up on weekdays. By maintaining the one-way traffic and the existing parking spaces, efficient and orderly drop-off and pick-up procedure of students attending St. Petronille School will continue as it exists today.

Hillside Avenue – Main Street to Park Avenue

The conversion of Hillside Avenue between Main Street and Park Avenue will result in the elimination of eight angled parking spaces on the north side of the roadway fronting commercial uses and 32 on-street parking spaces located on the north side of the roadway within the residential neighborhood. This will significantly reduce the availability of parking for the CBD area as well as the adjacent single-family homes. Furthermore, the conversion will provide the opportunity for northbound vehicles on Main Street to traverse the neighborhood to avoid northbound queues during train crossings, introducing cut-through traffic into the adjacent residential neighborhoods east of Main Street.

Therefore, it is recommended that only the segment of Hillside Avenue between Main Street and Glenwood Avenue be converted to allow two-way traffic, resulting in the loss of only 18 on-street parking spaces.

Residential Parking Evaluation

As found in the Village of Glen Ellyn Code of Ordinances, the C5A zoning district does not require additional off-street parking for commercial or residential land-uses within the zoning district. Comparatively, when evaluating the proposed apartment development based on the C5B zoning requirements, dwelling units above ground floor retail are required to provide one space per efficiency unit, one and one-half spaces per one-bedroom unit, and two spaces per two-bedroom or greater unit. With a total of 18 efficiency units, 60 one-bedroom units, and 29 two-bedroom plus units (136 total bedrooms), the residential portion of the development would be required to provide 166 parking spaces based on C5B zoning requirements.

As proposed, the apartment development will provide a total of 139 residential parking spaces, ratio of 1.30 spaces per unit. Based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 4th Edition for Land-Use Code 221 (Low/Mid-Rise Apartments), the following was determined:

- The average parking supply ratio at similar sites was 1.4 spaces per unit.
- The average peak parking demand ratio is 1.23 spaces per dwelling unit.
- The average peak parking demand ratio based on the number of bedrooms ranged between 0.9 and 1.0 spaces per bedroom.
- The rate shows a direct correlation between the number of bedrooms and the peak parking demand. Developments with less than an average of 1.5 bedrooms per unit had a peak parking demand of 92 percent of the average peak parking demand. This will apply to the proposed development since it is anticipated to have an average of 1.27 bedrooms per unit.

Furthermore, the proposed parking supply is consistent with other apartment developments (built or planned) in the area which provides an average parking at a ratio of 1.27 spaces per unit. The location, number of units, and number of parking spaces provided for these developments are summarized in **Table A** in the Appendix.

Lastly, for comparison purposes, KLOA, Inc. also examined US Census data compiled by the Center for Transit-Oriented Development. Based on the Census data, the average number of vehicles available per renter-occupied household within one-quarter mile from the Glen Ellyn Metra station is 0.95 vehicles. Given that the proposed apartment building is located within 1000 feet of the Glen Ellyn Metra station, it is anticipated that the apartment building will have the same characteristics as other apartment developments within the one-half mile radius.

Commercial Parking Evaluation

As previously indicated, the C5A zoning district, as found in the Village of Glen Ellyn Zoning Code, does not require additional off-street parking for commercial land-uses within the zoning district. Comparatively, when evaluated utilizing the C5B zoning district requirements, commercial space is required to provide parking at a ratio of one space per 250 square feet, resulting in a total of 35 required parking spaces based on C5B zoning requirements.

As proposed, the development will replace the existing 122 space meter/permit parking lot and 6 on-site commercial spaces (located on the south side of the former Giesche Shoes building) with a 137-space public parking garage (increase of eight parking spaces). Additionally, it should be noted that the proposed development and conversion of Hillside Avenue to provide two-way traffic between Main Street and Glenwood Avenue will result in the loss of approximately 18 on-street parking spaces. Overall, the proposed development will result in a net loss of ten parking spaces.

While no additional commercial parking spaces will be provided as part of the proposed development on-street parking is provided on Main Street north of Hillside Avenue and along Duane Street. Furthermore, the Train Station and Civic Center lots provide additional off-street parking for the Central Business District. Additionally, not all parking generated by the proposed retail space will be new as many patrons within downtown areas typically patronize more than one commercial use per trip.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The volume of traffic estimated to be generated by the proposed development will be reduced due to the proximity of the proposed development to the Glen Ellyn Station for the Union Pacific – West Metra Commuter Railway.
- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.
- Providing full access to the public parking garage off Main Street, Hillside Avenue and Glenwood Avenue will ensure efficient and flexible access is provided and will minimize the impact of the proposed development on a single roadway.
- Providing access to the residential parking spaces off Hillside Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development.
- The conversion of Hillside Avenue to two-way traffic between Main Street and Glenwood Avenue will allow existing and site generated traffic to access Main Street without traversing Glenwood Avenue and its intersections with Duane Street and Phillips Avenue.
- During morning drop-off at St. Petronille School, westbound queues generally extended from the drop-off zone along Hillside Avenue between 7:45 A.M. and 8:15 A.M. but did not extend to Main Street. The provision of two-way traffic on Hillside Avenue will allow site traffic egressing the site (primarily residential) during this period to egress the site without being required to wait in the school drop-off queue.
- The proposed apartment development will provide a sufficient number of parking spaces to accommodate its projected parking demand.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2040 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Parking Ratios of Similar Developments

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Hillside Avenue
Site Code:
Start Date: 08/29/2018
Page No: 1

Turning Movement Data

Start Time	Hillside Avenue Eastbound					App. Total	Hillside Avenue Westbound					Main Street Northbound					Main Street Southbound					Int. Total			
	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		App. Total		
7:00 AM	0	0	0	0	5	0	0	1	6	2	5	9	1	13	79	0	0	93	0	2	68	2	12	72	174
7:15 AM	0	0	0	0	1	0	0	5	9	7	8	21	0	8	98	0	0	106	0	0	86	5	11	91	218
7:30 AM	0	0	0	0	1	0	0	6	6	2	8	14	0	6	86	0	0	92	0	0	89	6	11	95	201
7:45 AM	0	0	0	0	1	0	0	0	3	23	7	33	0	19	56	0	0	75	0	0	90	14	8	104	212
Hourly Total	0	0	0	0	8	0	0	15	44	18	29	77	1	46	319	0	0	366	0	2	333	27	42	362	805
8:00 AM	0	0	0	0	4	0	1	2	14	5	5	22	0	11	90	0	0	101	0	0	88	18	23	106	229
8:15 AM	0	0	0	0	0	0	0	2	1	3	1	6	0	2	40	0	0	42	1	0	96	4	4	101	149
8:30 AM	0	0	0	0	3	0	0	4	1	6	2	11	0	8	67	0	0	75	0	0	97	4	12	101	187
8:45 AM	0	0	0	0	2	0	0	1	2	9	4	12	0	8	61	0	0	69	0	0	102	4	14	106	187
Hourly Total	0	0	0	0	9	0	1	9	18	23	12	51	0	29	258	0	0	287	1	0	383	30	53	414	752
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	0	0	1	0	0	8	2	3	1	13	0	12	71	0	1	83	0	0	74	7	5	81	177
2:45 PM	0	0	0	0	1	0	0	3	22	0	9	25	0	20	61	0	0	81	0	0	86	6	10	92	198
Hourly Total	0	0	0	0	2	0	0	11	24	3	10	38	0	32	132	0	1	164	0	0	160	13	15	173	375
3:00 PM	0	0	0	0	0	0	0	6	16	3	3	25	0	14	67	0	0	81	0	0	85	12	15	97	203
3:15 PM	0	0	0	0	3	0	0	4	5	3	10	12	0	8	63	0	1	71	0	0	117	7	29	124	207
3:30 PM	0	0	0	0	2	0	0	4	2	0	2	6	0	7	66	0	0	73	0	0	80	2	9	82	161
3:45 PM	0	0	0	0	1	0	0	2	5	4	1	11	0	7	70	0	0	77	0	0	94	3	9	97	185
Hourly Total	0	0	0	0	6	0	0	16	28	10	16	54	0	36	266	0	1	302	0	0	376	24	62	400	756
4:00 PM	0	0	0	0	5	0	0	3	8	5	5	16	0	11	83	0	0	94	0	0	89	7	11	96	206
4:15 PM	0	0	0	0	0	0	0	2	8	4	2	14	0	10	60	0	0	70	0	0	81	3	11	84	168
4:30 PM	0	0	0	0	0	0	0	3	3	3	3	9	0	11	54	0	0	65	0	0	116	4	14	120	194
4:45 PM	0	0	0	0	3	0	0	1	5	2	8	8	0	17	68	0	0	85	0	0	43	6	9	49	142
Hourly Total	0	0	0	0	8	0	0	9	24	14	18	47	0	49	265	0	0	314	0	0	329	20	45	349	710
5:00 PM	0	0	0	0	4	0	0	2	12	7	2	21	0	11	71	1	0	83	0	0	90	6	12	96	200
5:15 PM	0	0	0	1	5	1	0	1	5	3	4	9	0	13	63	0	0	76	0	0	99	11	14	110	196
5:30 PM	0	0	0	0	4	0	0	3	3	3	3	9	0	15	47	0	0	62	0	0	84	2	6	86	157
5:45 PM	0	0	0	0	8	0	0	4	10	4	10	18	0	13	68	0	0	81	1	0	92	4	14	97	196
Hourly Total	0	0	0	1	21	1	0	10	30	17	19	57	0	52	249	1	0	302	1	0	365	23	46	389	749
Grand Total	0	0	0	1	54	1	1	70	168	85	104	324	1	244	1489	1	2	1735	2	2	1946	137	263	2087	4147
Approach %	0.0	0.0	0.0	100.0	-	-	0.3	21.6	51.9	26.2	-	-	0.1	14.1	85.8	0.1	-	-	0.1	0.1	93.2	6.6	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	1.7	4.1	2.0	-	7.8	0.0	5.9	35.9	0.0	-	41.8	0.0	0.0	46.9	3.3	-	50.3	-
Lights	0	0	0	1	-	1	1	69	160	81	-	311	1	242	1457	1	-	1701	2	2	1914	136	-	2054	4067
% Lights	-	-	-	100.0	-	100.0	100.0	98.6	95.2	95.3	-	96.0	100.0	99.2	97.9	100.0	-	98.0	100.0	100.0	98.4	99.3	-	98.4	98.1
Buses	0	0	0	0	-	0	0	0	1	1	-	2	0	2	12	0	-	14	0	0	14	1	-	15	31
% Buses	-	-	-	0.0	-	0.0	0.0	0.0	0.6	1.2	-	0.6	0.0	0.8	0.8	0.0	-	0.8	0.0	0.0	0.7	0.7	-	0.7	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	1	5	2	-	8	0	0	12	0	-	12	0	0	14	0	-	14	34

% Single-Unit Trucks	-	-	-	0.0	0.0	1.4	3.0	2.4	-	2.5	0.0	0.0	0.8	0.0	-	0.7	0.0	0.7	0.0	-	0.7	0.8
Articulated Trucks	0	0	0	0	0	0	0	1	-	1	0	0	4	0	-	4	0	3	0	-	3	8
% Articulated Trucks	-	-	-	0.0	0.0	0.0	0.0	1.2	-	0.3	0.0	0.0	0.3	0.0	-	0.2	0.0	0.2	0.0	-	0.1	0.2
Bicycles on Road	0	0	0	0	0	0	2	0	-	2	0	0	4	0	-	4	0	1	0	-	1	7
% Bicycles on Road	-	-	-	0.0	0.0	0.0	1.2	0.0	-	0.6	0.0	0.0	0.3	0.0	-	0.2	0.0	0.1	0.0	-	0.0	0.2
Pedestrians	-	-	-	54	-	-	-	-	104	-	-	-	-	-	2	-	-	-	-	263	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: Main Street with Hillside Avenue
Site Code:
Start Date: 08/29/2018
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	1	0	0	5	9	7	8	21	0	8	98	0	0	106	0	0	86	5	11	91	218
7:30 AM	0	0	0	0	1	0	0	6	6	2	8	14	0	6	86	0	0	92	0	0	89	6	11	95	201
7:45 AM	0	0	0	0	1	0	0	3	23	7	8	33	0	19	56	0	0	75	0	0	90	14	8	104	212
8:00 AM	0	0	0	0	4	0	1	2	14	5	5	22	0	11	90	0	0	101	0	0	88	18	23	106	229
Total	0	0	0	0	7	0	1	16	52	21	29	90	0	44	330	0	0	374	0	0	353	43	53	396	860
Approach %	0.0	0.0	0.0	0.0	-	-	1.1	17.8	57.8	23.3	-	-	0.0	11.8	88.2	0.0	-	-	0.0	0.0	89.1	10.9	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.1	1.9	6.0	2.4	-	10.5	0.0	5.1	38.4	0.0	-	43.5	0.0	0.0	41.0	5.0	-	-	46.0
PHF	0.000	0.000	0.000	0.000	-	0.000	0.250	0.667	0.565	0.750	-	0.682	0.000	0.579	0.842	0.000	-	0.882	0.000	0.000	0.981	0.597	-	-	0.934
Lights	0	0	0	0	-	0	1	15	51	21	-	88	0	42	316	0	-	358	0	0	346	43	-	-	389
% Lights	-	-	-	-	-	-	100.0	93.8	98.1	100.0	-	97.8	-	95.5	95.8	-	-	95.7	-	-	98.0	100.0	-	-	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	2	6	0	-	8	0	0	1	0	-	-	1
% Buses	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	4.5	1.8	-	-	2.1	-	-	0.3	0.0	-	-	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	5	0	-	5	0	0	4	0	-	-	4
% Single-Unit Trucks	-	-	-	-	-	-	0.0	6.3	0.0	0.0	-	1.1	-	0.0	1.5	-	-	1.3	-	-	1.1	0.0	-	-	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	-	1
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	-	0.5	-	-	0.3	0.0	-	-	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	1	0	-	-	1
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	1.9	0.0	-	1.1	-	0.0	0.3	-	-	0.3	-	-	0.3	0.0	-	-	0.3
Pedestrians	-	-	-	-	7	-	-	-	-	-	29	-	-	-	-	-	-	0	-	-	-	-	53	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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(847)518-9990

Count Name: Main Street with Hillside Avenue
Site Code:
Start Date: 08/29/2018
Page No: 4

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Main Street Northbound						Main Street Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
2:30 PM	0	0	0	0	1	0	0	8	2	3	1	13	0	12	71	0	0	1	83	0	0	74	7	5	81	177
2:45 PM	0	0	0	0	1	0	0	3	22	0	9	25	0	20	61	0	0	0	81	0	0	86	6	10	92	198
3:00 PM	0	0	0	0	0	0	0	6	16	3	3	25	0	14	67	0	0	0	81	0	0	85	12	15	97	203
3:15 PM	0	0	0	0	3	0	0	4	5	3	10	12	0	8	63	0	1	71	71	0	0	117	7	29	124	207
Total	0	0	0	0	5	0	0	21	45	9	23	75	0	54	262	0	2	316	316	0	0	362	32	59	394	785
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	28.0	60.0	12.0	-	-	0.0	17.1	82.9	0.0	-	-	-	0.0	0.0	91.9	8.1	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	2.7	5.7	1.1	-	9.6	0.0	6.9	33.4	0.0	-	40.3	0.0	0.0	46.1	4.1	-	-	50.2	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.656	0.511	0.750	-	0.750	0.000	0.675	0.923	0.000	-	0.952	0.000	0.000	0.774	0.667	-	-	0.794	0.948
Lights	0	0	0	0	-	0	0	21	43	7	-	71	0	54	258	0	-	312	0	0	353	31	-	-	384	767
% Lights	-	-	-	-	-	-	-	100.0	95.6	77.8	-	94.7	-	100.0	98.5	-	-	98.7	-	-	97.5	96.9	-	-	97.5	97.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	5	1	-	-	6	10
% Buses	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	-	-	1.3	-	-	1.4	3.1	-	-	1.5	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	2	-	3	0	0	0	0	-	0	0	0	3	0	-	-	3	6
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	2.2	22.2	-	4.0	-	0.0	0.0	-	-	0.0	-	-	0.8	0.0	-	-	0.8	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	-	1	1
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.3	0.0	-	-	0.3	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	-	0	1
% Bicycles on Road	-	-	-	-	-	-	-	0.0	2.2	0.0	-	1.3	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	23	-	-	-	-	-	-	2	-	-	-	-	-	59	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Hillside Avenue
Site Code:
Start Date: 08/29/2018
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Main Street Northbound						Main Street Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
5:00 PM	0	0	0	0	4	0	2	12	7	2	21	0	11	71	1	0	83	0	0	90	6	12	96	200		
5:15 PM	0	0	0	1	5	1	0	1	5	3	4	9	0	13	63	0	0	76	0	0	99	11	14	110	196	
5:30 PM	0	0	0	0	4	0	0	3	3	3	9	0	15	47	0	0	62	0	0	84	2	6	86	157		
5:45 PM	0	0	0	0	8	0	0	4	10	4	18	0	13	68	0	0	81	1	0	92	4	14	97	196		
Total	0	0	0	1	21	1	0	10	30	17	57	0	52	249	1	0	302	1	0	365	23	46	389	749		
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	17.5	52.6	29.8	-	-	0.0	17.2	82.5	0.3	-	-	0.3	0.0	93.8	5.9	-	-	-	
Total %	0.0	0.0	0.0	0.1	-	0.1	0.0	1.3	4.0	2.3	-	7.6	0.0	6.9	33.2	0.1	-	40.3	0.1	0.0	48.7	3.1	-	51.9	-	
PHF	0.000	0.000	0.000	0.250	-	0.250	0.000	0.625	0.625	0.607	-	0.679	0.000	0.867	0.877	0.250	-	0.910	0.250	0.000	0.922	0.523	-	0.884	0.936	
Lights	0	0	0	1	-	1	0	10	26	17	-	53	0	52	248	1	-	301	1	0	361	23	-	385	740	
% Lights	-	-	-	100.0	-	100.0	-	100.0	86.7	100.0	-	93.0	-	100.0	99.6	100.0	-	99.7	100.0	-	98.9	100.0	-	-	99.0	98.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	2	
% Buses	-	-	-	0.0	-	0.0	-	0.0	3.3	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	0.0	-	0.3	0.0	-	0.3	0.3	
Single-Unit Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	3	0	-	3	6	
% Single-Unit Trucks	-	-	-	0.0	-	0.0	-	0.0	10.0	0.0	-	5.3	-	0.0	0.0	0.0	-	0.0	0.0	-	0.8	0.0	-	0.8	0.8	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1	
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	0.0	-	0.0	0.0	-	0.0	0.1	
Pedestrians	-	-	-	-	21	-	-	-	-	-	19	-	-	-	-	-	0	-	-	-	-	-	46	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Duane Street
Site Code:
Start Date: 08/29/2018
Page No: 1

Turning Movement Data

Start Time	Duane Street Eastbound						Duane Street Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	7	9	6	8	22	0	10	12	9	36	31	0	5	58	16	7	79	0	8	49	4	2	61	193
7:15 AM	0	3	18	5	3	26	0	6	11	5	35	22	0	6	69	28	9	103	0	14	82	3	0	99	250
7:30 AM	0	6	9	4	6	19	0	12	17	5	37	34	0	13	60	13	7	86	0	11	90	5	0	106	245
7:45 AM	0	3	13	12	4	28	0	14	19	5	20	38	0	6	41	12	1	59	0	21	89	9	1	119	244
Hourly Total	0	19	49	27	21	95	0	42	59	24	128	125	0	30	228	69	24	327	0	54	310	21	3	385	932
8:00 AM	0	6	18	17	8	41	0	5	11	11	18	27	0	11	70	11	11	92	0	11	78	2	0	91	251
8:15 AM	0	1	10	6	6	17	0	7	12	9	26	28	0	7	28	4	2	39	0	11	92	3	0	106	190
8:30 AM	0	10	10	8	2	28	0	6	13	5	16	24	0	2	48	13	6	63	0	14	92	3	0	109	224
8:45 AM	0	2	12	9	4	23	0	6	7	6	11	19	0	3	50	14	3	67	0	9	82	9	0	100	209
Hourly Total	0	19	50	40	20	109	0	24	43	31	71	98	0	23	196	42	22	261	0	45	344	17	0	406	874
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	11	4	12	15	0	2	16	3	13	21	0	7	57	10	7	74	0	16	67	4	0	87	197
2:45 PM	0	7	11	6	7	24	0	4	21	7	11	32	0	12	39	11	6	62	0	15	83	8	1	106	224
Hourly Total	0	7	22	10	19	39	0	6	37	10	24	53	0	19	96	21	13	136	0	31	150	12	1	193	421
3:00 PM	0	1	17	10	5	28	0	7	15	4	7	26	0	9	52	10	1	71	0	5	84	8	0	97	222
3:15 PM	0	6	16	18	5	40	0	1	7	7	11	15	0	8	50	9	4	67	0	10	78	10	0	98	220
3:30 PM	0	10	9	12	3	31	0	4	14	6	12	24	0	10	59	6	3	75	0	7	73	5	1	85	215
3:45 PM	0	3	10	8	4	21	0	6	6	3	22	15	0	9	52	12	10	73	0	13	83	3	1	99	208
Hourly Total	0	20	52	48	17	120	0	18	42	20	52	80	0	36	213	37	18	286	0	35	318	26	2	379	865
4:00 PM	0	3	13	16	4	32	0	5	13	6	19	24	0	13	61	9	7	83	0	11	87	3	2	101	240
4:15 PM	0	6	16	10	3	32	0	2	17	5	13	24	0	3	49	8	1	60	0	10	73	1	0	84	200
4:30 PM	0	3	12	9	3	24	0	7	16	7	6	30	0	5	46	8	2	59	0	16	104	7	0	127	240
4:45 PM	0	1	13	8	5	22	0	1	18	4	8	23	0	2	26	11	3	39	0	7	27	2	1	36	120
Hourly Total	0	13	54	43	15	110	0	15	64	22	46	101	0	23	182	36	13	241	0	44	291	13	3	348	800
5:00 PM	0	6	9	3	10	18	0	6	13	13	9	32	0	3	84	8	6	95	0	24	106	7	0	137	282
5:15 PM	0	3	9	15	12	27	0	9	11	8	16	28	0	5	46	7	10	58	0	14	99	4	1	117	230
5:30 PM	0	3	12	11	13	26	0	5	16	9	36	30	0	8	38	11	16	57	0	10	68	4	0	82	195
5:45 PM	0	4	15	19	0	38	0	14	10	8	19	32	0	9	53	12	14	74	0	20	93	7	0	120	264
Hourly Total	0	16	45	48	35	109	0	34	50	38	80	122	0	25	221	38	46	284	0	68	366	22	1	456	971
Grand Total	0	94	272	216	127	582	0	139	295	145	401	579	0	156	1136	243	136	1535	0	277	1779	111	10	2167	4863
Approach %	0.0	16.2	46.7	37.1	-	-	0.0	24.0	50.9	25.0	-	-	0.0	10.2	74.0	15.8	-	-	0.0	12.8	82.1	5.1	-	-	-
Total %	0.0	1.9	5.6	4.4	-	12.0	0.0	2.9	6.1	3.0	-	11.9	0.0	3.2	23.4	5.0	-	31.6	0.0	5.7	36.6	2.3	-	44.6	-
Lights	0	91	265	213	-	569	0	138	287	140	-	565	0	150	1109	238	-	1497	0	271	1749	106	-	2126	4757
% Lights	-	96.8	97.4	98.6	-	97.8	-	99.3	97.3	96.6	-	97.6	-	96.2	97.6	97.9	-	97.5	-	97.8	98.3	95.5	-	98.1	97.8
Buses	0	0	1	1	1	2	0	0	2	1	1	3	0	3	9	1	1	13	0	1	15	0	-	16	34
% Buses	-	0.0	0.4	0.5	-	0.3	-	0.0	0.7	0.7	-	0.5	-	1.9	0.8	0.4	-	0.8	-	0.4	0.8	0.0	-	0.7	0.7
Single-Unit Trucks	0	2	3	1	-	6	0	1	6	4	-	11	0	3	12	4	-	19	0	3	13	2	-	18	54

% Single-Unit Trucks	-	2.1	1.1	0.5	-	1.0	-	-	0.7	2.0	2.8	-	1.9	-	1.9	1.1	1.6	-	1.2	-	1.1	0.7	1.8	-	0.8	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	3	0	-	3	0	2	1	0	-	3	6
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	-	0.7	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	1	3	1	-	5	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	1	3	-	4	12
% Bicycles on Road	-	1.1	1.1	0.5	-	0.9	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	-	0.0	0.1	2.7	-	0.2	0.2
Pedestrians	-	-	-	-	127	-	-	-	-	-	-	401	-	-	-	-	-	136	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Duane Street
Site Code:
Start Date: 08/29/2018
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	3	18	5	3	26	0	6	11	5	35	22	0	6	69	28	9	103	0	14	82	3	0	99	250
7:30 AM	0	6	9	4	6	19	0	12	17	5	37	34	0	13	60	13	7	86	0	11	90	5	0	106	245
7:45 AM	0	3	13	12	4	28	0	14	19	5	20	38	0	6	41	12	1	59	0	21	89	9	1	119	244
8:00 AM	0	6	18	17	8	41	0	5	11	11	18	27	0	11	70	11	11	92	0	11	78	2	0	91	251
Total	0	18	58	38	21	114	0	37	58	26	110	121	0	36	240	64	28	340	0	57	339	19	1	415	990
Approach %	0.0	15.8	50.9	33.3	-	-	0.0	30.6	47.9	21.5	-	-	0.0	10.6	70.6	18.8	-	-	0.0	13.7	81.7	4.6	-	-	-
Total %	0.0	1.8	5.9	3.8	-	11.5	0.0	3.7	5.9	2.6	-	12.2	0.0	3.6	24.2	6.5	-	34.3	0.0	5.8	34.2	1.9	-	41.9	-
PHF	0.000	0.750	0.806	0.559	-	0.695	0.000	0.661	0.763	0.591	-	0.796	0.000	0.692	0.857	0.571	-	0.825	0.000	0.679	0.942	0.528	-	0.872	0.986
Lights	0	17	56	36	-	109	0	37	58	26	-	121	0	33	232	62	-	327	0	53	333	18	-	404	961
% Lights	-	94.4	96.6	94.7	-	95.6	-	100.0	100.0	100.0	-	100.0	-	91.7	96.7	96.9	-	96.2	-	93.0	98.2	94.7	-	97.3	97.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	4	1	-	6	0	1	2	0	-	3	9
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	2.8	1.7	1.6	-	1.8	-	1.8	0.6	0.0	-	0.7	0.9
Single-Unit Trucks	0	0	2	1	-	3	0	0	0	0	-	0	0	2	3	1	-	6	0	1	4	1	-	6	15
% Single-Unit Trucks	-	0.0	3.4	2.6	-	2.6	-	0.0	0.0	0.0	-	0.0	-	5.6	1.3	1.6	-	1.8	-	1.8	1.2	5.3	-	1.4	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	2	0	0	-	2	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	3.5	0.0	0.0	-	0.5	0.3
Bicycles on Road	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	5.6	0.0	2.6	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	21	-	-	-	-	-	110	-	-	-	-	-	28	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400
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Count Name: Main Street with Duane Street
Site Code:
Start Date: 08/29/2018
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Turning Movement Peak Hour Data (2:30 PM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Main Street Northbound						Main Street Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
2:30 PM	0	0	11	4	12	15	0	2	16	3	13	21	0	7	57	10	7	74	0	16	67	4	0	87	197	
2:45 PM	0	7	11	6	7	24	0	4	21	7	11	32	0	12	39	11	6	62	0	15	83	8	1	106	224	
3:00 PM	0	1	17	10	5	28	0	7	15	4	7	26	0	9	52	10	1	71	0	5	84	8	0	97	222	
3:15 PM	0	6	16	18	5	40	0	1	7	7	11	15	0	8	50	9	4	67	0	10	78	10	0	98	220	
Total	0	14	55	38	29	107	0	14	59	21	42	94	0	36	198	40	18	274	0	46	312	30	1	388	863	
Approach %	0.0	13.1	51.4	35.5	-	-	0.0	14.9	62.8	22.3	-	-	-	0.0	13.1	72.3	14.6	-	-	0.0	11.9	80.4	7.7	-	-	-
Total %	0.0	1.6	6.4	4.4	-	12.4	0.0	1.6	6.8	2.4	-	10.9	0.0	4.2	22.9	4.6	-	31.7	0.0	5.3	36.2	3.5	-	45.0	-	
PHF	0.000	0.500	0.809	0.528	-	0.669	0.000	0.500	0.702	0.750	-	0.734	0.000	0.750	0.868	0.909	-	0.926	0.000	0.719	0.929	0.750	-	0.915	0.963	
Lights	0	14	55	38	-	107	0	14	58	18	-	90	0	35	195	38	-	268	0	45	304	29	-	378	843	
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	98.3	85.7	-	95.7	-	97.2	98.5	95.0	-	97.8	-	97.8	97.4	96.7	-	97.4	97.7	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	3	0	-	4	0	0	6	0	-	6	10	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	2.8	1.5	0.0	-	1.5	-	0.0	1.9	0.0	-	1.5	1.2	
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	3	-	4	0	0	0	2	-	2	0	1	2	1	-	4	10	
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.7	14.3	-	4.3	-	0.0	0.0	5.0	-	0.7	-	2.2	0.6	3.3	-	1.0	1.2	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	29	-	-	-	-	-	42	-	-	-	-	-	-	18	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Duane Street
Site Code:
Start Date: 08/29/2018
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	6	9	3	10	18	0	6	13	13	9	32	0	3	84	8	6	95	0	24	106	7	0	137	282
5:15 PM	0	3	9	15	12	27	0	9	11	8	16	28	0	5	46	7	10	58	0	14	99	4	1	117	230
5:30 PM	0	3	12	11	13	26	0	5	16	9	36	30	0	8	38	11	16	57	0	10	68	4	0	82	195
5:45 PM	0	4	15	19	0	38	0	14	10	8	19	32	0	9	53	12	14	74	0	20	93	7	0	120	264
Total	0	16	45	48	35	109	0	34	50	38	80	122	0	25	221	38	46	284	0	68	366	22	1	456	971
Approach %	0.0	14.7	41.3	44.0	-	-	0.0	27.9	41.0	31.1	-	-	0.0	8.8	77.8	13.4	-	-	0.0	14.9	80.3	4.8	-	-	-
Total %	0.0	1.6	4.6	4.9	-	11.2	0.0	3.5	5.1	3.9	-	12.6	0.0	2.6	22.8	3.9	-	29.2	0.0	7.0	37.7	2.3	-	47.0	-
PHF	0.000	0.667	0.750	0.632	-	0.717	0.000	0.607	0.781	0.731	-	0.953	0.000	0.694	0.658	0.792	-	0.747	0.000	0.708	0.863	0.786	-	0.832	0.861
Lights	0	16	45	48	-	109	0	34	49	37	-	120	0	25	219	38	-	282	0	68	361	21	-	450	961
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	98.0	97.4	-	98.4	-	100.0	99.1	100.0	-	99.3	-	100.0	98.6	95.5	-	98.7	99.0
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.6	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	3	0	-	3	5
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	2.0	0.0	-	0.8	-	0.0	0.5	0.0	-	0.4	-	0.0	0.8	0.0	-	0.7	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	2	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	4.5	-	0.4	0.2
Pedestrians	-	-	-	-	35	-	-	-	-	-	80	-	-	-	-	-	-	46	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Hillside Avenue with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
Page No: 1

Turning Movement Data

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Glenwood Avenue Northbound						Glenwood Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	1	0	0	2	19	3	3	24	0	2	6	0	0	8	0	0	1	0	5	1	33
7:15 AM	0	0	0	0	0	0	0	2	17	5	2	24	0	1	15	0	1	16	0	0	0	3	0	3	43
7:30 AM	0	0	0	0	1	0	0	0	12	6	0	18	0	6	7	0	0	13	0	0	0	0	2	0	31
7:45 AM	0	0	0	0	6	0	0	0	35	16	1	51	0	18	12	0	2	30	0	0	0	4	15	4	85
Hourly Total	0	0	0	0	8	0	0	4	83	30	6	117	0	27	40	0	3	67	0	0	1	7	22	8	192
8:00 AM	0	0	0	0	8	0	0	0	42	6	4	48	0	38	7	0	0	45	0	0	0	0	20	0	93
8:15 AM	0	0	0	0	1	0	0	0	9	1	1	10	0	0	7	0	3	7	0	0	0	0	0	0	17
8:30 AM	0	0	0	0	1	0	0	0	5	4	2	9	0	1	2	0	0	3	0	0	1	0	1	1	13
8:45 AM	0	0	0	0	0	0	0	1	7	2	0	10	0	1	4	0	0	5	0	0	6	0	3	6	21
Hourly Total	0	0	0	0	10	0	0	1	63	13	7	77	0	40	20	0	3	60	0	0	7	0	24	7	144
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	0	0	1	0	0	0	18	1	1	19	0	2	4	0	1	6	0	0	3	2	0	5	30
2:45 PM	0	0	0	0	0	0	0	1	27	19	2	47	0	6	9	0	1	15	0	0	1	4	1	5	67
Hourly Total	0	0	0	0	1	0	0	1	45	20	3	66	0	8	13	0	2	21	0	0	4	6	1	10	97
3:00 PM	0	0	0	0	25	0	0	1	26	13	9	40	0	7	16	0	1	23	0	0	3	8	31	11	74
3:15 PM	0	0	0	0	15	0	0	1	13	7	1	21	0	6	1	0	2	7	0	0	9	8	13	17	45
3:30 PM	0	0	0	0	1	0	0	0	13	1	3	14	1	3	1	0	0	5	0	0	2	2	1	4	23
3:45 PM	0	0	0	0	0	0	0	0	14	2	1	16	0	2	1	0	1	3	0	0	5	1	1	6	25
Hourly Total	0	0	0	0	41	0	0	2	66	23	14	91	1	18	19	0	4	38	0	0	19	19	46	38	167
4:00 PM	0	0	0	0	1	0	0	1	21	3	0	25	0	5	4	0	1	9	0	0	3	7	5	10	44
4:15 PM	0	0	0	0	1	0	0	0	21	2	2	23	0	2	2	0	1	4	0	0	2	0	2	2	29
4:30 PM	0	0	0	0	1	0	0	1	13	4	4	18	0	2	0	0	1	2	0	0	3	1	2	4	24
4:45 PM	0	0	0	0	3	0	0	3	14	10	1	27	0	7	2	0	0	9	0	0	6	1	2	7	43
Hourly Total	0	0	0	0	6	0	0	5	69	19	7	93	0	16	8	0	3	24	0	0	14	9	11	23	140
5:00 PM	0	0	0	0	1	0	0	1	21	5	1	27	0	1	7	0	2	8	0	0	3	6	3	9	44
5:15 PM	0	0	0	0	0	0	0	0	25	4	1	29	0	2	2	0	0	4	0	0	9	2	2	11	44
5:30 PM	0	0	0	0	0	0	0	0	20	3	1	23	0	0	2	0	0	2	0	0	2	0	3	2	27
5:45 PM	0	0	0	0	1	0	0	0	24	1	2	25	0	2	8	0	0	10	0	0	12	2	6	14	49
Hourly Total	0	0	0	0	2	0	0	1	90	13	5	104	0	5	19	0	2	24	0	0	26	10	14	36	164
Grand Total	0	0	0	0	68	0	0	14	416	118	42	548	1	114	119	0	17	234	0	0	71	51	118	122	904
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	2.6	75.9	21.5	-	-	0.4	48.7	50.9	0.0	-	-	0.0	0.0	58.2	41.8	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	1.5	46.0	13.1	-	60.6	0.1	12.6	13.2	0.0	-	25.9	0.0	0.0	7.9	5.6	-	13.5	-
Lights	0	0	0	0	-	0	0	12	405	117	-	534	1	113	115	0	-	229	0	0	69	51	-	120	883
% Lights	-	-	-	-	-	-	-	85.7	97.4	99.2	-	97.4	100.0	99.1	96.6	-	-	97.9	-	-	97.2	100.0	-	98.4	97.7
Buses	0	0	0	0	-	0	0	1	4	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	-	-	-	-	-	-	7.1	1.0	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	4	1	-	5	0	1	0	0	-	1	0	0	0	0	-	0	6



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Hillside Avenue with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Glenwood Avenue Northbound						Glenwood Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	0	0	0	0	0	2	17	5	2	24	0	1	15	0	1	16	0	0	0	3	0	3	43
7:30 AM	0	0	0	0	1	0	0	0	12	6	0	18	0	6	7	0	0	13	0	0	0	0	2	0	31
7:45 AM	0	0	0	0	6	0	0	0	35	16	1	51	0	18	12	0	2	30	0	0	0	4	15	4	85
8:00 AM	0	0	0	0	8	0	0	0	42	6	4	48	0	38	7	0	0	45	0	0	0	0	20	0	93
Total	0	0	0	0	15	0	0	2	106	33	7	141	0	63	41	0	3	104	0	0	0	7	37	7	252
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	1.4	75.2	23.4	-	-	0.0	60.6	39.4	0.0	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.8	42.1	13.1	-	56.0	0.0	25.0	16.3	0.0	-	41.3	0.0	0.0	0.0	2.8	-	2.8	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.631	0.516	-	0.691	0.000	0.414	0.683	0.000	-	0.578	0.000	0.000	0.000	0.438	-	0.438	0.677
Lights	0	0	0	0	-	0	0	1	103	33	-	137	0	63	40	0	-	103	0	0	0	7	-	7	247
% Lights	-	-	-	-	-	-	-	50.0	97.2	100.0	-	97.2	-	100.0	97.6	-	-	99.0	-	-	-	100.0	-	-	98.0
Buses	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	-	-	-	-	-	-	0.0	1.9	0.0	-	1.4	-	0.0	0.0	-	-	0.0	-	-	-	0.0	-	0.0	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	1	1	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	3
% Bicycles on Road	-	-	-	-	-	-	-	50.0	0.9	0.0	-	1.4	-	0.0	2.4	-	-	1.0	-	-	-	0.0	-	0.0	1.2
Pedestrians	-	-	-	-	15	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	37	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Hillside Avenue with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
Page No: 4

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Glenwood Avenue Northbound						Glenwood Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
2:30 PM	0	0	0	0	1	0	0	0	18	1	1	19	0	2	4	0	0	1	6	0	0	3	2	0	5	30
2:45 PM	0	0	0	0	0	0	0	1	27	19	2	47	0	6	9	0	1	15	0	0	1	4	1	5	67	
3:00 PM	0	0	0	0	25	0	0	1	26	13	9	40	0	7	16	0	1	23	0	0	3	8	31	11	74	
3:15 PM	0	0	0	0	15	0	0	1	13	7	1	21	0	6	1	0	2	7	0	0	9	8	13	17	45	
Total	0	0	0	0	41	0	0	3	84	40	13	127	0	21	30	0	5	51	0	0	16	22	45	38	216	
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	2.4	66.1	31.5	-	-	0.0	41.2	58.8	0.0	-	-	0.0	0.0	42.1	57.9	-	-	-	
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	1.4	38.9	18.5	-	58.8	0.0	9.7	13.9	0.0	-	23.6	0.0	0.0	7.4	10.2	-	17.6	-	
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.750	0.778	0.526	-	0.676	0.000	0.750	0.469	0.000	-	0.554	0.000	0.000	0.444	0.688	-	0.559	0.730	
Lights	0	0	0	0	-	0	0	3	80	40	-	123	0	20	30	0	-	50	0	0	16	22	-	38	211	
% Lights	-	-	-	-	-	-	-	100.0	95.2	100.0	-	96.9	-	95.2	100.0	-	-	98.0	-	-	100.0	100.0	-	100.0	97.7	
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Buses	-	-	-	-	-	-	-	0.0	1.2	0.0	-	0.8	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.5	
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2	
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	1.2	0.0	-	0.8	-	4.8	0.0	-	-	2.0	-	-	0.0	0.0	-	0.0	0.9	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Bicycles on Road	-	-	-	-	-	-	-	0.0	2.4	0.0	-	1.6	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.9	
Pedestrians	-	-	-	-	41	-	-	-	-	-	13	-	-	-	-	-	-	5	-	-	-	-	45	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
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(847)518-9990

Count Name: Hillside Avenue with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Hillside Avenue Eastbound						Hillside Avenue Westbound						Glenwood Avenue Northbound						Glenwood Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
5:00 PM	0	0	0	0	1	0	0	1	21	5	1	27	0	1	7	0	0	2	8	0	0	3	6	3	9	44
5:15 PM	0	0	0	0	0	0	0	0	25	4	1	29	0	2	2	0	0	0	4	0	0	9	2	2	11	44
5:30 PM	0	0	0	0	0	0	0	0	20	3	1	23	0	0	2	0	0	2	2	0	0	2	0	3	2	27
5:45 PM	0	0	0	0	1	0	0	0	24	1	2	25	0	2	8	0	0	10	2	0	0	12	2	6	14	49
Total	0	0	0	0	2	0	0	1	90	13	5	104	0	5	19	0	2	24	36	0	0	26	10	14	36	164
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	1.0	86.5	12.5	-	-	0.0	20.8	79.2	0.0	-	-	-	0.0	0.0	72.2	27.8	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	54.9	7.9	-	63.4	0.0	3.0	11.6	0.0	-	14.6	0.0	0.0	15.9	6.1	-	-	22.0	
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.900	0.650	-	0.897	0.000	0.625	0.594	0.000	-	0.600	0.000	0.000	0.542	0.417	-	-	0.643	0.837
Lights	0	0	0	0	-	0	0	1	86	13	-	100	0	5	17	0	-	22	0	0	25	10	-	-	35	157
% Lights	-	-	-	-	-	-	-	100.0	95.6	100.0	-	96.2	-	100.0	89.5	-	-	91.7	-	-	96.2	100.0	-	-	97.2	95.7
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Buses	-	-	-	-	-	-	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3	
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	3.3	0.0	-	2.9	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	1.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	-	1	3
% Bicycles on Road	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	10.5	-	-	8.3	-	-	3.8	0.0	-	-	2.8	1.8
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Duane Street with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
Page No: 1

Turning Movement Data

Start Time	Duane Street Eastbound						Duane Street Westbound						Glenwood Avenue Northbound						Citi Bank Access Drive Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total					
7:00 AM	0	0	19	1	0	20	0	1	21	0	0	22	0	1	0	3	1	4	1	47				
7:15 AM	0	0	26	6	0	32	0	1	19	0	0	20	0	9	0	3	1	12	0	64				
7:30 AM	0	0	16	3	0	19	0	2	30	0	0	32	0	4	0	0	1	4	0	56				
7:45 AM	0	0	25	35	1	60	0	13	17	0	0	30	0	2	0	3	0	5	0	95				
Hourly Total	0	0	86	45	1	131	0	17	87	0	0	104	0	16	0	9	3	25	0	262				
8:00 AM	0	0	35	29	1	64	0	10	16	0	0	26	0	3	0	5	1	8	0	101				
8:15 AM	0	0	19	0	0	19	0	1	17	0	0	18	0	4	0	3	0	7	0	46				
8:30 AM	0	0	20	0	1	20	0	2	17	0	0	19	0	3	0	1	0	4	0	47				
8:45 AM	0	0	17	1	0	18	0	2	16	0	0	18	0	4	0	9	2	13	0	51				
Hourly Total	0	0	91	30	2	121	0	15	66	0	0	81	0	14	0	18	3	32	0	245				
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
2:30 PM	0	0	21	3	0	24	0	1	24	0	0	25	0	1	0	2	0	3	0	56				
2:45 PM	0	0	14	20	2	34	0	7	30	0	0	37	0	6	1	9	1	16	0	94				
Hourly Total	0	0	35	23	2	58	0	8	54	0	0	62	0	7	1	11	1	19	0	150				
3:00 PM	0	0	22	12	2	34	0	6	25	0	0	31	0	11	0	8	2	19	0	86				
3:15 PM	0	0	23	2	3	25	0	0	23	0	0	23	0	22	0	22	2	44	0	96				
3:30 PM	0	0	18	1	0	19	0	1	21	0	0	22	0	4	0	5	0	9	0	52				
3:45 PM	0	0	22	2	0	24	0	1	16	0	0	17	0	3	0	2	4	5	0	48				
Hourly Total	0	0	85	17	5	102	0	8	85	0	0	93	0	40	0	37	8	77	0	282				
4:00 PM	0	0	21	3	0	24	0	1	25	0	0	26	0	3	0	2	0	5	0	59				
4:15 PM	0	0	28	1	1	29	0	0	19	0	0	19	0	3	0	4	4	7	0	61				
4:30 PM	0	0	25	1	0	26	0	1	29	0	0	30	0	8	0	3	1	11	0	70				
4:45 PM	0	0	18	3	0	21	0	1	22	0	1	23	0	9	0	2	3	11	0	59				
Hourly Total	0	0	92	8	1	100	0	3	95	0	1	98	0	23	0	11	8	34	0	249				
5:00 PM	0	0	16	4	0	20	0	3	19	0	0	22	0	12	0	5	1	17	0	62				
5:15 PM	0	0	20	5	0	25	0	4	20	0	0	24	0	3	0	4	2	7	0	60				
5:30 PM	0	0	24	0	0	24	0	0	23	0	0	23	0	6	0	3	0	9	0	61				
5:45 PM	0	0	34	8	2	42	0	2	25	0	0	27	0	5	0	4	5	9	0	81				
Hourly Total	0	0	94	17	2	111	0	9	87	0	0	96	0	26	0	16	8	42	0	264				
Grand Total	0	0	483	140	13	623	0	60	474	0	1	534	0	126	1	102	31	229	0	1452				
Approach %	0.0	0.0	77.5	22.5	-	-	0.0	11.2	88.8	0.0	-	-	0.0	55.0	0.4	44.5	-	-	0.0	-				
Total %	0.0	0.0	33.3	9.6	-	42.9	0.0	4.1	32.6	0.0	-	36.8	0.0	8.7	0.1	7.0	-	15.8	0.0	-				
Lights	0	0	475	137	-	612	0	59	461	0	-	520	0	122	1	102	-	225	0	-				
% Lights	-	-	98.3	97.9	-	98.2	-	98.3	97.3	-	-	97.4	-	96.8	100.0	100.0	-	98.3	-	-				
Buses	0	0	2	0	-	2	0	0	3	0	0	3	0	0	0	0	0	0	0	5				
% Buses	-	-	0.4	0.0	-	0.3	-	0.0	0.6	-	-	0.6	-	0.0	0.0	0.0	-	0.0	-	-				
Single-Unit Trucks	0	0	2	0	-	2	0	1	7	0	0	8	0	0	0	0	0	0	0	10				

% Single-Unit Trucks	-	-	0.4	0.0	-	0.3	-	-	1.5	-	1.5	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	4	3	-	7	0	0	3	0	3	0	4	0	0	0	0	-	0	14
% Bicycles on Road	-	-	0.8	2.1	-	1.1	-	0.0	0.6	-	0.6	-	3.2	0.0	0.0	0.0	-	-	0.0	1.0
Pedestrians	-	-	-	-	13	-	-	-	-	1	-	-	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-



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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Duane Street with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Glenwood Avenue Northbound						Citi Bank Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	26	6	0	32	0	1	19	0	0	20	0	9	0	3	1	12	0	0	0	0	0	0	64
7:30 AM	0	0	16	3	0	19	0	2	30	0	0	32	0	4	0	0	1	4	0	1	0	0	0	1	56
7:45 AM	0	0	25	35	1	60	0	13	17	0	0	30	0	2	0	3	0	5	0	0	0	0	1	0	95
8:00 AM	0	0	35	29	1	64	0	10	16	0	0	26	0	3	0	5	1	8	0	2	0	1	0	3	101
Total	0	0	102	73	2	175	0	26	82	0	0	108	0	18	0	11	3	29	0	3	0	1	1	4	316
Approach %	0.0	0.0	58.3	41.7	-	-	0.0	24.1	75.9	0.0	-	-	0.0	62.1	0.0	37.9	-	-	0.0	75.0	0.0	25.0	-	-	-
Total %	0.0	0.0	32.3	23.1	-	55.4	0.0	8.2	25.9	0.0	-	34.2	0.0	5.7	0.0	3.5	-	9.2	0.0	0.9	0.0	0.3	-	1.3	-
PHF	0.000	0.000	0.729	0.521	-	0.684	0.000	0.500	0.683	0.000	-	0.844	0.000	0.500	0.000	0.550	-	0.604	0.000	0.375	0.000	0.250	-	0.333	0.782
Lights	0	0	100	73	-	173	0	25	81	0	-	106	0	17	0	11	-	28	0	3	0	1	-	4	311
% Lights	-	-	98.0	100.0	-	98.9	-	96.2	98.8	-	-	98.1	-	94.4	-	100.0	-	96.6	-	100.0	-	100.0	-	100.0	98.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	1.2	-	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	3.8	0.0	-	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Bicycles on Road	-	-	2.0	0.0	-	1.1	-	0.0	0.0	-	-	0.0	-	5.6	-	0.0	-	3.4	-	0.0	-	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Duane Street with Glenwood
Avenue
Site Code:
Start Date: 08/29/2018
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Turning Movement Peak Hour Data (2:30 PM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Glenwood Avenue Northbound						Citi Bank Access Drive Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
2:30 PM	0	0	21	3	0	24	0	1	24	0	0	25	0	0	2	0	2	0	3	0	0	2	2	1	4	56
2:45 PM	0	0	14	20	2	34	0	7	30	0	0	37	0	6	1	9	1	16	0	4	0	3	3	3	7	94
3:00 PM	0	0	22	12	2	34	0	6	25	0	0	31	0	11	0	8	2	19	0	0	1	1	2	2	2	86
3:15 PM	0	0	23	2	3	25	0	0	23	0	0	23	0	22	0	22	2	44	0	3	0	1	1	1	4	96
Total	0	0	80	37	7	117	0	14	102	0	0	116	0	40	1	41	5	82	0	7	3	7	7	7	17	332
Approach %	0.0	0.0	68.4	31.6	-	-	0.0	12.1	87.9	0.0	-	-	0.0	48.8	1.2	50.0	-	-	0.0	41.2	17.6	41.2	-	-	-	-
Total %	0.0	0.0	24.1	11.1	-	35.2	0.0	4.2	30.7	0.0	-	34.9	0.0	12.0	0.3	12.3	-	24.7	0.0	2.1	0.9	2.1	-	-	5.1	-
PHF	0.000	0.000	0.870	0.463	-	0.860	0.000	0.500	0.850	0.000	-	0.784	0.000	0.455	0.250	0.466	-	0.466	0.000	0.438	0.375	0.583	-	-	0.607	0.865
Lights	0	0	80	36	-	116	0	14	98	0	-	112	0	40	1	41	-	82	0	7	3	7	-	17	327	
% Lights	-	-	100.0	97.3	-	99.1	-	100.0	96.1	-	-	96.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	-	100.0	98.5
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	1.0	-	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3	
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	1.0	-	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	1	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3	
% Bicycles on Road	-	-	0.0	2.7	-	0.9	-	0.0	2.0	-	-	1.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9	
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	7	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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Count Name: Duane Street with Glenwood
Avenue
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Start Date: 08/29/2018
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Glenwood Avenue Northbound						Citi Bank Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	16	4	0	20	0	3	19	0	0	22	0	12	0	5	1	17	0	3	0	0	2	3	62
5:15 PM	0	0	20	5	0	25	0	4	20	0	0	24	0	3	0	4	2	7	0	2	1	1	5	4	60
5:30 PM	0	0	24	0	0	24	0	0	23	0	0	23	0	6	0	3	0	9	0	2	0	3	2	5	61
5:45 PM	0	0	34	8	2	42	0	2	25	0	0	27	0	5	0	4	5	9	0	2	1	0	4	3	81
Total	0	0	94	17	2	111	0	9	87	0	0	96	0	26	0	16	8	42	0	9	2	4	13	15	264
Approach %	0.0	0.0	84.7	15.3	-	-	0.0	9.4	90.6	0.0	-	-	0.0	61.9	0.0	38.1	-	-	0.0	60.0	13.3	26.7	-	-	-
Total %	0.0	0.0	35.6	6.4	-	42.0	0.0	3.4	33.0	0.0	-	36.4	0.0	9.8	0.0	6.1	-	15.9	0.0	3.4	0.8	1.5	-	5.7	-
PHF	0.000	0.000	0.691	0.531	-	0.661	0.000	0.563	0.870	0.000	-	0.889	0.000	0.542	0.000	0.800	-	0.618	0.000	0.750	0.500	0.333	-	0.750	0.815
Lights	0	0	94	16	-	110	0	9	85	0	-	94	0	24	0	16	-	40	0	9	2	4	-	15	259
% Lights	-	-	100.0	94.1	-	99.1	-	100.0	97.7	-	-	97.9	-	92.3	-	100.0	-	95.2	-	100.0	100.0	100.0	-	100.0	98.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	1.1	-	-	1.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	1	-	1	0	0	1	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	-	0.0	5.9	-	0.9	-	0.0	1.1	-	-	1.0	-	7.7	-	0.0	-	4.8	-	0.0	0.0	0.0	-	0.0	1.5
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Access Drive
Site Code:
Start Date: 08/29/2018
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound					Main Street Northbound					Main Street Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	Int. Total
7:00 AM	0	1	1	5	2	0	0	80	0	80	0	66	0	1	148
7:15 AM	0	1	0	1	1	0	0	105	2	105	0	89	1	1	196
7:30 AM	0	0	1	2	1	0	0	90	0	90	0	94	1	0	186
7:45 AM	0	2	2	1	4	0	0	62	0	62	0	99	0	0	165
Hourly Total	0	4	4	9	8	0	0	337	2	337	0	348	2	2	695
8:00 AM	0	7	10	6	17	0	0	95	0	95	0	97	0	4	209
8:15 AM	0	3	3	6	6	0	0	41	2	41	0	95	0	1	142
8:30 AM	0	0	3	4	3	0	1	72	2	73	0	105	0	2	181
8:45 AM	0	3	5	4	8	0	0	70	3	70	0	98	0	3	176
Hourly Total	0	13	21	20	34	0	1	278	7	279	0	395	0	10	708
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	3	4	3	7	1	0	72	3	73	0	78	0	0	158
2:45 PM	0	3	3	3	6	0	0	62	5	62	0	89	0	3	157
Hourly Total	0	6	7	6	13	1	0	134	8	135	0	167	0	3	315
3:00 PM	0	6	6	4	12	0	0	69	3	69	0	93	0	3	174
3:15 PM	0	5	13	2	18	0	1	62	3	63	0	107	0	3	188
3:30 PM	0	1	5	1	6	0	0	70	3	70	0	80	0	1	156
3:45 PM	0	0	3	5	3	0	0	76	3	76	0	94	0	3	173
Hourly Total	0	12	27	12	39	0	1	277	12	278	0	374	0	10	691
4:00 PM	0	0	1	10	1	0	0	89	2	89	0	97	0	0	187
4:15 PM	0	3	3	1	6	0	0	56	3	56	0	84	0	2	146
4:30 PM	0	3	3	3	6	0	0	64	4	64	0	112	0	5	182
4:45 PM	0	1	2	2	3	1	0	60	0	61	0	41	0	2	105
Hourly Total	0	7	9	16	16	1	0	269	9	270	0	334	0	9	620
5:00 PM	0	1	2	8	3	0	0	85	2	85	0	102	0	0	190
5:15 PM	0	3	1	8	4	0	0	69	7	69	0	105	1	1	179
5:30 PM	0	5	1	15	6	0	0	54	5	54	0	79	0	3	139
5:45 PM	0	2	4	10	6	0	0	78	3	78	0	104	0	0	188
Hourly Total	0	11	8	41	19	0	0	286	17	286	0	390	1	4	696
Grand Total	0	53	76	104	129	2	2	1581	55	1585	0	2008	3	38	3725
Approach %	0.0	41.1	58.9	-	-	0.1	0.1	99.7	-	-	0.0	99.9	0.1	-	-
Total %	0.0	1.4	2.0	-	3.5	0.1	0.1	42.4	-	42.6	0.0	53.9	0.1	-	54.0
Lights	0	52	76	-	128	2	2	1536	-	1540	0	1972	3	-	1975
% Lights	-	98.1	100.0	-	99.2	100.0	100.0	97.2	-	97.2	-	98.2	100.0	-	97.8
Buses	0	0	0	-	0	0	0	13	-	13	0	14	0	-	27
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.8	-	0.8	-	0.7	0.0	-	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	26	-	26	0	17	0	-	43
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	1.6	-	1.6	-	0.8	0.0	-	1.2



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Count Name: Main Street with Access Drive
Site Code:
Start Date: 08/29/2018
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Access Drive Eastbound					Main Street Northbound					Main Street Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	Int. Total
7:15 AM	0	1	0	1	1	0	0	105	2	105	0	89	1	1	196
7:30 AM	0	0	1	2	1	0	0	90	0	90	0	94	1	0	186
7:45 AM	0	2	2	1	4	0	0	62	0	62	0	99	0	0	165
8:00 AM	0	7	10	6	17	0	0	95	0	95	0	97	0	4	209
Total	0	10	13	10	23	0	0	352	2	352	0	379	2	5	756
Approach %	0.0	43.5	56.5	-	-	0.0	0.0	100.0	-	-	0.0	99.5	0.5	-	-
Total %	0.0	1.3	1.7	-	3.0	0.0	0.0	46.6	-	46.6	0.0	50.1	0.3	-	-
PHF	0.000	0.357	0.325	-	0.338	0.000	0.000	0.838	-	0.838	0.000	0.957	0.500	-	0.904
Lights	0	10	13	-	23	0	0	339	-	339	0	372	2	-	736
% Lights	-	100.0	100.0	-	100.0	-	-	96.3	-	96.3	-	98.2	100.0	-	97.4
Buses	0	0	0	-	0	0	0	6	-	6	0	1	0	-	7
% Buses	-	0.0	0.0	-	0.0	-	-	1.7	-	1.7	-	0.3	0.0	-	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	5	-	5	0	5	0	-	10
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	1.4	-	1.4	-	1.3	0.0	-	1.3
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.3	-	0.3	-	0.0	0.0	-	0.1
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	1	0	-	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.3	-	0.3	-	0.3	0.0	-	0.3
Pedestrians	-	-	-	10	-	-	-	-	2	-	-	-	-	5	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: Main Street with Access Drive
Site Code:
Start Date: 08/29/2018
Page No: 4

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Access Drive Eastbound					Main Street Northbound					Main Street Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	Int. Total
2:30 PM	0	3	4	3	7	1	0	72	3	73	0	78	0	0	158
2:45 PM	0	3	3	3	6	0	0	62	5	62	0	89	0	3	157
3:00 PM	0	6	6	4	12	0	0	69	3	69	0	93	0	3	174
3:15 PM	0	5	13	2	18	0	1	62	3	63	0	107	0	3	188
Total	0	17	26	12	43	1	1	265	14	267	0	367	0	9	677
Approach %	0.0	39.5	60.5	-	-	0.4	0.4	99.3	-	-	0.0	100.0	0.0	-	-
Total %	0.0	2.5	3.8	-	6.4	0.1	0.1	39.1	-	39.4	0.0	54.2	0.0	-	54.2
PHF	0.000	0.708	0.500	-	0.597	0.250	0.250	0.920	-	0.914	0.000	0.857	0.000	-	0.857
Lights	0	17	26	-	43	1	1	252	-	254	0	357	0	-	357
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	95.1	-	95.1	-	97.3	-	-	97.3
Buses	0	0	0	-	0	0	0	4	-	4	0	6	0	-	6
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.5	-	1.5	-	1.6	-	-	1.6
Single-Unit Trucks	0	0	0	-	0	0	0	9	-	9	0	3	0	-	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	3.4	-	3.4	-	0.8	-	-	0.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.3	-	-	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0
Pedestrians	-	-	-	12	-	-	-	-	14	-	-	-	-	9	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: Main Street with Access Drive
Site Code:
Start Date: 08/29/2018
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Access Drive Eastbound					Main Street Northbound					Main Street Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	Int. Total
5:00 PM	0	1	2	8	3	0	0	85	2	85	0	102	0	0	190
5:15 PM	0	3	1	8	4	0	0	69	7	69	0	105	1	1	179
5:30 PM	0	5	1	15	6	0	0	54	5	54	0	79	0	3	139
5:45 PM	0	2	4	10	6	0	0	78	3	78	0	104	0	0	188
Total	0	11	8	41	19	0	0	286	17	286	0	390	1	4	696
Approach %	0.0	57.9	42.1	-	-	0.0	0.0	100.0	-	-	0.0	99.7	0.3	-	-
Total %	0.0	1.6	1.1	-	2.7	0.0	0.0	41.1	-	41.1	0.0	56.0	0.1	-	56.2
PHF	0.000	0.550	0.500	-	0.792	0.000	0.000	0.841	-	0.841	0.000	0.929	0.250	-	0.922
Lights	0	11	8	-	19	0	0	286	-	286	0	386	1	-	387
% Lights	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	99.0	100.0	-	99.0
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.3	0.0	-	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	3	0	-	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	41	-	-	-	-	17	-	-	-	-	4	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-

Site Plan

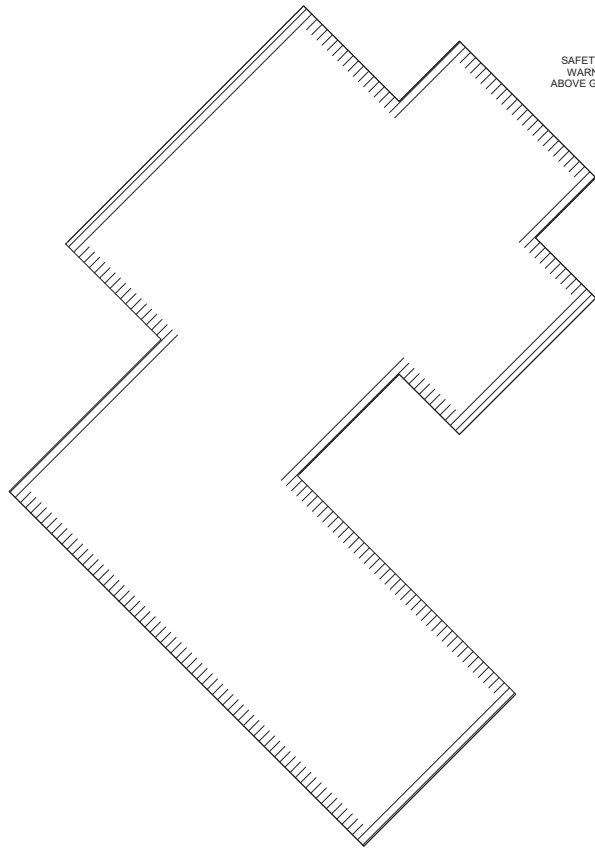
11/10/2018 2:28:38 PM C:\Users\mshar\Documents\18024 - Glen Ellyn Apartments, Preliminary 1

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BUILDING SUMMARY

Building Summary - Glen Ellyn Hillside and Main										Apex 400	
Floor Area	Net Area							Parking Counts		Residential Counts	
	Gross	Corridor	Res. Lobby, Amenities, Laundry, Corridor, Leasing	Parking & Loading	Dwelling*			Public	Residential	Single	Condo
Area		sq. ft.	sq. ft.	sq. ft.	sq. ft.						
33,024	3,124	479			29,421					2	4
33,024	3,124	479			29,421					2	4
36,506	3,311	479		3,942	28,774					1	3
65,710	3,085	218		53,549	8,858					7	2
66,935	1,454	2,795	8,844	1,823	52,054						
235,203	14,098	4,405	8,844	5,765	165,613	66,473		136	136	5	13
										5%	12%

PARKING SUMMARY		
PROPOSED		CURRENTLY EXISTING
1ST FLOOR / PUBLIC	136 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	122 TOTAL
2ND FLOOR / RESIDENTIAL	136 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	0 TOTAL



1 SITE PLAN
1" = 20'-0"

GLENWOOD AVENUE
TWO-WAY TRAFFIC (EXCEPT SUNDAY)
66 FT R.O.W.

STOP SIGN

DUANE STREET
TWO-WAY TRAFFIC
66 FT R.O.W.

HILLSIDE AVENUE
ONE-WAY TRAFFIC
(TO BE CONVERTED TO TWO-WAY)
66 FT R.O.W.



FitzGerald
912 W. Lake St.
Chicago, Illinois 60607
1-312-563-9100
www.fitzgeraldassociates.net

CONSULTANT:

18024

APEX 400
Apartments
400 Main Street

CLIENT:
Debb Kosich
Management
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

MISSNER GROUP
1700 E Higgins Rd.
Des Plaines, IL 60018

#	DESCRIPTION	DATE
5	P&ID Review Part 5	11/10/18
4	P&ID Review Part 4	11/01/18
3	P&ID Review Part 3	10/01/18
2	P&ID Review Part 2	08/01/18
1	P&ID Review Part 1	07/16/18

SITE PLAN
OPTION A

PDR-1

D.1.ap

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

CMAP 2040 Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

June 25, 2018

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Main Street from Hillside Avenue to Duane Street
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated June 22, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Main St from Hillside Ave to Duane St	6,450	7,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\GlenEllyn\du-29-18\du-29-18.docx

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	
Source: <i>Highway Capacity Manual</i> , 2010.		

Capacity Analysis Summary Sheets

HCM 6th AWSC

1: Main Street & Hillside Avenue

09/12/2018

Intersection												
Intersection Delay, s/veh	12.6											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	16	52	21	44	330	0	0	353	43
Future Vol, veh/h	0	0	0	16	52	21	44	330	0	0	353	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	6	0	0	5	4	0	0	2	0
Mvmt Flow	0	0	0	17	55	22	47	351	0	0	376	46
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.8	12.9	12.9
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	12%	18%	0%
Vol Thru, %	88%	58%	89%
Vol Right, %	0%	24%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	374	89	396
LT Vol	44	16	0
Through Vol	330	52	353
RT Vol	0	21	43
Lane Flow Rate	398	95	421
Geometry Grp	1	1	1
Degree of Util (X)	0.523	0.15	0.536
Departure Headway (Hd)	4.732	5.687	4.582
Convergence, Y/N	Yes	Yes	Yes
Cap	760	625	784
Service Time	2.786	3.773	2.633
HCM Lane V/C Ratio	0.524	0.152	0.537
HCM Control Delay	12.9	9.8	12.9
HCM Lane LOS	B	A	B
HCM 95th-tile Q	3.1	0.5	3.2

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Intersection Capacity Utilization 2: Main Street & Duane Street

09/12/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	58	38	37	58	26	36	240	64	57	339	19
Pedestrians	1		28	28		1	21		110	110		21
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	114	0	0	121	0	0	340	0	0	396	19
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.95	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1791	0	0	1811	0	0	1837	0	0	1886	1615
Ped Intf Time (s)	0.0	1.0	3.1	0.0	0.0	0.1	0.0	1.4	7.5	0.0	0.0	2.4
Pedestrian Frequency (%)		0.61			0.03			0.97			0.50	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			3.8
Adj Reference Time (s)			0.0			0.0			0.0			14.0
Permitted Option												
Adj Saturation A (vph)	0	1591		0	1016		0	716		0	1288	
Reference Time A (s)	0.0	9.6		0.0	14.3		0.0	58.4		0.0	36.9	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.2	16.7		10.5	16.0		NA	NA		NA	NA	
Reference Time (s)		9.6			14.3			58.4			36.9	
Adj Reference Time (s)		17.5			18.4			62.4			40.9	
Split Option												
Ref Time Combined (s)	0.0	8.7		0.0	8.0		0.0	23.6		0.0	25.2	
Ref Time Separate (s)	1.2	4.9		2.5	3.9		2.4	17.1		3.8	21.4	
Reference Time (s)	8.7	8.7		8.0	8.0		23.6	23.6		25.2	25.2	
Adj Reference Time (s)	17.1	17.1		12.3	12.3		27.6	27.6		29.2	29.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	18.4		62.4									
Split Option (s)	29.4		56.8									
Minimum (s)	18.4		56.8		75.2							
Right Turns	SBR											
Adj Reference Time (s)	14.0											
Cross Thru Ref Time (s)	12.3											
Oncoming Left Ref Time (s)	27.6											
Combined (s)	54.0											
Intersection Summary												
Intersection Capacity Utilization		62.7%			ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

3: Glenwood Avenue & Hillside Avenue

09/12/2018

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	2	106	33	63	41	0	0	0	7
Future Vol, veh/h	0	0	0	2	106	33	63	41	0	0	0	7
Conflicting Peds, #/hr	37	0	3	3	0	37	15	0	7	7	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	156	49	93	60	0	0	0	10
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				3	0	0	210	251	-	-	227	233
Stage 1				-	-	-	3	3	-	-	224	-
Stage 2				-	-	-	207	248	-	-	3	-
Critical Hdwy				4.1	-	-	7.1	6.5	-	-	6.5	6.2
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.1	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4	3.3
Pot Cap-1 Maneuver				1632	-	-	752	656	0	0	676	811
Stage 1				-	-	-	-	-	0	0	722	-
Stage 2				-	-	-	800	705	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1627	-	-	739	630	-	-	649	782
Mov Cap-2 Maneuver				-	-	-	739	630	-	-	649	-
Stage 1				-	-	-	-	-	-	-	695	-
Stage 2				-	-	-	788	679	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.1		11.7		9.7				
HCM LOS						B		A				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	692	1627	-	-	782							
HCM Lane V/C Ratio	0.221	0.002	-	-	0.013							
HCM Control Delay (s)	11.7	7.2	0	-	9.7							
HCM Lane LOS	B	A	A	-	A							
HCM 95th %tile Q(veh)	0.8	0	-	-	0							

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

4: Glenwood Avenue/Citi Bank Exit Only Access Drive & Duane Street

09/12/2018

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	102	73	26	82	0	18	0	11	3	0	1
Future Vol, veh/h	0	102	73	26	82	0	18	0	11	3	0	1
Conflicting Peds, #/hr	1	0	3	3	0	1	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	0	131	94	33	105	0	23	0	14	4	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	228	0	0	355	352	181	356	399	107
Stage 1	-	-	-	-	-	-	181	181	-	171	171	-
Stage 2	-	-	-	-	-	-	174	171	-	185	228	-
Critical Hdwy	-	-	-	4.14	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1328	-	0	604	576	867	603	542	953
Stage 1	0	-	-	-	-	0	825	754	-	836	761	-
Stage 2	0	-	-	-	-	0	833	761	-	821	719	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1324	-	-	588	559	865	581	526	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	588	559	-	581	526	-
Stage 1	-	-	-	-	-	-	825	752	-	836	741	-
Stage 2	-	-	-	-	-	-	809	741	-	808	717	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.9			10.7			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	669	-	-	1324	-	644						
HCM Lane V/C Ratio	0.056	-	-	0.025	-	0.008						
HCM Control Delay (s)	10.7	-	-	7.8	0	10.6						
HCM Lane LOS	B	-	-	A	A	B						
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	0						

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

5: Main Street & Northerly Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	16	346	381	28
Future Vol, veh/h	0	0	16	346	381	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	2	0
Mvmt Flow	0	0	18	384	423	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	859	439	454	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	329	622	1117	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	622	1117	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1117	-	-	-	-	
HCM Lane V/C Ratio	0.016	-	-	-	-	
HCM Control Delay (s)	8.3	0	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

6: Glenwood Avenue & Public Parking Access Drive

09/12/2018

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	10	29	1	0	17
Future Vol, veh/h	2	10	29	1	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	15	43	1	0	25

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	69	44	0
Stage 1	44	-	-
Stage 2	25	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	941	1032	-
Stage 1	984	-	-
Stage 2	1003	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	941	1032	-
Mov Cap-2 Maneuver	941	-	-
Stage 1	984	-	-
Stage 2	1003	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 1016	-
HCM Lane V/C Ratio	-	- 0.017	-
HCM Control Delay (s)	-	- 8.6	-
HCM Lane LOS	-	- A	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

7: Main Street & Southerly Public Parking Access Drive

09/12/2018

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	13	0	352	379	2
Future Vol, veh/h	10	13	0	352	379	2
Conflicting Peds, #/hr	5	2	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	2	0
Mvmt Flow	11	14	0	391	421	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	828	434	433
Stage 1	432	-	-
Stage 2	396	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	344	626	1137
Stage 1	659	-	-
Stage 2	684	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	337	619	1126
Mov Cap-2 Maneuver	337	-	-
Stage 1	652	-	-
Stage 2	677	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1126	-	454	-	-
HCM Lane V/C Ratio	-	-	0.056	-	-
HCM Control Delay (s)	0	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th AWSC

1: Main Street & Hillside Avenue

09/12/2018

Intersection												
Intersection Delay, s/veh	11.4											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	21	45	9	54	262	0	0	362	32
Future Vol, veh/h	0	0	0	21	45	9	54	262	0	0	362	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	2	22	0	1	0	0	3	3
Mvmt Flow	0	0	0	22	47	9	57	276	0	0	381	34
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach				WB			NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes				0			1			1		
Conflicting Approach Left				NB						WB		
Conflicting Lanes Left				1			0			1		
Conflicting Approach Right				SB			WB					
Conflicting Lanes Right				1			1			0		
HCM Control Delay				9.3			11			12.2		
HCM LOS				A			B			B		
Lane	NBLn1	WBLn1	SBLn1									
Vol Left, %	17%	28%	0%									
Vol Thru, %	83%	60%	92%									
Vol Right, %	0%	12%	8%									
Sign Control	Stop	Stop	Stop									
Traffic Vol by Lane	316	75	394									
LT Vol	54	21	0									
Through Vol	262	45	362									
RT Vol	0	9	32									
Lane Flow Rate	333	79	415									
Geometry Grp	1	1	1									
Degree of Util (X)	0.424	0.121	0.516									
Departure Headway (Hd)	4.591	5.506	4.481									
Convergence, Y/N	Yes	Yes	Yes									
Cap	782	647	805									
Service Time	2.629	3.57	2.516									
HCM Lane V/C Ratio	0.426	0.122	0.516									
HCM Control Delay	11	9.3	12.2									
HCM Lane LOS	B	A	B									
HCM 95th-tile Q	2.1	0.4	3									

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Intersection Capacity Utilization 2: Main Street & Duane Street

09/12/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	55	38	14	59	21	36	198	40	46	335	30
Pedestrians	1		18	18		1	29		42	42		29
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	107	0	0	94	0	0	274	0	0	381	30
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.96	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1787	0	0	1823	0	0	1846	0	0	1889	1615
Ped Intf Time (s)	0.0	0.8	2.1	0.0	0.0	0.1	0.0	0.6	4.2	0.0	0.0	3.2
Pedestrian Frequency (%)		0.45			0.03			0.75			0.62	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			5.4
Adj Reference Time (s)			0.0			0.0			0.0			16.0
Permitted Option												
Adj Saturation A (vph)	0	1386		0	1311		0	624		0	1449	
Reference Time A (s)	0.0	10.0		0.0	8.6		0.0	53.3		0.0	31.5	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.9	15.9		8.9	14.2		NA	NA		NA	NA	
Reference Time (s)		10.0			8.6			53.3			31.5	
Adj Reference Time (s)		16.7			12.9			57.3			35.5	
Split Option												
Ref Time Combined (s)	0.0	7.9		0.0	6.2		0.0	18.4		0.0	24.2	
Ref Time Seperate (s)	0.9	4.5		0.9	3.9		2.4	13.4		3.1	21.2	
Reference Time (s)	7.9	7.9		6.2	6.2		18.4	18.4		24.2	24.2	
Adj Reference Time (s)	15.6	15.6		10.5	10.5		22.4	22.4		28.2	28.2	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	NA										
Permitted Option (s)	16.7	57.3										
Split Option (s)	26.1	50.6										
Minimum (s)	16.7	50.6		67.3								
Right Turns	SBR											
Adj Reference Time (s)	16.0											
Cross Thru Ref Time (s)	10.5											
Oncoming Left Ref Time (s)	22.4											
Combined (s)	48.9											
Intersection Summary												
Intersection Capacity Utilization	56.1%			ICU Level of Service				B				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

3: Glenwood Avenue & Hillside Avenue

09/12/2018

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	3	84	40	21	30	0	0	16	22
Future Vol, veh/h	0	0	0	3	84	40	21	30	0	0	16	22
Conflicting Peds, #/hr	45	0	5	5	0	45	41	0	13	13	0	41
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	2	0	5	0	0	0	0	0
Mvmt Flow	0	0	0	4	115	55	29	41	0	0	22	30
Major/Minor	Major2			Minor1			Minor2					
Conflicting Flow All	5			0			223			228		
Stage 1	-			-			5			5		
Stage 2	-			-			218			223		
Critical Hdwy	4.1			-			7.15			6.5		
Critical Hdwy Stg 1	-			-			-			-		
Critical Hdwy Stg 2	-			-			6.15			5.5		
Follow-up Hdwy	2.2			-			3.545			4		
Pot Cap-1 Maneuver	1630			-			726			675		
Stage 1	-			-			-			-		
Stage 2	-			-			778			723		
Platoon blocked, %				-			-					
Mov Cap-1 Maneuver	1622			-			676			641		
Mov Cap-2 Maneuver	-			-			676			641		
Stage 1	-			-			-			-		
Stage 2	-			-			723			690		
Approach	WB			NB			SB					
HCM Control Delay, s	0.2			11.2			10.3					
HCM LOS				B			B					
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	655	1622	-	-	726							
HCM Lane V/C Ratio	0.107	0.003	-	-	0.072							
HCM Control Delay (s)	11.2	7.2	0	-	10.3							
HCM Lane LOS	B	A	A	-	B							
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2							

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

4: Glenwood Avenue/Citi Bank Exit Only Access Drive & Duane Street

09/12/2018

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	37	14	102	0	18	0	11	7	3	7
Future Vol, veh/h	0	80	37	14	102	0	18	0	11	7	3	7
Conflicting Peds, #/hr	7	0	5	5	0	7	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	92	43	16	117	0	21	0	13	8	3	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	140	0	0	281	268	119	269	289	124
Stage 1	-	-	-	-	-	-	119	119	-	149	149	-
Stage 2	-	-	-	-	-	-	162	149	-	120	140	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1456	-	0	675	641	938	688	624	932
Stage 1	0	-	-	-	-	0	890	801	-	858	778	-
Stage 2	0	-	-	-	-	0	845	778	-	889	785	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1449	-	-	653	630	934	672	613	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	653	630	-	672	613	-
Stage 1	-	-	-	-	-	-	890	797	-	858	769	-
Stage 2	-	-	-	-	-	-	818	769	-	877	781	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.9			10.1			10		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	737	-	-	1449	-	743						
HCM Lane V/C Ratio	0.045	-	-	0.011	-	0.026						
HCM Control Delay (s)	10.1	-	-	7.5	0	10						
HCM Lane LOS	B	-	-	A	A	B						
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.1						

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

5: Main Street & Northerly Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	10	272	366	21
Future Vol, veh/h	1	1	10	272	366	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	1	1	11	302	407	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	743	419	430	0	-	0
Stage 1	419	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	386	638	1140	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	638	1140	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1140	-	477	-	-	
HCM Lane V/C Ratio	0.01	-	0.005	-	-	
HCM Control Delay (s)	8.2	0	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

6: Glenwood Avenue & Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	15	52	1	0	26
Future Vol, veh/h	4	15	52	1	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	21	71	1	0	36
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	108	72	0	0	-	-
Stage 1	72	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	894	996	-	-	0	-
Stage 1	956	-	-	-	0	-
Stage 2	992	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	894	996	-	-	-	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.8	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	973			
HCM Lane V/C Ratio	-	-	0.027			
HCM Control Delay (s)	-	-	8.8			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

7: Main Street & Southerly Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	26	1	265	367	0
Future Vol, veh/h	17	26	1	265	367	0
Conflicting Peds, #/hr	9	14	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	19	29	1	294	408	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	725	434	420	0	-	0
Stage 1	420	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	395	626	1150	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	386	611	1137	-	-	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1137	-	497	-	-	
HCM Lane V/C Ratio	0.001	-	0.096	-	-	
HCM Control Delay (s)	8.2	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th AWSC

1: Main Street & Hillside Avenue

09/12/2018

Intersection												
Intersection Delay, s/veh	11.6											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	30	17	52	269	0	0	386	23
Future Vol, veh/h	0	0	0	10	30	17	52	269	0	0	386	23
Peak Hour Factor	0.94	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	13	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	11	32	18	55	286	0	0	411	24
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9	11	12.4
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	16%	18%	0%
Vol Thru, %	84%	53%	94%
Vol Right, %	0%	30%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	321	57	409
LT Vol	52	10	0
Through Vol	269	30	386
RT Vol	0	17	23
Lane Flow Rate	341	61	435
Geometry Grp	1	1	1
Degree of Util (X)	0.431	0.091	0.533
Departure Headway (Hd)	4.547	5.423	4.411
Convergence, Y/N	Yes	Yes	Yes
Cap	792	658	818
Service Time	2.576	3.48	2.438
HCM Lane V/C Ratio	0.431	0.093	0.532
HCM Control Delay	11	9	12.4
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.3	3.2

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Intersection Capacity Utilization 2: Main Street & Duane Street

09/12/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	45	48	34	50	38	25	221	38	68	366	22
Pedestrians	1		46	46		1	35		80	80		35
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	109	0	0	122	0	0	284	0	0	434	22
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	0.94	0.85	0.95	0.98	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1761	0	0	1786	0	0	1854	0	0	1885	1615
Ped Intf Time (s)	0.0	2.0	4.5	0.0	0.0	0.1	0.0	0.9	6.4	0.0	0.0	3.7
Pedestrian Frequency (%)		0.78			0.03			0.93			0.69	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			5.3
Adj Reference Time (s)			0.0			0.0			0.0			16.7
Permitted Option												
Adj Saturation A (vph)	0	1550		0	1020		0	809		0	1172	
Reference Time A (s)	0.0	10.4		0.0	14.4		0.0	43.0		0.0	44.4	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.1	17.4		10.3	16.2		NA	NA		NA	NA	
Reference Time (s)		10.4			14.4			43.0			44.4	
Adj Reference Time (s)		18.8			18.4			47.0			48.4	
Split Option												
Ref Time Combined (s)	0.0	9.4		0.0	8.2		0.0	19.2		0.0	27.6	
Ref Time Seperate (s)	1.1	5.1		2.3	3.4		1.7	15.1		4.5	23.1	
Reference Time (s)	9.4	9.4		8.2	8.2		19.2	19.2		27.6	27.6	
Adj Reference Time (s)	18.6	18.6		12.5	12.5		23.2	23.2		31.6	31.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	18.8		48.4									
Split Option (s)	31.1		54.9									
Minimum (s)	18.8		48.4		67.2							
Right Turns	SBR											
Adj Reference Time (s)	16.7											
Cross Thru Ref Time (s)	12.5											
Oncoming Left Ref Time (s)	23.2											
Combined (s)	52.4											
Intersection Summary												
Intersection Capacity Utilization		56.0%			ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

3: Glenwood Avenue & Hillside Avenue

09/12/2018

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	90	13	5	19	0	0	26	10
Future Vol, veh/h	0	0	0	1	90	13	5	19	0	0	26	10
Conflicting Peds, #/hr	14	0	2	2	0	14	2	0	5	5	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	107	15	6	23	0	0	31	12
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				2	0	0	142	140	-	-	133	131
Stage 1				-	-	-	2	2	-	-	131	-
Stage 2				-	-	-	140	138	-	-	2	-
Critical Hdwy				4.1	-	-	7.1	6.5	-	-	6.5	6.2
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.1	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4	3.3
Pot Cap-1 Maneuver				1634	-	-	832	755	0	0	761	924
Stage 1				-	-	-	-	-	0	0	792	-
Stage 2				-	-	-	868	786	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1631	-	-	793	743	-	-	749	912
Mov Cap-2 Maneuver				-	-	-	793	743	-	-	749	-
Stage 1				-	-	-	-	-	-	-	781	-
Stage 2				-	-	-	822	775	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.1		10		9.8				
HCM LOS						B		A				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	753	1631	-	-	788							
HCM Lane V/C Ratio	0.038	0.001	-	-	0.054							
HCM Control Delay (s)	10	7.2	0	-	9.8							
HCM Lane LOS	B	A	A	-	A							
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2							

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

4: Glenwood Avenue/Citi Bank Exit Only Access Drive & Duane Street

09/12/2018

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	94	17	9	87	0	26	0	16	9	2	4
Future Vol, veh/h	0	94	17	9	87	0	26	0	16	9	2	4
Conflicting Peds, #/hr	13	0	8	8	0	13	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	115	21	11	106	0	32	0	20	11	2	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	144	0	0	268	262	134	264	272	108
Stage 1	-	-	-	-	-	-	134	134	-	128	128	-
Stage 2	-	-	-	-	-	-	134	128	-	136	144	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1451	-	0	689	646	920	693	638	951
Stage 1	0	-	-	-	-	0	874	789	-	881	794	-
Stage 2	0	-	-	-	-	0	874	794	-	872	782	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1440	-	-	672	636	913	674	628	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	672	636	-	674	628	-
Stage 1	-	-	-	-	-	-	874	783	-	881	788	-
Stage 2	-	-	-	-	-	-	858	788	-	853	776	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			10.2			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	747	-	-	1440	-	723						
HCM Lane V/C Ratio	0.069	-	-	0.008	-	0.025						
HCM Control Delay (s)	10.2	-	-	7.5	0	10.1						
HCM Lane LOS	B	-	-	A	A	B						
HCM 95th %tile Q(veh)	0.2	-	-	0	-	0.1						

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

5: Main Street & Northerly Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	16	281	407	36
Future Vol, veh/h	0	0	16	281	407	36
Conflicting Peds, #/hr	4	17	41	0	0	41
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	0	17	305	442	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	846	520	522	0	-	0
Stage 1	503	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	335	560	1055	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	529	1014	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1014	-	-	-	-	
HCM Lane V/C Ratio	0.017	-	-	-	-	
HCM Control Delay (s)	8.6	0	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

6: Glenwood Avenue & Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	7	29	1	0	29
Future Vol, veh/h	6	7	29	1	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	8	35	1	0	35
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	71	36	0	0	-	-
Stage 1	36	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	938	1042	-	-	0	-
Stage 1	992	-	-	-	0	-
Stage 2	993	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	938	1042	-	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.7	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	991			
HCM Lane V/C Ratio	-	-	0.016			
HCM Control Delay (s)	-	-	8.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

7: Main Street & Southerly Public Parking Access Drive

09/12/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	0	286	406	1
Future Vol, veh/h	11	8	0	286	406	1
Conflicting Peds, #/hr	4	17	41	0	0	41
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	12	9	0	311	441	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	798	500	483	0	-	0
Stage 1	483	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	358	575	1090	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	544	1047	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1047	-	396	-	-	
HCM Lane V/C Ratio	-	-	0.052	-	-	
HCM Control Delay (s)	0	-	14.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th AWSC

1: Main Street & Hillside Avenue

11/16/2018

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	0	15	17	54	22	49	347	0	0	361	50
Future Vol, veh/h	16	0	15	17	54	22	49	347	0	0	361	50
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	6	0	0	5	4	0	0	2	0
Mvmt Flow	17	0	16	18	57	23	52	369	0	0	384	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	9.3	10.2		14.4		14.1						
HCM LOS	A	B		B		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	52%	18%	0%
Vol Thru, %	88%	0%	58%	88%
Vol Right, %	0%	48%	24%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	31	93	411
LT Vol	49	16	17	0
Through Vol	347	0	54	361
RT Vol	0	15	22	50
Lane Flow Rate	421	33	99	437
Geometry Grp	1	1	1	1
Degree of Util (X)	0.571	0.055	0.165	0.575
Departure Headway (Hd)	4.882	5.995	6.005	4.731
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	601	601	752
Service Time	2.975	4	4.007	2.821
HCM Lane V/C Ratio	0.578	0.055	0.165	0.581
HCM Control Delay	14.4	9.3	10.2	14.1
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	3.6	0.2	0.6	3.7

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Intersection Capacity Utilization

2: Main Street & Duane Street

11/16/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	57	31	41	61	27	38	261	75	60	359	20
Pedestrians	1		28	28		1	21		110	110		21
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	105	0	0	129	0	0	374	0	0	419	20
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.96	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1801	0	0	1811	0	0	1833	0	0	1886	1615
Ped Intf Time (s)	0.0	0.9	3.1	0.0	0.0	0.1	0.0	1.5	7.5	0.0	0.0	2.4
Pedestrian Frequency (%)		0.61			0.03			0.97			0.50	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			3.9
Adj Reference Time (s)			0.0			0.0			0.0			14.0
Permitted Option												
Adj Saturation A (vph)	0	1608		0	1006		0	734		0	1274	
Reference Time A (s)	0.0	8.7		0.0	15.4		0.0	62.7		0.0	39.5	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.1	15.9		10.7	16.6		NA	NA		NA	NA	
Reference Time (s)		8.7			15.4			62.7			39.5	
Adj Reference Time (s)		17.1			19.4			66.7			43.5	
Split Option												
Ref Time Combined (s)	0.0	7.9		0.0	8.6		0.0	26.0		0.0	26.7	
Ref Time Seperate (s)	1.1	4.7		2.7	4.1		2.5	18.6		4.0	22.7	
Reference Time (s)	7.9	7.9		8.6	8.6		26.0	26.0		26.7	26.7	
Adj Reference Time (s)	16.8	16.8		12.8	12.8		30.0	30.0		30.7	30.7	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	NA										
Permitted Option (s)	19.4	66.7										
Split Option (s)	29.6	60.6										
Minimum (s)	19.4	60.6		80.1								
Right Turns	SBR											
Adj Reference Time (s)	14.0											
Cross Thru Ref Time (s)	12.8											
Oncoming Left Ref Time (s)	30.0											
Combined (s)	56.8											
Intersection Summary												
Intersection Capacity Utilization	66.7%			ICU Level of Service				C				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th AWSC

3: Glenwood Avenue & Hillside Avenue

11/16/2018

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	6	111	37	66	37	6	10	0	7
Future Vol, veh/h	0	0	0	6	111	37	66	37	6	10	0	7
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	0	0	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	9	163	54	97	54	9	15	0	10
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	8.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	61%	4%	59%
Vol Thru, %	34%	72%	0%
Vol Right, %	6%	24%	41%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	109	154	17
LT Vol	66	6	10
Through Vol	37	111	0
RT Vol	6	37	7
Lane Flow Rate	160	226	25
Geometry Grp	1	1	1
Degree of Util (X)	0.201	0.264	0.031
Departure Headway (Hd)	4.524	4.201	4.461
Convergence, Y/N	Yes	Yes	Yes
Cap	795	858	804
Service Time	2.539	2.212	2.48
HCM Lane V/C Ratio	0.201	0.263	0.031
HCM Control Delay	8.7	8.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	1.1	0.1

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

4: Glenwood Avenue/Citi Bank Exit Only Access Drive & Duane Street

11/16/2018

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱			↱			↱	
Traffic Vol, veh/h	0	98	87	27	86	0	21	0	6	3	0	1
Future Vol, veh/h	0	98	87	27	86	0	21	0	6	3	0	1
Conflicting Peds, #/hr	1	0	3	3	0	1	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	0	126	112	35	110	0	27	0	8	4	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	241	0	0	368	365	185	366	421	112
Stage 1	-	-	-	-	-	-	185	185	-	180	180	-
Stage 2	-	-	-	-	-	-	183	180	-	186	241	-
Critical Hdwy	-	-	-	4.14	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1314	-	0	592	566	862	594	527	947
Stage 1	0	-	-	-	-	0	821	751	-	826	754	-
Stage 2	0	-	-	-	-	0	823	754	-	820	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1310	-	-	576	548	860	576	511	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	548	-	576	511	-
Stage 1	-	-	-	-	-	-	821	749	-	826	733	-
Stage 2	-	-	-	-	-	-	797	733	-	813	708	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.9			11.1			10.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1			EBT			EBR			WBL		
Capacity (veh/h)	622			-			-			1310		
HCM Lane V/C Ratio	0.056			-			-			0.026		
HCM Control Delay (s)	11.1			-			-			7.8		
HCM Lane LOS	B			-			-			A		
HCM 95th %tile Q(veh)	0.2			-			-			0.1		

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

5: Main Street & Northerly Public Parking Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	15	18	368	392	33
Future Vol, veh/h	12	15	18	368	392	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	2	0
Mvmt Flow	13	17	20	409	436	37
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	904	455	473	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	310	609	1099	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	609	1099	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.2	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1099	-	420	-	-	
HCM Lane V/C Ratio	0.018	-	0.071	-	-	
HCM Control Delay (s)	8.3	0	14.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

6: Glenwood Avenue & Public Parking Access Drive

11/16/2018

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	10	26	1	1	28
Future Vol, veh/h	2	10	26	1	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	15	38	1	1	41

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	82	39	0
Stage 1	39	-	-
Stage 2	43	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	925	1038	-
Stage 1	989	-	-
Stage 2	985	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	924	1038	-
Mov Cap-2 Maneuver	924	-	-
Stage 1	988	-	-
Stage 2	985	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1017	1584
HCM Lane V/C Ratio	-	-	0.017	0.001
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

7: Hillside Avenue & Public Access Drive

11/16/2018

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	152	1	0	0
Future Vol, veh/h	0	31	152	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	0	33	160	1	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	161	0	0 194 161
Stage 1	-	-	- 161 -
Stage 2	-	-	- 33 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1430	-	- 799 889
Stage 1	-	-	- 873 -
Stage 2	-	-	- 995 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1430	-	- 799 889
Mov Cap-2 Maneuver	-	-	- 799 -
Stage 1	-	-	- 873 -
Stage 2	-	-	- 995 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1430	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

8: Hillside Avenue & Residential Access Drive

11/16/2018

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	145	7	15	7
Future Vol, veh/h	0	16	145	7	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	0	17	153	7	16	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	160	0	0 174 157
Stage 1	-	-	- 157 -
Stage 2	-	-	- 17 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1432	-	- 821 894
Stage 1	-	-	- 876 -
Stage 2	-	-	- 1011 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1432	-	- 821 894
Mov Cap-2 Maneuver	-	-	- 821 -
Stage 1	-	-	- 876 -
Stage 2	-	-	- 1011 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1432	-	-	-	843
HCM Lane V/C Ratio	-	-	-	-	0.027
HCM Control Delay (s)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th AWSC

1: Main Street & Hillside Avenue

11/16/2018

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	15	22	49	9	64	277	0	0	371	42
Future Vol, veh/h	25	0	15	22	49	9	64	277	0	0	371	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	2	22	0	1	0	0	3	3
Mvmt Flow	26	0	16	23	52	9	67	292	0	0	391	44
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		1					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		1		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	1		1		1		1					
HCM Control Delay	9.3		9.8		12.2		13.6					
HCM LOS	A		A		B		B					

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	62%	28%	0%
Vol Thru, %	81%	0%	61%	90%
Vol Right, %	0%	38%	11%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	40	80	413
LT Vol	64	25	22	0
Through Vol	277	0	49	371
RT Vol	0	15	9	42
Lane Flow Rate	359	42	84	435
Geometry Grp	1	1	1	1
Degree of Util (X)	0.477	0.068	0.137	0.562
Departure Headway (Hd)	4.779	5.856	5.842	4.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	615	617	769
Service Time	2.856	3.861	3.844	2.729
HCM Lane V/C Ratio	0.481	0.068	0.136	0.566
HCM Control Delay	12.2	9.3	9.8	13.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.6	0.2	0.5	3.5

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Intersection Capacity Utilization

2: Main Street & Duane Street

11/16/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	41	32	17	62	22	38	219	62	48	361	31
Pedestrians	1		18	18		1	29		42	42		29
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	84	0	0	101	0	0	319	0	0	409	31
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.96	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1780	0	0	1822	0	0	1834	0	0	1889	1615
Ped Intf Time (s)	0.0	0.8	2.1	0.0	0.0	0.1	0.0	0.8	4.2	0.0	0.0	3.2
Pedestrian Frequency (%)		0.45			0.03			0.75			0.62	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			5.5
Adj Reference Time (s)			0.0			0.0			0.0			16.0
Permitted Option												
Adj Saturation A (vph)	0	1424		0	1255		0	662		0	1425	
Reference Time A (s)	0.0	7.9		0.0	9.7		0.0	58.6		0.0	34.4	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.7	14.5		9.1	14.7		NA	NA		NA	NA	
Reference Time (s)		7.9			9.7			58.6			34.4	
Adj Reference Time (s)		15.5			13.9			62.6			38.4	
Split Option												
Ref Time Combined (s)	0.0	6.5		0.0	6.7		0.0	21.7		0.0	26.0	
Ref Time Seperate (s)	0.7	3.6		1.1	4.1		2.5	15.1		3.2	22.8	
Reference Time (s)	6.5	6.5		6.7	6.7		21.7	21.7		26.0	26.0	
Adj Reference Time (s)	14.8	14.8		11.0	11.0		25.7	25.7		30.0	30.0	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	NA										
Permitted Option (s)	15.5	62.6										
Split Option (s)	25.8	55.7										
Minimum (s)	15.5	55.7		71.2								
Right Turns	SBR											
Adj Reference Time (s)	16.0											
Cross Thru Ref Time (s)	11.0											
Oncoming Left Ref Time (s)	25.7											
Combined (s)	52.7											
Intersection Summary												
Intersection Capacity Utilization	59.4%			ICU Level of Service				B				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th AWSC

3: Glenwood Avenue & Hillside Avenue

11/16/2018

Intersection

Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	90	43	22	10	21	10	18	23
Future Vol, veh/h	0	0	0	4	90	43	22	10	21	10	18	23
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	2	0	5	0	0	0	0	0
Mvmt Flow	0	0	0	5	123	59	30	14	29	14	25	32
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	7.7	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	42%	3%	20%
Vol Thru, %	19%	66%	35%
Vol Right, %	40%	31%	45%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	53	137	51
LT Vol	22	4	10
Through Vol	10	90	18
RT Vol	21	43	23
Lane Flow Rate	73	188	70
Geometry Grp	1	1	1
Degree of Util (X)	0.085	0.207	0.079
Departure Headway (Hd)	4.215	3.962	4.056
Convergence, Y/N	Yes	Yes	Yes
Cap	836	895	868
Service Time	2.311	2.033	2.154
HCM Lane V/C Ratio	0.087	0.21	0.081
HCM Control Delay	7.7	8.1	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.8	0.3

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

4: Glenwood Avenue/Citi Bank Exit Only Access Drive & Duane Street

11/16/2018

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	76	50	15	107	0	44	1	22	7	3	7
Future Vol, veh/h	0	76	50	15	107	0	44	1	22	7	3	7
Conflicting Peds, #/hr	7	0	5	5	0	7	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	87	57	17	123	0	51	1	25	8	3	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	149	0	0	291	278	121	286	306	130
Stage 1	-	-	-	-	-	-	121	121	-	157	157	-
Stage 2	-	-	-	-	-	-	170	157	-	129	149	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1445	-	0	665	633	936	670	611	925
Stage 1	0	-	-	-	-	0	888	800	-	850	772	-
Stage 2	0	-	-	-	-	0	837	772	-	880	778	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1438	-	-	642	622	932	645	600	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	622	-	645	600	-
Stage 1	-	-	-	-	-	-	888	796	-	850	762	-
Stage 2	-	-	-	-	-	-	810	762	-	855	774	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.9			10.6			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	715	-	-	1438	-	724						
HCM Lane V/C Ratio	0.108	-	-	0.012	-	0.027						
HCM Control Delay (s)	10.6	-	-	7.5	0	10.1						
HCM Lane LOS	B	-	-	A	A	B						
HCM 95th %tile Q(veh)	0.4	-	-	0	-	0.1						

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

5: Main Street & Northerly Public Parking Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	30	15	292	381	28
Future Vol, veh/h	26	30	15	292	381	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	29	33	17	324	423	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	797	439	454	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	358	622	1117	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	351	622	1117	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1117	-	458	-	-	
HCM Lane V/C Ratio	0.015	-	0.136	-	-	
HCM Control Delay (s)	8.3	0	14.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

6: Glenwood Avenue & Public Parking Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	17	34	2	20	37
Future Vol, veh/h	5	17	34	2	20	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	23	47	3	27	51
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	154	49	0	0	50	0
Stage 1	49	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	842	1025	-	-	1570	-
Stage 1	979	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	827	1025	-	-	1570	-
Mov Cap-2 Maneuver	827	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.8	0	2.6			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	972	1570	-	
HCM Lane V/C Ratio	-	-	0.031	0.017	-	
HCM Control Delay (s)	-	-	8.8	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

7: Hillside Avenue & Public Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	152	3	3	1
Future Vol, veh/h	0	37	152	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	39	160	3	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	163	0	-	0	201	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1428	-	-	-	792	888
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1428	-	-	-	792	888
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	989	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1428	-	-	-	814	
HCM Lane V/C Ratio	-	-	-	-	0.005	
HCM Control Delay (s)	0	-	-	-	9.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

8: Hillside Avenue & Residential Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	139	14	6	3
Future Vol, veh/h	0	31	139	14	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	33	146	15	6	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	161	0	-	0	187	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1430	-	-	-	807	897
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1430	-	-	-	807	897
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	995	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1430	-	-	-	835	
HCM Lane V/C Ratio	-	-	-	-	0.011	
HCM Control Delay (s)	0	-	-	-	9.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th AWSC

1: Main Street & Hillside Avenue

11/16/2018

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	21	10	33	18	64	285	0	0	391	37
Future Vol, veh/h	14	0	21	10	33	18	64	285	0	0	391	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	13	0	0	0	0	0	1	0
Mvmt Flow	15	0	22	11	35	19	68	303	0	0	416	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	9	9.4		12.2		13.7						
HCM LOS	A	A		B		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	40%	16%	0%
Vol Thru, %	82%	0%	54%	91%
Vol Right, %	0%	60%	30%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	349	35	61	428
LT Vol	64	14	10	0
Through Vol	285	0	33	391
RT Vol	0	21	18	37
Lane Flow Rate	371	37	65	455
Geometry Grp	1	1	1	1
Degree of Util (X)	0.486	0.059	0.103	0.577
Departure Headway (Hd)	4.711	5.664	5.735	4.561
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	636	629	788
Service Time	2.775	3.666	3.735	2.62
HCM Lane V/C Ratio	0.488	0.058	0.103	0.577
HCM Control Delay	12.2	9	9.4	13.7
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.7	0.2	0.3	3.8

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

Intersection Capacity Utilization 2: Main Street & Duane Street

11/16/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	41	37	39	52	40	26	242	51	71	398	23
Pedestrians	1		46	46		1	35		80	80		35
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	93	0	0	131	0	0	319	0	0	469	23
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	0.94	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1772	0	0	1786	0	0	1847	0	0	1886	1615
Ped Intf Time (s)	0.0	1.8	4.5	0.0	0.0	0.1	0.0	1.0	6.4	0.0	0.0	3.7
Pedestrian Frequency (%)		0.78			0.03			0.93			0.69	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			5.4
Adj Reference Time (s)			0.0			0.0			0.0			16.7
Permitted Option												
Adj Saturation A (vph)	0	1559		0	1028		0	843		0	1161	
Reference Time A (s)	0.0	8.9		0.0	15.3		0.0	46.5		0.0	48.5	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.0	16.1		10.6	16.8		NA	NA		NA	NA	
Reference Time (s)		8.9			15.3			46.5			48.5	
Adj Reference Time (s)		18.5			19.4			50.5			52.5	
Split Option												
Ref Time Combined (s)	0.0	8.1		0.0	8.8		0.0	21.7		0.0	29.8	
Ref Time Seperate (s)	1.0	4.6		2.6	3.6		1.7	16.7		4.7	25.1	
Reference Time (s)	8.1	8.1		8.8	8.8		21.7	21.7		29.8	29.8	
Adj Reference Time (s)	18.3	18.3		13.1	13.1		25.7	25.7		33.8	33.8	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	19.4		52.5									
Split Option (s)	31.4		59.6									
Minimum (s)	19.4		52.5		71.8							
Right Turns	SBR											
Adj Reference Time (s)	16.7											
Cross Thru Ref Time (s)	13.1											
Oncoming Left Ref Time (s)	25.7											
Combined (s)	55.5											
Intersection Summary												
Intersection Capacity Utilization		59.9%			ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th AWSC

3: Glenwood Avenue & Hillside Avenue

11/16/2018

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	3	96	15	5	21	8	15	28	10
Future Vol, veh/h	0	0	0	3	96	15	5	21	8	15	28	10
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	114	18	6	25	10	18	33	12
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.8	7.4	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	15%	3%	28%
Vol Thru, %	62%	84%	53%
Vol Right, %	24%	13%	19%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	34	114	53
LT Vol	5	3	15
Through Vol	21	96	28
RT Vol	8	15	10
Lane Flow Rate	40	136	63
Geometry Grp	1	1	1
Degree of Util (X)	0.046	0.151	0.072
Departure Headway (Hd)	4.076	4.005	4.114
Convergence, Y/N	Yes	Yes	Yes
Cap	868	890	862
Service Time	2.15	2.054	2.182
HCM Lane V/C Ratio	0.046	0.153	0.073
HCM Control Delay	7.4	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.2

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

4: Glenwood Avenue/Citi Bank Exit Only Access Drive & Duane Street

11/16/2018

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	85	35	9	91	0	30	0	9	9	2	4
Future Vol, veh/h	0	85	35	9	91	0	30	0	9	9	2	4
Conflicting Peds, #/hr	13	0	8	8	0	13	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	104	43	11	111	0	37	0	11	11	2	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	155	0	0	273	267	134	264	288	113
Stage 1	-	-	-	-	-	-	134	134	-	133	133	-
Stage 2	-	-	-	-	-	-	139	133	-	131	155	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1438	-	0	684	642	920	693	625	945
Stage 1	0	-	-	-	-	0	874	789	-	875	790	-
Stage 2	0	-	-	-	-	0	869	790	-	877	773	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1427	-	-	668	632	913	681	615	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	632	-	681	615	-
Stage 1	-	-	-	-	-	-	874	783	-	875	784	-
Stage 2	-	-	-	-	-	-	853	784	-	866	767	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			10.4			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	712	-	-	1427	-	724						
HCM Lane V/C Ratio	0.067	-	-	0.008	-	0.025						
HCM Control Delay (s)	10.4	-	-	7.5	0	10.1						
HCM Lane LOS	B	-	-	A	A	B						
HCM 95th %tile Q(veh)	0.2	-	-	0	-	0.1						

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

5: Main Street & Northerly Public Parking Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	11	20	297	423	46
Future Vol, veh/h	20	11	20	297	423	46
Conflicting Peds, #/hr	4	17	41	0	0	41
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	22	12	22	323	460	50
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	897	543	551	0	-	0
Stage 1	526	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	313	544	1029	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	514	989	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.9	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	989	-	335	-	-	
HCM Lane V/C Ratio	0.022	-	0.101	-	-	
HCM Control Delay (s)	8.7	0	16.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

6: Glenwood Avenue & Public Parking Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	9	23	2	3	45
Future Vol, veh/h	7	9	23	2	3	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	11	27	2	4	54
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	90	28	0	0	29	0
Stage 1	28	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	915	1053	-	-	1597	-
Stage 1	1000	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	912	1053	-	-	1597	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.7	0	0.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	986	1597	-	
HCM Lane V/C Ratio	-	-	0.019	0.002	-	
HCM Control Delay (s)	-	-	8.7	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

7: Hillside Avenue & Public Access Drive

11/16/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	32	131	3	3	1
Future Vol, veh/h	0	32	131	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	0	34	138	3	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	141	0	-	0	174	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1455	-	-	-	821	913
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	821	913
Mov Cap-2 Maneuver	-	-	-	-	821	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	994	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.3		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1455	-	-	-	842	
HCM Lane V/C Ratio	-	-	-	-	0.005	
HCM Control Delay (s)	0	-	-	-	9.3	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Attachment: 29. Traffic Impact Study (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

HCM 6th TWSC

8: Hillside Avenue & Residential Access Drive

11/16/2018

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	110	22	9	4
Future Vol, veh/h	0	23	110	22	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	0	24	116	23	9	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	139	0	0 152 128
Stage 1	-	-	- 128 -
Stage 2	-	-	- 24 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1457	-	- 844 927
Stage 1	-	-	- 903 -
Stage 2	-	-	- 1004 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1457	-	- 844 927
Mov Cap-2 Maneuver	-	-	- 844 -
Stage 1	-	-	- 903 -
Stage 2	-	-	- 1004 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	868
HCM Lane V/C Ratio	-	-	-	-	0.016
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Parking Ratios of Similar Developments

Table A
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio (Spaces per unit)	Bedroom Mix			Total
					Studio	1-Bed	2-Bed	
Forest & Gilbert ¹	Downers Grove	89	102	1.15	0	58	31	120
Adriatic Grove ¹	Downers Grove	48	64	1.33	0	12	36	88
Residences at the Grove ³	Downers Grove	294	345	1.17	n/a	n/a	n/a	n/a
100 North Addison ²	Elmhurst	160	215	1.34	0	108	52	212
Uptown La Grange ²	La Grange	254	336	1.32	n/a	n/a	n/a	n/a
Wheaton 121 ³	Wheaton	306	400	1.31	n/a	n/a	n/a	n/a
Average		192	244	1.27				
1 – Access to Municipal Parking Garages Overnight 2 – Provides Retail with no Shared Parking Available 3 – Information Not Available								

TABLE A
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio	On Street Parking	Nearby Retail	Unit Mix				Nearby Public Parking
							Studio	1 Bedroom	2 Bedroom	3 Bedroom	
Forest & Gilbert	Downers Grove	89	102	1.15	Limited	Yes	21	43	21	0	75
Residences at the Grove	Downers Grove	294	345	1.17	None	No	0	83	148	63	None
100 North Addison	Elmhurst	165	199	1.21	Limited	Yes	28	101	36	0	Yes
Uptown LaGrange	LaGrange	254	336	1.32	Yes	Yes	31	1.18	91	28	Yes
Wheaton 121	Wheaton	306	400	1.31	Yes	Yes	52	124	81	49	Yes

CONSULTANT

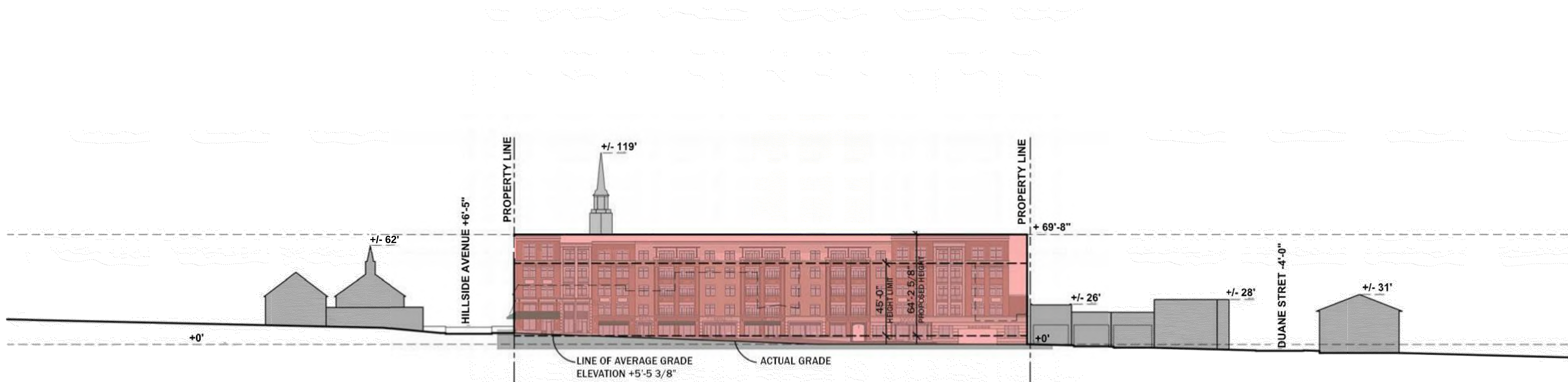
18024

APEX 400
Apartments
400 Main Street

CLIENT:
**Debb Kosich
Management**
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

MISSNER GROUP
1700 E Higgins Rd,
Des Plaines, IL 60018

Attachment: 31 Building Height Exhibit - Elevation - 3238 - 400 & 418 N Main Street - May 100 - Preliminary PID)



1 STREET ELEVATION



2 PROPOSED BUILDING ELEVATION

5	P&D Review Part 5	11/19/18
#	DESCRIPTION	DATE

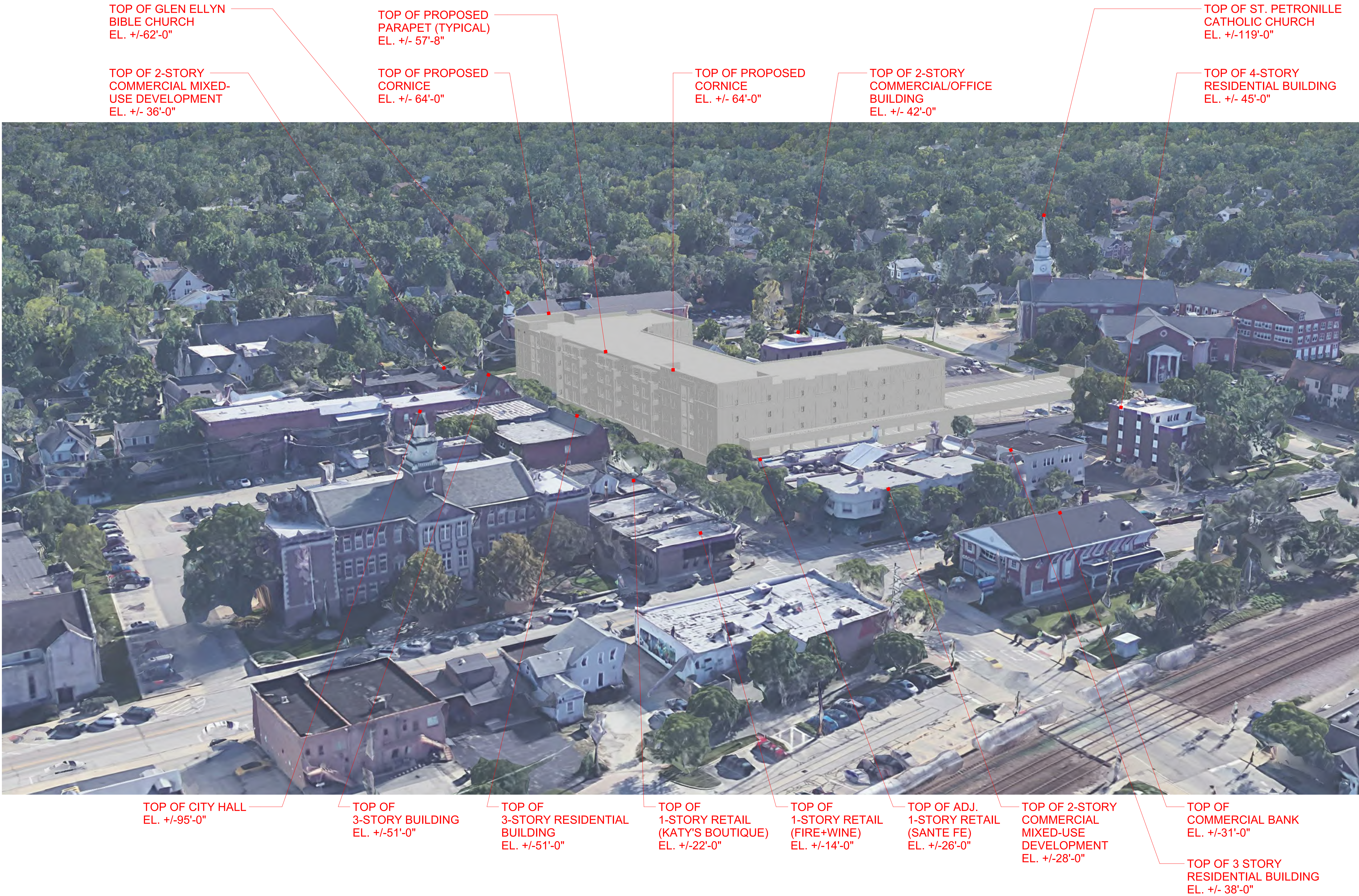
MAIN STREET ELEVATIONS STUDY

PDR-16

11/2/2018 12:20:27 PM C:\Users\hpsum\Documents\18024 - Glen Ellyn Apartments - Final\sum_18024.dwg 11/2/2018 12:20:27 PM 1 2 3 4 5 6 7 8 9 10

3D ILLUSTRATION: APPROXIMATE BUILDING HEIGHT** OF SURROUNDING BUILDINGS

** NOTE: CONTEXT BUILDING HEIGHTS ARE APPROXIMATE BASED ON GOOGLE EARTH (WITHIN INCHES OF HEIGHT)



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2	P&D Review Part 2	08/31/18
1	P&D Review Part 1	07/16/18

#	DESCRIPTION	DATE
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SITE CONTEXT -
AERIAL

PDR-14

EXISTING 5 TO 7 STORY APARTMENT BUILDINGS
IN DOWNTOWN GLEN ELLYN



7 Story
520 Forest Ave.



5 Story
570 Crescent Blvd.



6 Story
561 Pennsylvania Av



6 Story
519 Main Street

Attachment: 33. Example Photos - Similar Heights Downtown Glen Ellyn (3738 : 400 & 418 N. Main Street - Apex 400 -

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

5PM

**FULL SHADOW CAST OVER
MAIN STREET AT 3:00 PM**

**FULL SHADOW CAST OVER
MAIN STREET AT 3:30 PM**

CONCLUSION: SPRING/FALL EQUINOX - 30 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS 45FT BUILDING
THERE IS VIRTUALLY NO DIFFERENCE BETWEEN THE PLANNED DESIGN AND THE 45FT BUILDING REGARDING THEIR
IMPACT ON MAIN STREET FOR MOST OF THE YEAR.

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH

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2	P&D Review Part 2	08/31/18
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SUN STUDY COMPARISON - AT SPRING & FALL EQUINOX

PDR-12

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

5PM

**FULL SHADOW CAST OVER
MAIN STREET AT 3:50 PM**

**FULL SHADOW CAST OVER
MAIN STREET AT 4:30 PM**

CONCLUSION: SUMMER SOLSTICE - 40 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS 45FT BUILDING
THERE IS VIRTUALLY NO DIFFERENCE BETWEEN THE PLANNED DESIGN AND THE 45FT BUILDING REGARDING THEIR IMPACT ON MAIN STREET FOR MOST OF THE YEAR.

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH

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2	P&D Review Part 2	08/31/18
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#	DESCRIPTION	DATE
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SUN STUDY
COMPARISON
- AT SUMMER
SOLSTICE

PDR-13

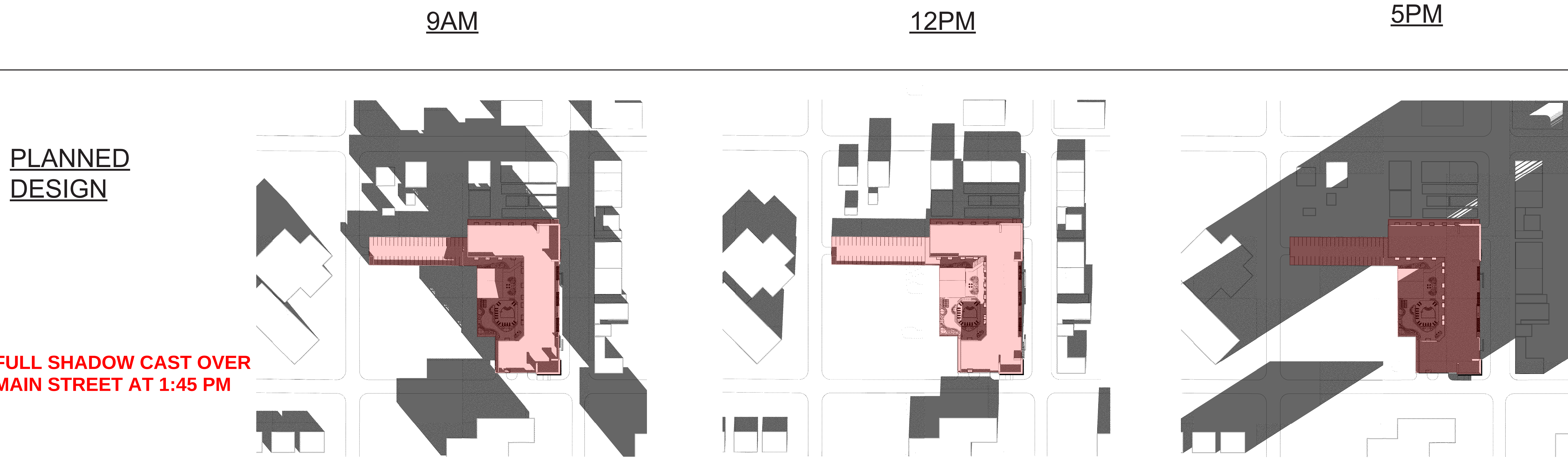
COPYRIGHT: FitzGerald Associates expressly reserves its copyright and other property rights in these plans. These plans are not to be reproduced, changed or copied in any form or manner whatsoever, nor are they to be assigned to any third party without the prior written consent of FitzGerald Associates. These drawings may have been prepared for a specific project and are not to be used for any other project without the prior written consent of FitzGerald Associates. Do not scale drawings.

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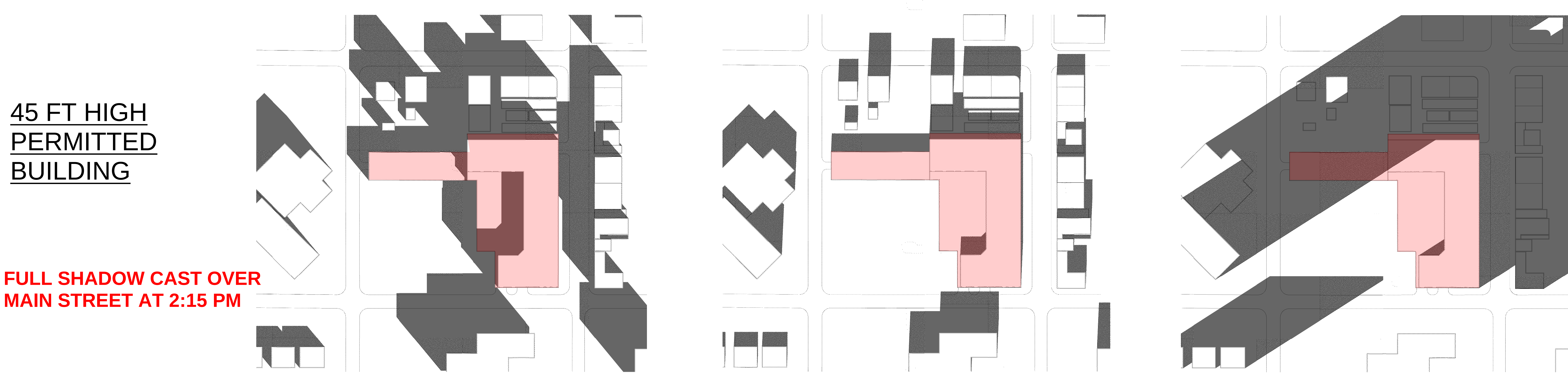
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COMPARISON OF PLANNED DESIGN VERSUS 45 FEET HIGH BUILDING - AT WINTER SOLSTICE 12/22

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)



Note, the shadow from the morning sun in the east is cast over the parking lot to the west of the proposed building and neighboring rooftops and has no impact on the street zone.



CONCLUSION:WINTER SOLSTICE - 30 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS 45FT BUILDING
THERE IS VIRTUALLY NO DIFFERENCE BETWEEN THE PLANNED DESIGN AND THE 45FT BUILDING REGARDING THEIR IMPACT ON MAIN STREET FOR MOST OF THE YEAR.

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE. BASED ON GOOGLE EARTH



CONSULTANT:

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SUN STUDY
COMPARISON
- AT WINTER
SOLSTICE

PDR-11

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

9AM

12PM

5PM

PLANNED
PLANNED
DESIGN

**FULL SHADOW CAST OVER
MAIN STREET AT 3:00 PM**

Note, the shadow from the morning sun in the east is cast over the parking lot to the west of the proposed building and neighboring rooftops and has no impact on the street zone.

EXISTING
BUILDING

**FULL SHADOW CAST OVER
MAIN STREET AT 4:20 PM**

CONCLUSION: SPRING/FALL EQUINOX - 1 HOUR & 20 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS EXISTING BUILDING

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH

CONSULTANT

18024

APEX 400
Apartments
400 Main Street

CLIENT:
**Debb Kosich
Management**
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

MISSNER GROUP
1700 E Higgins Rd,
Des Plaines, IL 60018

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SUN STUDY -
EXISTING
BUILDING

PDR-12.1

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

9AM

12PM

5PM

PLANNED DESIGN

**FULL SHADOW CAST OVER
MAIN STREET AT 3:50 PM**

EXISTING
BUILDING

**FULL SHADOW CAST OVER
MAIN STREET AT 5:40 PM**

CONCLUSION: SUMMER SOLSTICE - 1 HOUR & 50 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS EXISTING BUILDING

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH

CONSULTANT

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Management**
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

MISSNER GROUP
1700 E Higgins Rd.
Des Plaines, IL 60018

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SUN STUDY -
EXISTING
BUILDING

PDR-13.1

SAMPLE PHOTOS OF SIMILAR PROJECTS IN OTHER COMMUNITIES



THE EMERSON, OAK PARK, IL



NINETY7FIFTY ON THE PARK, ORLAND PARK, IL



MCGOVERN FLATS , HIGHLAND PARK, IL



UPTOWN LA GRANGE , LA GRANGE IL



CENTRAL STREET, EVANSTON, IL

CONSULTANT:

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#	DESCRIPTION	DATE
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SAMPLE
BUILDINGS

PDR-15



Applicant: Manhard Consulting, Ltd.
Contact: Emily Kahanic
Address: 900 Woodlands Parkway
 Vernon Hills, IL 60061

IDNR Project Number: 1811168
Date: 05/21/2018

Project: Proposed Development Project
Address: 400 MAIN ST, Glen Ellyn

Description: Redevelopment of the existing packing lot and building at the NEC of Main St and Hillside Avenue.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DuPage

Township, Range, Section:
 39N, 10E, 11



IL Department of Natural Resources
Contact
 Bradley Hayes
 217-785-5500
 Division of Ecosystems & Environment

Government Jurisdiction
 IL Environmental Protection Agency
 Melissa Parrot
 PO Box 19276
 Springfield, Illinois 62794 -9276

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT

LAND USE OPINION 18-054



June 29, 2018

Prepared for:
City of Glen Ellyn

Petitioner:
GSP Development
55 East Monroe Street, Suite 3950
Chicago, IL 60603

2315 Dean Street, Suite 100, St. Charles, IL 60175 | Phone: (630) 584-7960

Attachment: 37. Land Use Opinion (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

18-054

Executive Summary

June 29, 2018

Petitioner: GSP Development, 55 E Monroe St, Ste 3950, Chicago, IL 60603

Contact Person: Larry Debb

Unit of Government Responsible for Permits: City of Glen Ellyn

Acreage: 1.56

Location of Parcel: Section 11, Township 39 N, Range 10 E

Property Address/PIN#: 400 W Main St Glen Ellyn

Existing Land Use: Commercial & parking

Surrounding Land Use: Commercial

Proposed Land Use: Mixed use

Natural Resource Concerns

Land Cover in the Early 1800's: This site is located in an area previously identified as cultural. (See page 2 for more information.)

Wetlands: The DuPage County Wetland map and the NWI map do not identify wetland areas on this site. In the event that any indications of wetlands are identified on this site during the proposed land use change, a wetland delineation specialist who is recognized by the U.S. Army Corps of Engineers should determine the exact boundaries and value of any wetlands. (See page 3 for more wetland information.)

Floodplain: There are no floodplain areas identified on this site. (See page 5.)



Streams: There are no streams on this site. (See page 6.)

Regulations: Please note that additional permits are required for any development impacting wetlands, streams or floodplain areas. Please see page 7 for regulation information.

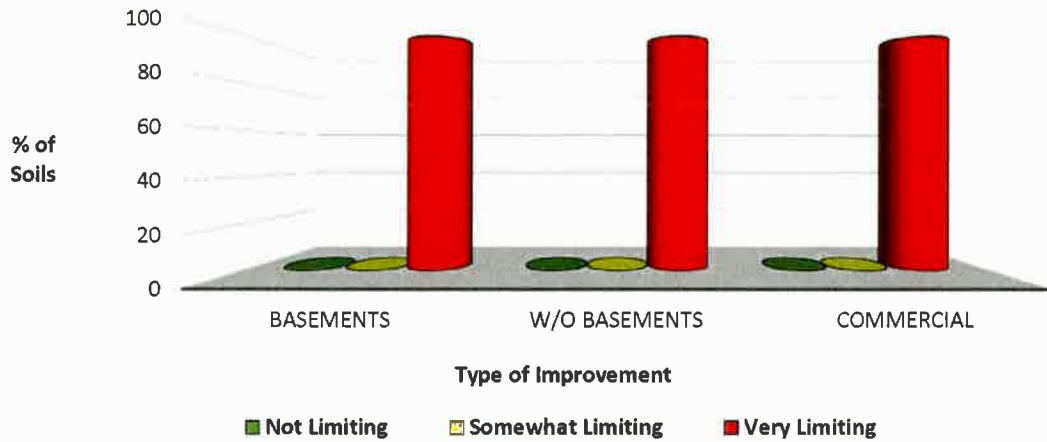
Aquifer Sensitivity: This site is classified as having a very limited potential for aquifer contamination. (See page 8.)

Topography and Drainage: Please refer to page 9 for information regarding site topography and drainage.

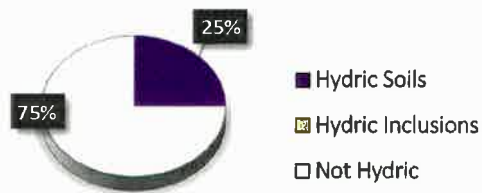
Stormwater: See page 10 for information regarding stormwater management.

Soil Erosion: Any development on this site should include a soil erosion and sediment control plan. (See page 10.)

Building Limitations: Soils at this site contains limitations for dwellings with basements, dwellings without basements, and small commercial buildings. See page 12 and attached Soils Tables located on the final pages this report. All information is from the Soil Survey of DuPage County, Illinois.



Hydric Soils: There are hydric soils identified on this site. (See page 13.)



LAND USE OPINION

Land Use Opinion: The most current natural resource data indicates the following concerns for this site: **Soil Limitations, Soil Erosion and Sediment Control, and Stormwater Management.** Based on the information in this report, it is the opinion of the Kane-DuPage Soil and Water Conservation District Board that this site **may be suited** for land use change if the previously mentioned concerns are addressed.

SITE INSPECTION

A site inspection was conducted by Resource Assistant, Jennifer Shroder on June 12, 2018. The following photos were taken during this inspection and reflect the site conditions at that time.

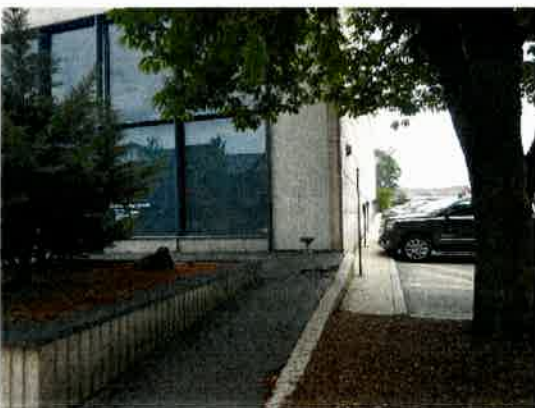


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PURPOSE AND INTENT

This report presents natural resource information to officials of the local governing body and other decision makers. Decisions concerning variations, amendments or relief of local zoning ordinance may reference this report. Also, decisions concerning the future of a proposed subdivision of vacant or agricultural lands, and the subsequent development of these lands because of these decisions may reference this report. This report is a requirement under the Soil and Water Conservation District Act contained in ILCS 70, 405/1 ET seq.

This report intends to present the most current natural resource information available in an understandable format. It contains a description of the present conditions and resources available and their potential impact on each other. This information comes from standardized data, on-site investigations and other information furnished by the petitioner.

Please read the entire report to coordinate and inter-relate all natural resource factors considered. This report, when used properly, will provide the basis for good land use change decisions and proper development while protecting the natural resource base of the county.

The conclusion of this report in no way indicates the impossibility of a certain land use. However, it should alert the reader to possible problems that may occur if the capabilities of the land are ignored. Please direct technical questions about data supplied in this report to:

Kane-DuPage
Soil and Water Conservation District
2315 Dean Street, Suite 100
St. Charles, IL 60175
Phone: (630) 584-7960

LAND COVER IN THE EARLY 1800'S

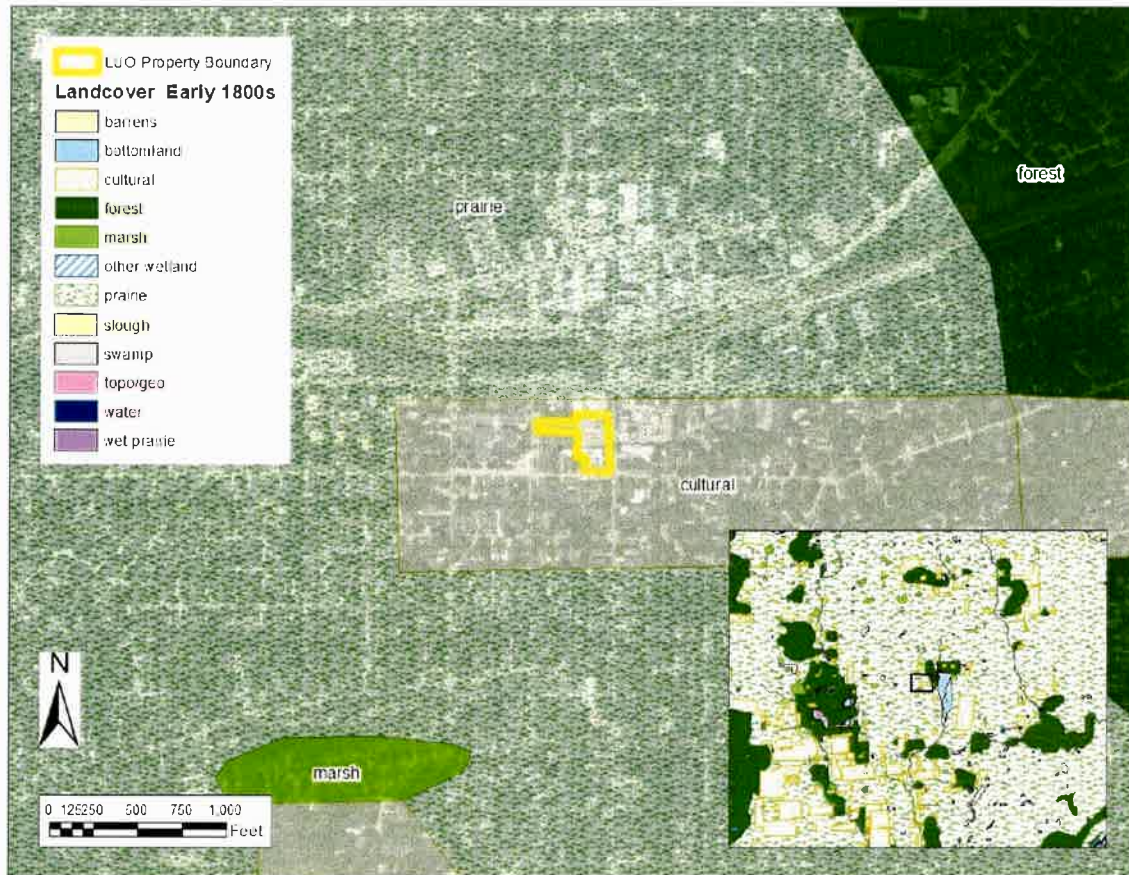


Figure 1: Land Cover in the Early 1800's

Illinois Department of Natural Resources, Illinois Natural History Survey, Land Cover of Illinois in the Early 1800s., Vector Digital Data, Version 6.0, August, 2003.

These surveys represent one of the earliest detailed maps for Illinois. The surveys began in 1804 and were largely completed by 1843. They predate our county land ownership maps and atlases. These plat maps and field notebooks contain a wealth of information about what the landscape was like before the flood of settlers came into the state.

The vast majority of the landscape in this part of Illinois in the early 1800's consisted of two different natural resource areas. These two areas were prairie and forest. Prairie and woodland ecosystems are extremely valuable resources for many reasons. These areas:

- provide wildlife habitat and support biodiversity
- provide areas for recreational opportunities
- improve soil health and reduce soil loss

- improve air and water quality

Other designations include, cultural or (agricultural area), marsh, wet prairie, wetland and water. Please note that these designations are based on surveys taken in the early 1800's, and may not represent exact site conditions.

This site is located in an area surveyed as cultural on the land cover in the early 1800's map. The District recommends preserving as much as of the natural character of the site as possible during this land use change. It is also recommended that native plants be utilized for landscaping whenever possible. Removal of invasive species is also encouraged.

WETLANDS



Figure 2: DuPage County Wetlands

Wetlands of DuPage County Illinois. <http://gis.dupageco.org/arcgis/rest/services/OpenData>. 2015 DuPage County.

Figure 3: National Wetland Inventory Map

United States Department of the Interior, Fish and Wildlife Service, National Wetlands Inventory Photo Year 1983-1984, Digitized 1985-1986.



WETLANDS

Wetlands are some of the most productive and diverse ecological systems on earth. The U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency define wetlands as follows, "Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas." Some other common wetlands located in this part of Illinois are fens and wet meadows.

Wetlands function in many ways to benefit mankind. Some of their many functions and benefits include:

- Controlling flooding by offering a slow release of excess water downstream or through the soil.
- Cleansing water by filtering out sediment and pollutants.
- Functioning as rechargers of our valuable groundwater.
- Providing essential breeding, rearing, and feeding grounds for many species of wildlife.

A review of the DuPage County Wetland Map indicates that wetlands do not appear to exist on this site.

A review of the National Wetland Inventory Map indicates that wetlands do not appear to exist on this site.

In the event that any indications of wetlands are identified on this site during the proposed land use change, a wetland delineation specialist who is recognized by the U.S. Army Corps of Engineers should determine the exact boundaries and value of these wetlands. Please see page 7 for wetland regulation information.

FLOODPLAIN



Figure 4: Floodplain Map

Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, Disc 6, 2011.

From FEMA's Floodplain Natural Resources and Functions Chapter 8, "Undeveloped floodplain land provides many natural resources and functions of considerable economic, social and environmental value. Nevertheless, these and other benefits are often overlooked when local land-use decisions are made. Floodplains often contain wetlands and other important ecological areas as part of a total functioning system that impacts directly on the quality of the local environment."

There are so many benefits of the floodplain that not all can be listed here, but the following is a general list of benefits and functions:

- natural flood storage and erosion control
- water quality maintenance
- groundwater recharge
- nutrient filtration
- biological productivity/wildlife habitat
- recreational opportunities/aesthetic value

According to the Flood Insurance Rate Map, no part of this site is within the boundaries of a 100-year floodplain. This development should not impede the beneficial functions of the floodplain. Please see 6 for information regarding floodplain regulations.

STREAMS AND WATERSHED MANAGEMENT

Rivers and Streams are necessary components of successfully functioning ecosystems. It is important to protect the beneficial functions and integrity of our local streams and rivers. Development near stream systems has the potential to increase flooding, especially in urban areas where there is a lot of impervious surface and a greater amount of stormwater runoff. Pollution is also an issue for stream systems in urban and rural areas. It is rare for any surface waters to be impacted by only one source of pollution. With few exceptions, every land-use activity is a potential source of nonpoint source water pollution (IEPA– Nonpoint Source Pollution).

The Illinois Environmental Protection Agency provides the following in regards to nonpoint source pollution, “Nonpoint source pollution (NPS) occurs when runoff from rain and snowmelt carries pollutants into waterways such as rivers, streams, lakes, wetlands, and even groundwater. Examples of sources of NPS pollution in Illinois include runoff from farm fields, livestock facilities, construction sites, lawns and gardens, city streets and parking lots, surface coal mines, and forestry. The major sources of NPS pollution in Illinois are agriculture, urban runoff, and habitat modification.”

Local watershed management planning is an important effort that involves citizens of a watershed in the protection of their local water resources. Water quality is a reflection of its watershed.

Common Watershed Goals:

- Protect and restore natural resources
- Improve water quality
- Reduce flood damage

- Enhance and restore stream health
- Guide new development to benefit watershed goals
- Preserve and develop green infrastructure
- Enhance education and stewardship

There are many subwatershed plans that have already been developed in DuPage County. Please reference the website below for completed watershed plans in DuPage County, and additional watershed information.

https://www.dupageco.org/EDP/Stormwater_Management/6597/

Nutrient management is of vital importance to the health of our rivers and streams. Nutrient load in our local streams and rivers has contributed to the Gulf of Mexico hypoxia, or a “dead zone” located where the Mississippi River meets the Gulf of Mexico. This dead zone hosts a toxic algal bloom, and supports little to no biological activity. Yearly averages indicate the dead zone to be greater than 5,000 square miles in size. Illinois was required and has introduced a plan to reduce nutrient loss from point source pollution sources, such as wastewater treatment plants and industrial wastewater, as well as nonpoint pollution sources. Read Illinois’s Plan for reducing nutrient loss here:

<http://www.epa.illinois.gov/topics/water-quality/watershed-management/excess-nutrients/nutrient-loss-reduction-strategy/index>

REGULATORY INFORMATION

The laws of the United States and the State of Illinois assign certain agencies specific and different regulatory roles to protect the waters within the State's boundaries. These roles, when considered together, include protection of navigation channels and harbors, protection against floodway encroachment, maintenance and enhancement of water quality, protection of fish and wildlife habitat As well as recreational resources. Unregulated use of waters within the State of Illinois could permanently destroy or alter the character of these valuable resources and adversely impact the public. Therefore, please contact the proper regulatory authorities when planning any work associated with Illinois waters so that proper consideration and approval can be obtained.

REGULATORY AGENCIES:

Wetland/U.S. Waters: U.S. Army Corps of Engineers, Chicago District, 111 North Canal Street, Chicago, IL 60606-7206. Phone: (312) 353-6400.

<http://www.lrc.usace.army.mil/>

Wetland/Isolated: DuPage County Stormwater Management, 421 North County Farm Road, Wheaton, IL 60187. (630) 407-6700.

<http://www.dupageco.org/swm/>

Floodplains: Illinois Department of Natural Resources\Office of Water Resources, 2050 W. Stearns Road, Bartlett, IL 60103. (847)608-3100.

<https://www.dnr.illinois.gov/WaterResources/Pages/Permit%20Programs.aspx>

Who Must Apply:

Wetland and/or Floodplain Permit: Anyone proposing to dredge, fill, riprap, or otherwise alter the banks or beds of, or construct, operate, or maintain any dock, pier, wharf, sluice, dam, piling, wall, fence, utility, floodplain or floodway subject to State or Federal regulatory jurisdiction should apply for agency approvals.

Construction Permit: Anyone disturbing an acre or more of land during proposed construction activities should apply for the NPDES General Construction Permit ILR10. Building and stormwater permits should also be obtained locally from municipal government and/or DuPage County.

NPDES General Construction Permit ILR10: Illinois Environmental Protection Agency, Division of Water Pollution Control, 1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794. (217)782-0610.

<http://www.epa.illinois.gov/topics/forms/water-permits/storm-water/construction/index>

Coordination: We recommend early coordination with the regulatory agencies BEFORE finalizing work plans. This allows the agencies to recommend measures to mitigate/compensate for adverse impacts. Also, the agency can make possible environmental enhancement provisions early in the project planning stage. This could reduce time required to process necessary approvals. Please be advised that failure to coordinate with regulatory agencies could result in project shut down, fines and/or imprisonment.

AQUIFER SENSITIVITY



Figure 5: Aquifer Sensitivity Map

Department of Energy and Natural Resources, Illinois State Geological Survey: Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148

The U.S. Environmental Protection Agency (1993) defines aquifer sensitivity/contamination potential as “a measure of the ease with which a contaminant applied on or near the land surface can migrate to an aquifer.” Aquifers function as a storage area for groundwater recharge, which makes them a reliable source of fresh water. Groundwater from aquifers is a valuable source of drinking water when it remains uncontaminated.

According to the Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148 prepared by the Department of Energy and Natural Resources, Illinois State Geological Survey, this site lies completely within a zone rated as **very limited** with respect to potential for contamination from spilled or applied substances to the soil surface.

TOPOGRAPHY AND DRAINAGE

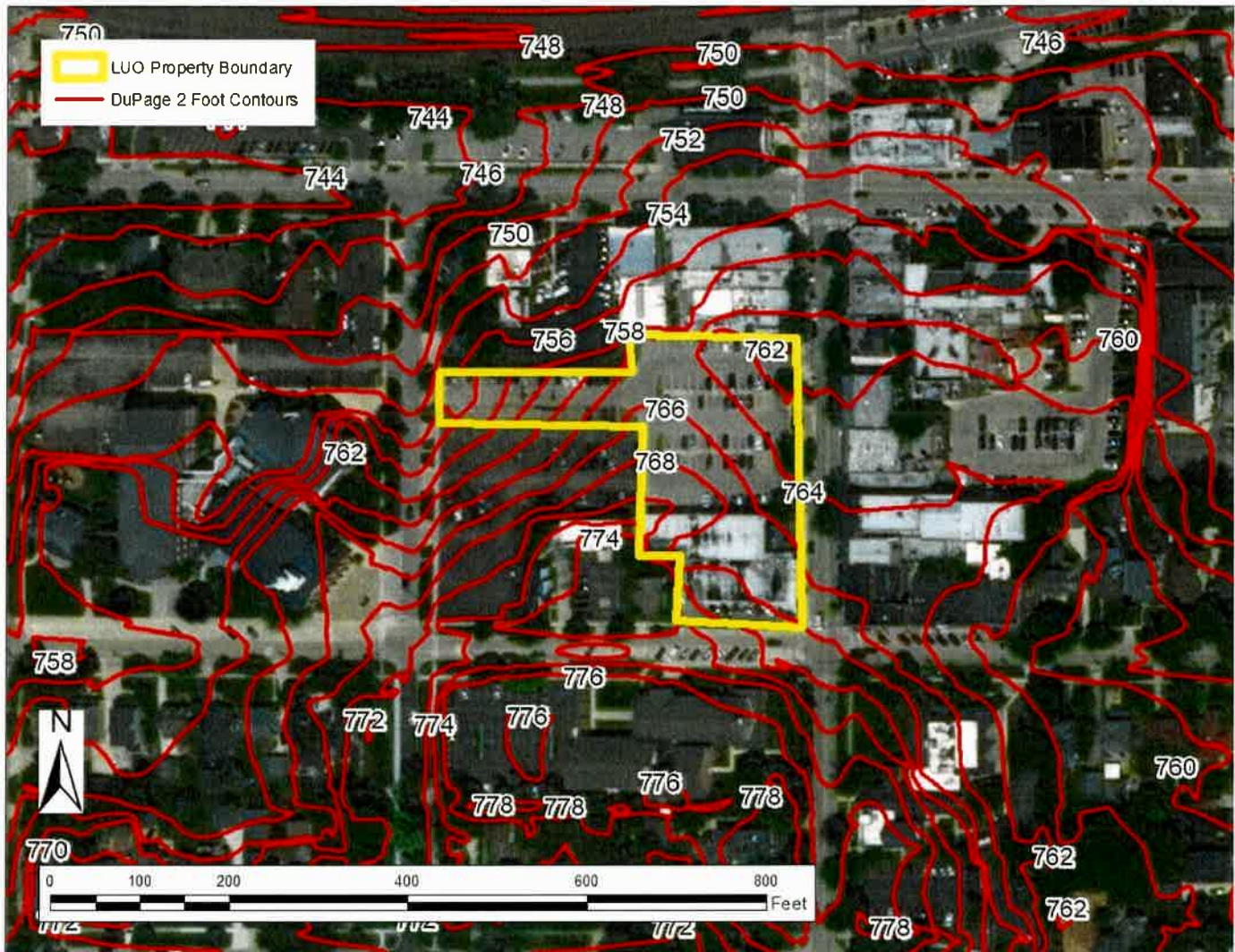


Figure 6: Municipalities 2 Ft Contours

USGS Topographic maps and other topographic surveys give information on elevations, which are important to determine slopes, natural drainage directions, and watershed information. Elevations determine the area of impact of flooding. Slope information determines steepness and erosion potential of the site. Slope has the greatest impact in determining the erosion potential of a site during construction activities. Drainage directions determine where water leaves the property in question, possibly impacting surrounding natural resources.

It is important to consider drainage during any proposed construction onsite. Any areas where water leaves the site should be monitored for potential pollutants which could contaminate downstream waters.

The high point of this property is located in the southern portion of the site at an elevation of 774 feet above mean sea level. The property generally drains to the north via overland. The lowest elevation on the property is approximately 756 feet above sea level.

STORMWATER

Any proposed removal of vegetation, compaction of soil, and addition of impervious surfaces (rooftops, roadways, etc.) will greatly increase the amount of stormwater runoff generated on this site. The District recommends the use of onsite stormwater management strategies whenever possible. IEPA now recommends that stormwater pollution prevention plans include post-construction stormwater management which retains the greatest amount of post-development stormwater runoff practicable, given the site and project constraints. From the ILR10 permit for construction sites 1 acre or more, "Such practices include but are not limited to: stormwater detention structures (including wet ponds); stormwater retention structures; flow attenuation by use of open

vegetated swales and natural depressions; infiltration of runoff onsite; and sequential systems (which combine several practices)."

Site assessment with soil testing should help to determine what stormwater management practices are best for your site. Insufficient stormwater management has the potential to cause or aggravate flooding conditions on surrounding properties, or elsewhere in the watershed. Please refer to the DuPage County Stormwater Ordinance for stormwater requirements and minimum standards.

http://www.dupageco.org/EDP/Stormwater_Management/Regulatory_Services/1420/

SOIL EROSION

Development on this site should include the use of a soil erosion and sedimentation control plan. Due to the soil type and slope of the site, the District believes that the potential for soil erosion during and after any proposed construction will be **large**. Furthermore, the erosion and resulting sedimentation may become a primary nonpoint source of water pollution. Eroded soil during the construction phase can create unsafe conditions on roadways, degrade water quality, and destroy aquatic ecosystems lower in the watershed. Soil erosion also increases the risk of flooding due to choking culverts, ditches, and storm sewers, and by reducing the capacity of natural and man-made detention facilities.

Erosion and sedimentation control measures include: 1) staging the construction to minimize the amount of disturbed areas present at the same time, 2) maintaining or planting vegetative groundcover, and 3) keeping runoff velocities low.

Soil erosion and sedimentation control plans, including maintenance responsibilities, should be clearly communicated to all contractors working on the site. Special care must be taken to protect any wetlands, streams and other sensitive areas.

Please refer to the Illinois Urban Manual for erosion and sediment control information and technical guidance when creating erosion and sediment control plans. The practice standards and standard drawings from the Illinois Urban Manual represent the minimum standard in Illinois.

SOILS INFORMATION

IMPORTANCE OF SOILS INFORMATION

Soils information is taken from the Soil Survey of Kane County, Illinois, United States Department of Agriculture, Natural Resource Conservation Service. This information is important to all parties involved in determining the suitability of the proposed land use change.

SOIL MAP UNITS

The soil survey map of this area (Figure 1) indicates soil map units. Each soil map unit has limitations for a variety of land uses such as septic systems, and buildings site development, including dwellings with and without basements. All of the soils contain **very limiting** conditions for building site development. **See Soils Interpretations section and attached Soil Tables.**

The Soil Survey Geographic (SSURGO) data base was produced by the U.S. Department of Agriculture, Natural Resources Conservation Service and cooperating agencies for the Soil Survey of Kane County, Illinois. The soils were mapped at a scale of 1:12,000. The enlargement of these maps to scales greater than that at which they were originally mapped can cause misunderstanding of the detail of the mapping. If enlarged, maps do not show the small areas of contrasting soil that could have been shown at a larger scale. The depicted soil boundaries and interpretations derived from them do not eliminate the need of onsite sampling, testing, and detailed study of specific sites for intensive uses. Thus, this map and its interpretations are intended for planning purposes only.

LIST OF SOIL MAP UNITS

SOIL MAP UNIT	PERCENT OF PARCEL	ACRES
805B—Orthents	75%	1.17
854B—Markham-Ashkum-Beecher complex	25%	0.39
Table 1: Soil Map Units		Total
		1.56

All percentages and acreages are approximate.

We suggest that a geotechnical engineer conduct an on site investigation. This should determine, specifically, what soils type is present at a particular location, along with its associated limitations or potential for a particular use. It will also assist in determining which types of engineering procedures are necessary to account for the limitations of the soil on the site.

BUILDING LIMITATIONS



Figure 7: Soil Survey Map

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County SSURGO soil layer certified in 2007. Areas shaded red represent VERY LIMITING limitations for building site development, areas shaded yellow represent SOMEWHAT LIMITING limitations for building site development, and unshaded areas represent NOT LIMITING limitations for building site development.

The soil limitation ratings are used mainly for engineering designs of dwellings with or without basements, local streets and roads, small commercial buildings, septic tank absorption fields, and etc. The ratings of not limiting, somewhat limiting, and very limiting are based on national averages and are defined and used as follows:

Not Limiting (Slight) - This limitation rating indicates that the soil properties are generally favorable for the specified use and that any limitations are minor and easily overcome.

Somewhat Limiting (Moderate) - This rating indicates that the soil properties and site features are un-

favorable for the specified use, but that the limitations can be overcome or minimized with special planning and design.

Very Limiting (Severe) - This indicates that one or more soil properties or site features are very unfavorable and difficult. A major increase in construction effort, special designs, or intensive maintenance is required. These costly measures may not be feasible for some soils that are rated as severe.

There are limitations for building site development on this site. A comprehensive soil assessment should be completed prior to any earth disturbing activities on this site.

HYDRIC SOILS



Figure 8: Hydric Soils

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County SSURGO soil layer certified in 2007. Hydric soils are shaded purple, soils with hydric inclusions are shaded yellow, and not hydric soils are hollow.

Hydric soils are defined by the National Technical Committee for Hydric Soils (NTCHS) as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. These soils, under natural conditions, are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation.

Hydric inclusions are small areas, or inclusions, of nonhydric soils in the higher positions of the landform or map units dominantly made of nonhydric soils with inclusions of hydric soils in the low positions on the landform.

Hydric soils provide limitations for building site development due to their potential for ponding and poor drainage capacity. This often results in the need for improved drainage onsite prior to any proposed development. Any change to the natural drainage onsite has the potential to create flooding issues on and adjacent to the site. Hydric soils are often organic (peat or muck) and not suitable construction material. Hydric soils also may indicate wetlands onsite.

There are hydric soils on this site. A comprehensive soil assessment should be completed prior to any earth disturbing activities on this site.

Our opinion is based on information from the following sources:

Illinois Department of Natural Resources, Illinois Natural History Survey, Land Cover of Illinois in the Early 1800s., Vector Digital Data, Version 6.0, August, 2003.

Wetlands of DuPage County Illinois. <http://gis.dupageco.org/arcgis/rest/services/OpenData>. 2015 DuPage County.

Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, Disc 6, 2011.

U.S. Geological Survey, Illinois Digital Orthophoto Quadrangles, 2006 photos, Published: Champaign, Illinois State Geological Survey, 2006.

Nonpoint Source Pollution– What’s it All About?. Illinois Environmental Protection Agency. <http://www.epa.illinois.gov/topics/water-quality/watershed-management/nonpoint-sources/what-is-nonpoint-source-pollution/index>. 2015 Illinois EPA.

Department of Energy and Natural Resources, Illinois State Geological Survey: Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County, IL SSURGO soil layer certified in 2007, and DuPage County, IL SSURGO soil layer certified in 2007 and accompanying interpretations.

An on-site investigation conducted by the SWCD Resource Assistant, Jennifer Shroder on June 12, 2018.

We respectfully submit this information in compliance with the Illinois Soil and Water Conservation Districts Act (ILCS 70, 405/1 et seq). The District Board reviews proposed developments. Jennifer Shroder, Resource Assistant, prepared this report.

cc: GSP Development
55 E Monroe St, Ste 3950
Chicago, IL 60603

Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

The Map Unit Description (Brief, Generated) report displays a generated description of the major soils that occur in a map unit. Descriptions of non-soil (miscellaneous areas) and minor map unit components are not included. This description is generated from the underlying soil attribute data.

Additional information about the map units described in this report is available in other Soil Data Mart reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the Soil Data Mart reports define some of the properties included in the map unit descriptions.

Map unit: 805B - Orthents, clayey, undulating

Component: Orthents, clayey, undulating (91%)

The Orthents, clayey, undulating component makes up 91 percent of the map unit. Slopes are 1 to 6 percent. This component is on leveled land on ground moraines. The parent material consists of earthy fill. Depth to a root restrictive layer, densic material, is 4 to 10 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is low. Shrink-swell potential is high. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 4s. This soil does not meet hydric criteria.

Map unit: 854B - Markham-Ashkum-Beecher complex, 1 to 6 percent slopes

Component: Markham (40%)

The Markham component makes up 40 percent of the map unit. Slopes are 1 to 6 percent. This component is on ground moraines. The parent material consists of Thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer, densic material, is 20 to 55 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 30 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 18 percent.

Component: Ashkum (30%)

The Ashkum component makes up 30 percent of the map unit. Slopes are 1 to 2 percent. This component is on ground moraines. The parent material consists of Colluvium and in the underlying till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at 6 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 2w. This soil meets hydric criteria.

Component: Beecher (25%)

The Beecher component makes up 25 percent of the map unit. Slopes are 2 to 4 percent. This component is on ground moraines. The parent material consists of Thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer, densic material, is 24 to 45 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 8 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 22 percent.

Dwellings With Basements

Rating Options

Attribute Name: Dwellings With Basements

Dwellings are single-family houses of three stories or less. For dwellings with basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of about 7 feet.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
805B	Orthents, clayey, undulating	Very limited	Orthents, clayey, undulating 91% Shrink-swell Depth to saturated zone Ashkum 3% Ponding Depth to saturated zone Shrink-swell Bryce 2% Ponding Depth to saturated zone Shrink-swell Aquents, clayey 1% Ponding Depth to saturated zone Shrink-swell
854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes	Very limited	Markham 40% Depth to saturated zone Ashkum 30% Ponding Depth to saturated zone Shrink-swell Beecher 25% Depth to saturated zone Shrink-swell Orthents, clayey 5% Shrink-swell Depth to saturated zone

Dwellings Without Basements

Rating Options

Attribute Name: Dwellings Without Basements

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
805B	Orthents, clayey, undulating	Very limited	Orthents, clayey, undulating 91% Shrink-swell Ashkum 3% Ponding Depth to saturated zone Shrink-swell Bryce 2% Ponding Depth to saturated zone Shrink-swell Aquents, clayey 1% Ponding Depth to saturated zone Shrink-swell
854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes	Very limited	Ashkum 30% Ponding Depth to saturated zone Shrink-swell Beecher 25% Depth to saturated zone Shrink-swell Orthents, clayey 5% Shrink-swell

Small Commercial Buildings

Rating Options

Attribute Name: Small Commercial Buildings

Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
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854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes	Very limited	Ashkum 30% Ponding Depth to saturated zone Shrink-swell Beecher 25% Depth to saturated zone Shrink-swell Orthents, clayey 5% Shrink-swell

CONTACTS

Federal Agencies**U. S. Army Corps of Engineers**

Regulatory Branch
231 S. LaSalle St, Suite 1500
Chicago, Illinois 60604
(312)846-5330

<http://www.usace.army.mil>

**U.S.D.A. Natural Resources
Conservation Service**

2315 Dean Street Suite 100
St. Charles, Illinois 60175
(630)584-7960 ext. 3

<http://www.il.nrcs.usda.gov/>

U.S. Fish & Wildlife Service

Chicago Illinois Field Office
230 S Dearborn Suite 2938
Chicago IL 60604
(847)298-3250

<http://www.fws.gov/>

U.S. Environmental Protection Agency

Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604
(312)353-2000/(800)621-8431

[http://www.epa.gov/region5/
r5hotline@epa.gov](http://www.epa.gov/region5/r5hotline@epa.gov)

State Agencies**Illinois Department of Natural Resources**

1 Natural Resources Way
Springfield, Illinois 62702-1271
(217)782-6302

<http://dnr.state.il.us/>

Illinois Environmental Protection Agency

1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276
(217)782-3397

<http://www.epa.state.il.us/>

Illinois Department of Transportation

2300 South Dirksen Parkway
Schaumburg, Illinois 62764-0001
(217)782-7820/(800)452-4368

<http://www.dot.state.il.us/>

Illinois Natural History Survey

1816 S Oak St MC652
Champaign, Illinois 61820
(217)333-6880

<http://www.inhs.uiuc.edu/>

County Offices**DuPage County**

Administration Building
421 North County Farm Road
Wheaton, Illinois 60187
(630)407-6500

<http://www.co.dupage.il.us/>

Development Department

Room 2-800 in Building 421
(630)407-6700

Environmental Concerns Department

Stormwater Management Division
(630) 407-6700

Solid Waste Department

(630)407-6700

Health Department

115 North County Farm Road
Wheaton, Illinois 60187
(630)682-7400

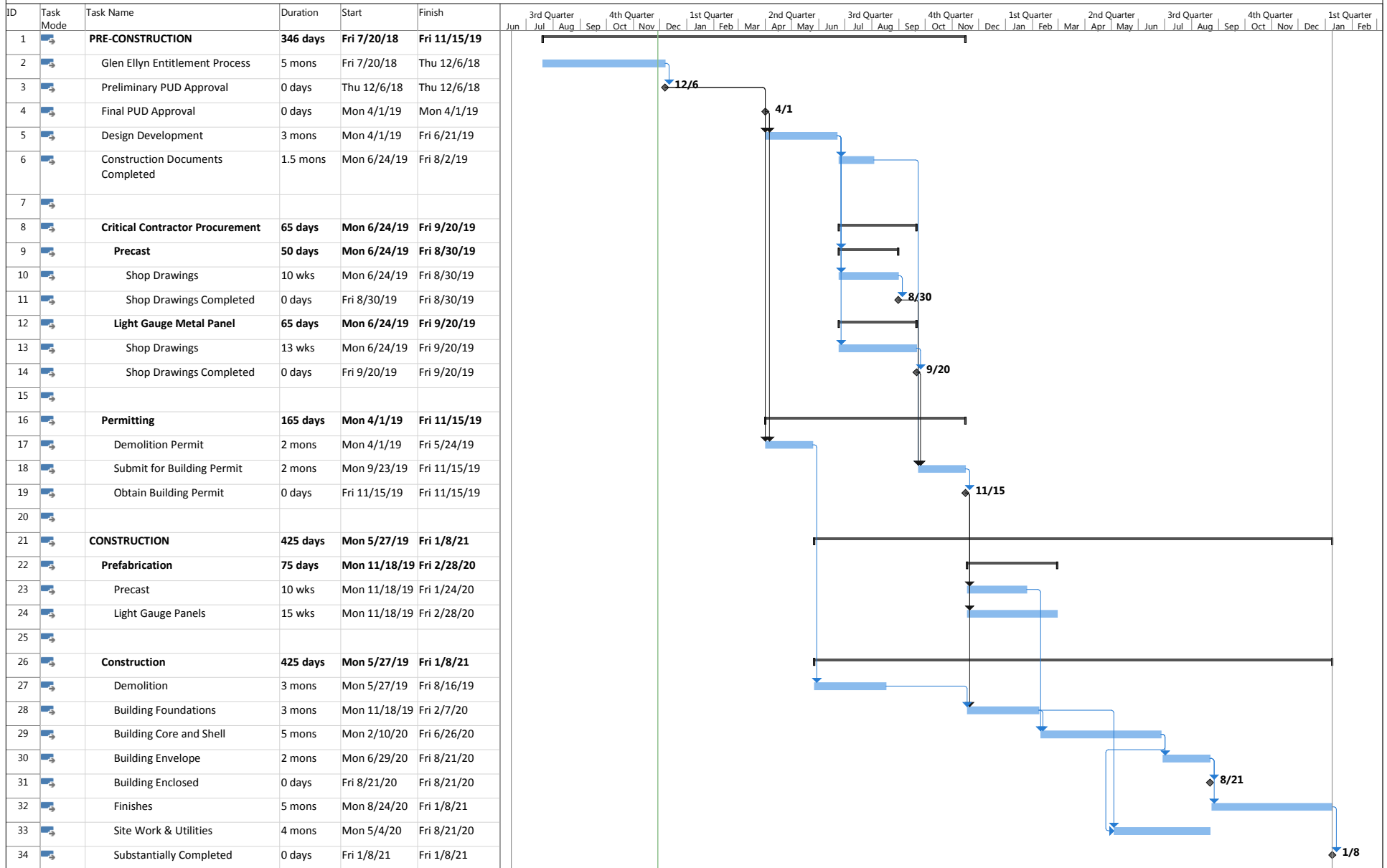
Forest Preserve District

3 S 580 Naperville Road,
Wheaton, Illinois 60189
(630)933-7200
<http://www.dupageforest.org>

Debb Kosich Managment, LLC
The Missner Group

APEX 400 PRELIMINARY SCHEDULE - REV 3

11/29/2018



Project: Glen Ellyn - Apex 400
Thu 11/29/18

Task
Split
Milestone
Summary

Project Summary
Inactive Task
Inactive Milestone
Inactive Summary

Manual Task
Duration-only
Manual Summary Rollup
Manual Summary

Start-only
Finish-only
External Tasks
External Milestone

Deadline
Progress
Manual Progress

Progress
Manual Progress

**JAMES J. BENES AND ASSOCIATES, INC.**

950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532

Tel. (630) 719-7570 ▪ Fax (630) 719-7589

MEMORANDUM

Date: December 18, 2018

To: Staci Springer, AICP
Director of Planning and Development
Village of Glen Ellyn

From: Thomas Adomshick, P.E., PTOE
President

Re: Apex 400 Development, 400 – 418 North Main Street, Glen Ellyn
Job No. 1115.073

At your request we have reviewed the comments and questions provided to us on December 12, 2018, pertaining to traffic impacts of the proposed mixed-use development to be known as Apex 400. The following is an item by item summary of the comments and our responses. The comments noted below are not the full text, but a summary of each individual concern.

Concern: Traffic counts are needed during multiple days, a single day does not seem sufficient.

Traffic volumes on streets vary by time of day and day of the week. On a typical weekday traffic volumes are low overnight, rise in the morning to a peak level during the morning travel to work period (typically between 7:00 to 9:00 AM), drop off mid-morning, rise again around the lunch hour, subside after lunch, reach the evening peak volume as workers return home (typically between 4:00 to 6:00 PM), and after 6:00 PM begin a decline to the overnight volumes. The peak traffic period during weekdays is almost always either the morning peak hour or the evening peak hour.

Over the course of a week, the highest traffic hour of any day typically is on a Tuesday, Wednesday or Thursday. Mondays and Fridays experience lower traffic volumes due to the weekend effects such as workers taking a Monday or Friday off, or leaving early on Fridays. On weekends there aren't the weekday trips to and from work for most workers, so trips are more spread out over the course of the day, and there will be some people that do not leave home on a weekend. Consequently, total traffic volumes tend to be lower on weekends, and Sundays typically experience the lowest traffic volumes of the week.

From a practical standpoint, the worst traffic performance typically occurs during a weekday peak hour, and therefore traffic counts for the purposes of analyzing traffic impacts are performed during the mid-week peak hour periods. The traffic data is collected over a two hour period, and the highest one hour period of traffic is the volume used for traffic analyses. In the case of Apex 400, the highest traffic volume periods occurred between 7:15 and 8:15 in the morning, and between 5:00 and 6:00 in the evening.

When the traffic analyses for a proposed development are analyzed, the peak hour traffic volume for the proposed land uses is estimated using Institute of Transportation Engineers (ITE) trip generation rates that provide the highest number of hourly trips for the morning and evening peak hours of the land uses.

The highest site trip estimates are applied to the highest existing hourly traffic volumes from the highest day of the week to obtain a conservative total traffic volume that represents the worst case traffic volume estimate. It is for this reason that multiple days of traffic counts are generally not performed. This is why performance of traffic counts on a single day, rather than on multiple days is standard accepted traffic engineering practice.

Concern: Traffic counts were not performed while school was in session.

The original Traffic Impact Study (TIS) for the Apex 400 development was rejected because traffic counts were performed in July. A revised TIS was submitted, containing new traffic counts performed on Wednesday August 29, 2018, a day when St. Petronille School day classes were in session. We understand the evening classes had not started on August 29.

Unlike the day classes when almost 500 students arrive and leave at one time, the evening instruction includes three sessions; two 75-minute and one 90-minute. There is a complete turnover of students and teachers each session. There are about 120 to 130 students and 30 teachers per session. Evening classes on Wednesday run between 4:15 PM to 5:30 PM, between 6:00 PM and 7:15 PM and between 7:30 PM and 9:00 PM. There is a 30 minute break between the first and second sessions during which the first session leaves and the second session arrives. There may be a little overlap between the first session departures and second session arrivals. There is a 15 minute gap between the second and third sessions. Overlap of pick-up and drop-offs will likely occur from 7:15 to 7:30.

Concern: Traffic analyses did not include all peak traffic periods.

The Wednesday morning peak period (7:15AM – 8:15 AM) capturing day school arrivals and commuter traffic is analyzed in the TIS. The 7:15 to 8:15 AM hour had the highest (worst case) morning existing traffic hour over the counted period from 7:00 to 9:00 AM, which included the St. Petronille start of school drop off period.

The Wednesday evening traffic count was extended to begin at 2:30 PM and end at 6:00 PM to capture the end of school dismissal period in addition to the evening PM peak hour. The midafternoon dismissal peak period was from 2:30 PM to 3:30 PM, and the PM peak hour was from 5:00 to 6:00 PM. Both periods were analyzed in the TIS.

The Wednesday evening peak period (5:00 PM-6:00 PM) captures the commuter traffic and would have captured arriving and departing trips between the first and second evening classes if school had been in session. **Since class was not in session, this traffic was not included in the TIS.** Since development and existing street traffic volumes diminish after the evening peak hour; the traffic period of interest during the religious education classes will likely overlap with the commuting peak. The traffic counts suggest on weekdays without evening classes, the traffic during the morning peak is the heaviest throughout the day.

The Saturday night peak period was not counted or analyzed. Saturday services start at 5:00 pm, so service arrivals occur just before the time when most Saturday evening restaurant visitors typically begin to arrive, therefore there is minimal overlap. We note that the Saturday peak traffic period for the proposed residential land use is 50% of the weekday evening peak traffic hour. The analyses of the projected weekday peak traffic hours indicate the area street intersections all operate at acceptable levels of service. With lower Saturday site traffic volumes, lower overall Saturday existing traffic, and good levels of service for the projected weekday peak

hour periods, it is clear that Saturday evening between 4:30 and 8:00 PM is not the critical traffic operations period and therefore separate analyses are not necessary. It is our opinion that the traffic impact of this development on Saturday evenings will be minimal.

A Sunday peak period was not counted or analyzed. The neighborhood churches have overlapping Sunday services. Peak Sunday church traffic typically does not coincide with nearby peak Sunday residential traffic. Unlike on weekdays, where the peak traffic hours include commuters traveling to and from work, Sunday traffic is more dispersed. Total Sunday residential traffic volumes are about 75% of the total weekday volumes. Additionally, residents living near traffic generators that have well defined peak traffic periods often adjust their travel times to avoid the busiest traffic periods. Given the aforementioned items, it is our opinion that the additional trips generated by the proposed development will not have a significant impact on Sunday morning traffic operations.

Concern: Prospect Avenue intersections were not analyzed.

All traffic analyses account for background off-site growth in addition to the extra trips generated by this proposal. At the intersections closest to the development, the level of service five years after development does not appreciably change. By extension, intersections further from the development experience less impact.

The projected traffic to and from this development that will approach Prospect Avenue is very small. On Duane Street, the additional number of vehicles approaching Prospect is seven or less per hour. This represents one vehicle every eight minutes or more on average. The projected vehicles approaching Prospect via Hillside was lower. These changes are not perceptible.

Concern: The loss of the connection between the village and church parking lots should be analyzed.

The gates between the public and private parking areas were open during the day of the count as is normal practice. We have been advised that during the day, some parents enter the Village lot from Main Street, drop off students and leave via Main or Glenwood. KLOA observers saw a few parents do this, but they believe the total number is low. KLOA did not observe if these motorists entered the church parking area or not or by which route they returned to a street. If the gates had been routinely closed, it is difficult to say how this drop-off practice would be affected. Perhaps drop-off would occur in the Village lot or perhaps not at all.

This proposal severs the vehicular connection between the church and village lots. A door allows pedestrian access between the St. Petronille parking lot and the proposed structure. The door is not a user-friendly drop off point for students. A parent cannot watch their child walk to the church from within the structure. Student drop-off within the village lot is thus discouraged. An argument can be made that segregating the school parking and trips from the general downtown parking within the village lot clarifies the purpose of each lot and reduces conflicts.

The use of the neighborhood streets and parking areas around St. Petronille before and after school is a dynamic, multi-faceted process. We understand a group of Village and Church stakeholders are working a common approach to traffic and parking management. It is appropriate that St. Petronille traffic be studied separately. The creation of a two-way Hillside or the possible connection of the church parking to Hillside may provide new flexible tools in the control of church-related traffic.

400-412 Main Street
December 18, 2018

Concern: The analyses do not account for train operations.

Commonly accepted analytical techniques were used in the Traffic Impact Study. These standard methods do not account for the impact of nearby railroad gate closures which can adversely affect traffic wait times. The impact is especially hard to quantify here since the arrival and length of freight trains are variable. As under current conditions, when a freight train passes, drivers will continue to experience stoppages and delay until the train passes. We note that during the highest peak traffic hour for the development the total projected traffic volume for the development is 69 vehicles, and average of 1.15 vehicles per minute. Traffic volumes generated by the development are low.

--END--

Kelly Purvis

From: Justin Casazza <casazzajc@yahoo.com>
Sent: Friday, November 30, 2018 7:19 PM
To: Kelly Purvis
Subject: Re: Geische Development Email

Thanks Kelly. Unfortunately it seems many people don't know about the hearing and it is less than one week away. We received a letter yesterday notifying us of the hearing saying we needed to write back with concerns at least a week ahead of time. I am not able to attend (though likely could have with more notice) and given how late we got the letter it was literally impossible to respond by the deadline. This is troubling as the proposed building would completely overhaul the look of our town and it seems that there is not nearly enough opportunity for public dialogue.

I truly do not want to be the grumpy neighbor! But this has a big impact on us and I do believe massively impacts our property value. We would not have bought this house if we thought this was possible. We didn't believe it was possible because of the regulations around building height - which gave us the comfort to buy our home 18 months ago. I'm struggling to understand how quickly we can disregard those regulations.

If the village believes we need this type of development I can't understand why we don't ensure it happens at the bottom of the hill where the height of the building is less noticeable and there are no houses nearby. At the top of the hill (the current proposal) it towers over the entire town and destroys the vista for surrounding homes. I recognize it is not that simple given different developers have bought the two areas, but to me the commission's role here is to think holistically about what's best for the town and not be swayed by which developer seems to be moving faster.

I recognize that this site has been under debate for quite some time and that there is a desire to make a decision and move on. That being said this is a HUGE decision that completely changes the look and feel of our town. This building will be clearly visible from every point in town. It will dwarf the buildings around it. It will serve as a brick wall "welcoming" people to downtown from the south.

Lastly, the proposed pricing for these rental units is very expensive. The worst thing that could happen is for the investment to fail because we can't find 107 tenants willing to pay downtown Chicago prices and we end up with a massive building that is half full.

I hope this feedback is useful and seen as constructive rather than confrontational. I very much want to see this town thrive and am happy to be part of any discussion to that end. Please let me know if that is possible, despite the fact that I cannot attend next Thursday. As the residential neighbor closest to this development we clearly have a strong interest in being part of the dialogue.

Thanks so much - I know this is not an easy process.

Best,
 Justin Casazza
 386 N Main

Sent from Yahoo Mail for iPhone

Attachment: Public Comment Received by Village Staff - New Information (3738 : 400 & 418 N. Main Street - Apex 400 - Preliminary PUD)

On Friday, November 30, 2018, 9:08 AM, Kelly Purvis <kpurvis@glenellyn.org> wrote:

Justin,

Thank you for your message. We are widely publicizing the public hearing for this proposal. This is the beginning of the public process and the opportunity for the public to provide feedback is at the public hearing. Please feel free to give me a call directly to discuss.

Kind Regards,

Kelly Purvis

Kelly Purvis | Planner | Village of Glen Ellyn

535 Duane Street | Glen Ellyn, IL 60137

Ph: 630.547.5371 | F: 630.547.5370

From: Justin Casazza [mailto:casazzajc@yahoo.com]

Sent: Thursday, November 29, 2018 6:50 PM

To: Kelly Purvis

Subject: Geische Development Email

Hi Kelly,

I saw the email today about the new development proposal, which has me very concerned. I understand both sides but as a very close neighbor it will have a material impact on our immediate neighborhood as well as our property value. I'll write more later, but in the meantime I am questioning how we are just hearing about this formal proposal one week before the hearing. More concerning is that I am with two neighbors who get all VGE emails and did NOT

get this email. This feels like something all residents should know about - especially those who live within blocks of the site. Can someone ensure that this is more visible to residents?

Thanks,

Justin Casazza

386 N Main St

Sent from Yahoo Mail for iPhone

Diocese of Joliet
Blanchette Catholic Center



16555 Weber Road
Crest Hill, Illinois 60403
www.dioceseofjoliet.org

November 29, 2018

Mr. Lawrence A. Debb
GSP Development LLC
55 East Monroe St., Ste. 3950
Chicago, IL 60603
Via email to: ldebb@gspdevelopment.com

Re: Downtown Glen Ellyn redevelopment plan

Dear Mr. Debb:

In response to your letter dated September 25, 2018, I am writing to confirm that the Roman Catholic Diocese of Joliet (the "Diocese") supports GSP's proposal to redevelop a portion of downtown Glen Ellyn on Main Street between Duane Street and Hillside Avenue. As you are aware, the Diocese owns the parking lot located immediately west of the proposed redevelopment as well as the entire campus of St. Petronille Parish. If your redevelopment plan is approved by the Village of Glen Ellyn, we anticipate that the Diocese will enjoy a cordial and neighborly relationship with GSP.

In the event GSP's redevelopment plan receives Village approval, the Diocese would like to take you up on GSP's offer to demolish the two-story frame home located at 494 Hillside Avenue that is owned by the Diocese, and grade and gravel the lot at GSP's cost. Prior to demolition, the Diocese will remove any hazardous materials from the site. In exchange, during the construction phase of the redevelopment project, the Diocese agrees to allow GSP to use the gravel lot at 494 Hillside Avenue for parking and storage of GSP's vehicles and equipment so long as GSP provides insurance for the same.

We look forward to working with you and sincerely hope that your redevelopment plan receives Village approval. I will plan to attend the Village zoning meeting if my schedule allows. Otherwise, another diocesan representative will attend in my place.

Please feel free to contact me with any questions or concerns.

Very truly yours,

Maureen Harton
Diocesan Attorney
815/221-6211
mharton@dioceseofjoliet.org

400-424 N. MAIN
APEX APARTMENT/RETAIL/PARKING DEVELOPMENT

As a business owner and/or resident of downtown Glen Ellyn, we support the approval of this development by the Planning Commission and Village Board of Glen Ellyn

BUSINESS	ADDRESS	NAME	SIGNATURE
Papier Girl	413 N. Main St	Lesley Kesavick	J. V.
	363 Windsor Ave GE	Corinne Ingram	C. Ingram
Alyssa Vasquez			Alyssa Vasquez
Victoria Fiore. Maize & Mash	413 N. Main St Apt 22 Glen Ellyn		Victoria Fiore
M and E's	460 N. Main St.	Kin Fuller	Kin Fuller
Jayne Boutique	476 N. Main St.	Beth Maroney	E. Maroney
bench492	492 N Main St	Kathryn Alcock	K Alcock
		Jennifer Seifert	J. Seifert
Natalie Smith			
Michael Perich	485 N. Main	M. Perich	

Kelly Purvis

From: Sandy Fanella <sandyfanella@sbcglobal.net>
Sent: Monday, December 03, 2018 7:59 PM
To: Kelly Purvis
Subject: Main Street Giesche Project

Subject: Main Street Giesche Project

To Whom It May Concern,

I have lived in Glen Ellyn for 38 years and I wanted to say I am so glad something is finally being done on the south end of Main Street. There have so many projects proposed through the years and none of them have come to pass. I hope this board has the foresight to make a decision that will impact the future of our town.

I don't have facebook or social media so I form my opinions by research as opposed to other individuals misinformed ramblings.

I believe all those involved have worked diligently and responsibly to make Glen Ellyn a town that we can all be proud of.

So, please, approve this project and do what's best for all of us, and not just a few.

Thank you,

Sandy Fanella

Kelly Purvis

From: Staci Springer
Sent: Wednesday, December 05, 2018 4:02 PM
To: Kelly Purvis
Subject: FW: Comments for the Planning Commission Public Hearing on December 6, 2018

FYI

Staci

From: Janna Sampson [mailto:j_sampson@oakbrookinvest.com]
Sent: Wednesday, December 5, 2018 3:56 PM
To: shulseberg@glenellyninfo.org; Meredith Hannah
Subject: Comments for the Planning Commission Public Hearing on December 6, 2018

Please add my comments to the record for the Planning Commission Public Hearing on December 6, 2018 for the proposed development at 400 – 424 N. Main Street (Giesche Shoe and Village Parking Lot) Apex 400.

While I generally approve of the concept of this development with its mixed use make up with additional residential units and retail space, I have three concerns:

1. **TRAFFIC:** Main Street in the block south of Duane currently experiences periods of very congested traffic during both morning and evening rush hours. This development will likely make that problem worse. With the additional retail and/or restaurants that this new development will bring to downtown, coupled with the two new additional restaurants just opening on the east side of Main Street in the same block, traffic congestion must be dealt with and be of primary concern as you determine if this development is appropriate for the area. Additionally the additional residential traffic will provide conflicts with the existing school drop off in the morning potential making the area less safe for our very youngest residents, our school children.
2. **PARKING:** The area is in need of many additional parking spaces in the evening currently. The new restaurants opening on the east side are already making the parking situation on the south side of the tracks very difficult. The proposal adds a few spaces but does not address the current deficit sufficiently.
3. **HEIGHT:** The request for a zoning variation to a height of 65 feet is not in keeping with the rest of the building in the area. It also sets a detrimental precedent for future development elsewhere in the downtown area. A 4 story development would be more appropriate for the character of the downtown business district. The height of the building would negatively impact the views of residential properties to the south and west of the development as well. I urge the Commission to reject the request for a height variation due to the loss of views and light that the extra height will cause.

I realize that my email is arriving too late to be included in the packet for distribution to the Plan Commission members. However, I hope that this comment will be provided to them at the start of the public hearing. I appreciate the opportunity to provide the Plan Commission with my concerns on this proposed project.

Sincerely,

Janna L. Sampson
 470 Pennsylvania Ave Unit C
 Glen Elly, IL 60137

Kelly Purvis

From: THOMAS BRINKWORTH <tbrinkw@yahoo.com>
Sent: Thursday, December 06, 2018 1:01 PM
To: Kelly Purvis
Subject: New Development

Categories: To do, Read Again

Kelly:

While I want something done with the old Giesche Shoes space, this new development idea is a huge mistake. It will dramatically change the look and feel of that part of downtown and not for the better (too big and ugly for that space and not an inviting look for those driving into town). The construction will cause problems on Main Street and the surrounding residential streets for years. Finally, it's not practical - 107 apartments is too much and many will sit empty. Please reconsider this project and if it must continue, move it to the old grocery store space on Crescent Blvd. That space makes much more sense for this type of project.

Thanks,

Tom

Tom Brinkworth
380 Windsor Ave
Glen Ellyn, IL

Sent from my iPhone

Kelly Purvis

From: Karen Fleming <klfleming15@gmail.com>
Sent: Thursday, December 06, 2018 3:59 PM
To: Kelly Purvis
Subject: Downtown Project

Categories: To do, Read Again

Hello Ms. Purvis,

I have been a resident of Glen Ellyn since 1988 and I would like to voice my strong positive endorsement of this development. The Geische space has been vacant too long but mostly Glen Ellyn is in desperate need of this type of structure with parking, retail and housing. It will be a huge asset to this town and bring in more business and revenue. Change is good and we need to progress and support the current businesses as well as attract new ones. This is exactly what Glen Ellyn needs.

Thank you,

Karen Fleming

Kelly Purvis

From: Jim Burdett <jburdett@spplus.com>
Sent: Thursday, December 06, 2018 9:43 AM
To: Kelly Purvis
Subject: Proposed Development of Geische Shoe Site and Adjacent Parking Area on West Side of Main Street, North of Hillside Avenue

Categories: To do, Read Again

Hi Kelly-

I am a former chair of the Architectural Review Commission and in such position I had reviewed the earlier Opus proposal for this site as well as other proposed downtown developments. Offering my thoughts on this current proposal, below.

(I understand that these comments will be sent to Planning Commission members for consideration)

My concerns with this design are primarily (1) the bulky appearance and (2) the height. The two concerns are, of course, related.

The block of Main Street immediately to the south of this block is single family residential with two relatively low-rise churches at the corners. And all blocks to the south of that block are residential all the way to Roosevelt. So, a 5-story structure seems an abrupt entrance to the south end of the downtown district. Moreover, in the immediate block in which this project would be located, no other buildings are as tall.

The lack of variety in the design of the facade also makes this structure a bit generic looking and appear to be one large building, which of course it is. Nothing wrong with one large building except that "one large building" is inconsistent with other structures in Glen Ellyn's downtown area, because other structures in the area are smaller and have been built over many decades as evidenced by the variety in designs you see in any given block of our downtown. This monolithic structure would stand-out uncomfortably among the rest of the buildings on Main Street and the nearby residential streets.

I will give the proposed development credit for using a variety of materials- brick, stone (or stone-like material) and what appears to be board-and-batten siding. Perhaps consideration should be given to mixing up the color palate- a greater variety of colors.

On the height issue, I am going to propose something a bit radical. Radical, but realistic. My suggestion is to eliminate the first floor retail spaces completely and make the leaseable portions of this structure entirely residential. With first floor retail gone, the height of this structure could be reduced by an entire floor while retaining all of the originally planned residential units (and perhaps adding a few more).

I know that tradition dictates that a downtown building must have first floor retail. But, we're living in a new retail age. Brick-and-mortar retail is suffering everywhere and that is certainly evident in Glen Ellyn with a number of vacant and under-utilized retail spaces through-out downtown. I can't imagine what retail outlets or restaurants would move into all of the new retail square footage that this structure as presently configured would bring into Glen Ellyn. Downtown Glen Ellyn, with narrow residential streets feeding into the central business district, does not have high enough traffic counts to attract national retailers. The suburban downtowns

with thriving retail tend to have major thoroughfares running through their core areas- for examples, consider Washington Street and Chicago Avenue feeding into downtown Naperville, LaGrange Road in LaGrange, York Road in Elmhurst, even Main Street in Wheaton. I am not suggesting that Main Street Glen Ellyn or Park Boulevard should be widened to attract higher traffic counts downtown (then we would really lose that Glen Ellyn charm) but I am suggesting that this and other future downtown development adjust to this reality- i.e., better to add more residents downtown than add more retail square footage.

I would also note that simply creating retail space to a downtown district won't make the retailers move-in. For a nearby example, look at Main Street in Lombard with newer multi-family residential developments above empty store-fronts.

Finally, this developer is likely seeking financing for its proposed project. The rent stream from this project would be a source of collateral for the loans to enable the developer to undertake this project. Given the present state of downtown Glen Ellyn retailing, I suspect that the anticipated residential rent stream from this project is far more attractive collateral to the lender than the potential commercial rent stream. In other words, I don't think nixing the first floor retail would jeopardize the developer's financing. This is speculation on my part, but it is based on my observations of the retail scene downtown.

Thank you for your consideration.

James C. Burdett
Vice President, Associate General Counsel



p: ~~312-274-2051~~
m: ~~630-858-7827~~
e: jburdett@spplus.com

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SP+ Corporate Website: spplus.com
Connect with Us: [linkedin.com/company/sp_plus](https://www.linkedin.com/company/sp_plus)
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From: janwilltravel <janwilltravel@wowway.com>
Date: December 6, 2018 at 5:38:17 PM CST
To: Craig Pryde <trustee.pryde@gmail.com>
Subject: Re: Apex

Dear Mr Pryde,

I really appreciate your timely and VERY informative response . Thanks to you I now better understand the process and how financially challenging it can be to develop condos. I did not know this. I would like to share your educational response with my colleagues. Again, thank you!!! I truly feel heard for the first time with regards to the condo vs rental issue.

Gratefully,
 Janet Williams

Sent via my Samsung Galaxy, an AT&T 4G LTE smartphone

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

From: Craig Pryde <trustee.pryde@gmail.com>
Date: 12/6/18 4:01 PM (GMT-06:00)
To: janwilltravel@wowway.com
Subject: Re: Apex

Janet,

Thank you for your email. I can't provide you a definitive answer to your question because I don't get involved in development decisions.

I can share some experience from my professional life as an Architect that many of the developers that consider to develop condominiums or apartments have indicated that the ability to obtain commercial or private financing for a condominium project infeasible verses a rental apartment building. When considering this a developer needs to consider the cost to purchase, develop and "pre-sell" at least 1/2 of the total units before a lender is typically willing to provide financing. This can also lengthen the development cycle which ties up capital for longer periods of time.

It is this scenario that can increase the overall cost of the development and a developer that is willing to close on the land and sit on the property until this occurs. Previous to the downturn in 2009, the development cycle was much shorter and financing usually only required 15-25% per-sale of units. The increase to 50% is a much longer development cycle.

We have seen a increase in demand for larger units in a multi-family development however as you mention. For that reason, we are seeing rental developments that are now including larger 2 and 3 bedroom units. These units tend to be attractive to empty nesters that want to stay in a community like Glen Ellyn but that don't have to pay property taxes on their larger single family home or wish to relieve themselves of maintenance issues.

Both types of developments are beneficial to a community and today's renters will often become tomorrow's buyers.

I appreciate your interest in our community.

sincerely,

Craig R. Pryde

Village Trustee

trustee.pryde@gmail.com

On Thu, Dec 6, 2018 at 9:54 AM Janet Williams <janwilltravel@wowway.com> wrote:
Dar Mr. Pryde,

Please address the reasoning for building apartments rather than condos in downtown Glen Ellyn. Many longtime residents wish to downsize, but prefer to be OWNERS rather than RENTERS. I have personally contacted 2 dozen friends who are considering selling their homes in the next few years. They realize that currently obtaining a condo in downtown GE is largely a word of mouth process. All would prefer to move to an adjoining suburb rather than rent in Glen Ellyn. Are any downtown condo developments on the agenda in the near future????

Sincerely,

Janet Williams

Apex 400 -

Issues: no greenspace

projected construction time
 { minimize if possible
 { don't close off parking
 until absolutely necessary

St. Pet's drop off + pick up
 already blocks traffic
 what will happen during
 and after construction

Current Valet Parking - where will
 Valets park. Must not ~~reduce~~
 reduce ~~the~~ current street or S. Main
 parking lot spaces.

J.R. WALKER, INC.

COMMERCIAL REAL ESTATE
BROKERAGE AND DEVELOPMENT

1776 S. NAPERVILLE ROAD
SUITE 202-A
WHEATON, ILLINOIS 60189
PH: (630) 462-0075 FAX: (630) 462-5686

December 6, 2018

Ms. Kelly Purvis
Village of Glen Ellyn Planner
535 Duane Street
Glen Ellyn, Illinois 60137

Re: Agenda Item #3701
400 & 418-424 N. Main Street – APEX 400

Dear Ms. Purvis,

I represent the owners of Santa Fe Restaurant located at 426 Main St., Glen Ellyn. Santa Fe Restaurant is a family owned restaurant that has operated in Glen Ellyn since 1981, (37 years).

Their restaurant is located adjacent and contiguous to the proposed APEX 400 project. Should the Village of Glen Ellyn approve the proposed project, it will significantly impact their existing building, the day to day operation of the restaurant, and its ability to financially survive.

Our areas of concern relate to:

1. Loss of our south wall building windows. The existing flow of sunlight into the restaurant creates a special atmosphere for our customers that will be forever lost. The impact affects our westerly customer seating area in the restaurant and especially the loss our full height windows located at the southeast corner in the front dining area.
2. The immediate loss of the municipal parking lot and Main Street parking for 2+ years during construction of the project will have a significant and negative economic impact on the business and revenue generation needed to keep the business viable. With the loss of available parking, we anticipate losing many customers.
3. The construction process will negatively impact the operation of the restaurant business due to the noise and dust generation. There will be increased expense for maintenance and upkeep of the air handling equipment and HVAC filters to provide clean and sanitary air conditions for food preparation.
4. We have been planning to modify our roof area to incorporate and design a new rooftop seating area to expand our dining experience. The construction of a 5-story building contiguous to our building will certainly impact our ability to provide an open-air dining area. Likewise, we would anticipate losing our summer time seating in front of our building during construction.

5. We have concerns relating to the structural integrity of our basement and foundation walls that would be exposed during the construction phase and the potential for water infiltration into our lower level.

In the event that the Village of Glen Ellyn approves the proposed project, we are requesting consideration of our concerns from both the Village of Glen Ellyn and the developer so as to provide a mutually beneficial process for all concerned. We look forward to future communication with the Village of Glen Ellyn staff and the developer.

Very truly yours,

Jeffrey R. Walker

Jeffrey R. Walker

On behalf of Santa Fe Restaurant

Enc.

cc: The Jimenez Family
TERMOSJ, LLC





GSP Development Survey to Alliance Members

Thursday, December 06, 2018

Powered by  SurveyMonkey

Introduction to Survey

GPS Development has proposed a development at the former Giesche location and the parking area between Giesche and Santa Fe that will include 1st floor retail space, 107 apartments, parking for the residents and parking to replace (and slightly increase) the spaces that currently exist. A link to the details of the plan is [here](#).

A public hearing is taking place on Thursday, December 6th at 7 pm at the Civic Center and you are encouraged to attend and share your opinion. We also wanted to solicit feedback from the Alliance membership so that Carol can represent that feedback at the meeting.

Please complete this short survey and include any additional comments you have to share. Your responses will be aggregated, not attributed to specific businesses or people.

5 Questions were asked to 71 Alliance Members - 27% responded

Q1: This commercial/residential development will have an overall positive effect on Downtown Glen Ellyn.

Q2: The additional parking that the development will provide is a positive result for Downtown Glen Ellyn?
(at least 10 more public spots while replacing all in lot now, as well as residential parking for residents).

Q3. An additional 8000 square feet of newly built commercial space will bring more quality businesses to Downtown Glen Ellyn and therefore, make our business community stronger.

The resultant outcome of the 3 questions above was 16 out of 19 Strongly Agree, Agree or have no opinion

Q4. Greater downtown residential density will have a positive effect on all downtown businesses.

15 out of 18 Strongly Agree, Agree or have no opinion

Q5. Comments

Powered by  SurveyMonkey

Q5. Comments

I am super excited about this development; not only as a business owner, but as a resident. Our town is ready to give this corner a face lift after many years vacant and what a great way by providing housing parking and new shops!

Thought green space was priority with Village. This development adds no additional green space.

Glen Ellyn downtown is very attractive with old buildings and my desire is that the "quaint" beautiful aesthetic will be carried out in the new design.

This development will be the beginning of a downhill slope for this community. It will be like all the other communities around making it not interesting. It's the quaintness that brings people to GE and that will be gone. Additionally, this will only add a few more parking spots but will add several more residents/visitors/foot traffic to the area which will only cause the parking issues to become worse. Bad idea all around for the community!

The tax revenue will help alleviate any possible incoming taxes put upon the CBD in the future and the additional business of the residents, who wont need additional parking is a win-win!

Q5. Comments

I think it is absolutely absurd to think that a net gain of approximately 10 additional public parking spaces is worth a disruption of current businesses with a project of this magnitude. Even 20 or 30 spots gained is nearly negligible. This has been a discussion for nearly 20 years. If you truly believe in progress for the town of Glen Ellyn why are you so excited about a 10 space net gain in parking???? If you are going to effectively shut down retail business for a year while this project is being undertaken why is there not at least a second or 3rd story added to significantly increase public parking??? After all, thats what will be necessary to increase revenue for the new businesses that will replace the ones forced to close due to lack of business for at least a year. I'm not against the project in general, but you better put aside a few million for lost revenue for the current business occupants....and for what, 10 spaces??? How hard is it to look at Wheaton or Naperville to see the effect of 3 and 5 story public parking facilities? And Glen Ellyn is pitching it's booming growth of 10 spaces..... it's just stupid. Build a parking facility that really helps the downtown not the new residents and 10 lucky shoppers..... and while your at it build a parking facility on the side of town that actually already has a parking issue.....this town is dumb.

The scale of this development is too massive for the space. I am not opposed to development, but I am opposed to THIS development because of its mass and the impact it will have on the surrounding area. I would favor a 2-3 story development. It is not my duty, nor the village's, to accommodate a development that is more lucrative for the developer but damaging to the overall quality of our downtown streetscape. The actual perspective of how this mass will look is important. The developer does not show that.

Until the process of getting a business started in downtown is either easier, or perceived to be easier, for bigger name businesses considering GE, they will go elsewhere.

I feel if more restaurants go in, then we are diluting the marketplace. Somewhere enough is enough and you are just spreading out the business like in many small downtown districts. Good for Village and property taxes, bad for existing businesses.

The Village Board needs to get to yes on this project. There will always be naysayers and people who do not want change. But if we want our downtown to grow, thrive, and be attractive to developers, we cannot keep letting the vocal minority drive the agenda. The Board needs to listen carefully to all opinions and then make the right decision. Be bold. Look forward

I wanted to forward my thoughts about the upcoming project. I personally, not a Chamber perspective, am in full support of the GSP / Gieche development. I like the tax revenue it brings to the village and the residents which will use our local businesses without the increase of parking. The issues I hear is traffic, and how it doesn't "look like" Glen Ellyn. In hearing that there is the proposal of making Hillside 2-way traffic from Main to Glenwood, will help some of the traffic congestion. In looking at the surrounding buildings it would be nice to incorporate some of the architecture into the GSP development. Also I would very much suggest to change the name from Apex 400, to a softer name that might have some Glen Ellyn charm or history to it. I have taken some photographs of the Central Business District for thought of how cosmetically and architect could incorporate into the building. In addition some architecture design around the windows of the car port would look nice.





1. In Glen Ellyn, there is a lot of this Old European type of architecture. I think it might be of a German influence, with wood beams and an A-frame roof.

2. You can find similar masonry work with wood beams and bricks which are in a basket weave pattern.



3. Also you can find some of the corner pattern with how the brick and cement align along the corners.



4. Glen Ellyn has a beautiful traditional clock which would be nice to see on the south side of the tracks.



From: Elicia Viola [mailto:emv1920@gmail.com]
Sent: Thursday, December 27, 2018 11:48 PM
Subject: Protect Main St

Have you seen this?



Please! please take 5 minutes and write a letter to the board members about why we cannot have this version of this apartment building on Main St. This is to scale and look at it compared to Blackberry Market- an oversized non blending building on our beautiful entry to our historic downtown. Unless they hear from us, they will be persuaded by the builders. Here is their emails. Write one letter then cut and paste to each board member. Personalize if you have time but any feedback is persuasive. Please share with your lists

http://www.glenellyn.org/Boards_Commissions/Village%20Board.html

(Click on each name - send note to each)

PLEASE ATTEND:

Giesche Shoe site 418 - 424 N. Main Street. The public hearing is scheduled for Monday, January 7 at 7 p.m. in the Galligan Board Room on the third floor of the Civic Center. The public is invited

Without a public outcry it will be built. Other towns have insisted on builders blending with the historical size and character of their existing charming towns and have won. Please speak out and spread the word. This is our Main St. not Roosevelt Rd.

Message:

Dear President McGinley and Trustees,

We write to express our complete support of the current proposal for the development of the Giesche's property. This development surrounded by churches and retail establishments completely adds to the character of the central business district. The development brings much needed rental opportunities to Glen Ellyn along with retail opportunities. Although parking is always a concern in a downtown area it is pleasing to see that the parking net is a small increase.

We urge that the Board vote Yes to allow this project to proceed.

Sincerely,

Robert and Jacquelyn Chernesky

File Upload:



St. Petronille's – APEX 400 Memorandum of Understanding

The Village of Glen Ellyn and GSP Development have entered into negotiations to construct a number of apartments, retail outlets and parking facilities in support thereof as part of a 5-Story Mixed-Use Development (APEX 400) which will directly border St. Petronille's East Parking lot. APEX 400 will result in the elimination of the easement access from the East Parking lot directly to Main Street and will include the construction of a Parking Garage along the north end of the East parking lot.

St. Petronille is committed to supporting any future developments of the Glen Ellyn Downtown area and is eager to support APEX 400. We as a Parish also have an over-arching responsibility to look 15-20 years down the road and provide input and consideration into what we feel will be critical for future developments initiated both by St. Petronille and/or the Village as APEX 400 reaches its potential. The time for consideration of these longer-term issues is now when a major development like APEX 400 is being contemplated.

Our paramount concern as it relates to APEX 400 is for the safety of our School Children and Parishioners.

Elimination of this easement in particular and APEX 400 in general will have a substantial long-term impact on the traffic flow and, more importantly, the safety of the School Children and Parishioners. This is especially true during the morning and afternoon hours Monday-Friday when school is in session and during weekend Masses. An additional impact will also occur during the hours of 6 – 9 PM on Wednesdays for Religious Education students when School is in session. This affects well over 500 children and support staff during these peak hours. This is what makes St. Petronille's situation very unique concerning APEX 400 as the concentration of persons is significant in such a small area during typical and non-typical local traffic peak times.

Because of the substantive changes to the traffic flow APEX 400 will create, due and proper consideration of the following items by the Village and GSP Development is critical to allaying the significant concerns expressed by the Parish community regarding the safety of students and parishioners, as well as to garner St. Petronille's full support of APEX 400. Negotiations of the items below are to become part of an overall agreement relating to APEX 400 to be negotiated in good faith and executed by and between the Diocese of Joliet and the Village of Glen Ellyn / GSP Development.

1. A full As-Is Traffic Study and Impact Projection report to be completed as soon as possible on the 6 intersections that surround St. Pets which will be highly affected by APEX 400 including; the intersections of Main & Hillside; Glenwood & Hillside; Prospect & Hillside; Prospect &

Duane; Glenwood & Duane and Main & Duane. Current easement gates need to be confirmed closed during the study. Study is not to be conducted during Christmas Break, teacher institute days, Spring Break or Summer Break periods. St. Pets can provide a list of those periods. Such traffic study must include the following:

- Weekday morning hours 7:30am - 10:30am in order to catch local businesses after opening, best to include 10am School-wide church service Thursday only.
 - Weekday afternoon hours 2:30pm - 6pm to catch school dismissal and student pick-up, as well as end-of-business day for local residents and businesses.
 - Wednesday 4pm - 9pm for purposes of various Religious Education classes drop-off and pick-up.
 - Saturday 4:30pm - 8pm for purposes of 5pm church service, and the effect on intersection traffic by the existing local dining establishments.
 - Sunday 7am - 1pm for purposes of catching 7:30am, 9:30am and 11:30am church services.
 - Inclusion of morning and afternoon freight train scheduled runs through Downtown GE.
2. Demolition of the old Priest's residence and the resulting lot graded and paved to match the existing Church parking lot.
 3. The construction of an ingress/egress access to the church parking lot on Hillside at the site of the demolition to accommodate Church and School traffic flow during peak hours.
 4. Addition of a Sliding Gate (as currently exists at the easement site) at the new ingress/egress access to allow St. Petronille's strict control over the Hillside access to the Church parking lot.
 5. Mill, resurface and restripe/paint St. Petronille's church (East) parking lot with allowance for its use by the Village and developer as a "fill" site to level the lot using suitable excavated debris from the construction of the APEX 400 Development or other Village developments. The goal of this is to eliminate existing up-slope north to south of the church parking lot along Hillside to match grade of church parking lot to Hillside Avenue – a long term beautification consideration.
 6. Consideration given to additionally mill, resurface and restripe/paint St. Petronille's West Parking Lot as part of the effort outlined in #5 above.
 7. Addition of a fence along the Hillside portion of the church lot to provide additional safety for school children on foot.
 8. Add two large heavy swing gates under the control of St. Petronille on Glenwood Avenue, one at or near Hillside and the other at or near the entrance/exit of the parking garage on Glenwood to provide a safe passage for students and parishioners during Masses and on school days as well as Faith Formation students being dropped off/picked up during the evening. See Exhibit A for location of such gates.
 9. Change Hillside Avenue to a two-way street between Glenwood Avenue and Main Street. This would include eliminating street parking on Hillside Avenue between Main Street and Glenwood Avenue.
 10. Add a stop sign at the intersection of Hillside & Glenwood Avenues for west bound traffic and for school children walking from NE corner to the SE corner or vice versa.

11. The addition of speed bumps or effective speed reducing strategies on Hillside Avenue from Main Street to Prospect Avenue (i.e. traffic engineering initiatives such as school zone flashing light, large diagonal striping or letters, school zone speed limit radar sign).
12. Require all traffic exiting the Hillside APEX 400 Parking Garage a left turn only onto Hillside Avenue heading east toward Main Street.
13. Require all traffic exiting the Glenwood APEX 400 Parking Garage a right turn only onto Glenwood Avenue heading north towards Duane.
14. Add additional swing gates on Office/School West parking lot to keep non-parishioners from cutting through the West lot between Glenwood and Prospect Avenue.
15. Grant St. Petronille/Diocese of Joliet the same height variance on its property for any potential future parish projects as will be granted for the APEX 400 development on Main Street.
16. All items outlined above including any design, engineering, permitting and code/environmental compliance required for the above are at Village and/or Developer's sole cost and responsibility.

The following items are outlined as items for due consideration during APEX 400 construction.

1. During the construction time period:
 - a. Provide St. Pet's with contact list of the Village and Development team that will be responsible for implementing project to meet weekly (or as often as is agreed upon by all parties) with St. Pet's leadership to review construction and safety plans as necessary.
 - b. Provide St. Pet's with specific construction timeline, construction hours, construction staging area and construction vehicular plans.
 - c. Assure St. Pet's that it will do all it can to prevent disruption at St. Pet's from construction related traffic and generally from the project itself.
 - d. Supply a specific plan for traffic flow while heavy construction is underway (see #11 above)
 - e. Provide details of all plans during construction and timelines including any sidewalk closings, noise ordinances/planning, logistics plans, etc.
 - f. Village and Developer to study the impact APEX 400 will have on St. Pet's topography/adjacent parking lot to not disrupt St. Pet's East parking lot integrity.
 - g. Provide police presence at key intersections for drop off/pick up times for day school and Faith Formation drop offs while construction is underway.
2. Provide assistance from Village during construction and after construction to help St. Pet's with designing and mapping out its overall arrival/dismissal procedures for day school and Faith Formation school.

"The foregoing document was compiled by a working group that includes representatives from the St. Petronille Parish and School leadership, Parent Organization and Parish/School experts. Though this group does not represent all parishioners and parents, concerns from those groups were incorporated into these requests making it more likely that our community would support this development if the above concerns are duly and properly addressed."

On Behalf of St. Petronille Working Group Committee,

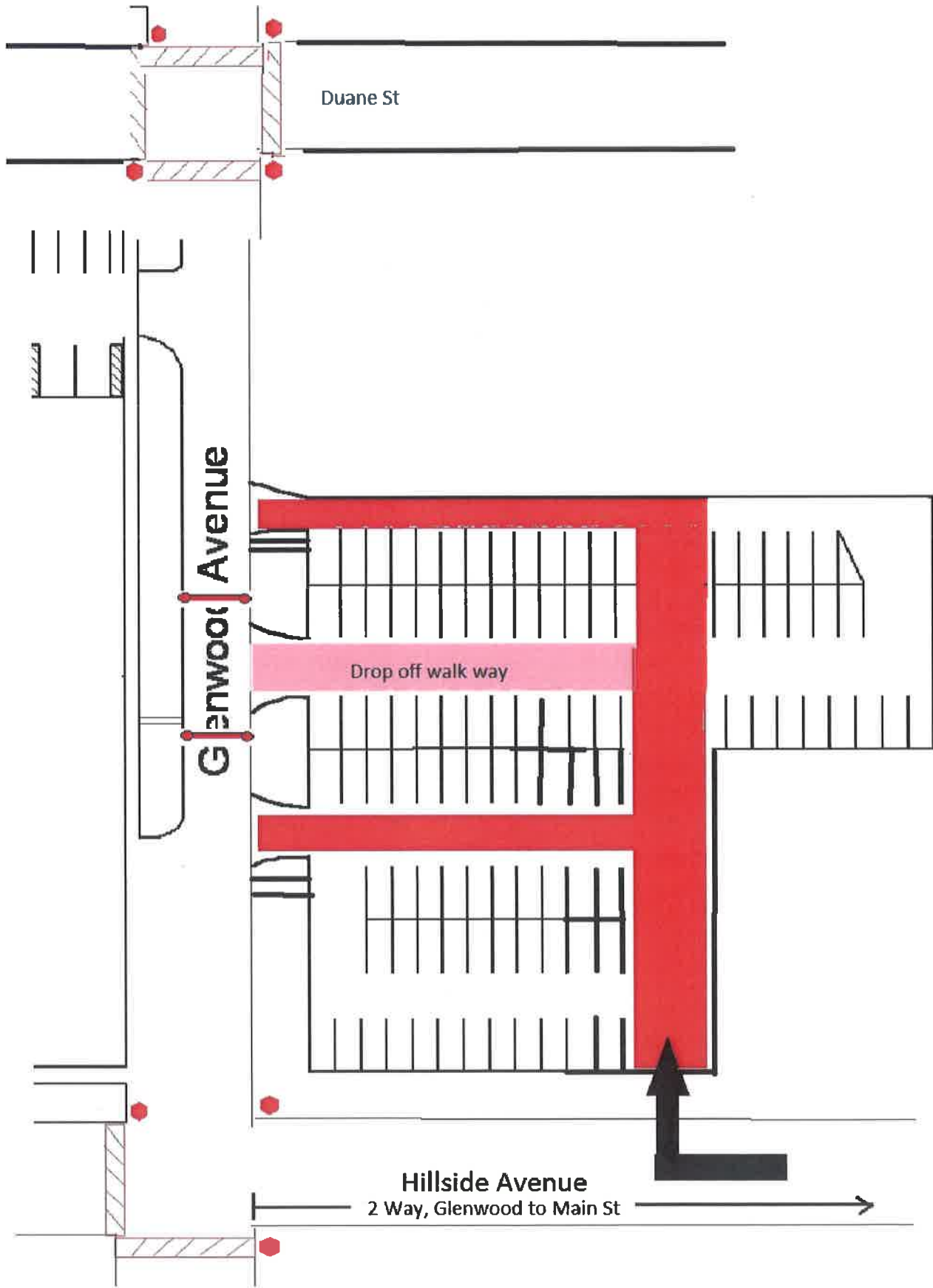


Rich Schulz
St. Petronille School Board President

St. Petronille Working Group Committee Members:

Father Jim Doherty – Pastor
 Father Marcin Michalak – Parochial Vicar
 Maureen Aspell – Principal
 Tricia Weis – Assistant Principal
 Diane Makowski – Business Manager
 Lisa Mojica – Parish Council President
 Mary Ann Segeabarth – Parent Organization President
 Rich Schulz – School Board President
 Dan Bender – School Board Vice President
 Renee McCarthy – School Board Member
 Robert VanWitzenburg – School Board Member
 Amy Murphy – Parish Council Member
 Tom McNally – Parish Council Member
 Tim Barder – Parish Council Member
 Jason Fues – School Parent/Parishioner
 Mark Reinke – Former School Board President/Parishioner

cc: Maureen Harton, Diocese of Joliet Attorney





12/30/2018

Village of Glen Ellyn Manager
Mr. Mark Franz

GSP Development
Mr. Larry Debb

Diocese of Joliet
Ms. Maureen Harton

Dear Larry, Mark and Maureen:

First, I wish to thank both GSP Development ("Developer") and Village of Glen Ellyn Staff for providing responses to the St. Petronille Working Group Committee's ("WGC") Memorandum of Understanding (MOU) related to the prospective Apex 400 development project ("APEX 400"). I have had a chance to circulate and discuss your respective responses with WGC. Now that APEX 400 has been brought to the Village of Glen Ellyn ("the Village"), there are increased responsibilities that need to be addressed by the Developer, Village and Diocese of Joliet ("Diocese"), to mitigate problems and alleviate concerns **that did not exist before the proposed development**, and which are out of St. Petronille Parish and School's ("St. Petronille") control. Our firm position of WGC is that St. Petronille Parish and School represents a special case relating to APEX 400 because of its contiguity to the development, and because it involves a significant number of children and excess traffic resulting in important safety concerns. The following document summarizes the WGC's position to your responses to date.

Working Group Committee's Response to the Developer

The consensus among the WGC is their sincere appreciation to Mr. Debb's proposed commitments to date and his willingness to actively work with us to address and alleviate our concerns and requests stated in the MOU.

Working Group Committee's Response to the Village

The WGC requests a similar, firm commitment from the Village to items requested in the MOU, as we expect to receive from the Developer. St. Petronille has been a significant partner to the Village for over 90 years, and has worked willingly and closely with the Village, as the needs of the Village have grown. In circa year 1980, when the Village had a significant need for more public parking, St. Petronille and the

Diocese understood this need and assisted the Village of Glen Ellyn by leasing the current 17,500 sq. ft. Main Street parking lot, owned at the time by Diocese, to the Village for use as public parking.

In 1982, the Village decided that it would be prudent to purchase this Main Street parking lot from the Diocese at a price of \$160,500 (~\$9.20/sq. ft.). At the time this sale was contemplated it appears it was clear to St. Petronille and the Diocese that ingress/egress from St. Petronille East parking lot, through to Main Street direct from existing east church parking lot, was considered a critical component to the Purchase Agreement. This Easement Agreement portion of Purchase Agreement (Section II), specifically outlined just how important this Easement was to the Parish even if a building is erected over the public parking lot. Now, after 36 years of growth in the Village, the proposed elimination of the Easement, as a result of APEX 400, will set into motion the long-term consequences clearly foreseen when the Easement Agreement of 1982 was negotiated.

As mentioned in our MOU, WGC reiterates its commitment to supporting future developments of the Glen Ellyn downtown area, and it is eager to support APEX 400. Upon successful negotiation of all terms for a definitive agreement between the Village, the Developer and Diocese, on all the items outlined below, WGC will inform St. Petronille Parish and School leadership and the Diocese of Joliet that it offers full support of the proposed Apex 400 development project; and, WGC will move to mobilize other St. Petronille leaders, parishioners and stakeholders to try and generate similar support. WGC will also strive to have parish and school leadership generate similar letters of support to the Village of Glen Ellyn and GSP Development. WGC will also work with St. Petronille leadership to study its existing parking needs of the current east parking lot, to see if there is any possible way for St. Petronille to offer some parking spaces for Village and Developer's staff to use on a temporary basis for parking while APEX 400 and the proposed Civic Center parking lot is being constructed.

The following items, some of which GSP has already agreed to in principle with St. Petronille and/or Diocese, remain to be negotiated in good faith for a final agreement:

1. Demolition of the old Priest's residence and the resulting lot graded and paved to match the existing east Church parking lot. – **Agreement in principle with GSP Development**
2. The construction of an ingress/egress access to the church parking lot on Hillside at the site of the demolition to accommodate Church and School traffic flow during peak hours. - **Agreement in principle with GSP Development**
3. Addition of a sliding or swing Gate (or provide equivalent monetary allowance for such) at the new ingress/egress access to allow St. Petronille's strict control over the Hillside access to the Church parking lot.
4. Mill and/or resurface and restripe/paint St. Petronille's entire church (East) parking lot.
5. Add two large heavy swing gates (or provide equivalent monetary allowance for such) under the control of St. Petronille on Glenwood Avenue, one at or near Hillside and the other at or near the entrance/exit of the parking garage on Glenwood to provide a safe passage for students and parishioners during Masses and on school days as well as Faith Formation students being dropped off/picked up during the day and evening. See Exhibit A for location of such gates.

St. Petronille's Apex 400 WGC
Response to Village, GSP and Diocese

6. Change Hillside Avenue to a two-way street between Glenwood Avenue and Main Street. This would include eliminating street parking on Hillside Avenue between Main Street and Glenwood Avenue. – **Village of Glen Ellyn considering (critical for WGC support)**
7. Add a stop sign at the intersection of Hillside & Glenwood Avenues for west bound traffic and for school children walking from NE corner to the SE corner or vice versa. – **Village of Glen Ellyn considering (critical for WGC support)**
8. The addition of effective speed reducing strategies on Hillside Avenue from Main Street to Prospect Avenue (i.e. traffic engineering initiatives such as school zone flashing light, large diagonal striping or letters, school zone speed limit radar sign). – **Village of Glen Ellyn considering (critical for WGC support)**
9. Require all traffic exiting the Hillside APEX 400 Parking Garage a left turn only onto Hillside Avenue heading east toward Main Street. – **Village of Glen Ellyn considering during certain hours (critical for WGC support)**
10. Require all traffic exiting the Glenwood APEX 400 Parking Garage a right turn only onto Glenwood Avenue heading north towards Duane. – **This is contingent on the gates on Glenwood as outlined in Item 5 above.**
11. Add additional swing gates (or provide equivalent monetary allowance for such) on Office/School West parking lot to keep non-parishioners from cutting through the West lot between Glenwood and Prospect Avenue.
12. Create a no parking zone between Hillside Avenue and Phillips Avenue during school pick up and drop off hours.
13. All items outlined above including any design, engineering, permitting and code/environmental compliance required for the above are at Village and/or Developer's sole cost and responsibility

During the construction time period:

- a. Provide St. Petronille with contact list of the Village and Development team that will be responsible for implementing project to meet weekly (or as often as is agreed upon by all parties) with St. Petronille leadership to review construction and safety plans as necessary.
- b. Provide St. Petronille with specific construction timeline, construction hours, construction staging area and construction vehicular plans.
- c. Assure St. Petronille that it will do all it can to prevent disruption at St. Pet's from construction related traffic and generally from the project itself.
- d. Supply a specific plan for traffic flow while heavy construction is underway
- e. Provide details of all plans during construction and timelines including any sidewalk closings, noise ordinances/planning, logistics plans, etc.
- f. Village and Developer to study the impact APEX 400 will have on St. Petronille topography/adjacent parking lot to not disrupt St. Petronille East parking lot integrity and assume responsibility for any disturbance of St. Petronille topography/parking lot due to construction of Apex 400.

- g. Provide police presence at key intersections for drop off/pick up times for day school and Faith Formation drop offs while construction is underway.
- h. During construction and after construction, Village to help St. Petronille with designing and mapping out its overall arrival/dismissal procedures for day school and Faith Formation school.

The foregoing document was compiled by WGC that includes representatives from the St. Petronille Parish and School leadership, School Board, Parish Council, Parent Organization and Parish/School. Though this group does not represent all parishioners and parents, concerns from those groups were incorporated into these requests making it more likely that our community would support this development if the above concerns are duly and properly addressed.

On Behalf of St. Petronille Working Group Committee,



Rich Schulz
St. Petronille School Board President

St. Petronille Working Group Committee Members:

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 Father Marcin Michalak – Parochial Vicar
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 Amy Murphy – Parish Council Member
 Tom McNally – Parish Council Member
 Tim Barder – Parish Council Member
 Jason Fues – School Parent/Parishioner
 Mark Reinke – Parish/School Building and Ground Committee Member/Parishioner

Untitled Map

Write a description for your map.

D.1.ba



Google Earth

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Attachment: Public Comment Received by Village Staff - New Information (3738 : 400 & 418 N. Main Street