



Agenda
Village of Glen Ellyn
Regular Meeting
Monday, January 28, 2019
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

Village Board Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda on their chairs or online at www.glenellyn.org prior to the meeting. Meetings are taped and also televised on WideOpenWest Channel 6, AT&T Channel 99, and Comcast Cable Services Channel 10. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Village Recognition: (Village Clerk)

1. The Village would like to thank Ed Crawford for his service to the Environmental Commission.

E. Audience Participation

1. Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, their topic and the group, if any, they are representing prior to addressing the Village Board. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

F. Consent Agenda - The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:

Motion to approve the following items including Payroll and Vouchers totaling \$2,223,940.45 (Trustee Kenwood):

1. Total Expenditures (Payroll and Vouchers) - \$2,223,940.45. The vouchers have been reviewed by Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.
2. Glen Ellyn Village Board - Regular Meeting - Jan 14, 2019 7:00 PM
3. Glen Ellyn Village Board - Special Workshop Meeting - Jan 14, 2019 7:30 PM
4. Approve a Change Order of the Snow Hauling Contract, Awarded to Marcott Enterprises, Inc., of Villa Park, Illinois, in an Amount of \$20,000, to be Expensed to the General Fund (Public Works Director Hansen)
5. Resolution No. 19-01, A Resolution Concerning the Determination of the Glen Ellyn Village Board that Change Order Number One - Final with Swallow Construction Corporation is required for the Roosevelt Road Water Main Improvements Project, for a revised and final contract cost of \$554,839.23, to be expensed to the Water & Sewer Fund (Public Works Director Hansen)
6. Ordinance NO. 6668 -VC, An Ordinance to Amend Section 9-2-12 (Municipal Permit Only Parking Lots) and Section 9-5-8 (Schedule H; Parking Limits) of the Glen Ellyn Village Code (Police Chief Norton)
7. Ordinance No. 6669 - VC, An Ordinance Approving a Text Amendment to the Glen Ellyn Zoning Code (Planning and Development Director Springer)
8. Resolution No. 19- 02, A Resolution Accepting Public Sidewalk Improvements, a Sidewalk Easement, a Watermain Easement, Bill of Sale Associated with the Roosevelt Glen Corporate Center 739-799 Redevelopment Roosevelt Road, and to Reimburse the Developer for Sidewalk Improvements in the amount of \$54,167.00 to be Expensed to the Roosevelt Road TIF Fund (Planning & Development Director Springer)

G. Hillcrest Avenue Right-of-Way (Presented by Planning and Development Director Springer) (Trustee Kenwood)

1. Ordinance No. 6670, An Ordinance Vacating a Portion of the Hillcrest Avenue Right-of-Way to the Glen Ellyn Park District and the B.R. Ryall YMCA of Northwestern DuPage County.

H. Apex 400 (Presented by Planning and Development Director Springer) (Trustee Pryde)

1. Ordinance No. 6671, An Ordinance Approving a Redevelopment Agreement Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-424 N. Main Street.

2. Ordinance No. 6672, An Ordinance Granting Approval of a Special Use Permit for a Preliminary Planned Unit Development and the Exterior Appearance of a Mixed Use Development to be Known as Apex 400 and Proposed at the Northwest Corner of Main Street and Hillside Avenue and Commonly Known as 400 & 418-424 N. Main Street

I. Reminders

1. A Village Board Meeting is scheduled for Monday, February 11, 2019 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.
2. A Village Board Workshop is scheduled for Tuesday, February 19, 2019 at 7:00PM in Room 301 of the Glen Ellyn Civic Center.

J. Other Business

K. Adjournment



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

Meeting: 01/28/19 07:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Vouchers
Prepared By: Lori Thomas

SCHEDULED

AGENDA ITEM (ID # 3785)

DOC ID: 3785

Total Expenditures (Payroll and Vouchers) - \$2,223,940.45. The vouchers have been reviewed by Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.

Please see the attached report.

ATTACHMENTS:

- Vouchers 2019-01-28 (PDF)

Approval of Vouchers
For the Village Board Meeting of January 28, 2019

EXPENDITURES:

Accounts Payable Warrant 0119-2	1/11/2019	\$430,328.22
Accounts Payable Warrant 0119-3	1/18/2019	\$1,255,596.63
Sub-Total		\$1,685,924.85

Warrant Total \$1,685,924.85

PAYROLL EXPENDITURES**January 18, 2018**

Net Employee Payroll Checks	\$	338,460.85
<u>Employee & Employer Payroll Deductions:</u>		
Employee Deductions*	\$	153,838.43
IMRF - Employer contribution	\$	19,260.43
Social Security/Medicare Tax Withheld - Employer portion	\$	26,455.89
Total Payroll	\$	<u><u>538,015.60</u></u>

\$ 538,015.60

GRAND TOTAL \$2,223,940.45

* Employee deductions include contributions for pensions, health insurance, union dues and other employee directed deductions such as tax withholdings, 457 & 125 plan contributions and supplemental life insurance.

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VENDOR INVOICE LISTP
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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2021 A-RELIABLE PRINTING										
93866		10/11/2018		0119-2	234019	299.20	01/10/2019	INV	PD	BUSINESS CARDS
INVOICE:21278		CHECKDATE:01/11/2019								
93865		12/26/2018		0119-2	234019	103.00	01/10/2019	INV	PD	PRINTING
INVOICE:21399		CHECKDATE:01/11/2019								
						402.20				
9224 ADVANCE STORES COMPANY, INC										
94015		12/14/2018		0119-3	234107	13.29	01/17/2019	INV	PD	AIR FILTER #224
INVOICE:9338-1		CHECKDATE:01/18/2019								
5574 AFTERMATH, INC.										
93864		12/31/2018		0119-2	234020	105.00	01/10/2019	INV	PD	BIO-HAZARD CLEAN-UP
INVOICE:JC2018-2789		CHECKDATE:01/11/2019								
2962 ALTORFER INDUSTRIES, INC										
94030		12/27/2018		0119-3	234108	43.68	01/17/2019	INV	PD	HARDWARE #214
INVOICE:P50C1072142		CHECKDATE:01/18/2019								
52 SOUTH WEST INDUSTRIES INC										
93837		01/01/2019		0119-2	234021	204.97	01/10/2019	INV	PD	MAINTENANCE JAN 2019
INVOICE:INV-06112-K6Z2W2		CHECKDATE:01/11/2019								
2959 APWA CHICAGO METRO CHAPTER C/O										
93947		01/04/2019		0119-3	234109	695.00	01/08/2019	INV	PD	CONFERENCE-R CHANDLER
INVOICE:11519		CHECKDATE:01/18/2019								
10480 ARAMARK UNIFORM & CAREER APPAREL GROUP, INC										
94071		01/01/2019		0119-3	234110	899.92	01/17/2019	INV	PD	LINEN SERVICE
INVOICE:2081861427		CHECKDATE:01/18/2019								
94072		01/08/2019		0119-3	234110	899.92	01/17/2019	INV	PD	LINEN SERVICE
INVOICE:2081870866		CHECKDATE:01/18/2019								
						1,799.84				
65 AT&T										
94075		01/04/2019		0119-3	234111	105.67	01/04/2019	INV	PD	152796430 0119
INVOICE:94075		CHECKDATE:01/18/2019								
4670 DYNAMIC BRANDS LLC										
93933		01/08/2019		0119-3	234112	796.45	01/15/2019	INV	PD	PRODUCT RESALE
INVOICE:1202258		CHECKDATE:01/18/2019								
11126 BARRIERE CONSTRUCTION										
93838		01/01/2019		0119-2	234022	6,566.00	01/10/2019	INV	PD	RESTORATION DEPOSIT REFUND

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INVOICE:20180108		CHECKDATE:01/11/2019								
11469 BARRIERE CONSTRUCTION INC										
93852		01/10/2019		0119-2	234023	84.83	01/10/2019	INV	PD	WATER REFUND 322410
INVOICE:93852		CHECKDATE:01/11/2019								
6832 POWER UP BATTERIES LLC										
93925		01/11/2019		0119-3	234113	15.36	01/14/2019	INV	PD	AA ALK BATTERIES
INVOICE:P10350947		CHECKDATE:01/18/2019								
10010 BELLA BREW COFFEE & BEVERAGE CO										
94076		01/15/2019		0119-3	234114	96.56	01/15/2019	INV	PD	BEVERAGE RESALE
INVOICE:77866		CHECKDATE:01/18/2019								
8470 JEFF BLECHA										
93783		01/09/2019		0119-2	234024	121.97	01/09/2019	INV	PD	UNIFORM REIMBURSEMENT
INVOICE:ER010919-1		CHECKDATE:01/11/2019								
93782		01/09/2019		0119-2	234024	39.99	01/09/2019	INV	PD	UNIFORM REIMBURSEMENT
INVOICE:ER0119		CHECKDATE:01/11/2019								
						161.96				
10180 JONES GLOBAL SPORTS, LLC										
94091		01/10/2019		0119-3	234115	996.86	01/18/2019	INV	PD	PRODUCT RESALE
INVOICE:18079600		CHECKDATE:01/18/2019								
11471 BPS LOGISTICS INC										
93903		01/01/2019		0119-2	234025	175.00	01/10/2019	INV	PD	PARKING PERMIT REFUND
INVOICE:11019		CHECKDATE:01/11/2019								
9879 BREAKTHRU BEVERAGE ILLINOIS, LLC										
94077		01/10/2019		0119-3	234116	467.56	01/15/2019	INV	PD	BEVERAGE RESALE
INVOICE:330677049		CHECKDATE:01/18/2019								
120 CANON SOLUTIONS AMERICA, INC										
93907		01/01/2019		0119-2	234026	32.09	01/10/2019	INV	PD	COPIER IRADV8295 MAINT
INVOICE:4028063449		CHECKDATE:01/11/2019								
1854 CARTEGRAPH SYSTEMS INC.										
94092		11/21/2018		0119-3	234117	1,590.00	01/18/2019	INV	PD	CONFERENCE-BUCKLEY, HUBSKY
INVOICE:SIN005432		CHECKDATE:01/18/2019								
8502 NEW CHICAGO WHOLESALE BAKERY, INC										
93931		01/09/2019		0119-3	234118	30.75	01/15/2019	INV	PD	FOOD RESALE
INVOICE:355350		CHECKDATE:01/18/2019								

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
5431 CHICAGO METROPOLITAN FIRE PREVENTION CO.										
93868		12/31/2018		0119-2	234027	1,454.00	01/10/2019	INV	PD	SPRINKLER SERVICE CALLS
INVOICE:IN00201069		CHECKDATE:01/11/2019								
94035		01/06/2019		0119-3	234119	221.25	01/17/2019	INV	PD	1ST QTR MONITORING HIST CTR
INVOICE:IN00203855		CHECKDATE:01/18/2019								
						1,675.25				
1076 CINTAS CORPORATION NO 2										
94016		12/26/2018		0119-3	234122	83.99	01/17/2019	INV	PD	TOWEL, MAT SERVICE PW
INVOICE:23K167427		CHECKDATE:01/18/2019								
93929		01/09/2019		0119-3	234122	83.99	01/15/2019	INV	PD	TOWEL, MAT SERVICE PW
INVOICE:23K170863		CHECKDATE:01/18/2019								
94073		01/09/2019		0119-3	234120	123.49	01/17/2019	INV	PD	FIRST AID SUPPLIES
INVOICE:5012562296		CHECKDATE:01/18/2019								
93867		12/31/2018		0119-2	234028	53.59	01/10/2019	INV	PD	MAT SERVICE-PD
INVOICE:769544701		CHECKDATE:01/11/2019								
94069		12/31/2018		0119-3	234121	986.15	01/17/2019	INV	PD	CUSTODIAL SUPPLIES
INVOICE:769544727		CHECKDATE:01/18/2019								
						1,331.21				
7163 CITY OF SAINT CHARLES										
93971		01/04/2019		0119-3	234123	500.00	01/16/2019	INV	PD	ANNUAL SHOOTING RANGE REE
INVOICE:IN6655		CHECKDATE:01/18/2019								
6831 CLARK BAIRD SMITH LLP/FKA-SGDB LAWFIRM LLP										
93910		12/31/2018		0119-3	234124	83.75	01/14/2019	INV	PD	LEGAL SERVICES
INVOICE:10716		CHECKDATE:01/18/2019								
9431 BRIAN/CHRISTINE COLLIE										
93784		01/09/2019		0119-2	234029	20.00	01/09/2019	INV	PD	TREE DEPOSIT OVERPAYMENT
INVOICE:10919		CHECKDATE:01/11/2019								
175 COMMONWEALTH EDISON COMPANY										
93983		01/11/2019		0119-3	234125	122.66	01/17/2019	INV	PD	22150420160119
INVOICE:11719		CHECKDATE:01/18/2019								
93805		11/06/2018		0119-2	234030	13.19	01/09/2019	INV	PD	6241568012 1118
INVOICE:93805		CHECKDATE:01/11/2019								
93806		11/20/2018		0119-2	234030	30.46	01/09/2019	INV	PD	6241568012 1118 423 N MAIN
INVOICE:93806		CHECKDATE:01/11/2019								
93807		11/06/2018		0119-2	234030	13.70	01/09/2019	INV	PD	6241569019 1118 425B MAIN
INVOICE:93807		CHECKDATE:01/11/2019								
93808		11/20/2018		0119-2	234030	32.78	01/09/2019	INV	PD	6241569019 1118 425B MAIN
INVOICE:93808		CHECKDATE:01/11/2019								
93809		12/07/2018		0119-2	234030	100.32	01/09/2019	INV	PD	4338096178 1218
INVOICE:93809		CHECKDATE:01/11/2019								
93984		01/11/2019		0119-3	234125	876.66	01/17/2019	INV	PD	180710310119
INVOICE:93984		CHECKDATE:01/18/2019								
93985		01/11/2019		0119-3	234125	40.66	01/17/2019	INV	PD	17731490911119
INVOICE:93985		CHECKDATE:01/18/2019								

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
93986		01/11/2019		0119-3	234125	123.49	01/17/2019	INV	PD	58971030110119
INVOICE: 93986			CHECKDATE: 01/18/2019							
93987		01/11/2019		0119-3	234125	100.60	01/17/2019	INV	PD	45930320140119
INVOICE: 93987			CHECKDATE: 01/18/2019							
93988		01/11/2019		0119-3	234125	133.50	01/17/2019	INV	PD	75840201160119
INVOICE: 93988			CHECKDATE: 01/18/2019							
93989		01/11/2019		0119-3	234125	109.68	01/17/2019	INV	PD	2131561040119
INVOICE: 93989			CHECKDATE: 01/18/2019							
93990		01/11/2019		0119-3	234125	675.29	01/17/2019	INV	PD	39650550400119
INVOICE: 93990			CHECKDATE: 01/18/2019							
93991		01/11/2019		0119-3	234125	1,358.77	01/17/2019	INV	PD	53730720000119
INVOICE: 93991			CHECKDATE: 01/18/2019							
93992		01/11/2019		0119-3	234125	127.65	01/17/2019	INV	PD	24931060060119
INVOICE: 93992			CHECKDATE: 01/18/2019							
						3,859.41				
11426 COMMUNICATION ZONE, INC										
93899		12/19/2018		0119-2	234031	11,929.00	01/10/2019	INV	PD	ELECTRIC ETSB SYSTEM FS#1 & 2
INVOICE: 28037			CHECKDATE: 01/11/2019							
4876 CONSTELLATION NEWENERGY, INC.										
93810		12/20/2018		0119-2	234032	311.95	01/09/2019	INV	PD	7302778-6 1218
INVOICE: 13612448001			CHECKDATE: 01/11/2019							
93994		01/08/2019		0119-3	234126	268.49	01/17/2019	INV	PD	7302778-110119
INVOICE: 13751055501			CHECKDATE: 01/18/2019							
93997		01/11/2019		0119-3	234126	47.89	01/17/2019	INV	PD	7302778-120119
INVOICE: 13777542001			CHECKDATE: 01/18/2019							
93996		01/14/2019		0119-3	234126	341.55	01/17/2019	INV	PD	7302778-20119
INVOICE: 13777583101			CHECKDATE: 01/18/2019							
93995		01/14/2019		0119-3	234126	326.32	01/17/2019	INV	PD	7302778-30119
INVOICE: 13777616701			CHECKDATE: 01/18/2019							
93999		01/11/2019		0119-3	234126	469.25	01/17/2019	INV	PD	7302778-40119
INVOICE: 13777618201			CHECKDATE: 01/18/2019							
93993		01/11/2019		0119-3	234126	44.98	01/17/2019	INV	PD	7302778-70119
INVOICE: 13777624801			CHECKDATE: 01/18/2019							
93998		01/11/2019		0119-3	234126	576.53	01/17/2019	INV	PD	7302778-50119
INVOICE: 13777630001			CHECKDATE: 01/18/2019							
						2,386.96				
10952 CONSUMERS PACKING COMPANY										
93930		01/08/2019		0119-3	234127	648.14	01/15/2019	INV	PD	FOOD RESALE
INVOICE: 349112			CHECKDATE: 01/18/2019							
3037 COZZINI BROS INC.										
93785		01/02/2019		0119-2	234033	26.00	01/09/2019	INV	PD	KNIFE SERVICE
INVOICE: C5947996			CHECKDATE: 01/11/2019							
11464 DR MELISSA CRESCENZO										
93839		01/01/2019		0119-2	234034	100.00	01/10/2019	INV	PD	BUSINESS REGISTRATION OVERPAYM
INVOICE: 11019			CHECKDATE: 01/11/2019							

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
11295 LOAN CROSS										
93848		01/10/2019		0119-2	234035	22.38	01/10/2019	INV	PD	WATER REFUND 128216
INVOICE:93848		CHECKDATE:01/11/2019								
10946 DARIN RYAN										
93813	20170085	12/28/2018		0119-2	234036	3,750.00	01/09/2019	INV	PD	FORESTRY WORK
INVOICE:4337		CHECKDATE:01/11/2019								
93811	20170085	12/28/2018		0119-2	234036	8,250.00	01/09/2019	INV	PD	FORESTRY WORK
INVOICE:4338		CHECKDATE:01/11/2019								
93814	20170085	12/28/2018		0119-2	234036	500.00	01/09/2019	INV	PD	FORESTRY WORK
INVOICE:4339		CHECKDATE:01/11/2019								
93812	20170085	12/28/2018		0119-2	234036	9,375.00	01/09/2019	INV	PD	FORESTRY WORK
INVOICE:4340		CHECKDATE:01/11/2019								
						21,875.00				
204 DAILY HERALD										
93869		12/20/2018		0119-2	234037	276.00	01/10/2019	INV	PD	NOTICE
INVOICE:T4515151		CHECKDATE:01/11/2019								
8410 WILLIAM DEEGAN										
93849		01/10/2019		0119-2	234038	35.00	01/10/2019	INV	PD	WATER REFUND 221030
INVOICE:93849		CHECKDATE:01/11/2019								
6800 DETROIT SALT COMPANY, LLC										
93951	20180031	01/08/2019		0119-3	234128	13,447.46	01/16/2019	INV	PD	BULK ROCK SALT
INVOICE:78651		CHECKDATE:01/18/2019								
241 DU-COMM										
93786		01/01/2019		0119-2	234039	36,445.00	01/09/2019	INV	PD	FIRE QTRLY SHARES 2/1-4/30/19
INVOICE:16581		CHECKDATE:01/11/2019								
93854		01/01/2019		0119-2	234039	110,950.25	01/10/2019	INV	PD	POLICE QTRLY SHARES 2/1-4/30/19
INVOICE:16582		CHECKDATE:01/11/2019								
93787		01/01/2019		0119-2	234039	1,880.02	01/09/2019	INV	PD	FACILITY LEASE 2/1-4/30/19
INVOICE:16625		CHECKDATE:01/11/2019								
93853		01/01/2019		0119-2	234039	5,723.39	01/10/2019	INV	PD	FACILITY LEASE 2/1-4/30/19
INVOICE:16626		CHECKDATE:01/11/2019								
						154,998.66				
9549 DUNBAR ARMORED INC										
93932		01/01/2019		0119-3	234129	339.21	01/15/2019	INV	PD	BANK COURIER JAN 2019
INVOICE:4336945		CHECKDATE:01/18/2019								
249 DUPAGE COUNTY										
93870		01/07/2019		0119-2	234040	182.62	01/10/2019	INV	PD	2017 ROAD & BRIDGE TAX REFUND
INVOICE:11019		CHECKDATE:01/11/2019								

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2177 DUPAGE CO SENIOR POLICE MGMT ASSN										
93928		01/14/2019		0119-3	234106	125.00	01/14/2019	INV	PD	2019 MEMBERSHIP-WEBBER
INVOICE:11419		CHECKDATE:01/15/2019								
11440 ECA ARCHITECTS AND PLANNERS										
94080		01/15/2019		0119-3	234130	1,000.00	01/15/2019	INV	PD	P & D DEPOSIT REFUND
INVOICE:14.0025-1		CHECKDATE:01/18/2019								
9916 JEFFREY C DAVIES										
93840		01/02/2019		0119-2	234041	600.00	01/10/2019	INV	PD	ANNUAL SOFTWARE RENEWAL
INVOICE:609		CHECKDATE:01/11/2019								
11391 ENCORE ELECTRIC INC										
93841		01/03/2019		0119-2	234042	500.00	01/10/2019	INV	PD	FS#2 OUTLET INSTALLATION
INVOICE:2998		CHECKDATE:01/11/2019								
93842		01/03/2019		0119-2	234042	170.00	01/10/2019	INV	PD	CIVIC CENTER GFI RECEPTACLE IN
INVOICE:3000		CHECKDATE:01/11/2019								
						670.00				
9837 ENDRESS & HAUSER										
93981	20180068	11/29/2018		0119-3	234131	2,468.00	01/17/2019	INV	PD	TRANSMITTER, MANIFOLD
INVOICE:6002020442		CHECKDATE:01/18/2019								
93982	20180068	12/18/2018		0119-3	234131	1,048.70	01/17/2019	INV	PD	TRANSMITTER, MANIFOLD
INVOICE:6002025394		CHECKDATE:01/18/2019								
						3,516.70				
8200 ENVIRONMENTAL PRODUCTS AND ACCESSORIES										
94002	20180080	12/27/2018		0119-3	234132	3,886.69	01/17/2019	INV	PD	JETTER NOZZLES & ACCESSORIES
INVOICE:237407		CHECKDATE:01/18/2019								
94003		12/27/2018		0119-3	234132	169.44	01/17/2019	INV	PD	FREIGHT
INVOICE:237407-1		CHECKDATE:01/18/2019								
						4,056.13				
11334 EURO USA MIDWEST LLC										
93788		01/04/2019		0119-2	234043	380.79	01/09/2019	INV	PD	FOOD RESALE
INVOICE:436142-00		CHECKDATE:01/11/2019								
93936		01/09/2019		0119-3	234133	331.98	01/15/2019	INV	PD	FOOD RESALE
INVOICE:437145-00		CHECKDATE:01/18/2019								
93935		01/10/2019		0119-3	234133	517.19	01/15/2019	INV	PD	FOOD RESALE
INVOICE:437385-00		CHECKDATE:01/18/2019								
93934		01/12/2019		0119-3	234133	241.42	01/15/2019	INV	PD	FOOD RESALE
INVOICE:437843-00		CHECKDATE:01/18/2019								
94078		01/15/2019		0119-3	234133	42.75	01/15/2019	INV	PD	FOOD RESALE
INVOICE:438019-00		CHECKDATE:01/18/2019								
						1,514.13				
4466 FIRE SERVICE, INC.										

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
94017 INVOICE:16373		12/19/2018		0119-3	234134	3,855.07	01/17/2019	INV	PD	IQAN MODULE #1T62
1270 FRED PRYOR SEMINARS/CAREERTRACK										
93855 INVOICE:20-27067429		01/01/2019		0119-2	234044	199.00	01/10/2019	INV	PD	TRAINING BERGER 3/21/19
11197 J & D INGENUITIES LLC										
93815 INVOICE:1366		12/31/2018		0119-2	234045	1,869.96	01/09/2019	INV	PD	ANNUAL SIREN PREV MAINT
8391 GALLS, LLC										
93979 INVOICE:11596057		12/27/2018		0119-3	234135	33.99	01/17/2019	INV	PD	CLOTHING
2886 GENTILE & ASSOC. INC										
93817 INVOICE:31797		08/08/2018		0119-2	234046	880.00	01/09/2019	INV	PD	PLAT OF VACATION-LAKE ROAD
93818 INVOICE:31862		11/02/2018		0119-2	234046	550.00	01/09/2019	INV	PD	PLAT OF DEDICATION-LAKE RD ROW
						1,430.00				
348 GLEN ELLYN CHAMBER OF COMMERCE										
94018 INVOICE:17083		01/11/2019		0119-3	234136	2,200.00	01/17/2019	INV	PD	LONGEVITY CERTIFICATES
922 VILLAGE OF GLEN ELLYN										
120495-163 INVOICE:120495-165		01/01/2019		0119-3	21839	233.99	01/14/2019	DIR	PD	120495 WATER BILL
121350-166 INVOICE:121350-167		01/01/2019		0119-3	21840	36.65	01/14/2019	DIR	PD	121350 WATER BILL
122670-166 INVOICE:122670-167		01/01/2019		0119-3	21841	42.89	01/14/2019	DIR	PD	122670 WATER BILL
4709557 INVOICE:122675-91		01/01/2019		0119-3	21842	19.86	01/14/2019	DIR	PD	122675 WATER
127680-168 INVOICE:127680-169		01/01/2019		0119-3	21843	19.86	01/14/2019	DIR	PD	127680 WATER BILL
140210-164 INVOICE:140210-165		01/01/2019		0119-3	21844	19.86	01/14/2019	DIR	PD	140210 WATER BILL
140250-165 INVOICE:140250-166		01/01/2019		0119-3	21845	22.86	01/14/2019	DIR	PD	140250 WATER BILL
94089 INVOICE:311130-1		01/01/2019		0119-3	21854	38.86	01/14/2019	DIR	PD	311130 WATER BILL
94090 INVOICE:311140-1		01/01/2019		0119-3	21855	87.44	01/14/2019	DIR	PD	311140 WATER BILL
315090-164 INVOICE:315090-165		01/01/2019		0119-3	21846	197.20	01/14/2019	DIR	PD	315090 WATER BILL
315215-144 INVOICE:315215-145		01/01/2019		0119-3	21847	139.25	01/14/2019	DIR	PD	315215 WATER BILL

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
410010-165		01/01/2019		0119-3	21848	254.52	01/14/2019	DIR	PD	410010 WATER BILL
INVOICE: 410010-166				CHECKDATE: 01/17/2019						
411170-154		01/01/2019		0119-3	21849	196.34	01/14/2019	DIR	PD	411170 WATER BILL
INVOICE: 411170-155				CHECKDATE: 01/17/2019						
413030-161		01/01/2019		0119-3	21850	933.78	01/14/2019	DIR	PD	413030 WATER BILL
INVOICE: 413030-162				CHECKDATE: 01/17/2019						
7934818		01/01/2019		0119-3	21852	122.08	01/14/2019	DIR	PD	423765 WATER BILL
INVOICE: 423765-19				CHECKDATE: 01/17/2019						
423925-166		01/01/2019		0119-3	21851	122.77	01/14/2019	DIR	PD	423925 WATER BILL
INVOICE: 423925-167				CHECKDATE: 01/17/2019						
						2,488.21				
10033 G & B SERVICE AND RECOVERY										
93871		12/21/2018		0119-2	234047	165.00	01/10/2019	INV	PD	POLICE TOWING
INVOICE: 65282				CHECKDATE: 01/11/2019						
11475 GONZALEZ, DIEGO										
93950		01/15/2019		0119-3	234137	40.35	01/15/2019	INV	PD	WATER REFUND 224110
INVOICE: 93950				CHECKDATE: 01/18/2019						
4739 GORDON FOOD SERVICE, INC.										
93816		10/01/2017		0119-2	234048	37.58	01/09/2019	INV	PD	FOOD RESALE
INVOICE: 934059958				CHECKDATE: 01/11/2019						
5049 GROOT INDUSTRIES INC.										
93901		01/01/2019		0119-2	234049	545.00	01/10/2019	INV	PD	3107-61815-001 0119
INVOICE: 2744215				CHECKDATE: 01/11/2019						
8135 GRYPHON TRAINING GROUP, INC										
93843		01/10/2019		0119-2	234050	250.00	01/10/2019	INV	PD	TRAINING PACYGA, SCHMIDT
INVOICE: 11019				CHECKDATE: 01/11/2019						
2324 HARRIS MOTOR SPORTS, INC.										
93789	20190007	01/02/2019		0119-2	234051	2,501.66	01/09/2019	INV	PD	YAMATRACK GPS SYSTEM
INVOICE: 2-224562				CHECKDATE: 01/11/2019						
6405 HIGHLAND BAKING CO										
93792		01/02/2019		0119-2	234052	39.85	01/09/2019	INV	PD	FOOD RESALE
INVOICE: 1902812				CHECKDATE: 01/11/2019						
93791		01/03/2019		0119-2	234052	23.77	01/09/2019	INV	PD	FOOD RESALE
INVOICE: 1903730				CHECKDATE: 01/11/2019						
93946		01/04/2019		0119-3	234138	46.03	01/08/2019	INV	PD	FOOD RESALE
INVOICE: 1904660				CHECKDATE: 01/18/2019						
93790		01/05/2019		0119-2	234052	43.23	01/09/2019	INV	PD	FOOD RESALE
INVOICE: 1905216				CHECKDATE: 01/11/2019						
93945		01/06/2019		0119-3	234138	20.95	01/08/2019	INV	PD	FOOD RESALE
INVOICE: 1906017				CHECKDATE: 01/18/2019						
93944		01/08/2019		0119-3	234138	32.95	01/08/2019	INV	PD	FOOD RESALE



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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE	NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INVOICE:1907458				CHECKDATE:01/18/2019							
93942		01/08/2019		0119-3	234138	-10.71	01/08/2019	CRM	PD		CREDIT FOOD
INVOICE:1907604				CHECKDATE:01/18/2019							
93943		01/08/2019		0119-3	234138	14.58	01/08/2019	INV	PD		FOOD RESALE
INVOICE:1907622				CHECKDATE:01/18/2019							
93941		01/10/2019		0119-3	234138	34.93	01/15/2019	INV	PD		FOOD RESALE
INVOICE:1909016				CHECKDATE:01/18/2019							
93940		01/11/2019		0119-3	234138	35.85	01/15/2019	INV	PD		FOOD RESALE
INVOICE:1910093				CHECKDATE:01/18/2019							
93938		01/12/2019		0119-3	234138	40.79	01/15/2019	INV	PD		FOOD RESALE
INVOICE:1910970				CHECKDATE:01/18/2019							
93939		01/13/2019		0119-3	234138	31.88	01/15/2019	INV	PD		FOOD RESALE
INVOICE:1911358				CHECKDATE:01/18/2019							
94081		01/15/2019		0119-3	234138	43.77	01/15/2019	INV	PD		FOOD RESALE
INVOICE:1912752				CHECKDATE:01/18/2019							
						397.87					
1173 CRAIG HOLSTEAD											
94084		01/15/2019		0119-3	234139	10.00	01/15/2019	INV	PD		TRAVEL REIMBURSEMENT
INVOICE:ER011719				CHECKDATE:01/18/2019							
389 HOLSTEIN'S GARAGE											
94019		12/31/2018		0119-3	234140	437.00	01/17/2019	INV	PD		SAFETY INSPECTIONS DEC 2018
INVOICE:688				CHECKDATE:01/18/2019							
5988 HR SIMPLIFIED											
94020		01/10/2019		0119-3	234141	230.55	01/17/2019	INV	PD		COBRA DEC 2018/FLEX JAN 2019
INVOICE:58924				CHECKDATE:01/18/2019							
8086 HUFF & HUFF, INC											
93819		12/20/2018		0119-2	234053	3,250.55	01/09/2019	INV	PD		GEOTECHNICAL CONSULTANT SVCS
INVOICE:767453				CHECKDATE:01/11/2019							
2735 IFAMA- ILL FIRE APPARATUS MECH. ASSOC											
93948		12/27/2018		0119-3	234142	120.00	01/08/2019	INV	PD		MEMBERSHIP-FRASCO, PATSCH, R C
INVOICE:11519				CHECKDATE:01/18/2019							
6790 ILLINOIS DARE OFFICERS ASSN											
93952		01/10/2019		0119-3	234143	50.00	01/16/2019	INV	PD		2019 MEMBERSHIP, NEMCHOCK & BO
INVOICE:11019				CHECKDATE:01/18/2019							
419 ILLINOIS MUNICIPAL LEAGUE											
93844		01/03/2019		0119-2	234054	30.00	01/10/2019	INV	PD		REVIEW SUBSCRIPTION
INVOICE:1-55811				CHECKDATE:01/11/2019							
425 ILLINOIS SECTION AWWA											
93917		01/09/2019		0119-3	234144	360.00	01/14/2019	INV	PD		TRAINING ATKINSON

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INVOICE:200040429		CHECKDATE:01/18/2019								
427 ILLINOIS STATE TREASURER										
93914	20180020	01/02/2019		0119-3	234145	741,256.38	01/14/2019	INV	PD	CONSTRUCTION PARK/MAIN IMP PJT
INVOICE:122418		CHECKDATE:01/18/2019								
93913	20180045	01/02/2019		0119-3	234145	388,645.76	01/14/2019	INV	PD	TAYLOR AVE PEDESTRIAN TUNNEL
INVOICE:122419		CHECKDATE:01/18/2019								
						1,129,902.14				
10456 IMPACT NETWORKING, LLC										
93872		12/31/2018		0119-2	234055	384.00	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:1307345		CHECKDATE:01/11/2019								
93953		01/09/2019		0119-3	234146	134.00	01/16/2019	INV	PD	OFFICE SUPPLIES
INVOICE:1317555		CHECKDATE:01/18/2019								
						518.00				
4672 INDUSTRIAL STEAM CLEANING OF CHICAGO, INC										
94068		11/26/2018		0119-3	234147	825.00	01/17/2019	INV	PD	EXHAUST SYSTEM HOOD CLEANING
INVOICE:2018-CHI2857		CHECKDATE:01/18/2019								
10880 IRTS SOLUTIONS LLC										
93912		01/01/2019		0119-3	234148	200.00	01/14/2019	INV	PD	JULIE TRACKING DEC 2018
INVOICE:SIR003539		CHECKDATE:01/18/2019								
11370 R H JOHNSON OIL CO										
93924		01/10/2019		0119-3	234149	982.41	01/14/2019	INV	PD	HEATING OIL 425 MAIN ST
INVOICE:48115		CHECKDATE:01/18/2019								
4853 K & J HEATING AND COOLING, INC.										
94022		09/05/2018		0119-3	234150	194.00	01/17/2019	INV	PD	LINKS A/C SERVICE CALL
INVOICE:37404.1		CHECKDATE:01/18/2019								
94021		01/01/2019		0119-3	234150	497.00	01/17/2019	INV	PD	LINKS HEAT SERVICE CALL
INVOICE:37539		CHECKDATE:01/18/2019								
						691.00				
8140 KANE, MCKENNA AND ASSOCIATES, INC										
93873		12/31/2018		0119-2	234056	312.50	01/10/2019	INV	PD	PROFESSIONAL SERVICES
INVOICE:16000		CHECKDATE:01/11/2019								
11472 JEFF KILINSKI										
93905		01/01/2019		0119-2	234057	395.00	01/10/2019	INV	PD	PARAKING PERMIT REFUND
INVOICE:11019		CHECKDATE:01/11/2019								
612 KONICA MINOLTA BUSINESS SOLUTIONS INC										
93845		12/31/2018		0119-2	234059	231.00	01/10/2019	INV	PD	COPIER C454E MAINT
INVOICE:374528214		CHECKDATE:01/11/2019								



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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
93876		12/24/2018		0119-2	234058	296.35	01/10/2019	INV	PD	COPIER C754E MAINT
INVOICE:9005260869			CHECKDATE:01/11/2019							
93875		12/26/2018		0119-2	234058	282.33	01/10/2019	INV	PD	COPIER C454E MAINT
INVOICE:9005264897			CHECKDATE:01/11/2019							
93874		12/27/2018		0119-2	234058	3.69	01/10/2019	INV	PD	COPIER C454E FINAL BILL
INVOICE:9005268587			CHECKDATE:01/11/2019							
						813.37				
7795 KATE KOPPENHOEFER										
93904		01/01/2019		0119-2	234060	350.00	01/10/2019	INV	PD	PARKING PERMIT REFUND
INVOICE:11019			CHECKDATE:01/11/2019							
11461 LADESIC AND SCOTT INC										
93794		01/07/2019		0119-2	234061	175.00	01/09/2019	INV	PD	HYDRANT METER REFUND
INVOICE:HMR010918			CHECKDATE:01/11/2019							
546 LEN'S ACE HARDWARE, INC.										
93820		12/31/2018		0119-2	234062	144.61	01/09/2019	INV	PD	332660 LINKS PURCHASES DEC 201
INVOICE:123118			CHECKDATE:01/11/2019							
94023		12/31/2018		0119-3	234151	468.95	01/17/2019	INV	PD	332668 VILLAGE PURCHASES DEC 2
INVOICE:123118-1			CHECKDATE:01/18/2019							
						613.56				
11478 JAMIE LEWANDOSKI										
93967		01/09/2019		0119-3	234152	1,000.00	01/16/2019	INV	PD	RESTORATION DEPOSIT REFUND
INVOICE:20182172			CHECKDATE:01/18/2019							
9038 MCMASTER FAGANAL CUSTOM HOMES LLC										
94039		01/06/2019		0119-3	234189	11,800.00	01/17/2019	INV	PD	RESTORATION DEPOSIT REFUND
INVOICE:20171313			CHECKDATE:01/18/2019							
93793		01/07/2019		0119-2	234063	8,117.00	01/09/2019	INV	PD	RESTORATION DEPOSIT REFUND
INVOICE:20180187			CHECKDATE:01/11/2019							
						19,917.00				
595 MENARDS, INC.										
93822		12/14/2018		0119-2	234064	358.00	01/09/2019	INV	PD	IMPACT WRENCHES
INVOICE:4148			CHECKDATE:01/11/2019							
93918		01/04/2019		0119-3	234153	2.19	01/14/2019	INV	PD	PLUG PVC 80
INVOICE:5688			CHECKDATE:01/18/2019							
						360.19				
596 METRO PARAMEDIC SERVICES, INC.										
93821		11/19/2018		0119-2	234065	32,353.16	01/09/2019	INV	PD	PARAMEDIC SERVICES-DEC 2018
INVOICE:20-00955			CHECKDATE:01/11/2019							
11223 MG INDUSTRIAL INC										
93968		01/04/2019		0119-3	234154	245.00	01/16/2019	INV	PD	OVER SERVICE CALL

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INVOICE: 7819		CHECKDATE: 01/18/2019								
6603 CHRISTINE MILLER										
93954		01/14/2019		0119-3	234155	72.64	01/16/2019	INV	PD	REIMBURSEMENT SUPPLIES
INVOICE: 11419		CHECKDATE: 01/18/2019								
8205 MUNICIPAL GIS PARTNERS, INC										
93846	20180003	12/31/2018		0119-2	234066	8,512.62	01/10/2019	INV	PD	GIS CONSORTIUM SERVICE
INVOICE: 4153		CHECKDATE: 01/11/2019								
1212 MURPHY & MILLER, INC										
94004		12/31/2018		0119-3	234190	6,320.00	01/17/2019	INV	PD	INSTALLATION OF CONTROLLER
INVOICE: SVC00018971		CHECKDATE: 01/18/2019								
5841 GENUINE PARTS CO-NAPA										
93955		01/02/2019		0119-3	234156	2.04	01/16/2019	INV	PD	GASKET #261
INVOICE: 491805		CHECKDATE: 01/18/2019								
93956		01/09/2019		0119-3	234156	98.42	01/16/2019	INV	PD	FILTERS
INVOICE: 492700		CHECKDATE: 01/18/2019								
						100.46				
635 NATIONAL ELEVATOR INSPECTION SVCS INC										
93879		01/04/2019		0119-2	234067	240.00	01/10/2019	INV	PD	INSPECTIONS
INVOICE: 335983		CHECKDATE: 01/11/2019								
10278 NELS J JOHNSON TREE EXPERTS, INC										
94024	20180008	12/18/2018		0119-3	234191	6,957.00	01/17/2019	INV	PD	TREE PRUNING SERVICES
INVOICE: 124965		CHECKDATE: 01/18/2019								
94008	20180008	01/10/2019		0119-3	234157	2,748.50	01/17/2019	INV	PD	TREE PRUNING SERVICES
INVOICE: 125065		CHECKDATE: 01/18/2019								
94009	20190009	01/10/2019		0119-3	234157	2,598.50	01/17/2019	INV	PD	TREE PRUNING SERVICES
INVOICE: 125065-1		CHECKDATE: 01/18/2019								
						12,304.00				
7183 NEWEGG INC										
94025		12/07/2018		0119-3	234158	97.00	01/17/2019	INV	PD	AV VIDEO DIST AMPLIFIER
INVOICE: 1301737784		CHECKDATE: 01/18/2019								
94042		01/04/2019		0119-3	234158	-97.00	01/17/2019	CRM	PD	CREDIT
INVOICE: 1301794350		CHECKDATE: 01/18/2019								
94046		01/04/2019		0119-3	234158	364.99	01/17/2019	INV	PD	SCANNER
INVOICE: 1301795966		CHECKDATE: 01/18/2019								
94045		01/04/2019		0119-3	234158	169.99	01/17/2019	INV	PD	MONITOR
INVOICE: 1301796097		CHECKDATE: 01/18/2019								
94041		01/04/2019		0119-3	234158	182.94	01/17/2019	INV	PD	MONITOR
INVOICE: 1301796599		CHECKDATE: 01/18/2019								
94043		01/05/2019		0119-3	234158	78.46	01/17/2019	INV	PD	UPS
INVOICE: 1301796819		CHECKDATE: 01/18/2019								
94047		01/07/2019		0119-3	234158	699.99	01/17/2019	INV	PD	LAPTOP FOR SCADA



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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INVOICE:1301798440		CHECKDATE:01/18/2019								
651 NORTHERN ILLINOIS GAS COMPANY						1,496.37				
93823		12/11/2018		0119-2	234068	55.09	01/09/2019	INV	PD	87-88-52-1000 2 1218
INVOICE:93823		CHECKDATE:01/11/2019								
93824		12/11/2018		0119-2	234068	705.98	01/09/2019	INV	PD	24-99-00-1000 1 1218
INVOICE:93824		CHECKDATE:01/11/2019								
94011		12/31/2018		0119-3	234159	54.85	01/17/2019	INV	PD	5-47-62-100090119
INVOICE:94011		CHECKDATE:01/18/2019								
11462 MOCATZ, INC						815.92				
93847	20190008	01/10/2019		0119-2	234069	30,000.00	01/10/2019	INV	PD	FACADE & INTERIOR IMP AWARD
INVOICE:11019		CHECKDATE:01/11/2019								
738 RAY O'HERRON CO. INC.										
93888		12/21/2018		0119-2	234070	140.99	01/10/2019	INV	PD	POLICE UNIFORMS
INVOICE:1868125-IN		CHECKDATE:01/11/2019								
1458 OFFICE DEPOT, INC										
93881		12/18/2018		0119-2	234071	74.02	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:248434805001		CHECKDATE:01/11/2019								
93880		12/19/2018		0119-2	234071	60.39	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:24898168001		CHECKDATE:01/11/2019								
93827		12/21/2018		0119-2	234071	75.98	01/09/2019	INV	PD	SUPPLIES
INVOICE:249729488001		CHECKDATE:01/11/2019								
93882		12/26/2018		0119-2	234071	13.06	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:250298019001		CHECKDATE:01/11/2019								
93887		12/26/2018		0119-2	234071	83.25	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:250394151001		CHECKDATE:01/11/2019								
93883		12/26/2018		0119-2	234071	10.28	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:250394581001		CHECKDATE:01/11/2019								
93884		12/26/2018		0119-2	234071	4.31	01/10/2019	INV	PD	SUPPLIES
INVOICE:250394582001		CHECKDATE:01/11/2019								
93885		12/26/2018		0119-2	234071	7.99	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:250394583001		CHECKDATE:01/11/2019								
93886		12/27/2018		0119-2	234071	55.10	01/10/2019	INV	PD	OFFICE SUPPLIES
INVOICE:251188269001		CHECKDATE:01/11/2019								
93920		12/31/2018		0119-3	234160	21.62	01/14/2019	INV	PD	OFFICE SUPPLIES
INVOICE:252393349001		CHECKDATE:01/18/2019								
93957		01/03/2019		0119-3	234160	24.46	01/16/2019	INV	PD	OFFICE SUPPLIES
INVOICE:253604111001		CHECKDATE:01/18/2019								
93958		01/03/2019		0119-3	234160	68.02	01/16/2019	INV	PD	OFFICE SUPPLIES
INVOICE:253604655001		CHECKDATE:01/18/2019								
93923		01/03/2019		0119-3	234160	31.20	01/14/2019	INV	PD	OFFICE SUPPLIES
INVOICE:253632516001		CHECKDATE:01/18/2019								
93922		01/04/2019		0119-3	234160	42.88	01/14/2019	INV	PD	OFFICE SUPPLIES
INVOICE:253893480001		CHECKDATE:01/18/2019								
93921		01/04/2019		0119-3	234160	15.29	01/14/2019	INV	PD	OFFICE SUPPLIES
INVOICE:253893780001		CHECKDATE:01/18/2019								



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VILLAGE OF GLEN ELLYN
VENDOR INVOICE LIST

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE	NET	DUE DATE	TYPE	STS	INVOICE	DESCRIPTION
						587.85						
5589 ORANGE CRUSH LLC												
93825	20180026	11/12/2018		0119-2	234072	103,227.58	01/09/2019	INV	PD		CONSTRUCTION SVCS STREET RESUR	
INVOICE:5		CHECKDATE:01/11/2019										
670 DAVID B COULTER												
93826		12/31/2018		0119-2	234073	116.25	01/09/2019	INV	PD		TREE PRESERVATION SERVICES	
INVOICE:10919		CHECKDATE:01/11/2019										
676 PACKEY WEBB FORD, INC.												
94012		11/21/2018		0119-3	234161	802.75	01/17/2019	INV	PD		SERVICE	
INVOICE:C30791		CHECKDATE:01/18/2019										
9872 STEVE PETROVICH												
93890		12/27/2018		0119-2	234074	250.00	01/10/2019	INV	PD		LINKS ENTERTAINMENT	
INVOICE:120818		CHECKDATE:01/11/2019										
700 THE PITNEY BOWES BANK INC												
93976		01/17/2019		0119-3	21853	2,000.00	01/17/2019	DIR	PD		POSTAGE METER REFILL CC	
INVOICE:11419		CHECKDATE:01/17/2019										
11466 POBLOCKI SIGN COMPANY LLC												
93889		12/27/2018		0119-2	234075	198.00	01/10/2019	INV	PD		SIGNAGE	
INVOICE:98462		CHECKDATE:01/11/2019										
715 PRESCIENT DEVELOPMENT, INC.												
93859		01/01/2019		0119-2	234076	3,314.43	01/10/2019	INV	PD		IT STAFFING, CONSULTING	
INVOICE:119042		CHECKDATE:01/11/2019										
11416 PROGRESSIVE MECHANICAL INC												
93856		01/06/2019		0119-2	234077	460.00	01/10/2019	INV	PD		FS#1 AIR HANDLER SERVICE	
INVOICE:1365		CHECKDATE:01/11/2019										
93857		01/06/2019		0119-2	234077	500.00	01/10/2019	INV	PD		PD-MEASURE CFM READINGS, TESTI	
INVOICE:1366		CHECKDATE:01/11/2019										
						960.00						
6552 PROVANTAGE CORPORATION												
93891		12/21/2018		0119-2	234078	137.00	01/10/2019	INV	PD		PRINTER SUPPLIES	
INVOICE:8284180		CHECKDATE:01/11/2019										
93858		01/02/2019		0119-2	234078	22.00	01/10/2019	INV	PD		WASTE TONER CARTIDGE	
INVOICE:8287915		CHECKDATE:01/11/2019										
93897		01/02/2019		0119-2	234078	344.68	01/10/2019	INV	PD		MONITORS	
INVOICE:8287916		CHECKDATE:01/11/2019										
93898		01/02/2019		0119-2	234078	881.70	01/10/2019	INV	PD		MONITORS	
INVOICE:8287939		CHECKDATE:01/11/2019										



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VILLAGE OF GLEN ELLYN
VENDOR INVOICE LIST

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
94048 INVOICE:8291667		01/09/2019		0119-3	234162	142.00	01/17/2019	INV	PD	KEYBOARDS
				CHECKDATE:01/18/2019						
						1,527.38				
11470 QUAID AND ROONEY										
93902 INVOICE:11019		01/01/2019		0119-2	234079	131.20	01/10/2019	INV	PD	WATER REFUND 133350
				CHECKDATE:01/11/2019						
11168 STEVEN QUICK										
93803 INVOICE:20181766		01/04/2019		0119-2	234080	2,000.00	01/09/2019	INV	PD	RESTORATION DEPOSIT REFUND
				CHECKDATE:01/11/2019						
9218 RAINBOW FARM ENTERPRISES, INC										
93828 INVOICE:36891		01/03/2019		0119-2	234081	1,300.00	01/09/2019	INV	PD	HAULING SERVICES
				CHECKDATE:01/11/2019						
93960 INVOICE:36907		01/10/2019		0119-3	234163	1,890.00	01/16/2019	INV	PD	LEAF HAULING
				CHECKDATE:01/18/2019						
						3,190.00				
764 ROTARY CLUB OF GLEN ELLYN										
93795 INVOICE:7094		12/06/2018		0119-2	234082	147.00	01/09/2019	INV	PD	FRANZ DUES JAN/FEB
				CHECKDATE:01/11/2019						
93892 INVOICE:7106		12/06/2018		0119-2	234083	147.00	01/10/2019	INV	PD	NORTON DUES
				CHECKDATE:01/11/2019						
						294.00				
6012 RPV CONSTRUCTION										
93796 INVOICE:HMR010919		01/09/2019		0119-2	234084	250.00	01/09/2019	INV	PD	HYDRANT METER REFUND
				CHECKDATE:01/11/2019						
8894 RUSSO HARDWARE, INC										
93969 INVOICE:5596030		01/11/2019		0119-3	234164	634.99	01/16/2019	INV	PD	FORESTRY SUPPLIES
				CHECKDATE:01/18/2019						
11467 GREG/ SHANNON SALINAS										
93850 INVOICE:93850		01/10/2019		0119-2	234085	65.12	01/10/2019	INV	PD	WATER REFUND 311190
				CHECKDATE:01/11/2019						
11459 JOHN SCALA/STELLA NANOS										
93797 INVOICE:HMR010919		01/09/2019		0119-2	234086	100.00	01/09/2019	INV	PD	HYDRANT METER REFUND
				CHECKDATE:01/11/2019						
6093 SCHAMBERGER BROTHERS, INC										
94026 INVOICE:419934		12/28/2018		0119-3	234165	404.00	01/17/2019	INV	PD	BEVERAGE RESALE
				CHECKDATE:01/18/2019						
94050		01/04/2019		0119-3	234165	344.00	01/17/2019	INV	PD	BEVERAGE RESALE



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VILLAGE OF GLEN ELLYN
VENDOR INVOICE LIST

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INVOICE: 420055		CHECKDATE: 01/18/2019								
						748.00				
5718 JEREMIAH SCHMIDT										
94085		01/15/2019		0119-3	234166	20.00	01/15/2019	INV	PD	TRAVEL REIMBURSEMENT
INVOICE: ER011719		CHECKDATE: 01/18/2019								
11468 SELECT PORTOFLIO SERVICING, INC.										
93851		01/10/2019		0119-2	234087	102.98	01/10/2019	INV	PD	WATER REFUND 110110
INVOICE: 93851		CHECKDATE: 01/11/2019								
8194 SERVERSUPPLY.COM INC										
94027		12/17/2018		0119-3	234167	367.50	01/17/2019	INV	PD	SERVER HARD DRIVE
INVOICE: 3370921		CHECKDATE: 01/18/2019								
11477 SETCAN										
93970		01/04/2019		0119-3	234168	198.00	01/16/2019	INV	PD	CERTIFICATION, BERGER & HARTZE
INVOICE: 9238		CHECKDATE: 01/18/2019								
9833 SHREE 2ND GEN PROPERTIES-GE2 LLC										
94079		01/15/2019		0119-3	234169	3,000.00	01/15/2019	INV	PD	P & D DEPOSIT REFUND
INVOICE: 14.0025		CHECKDATE: 01/18/2019								
11474 NOEMI/STEVEN SIGALOVE										
93949		01/15/2019		0119-3	234170	3.92	01/15/2019	INV	PD	WATER REFUND 214860
INVOICE: 93949		CHECKDATE: 01/18/2019								
5109 SOUTH SIDE CONTROL SUPPLY, CO.										
93927		01/10/2019		0119-3	234171	4.24	01/14/2019	INV	PD	FUSE 2 AMP 3 AG
INVOICE: S100521416.001		CHECKDATE: 01/18/2019								
93926		01/11/2019		0119-3	234171	8.49	01/14/2019	INV	PD	FUSE 2 AMP 3AG
INVOICE: S100521847.001		CHECKDATE: 01/18/2019								
						12.73				
10181 SOUTHERN GLAZER'S WINE AND SPIRITS, LLC										
94052		01/03/2019		0119-3	234172	911.00	01/17/2019	INV	PD	BEVERAGE RESALE
INVOICE: 2471731		CHECKDATE: 01/18/2019								
94053		01/10/2019		0119-3	234172	786.06	01/17/2019	INV	PD	BEVERAGE RESALE
INVOICE: 2481162		CHECKDATE: 01/18/2019								
						1,697.06				
2687 STAPLES CONTRACT & COMMERCIAL, INC.										
93829		12/12/2018		0119-2	234088	23.94	01/09/2019	INV	PD	OFFICE SUPPLIES
INVOICE: 3399006128		CHECKDATE: 01/11/2019								
93900		12/27/2018		0119-2	234088	316.55	01/10/2019	INV	PD	CUSTODIAL SUPPLIES
INVOICE: 3400133981		CHECKDATE: 01/11/2019								



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VILLAGE OF GLEN ELLYN
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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
7600 STUEVER & SONS, INC						340.49				
94082		01/03/2019		0119-3	234173	177.00	01/15/2019	INV	PD	BEER LINE CLEANING
INVOICE:260441		CHECKDATE:01/18/2019								
826 SUBURBAN DOOR CHECK & LOCK SERVICE INC										
93860		01/02/2019		0119-2	234089	160.73	01/10/2019	INV	PD	CIVIC CTR LOCK REPLACEMENT
INVOICE:IN509303		CHECKDATE:01/11/2019								
5018 SUBURBAN LABORATORIES, INC.										
93830		12/30/2018		0119-2	234090	689.00	01/09/2019	INV	PD	LAB SERVICES
INVOICE:161785		CHECKDATE:01/11/2019								
2937 SUPERIOR ASPHALT MATERIALS, LLC										
93959		01/04/2019		0119-3	234174	1,569.40	01/16/2019	INV	PD	ASPHALT MATERIAL
INVOICE:20190004		CHECKDATE:01/18/2019								
835 SUPERIOR BEVERAGE CO.										
94051		01/04/2019		0119-3	234175	187.75	01/17/2019	INV	PD	BEVERAGE RESALE
INVOICE:682169		CHECKDATE:01/18/2019								
854 TERRACE SUPPLY COMPANY										
93832		11/30/2018		0119-2	234091	14.10	01/09/2019	INV	PD	CYLINDER RENTAL NOV 2018
INVOICE:994982		CHECKDATE:01/11/2019								
10558 TESTA PRODUCE, INC										
93831		12/27/2018		0119-2	234092	263.35	01/09/2019	INV	PD	FOOD RESALE
INVOICE:4603113		CHECKDATE:01/11/2019								
93801		01/03/2019		0119-2	234092	19.50	01/09/2019	INV	PD	FOOD RESALE
INVOICE:4608171		CHECKDATE:01/11/2019								
93800		01/03/2019		0119-2	234092	210.10	01/09/2019	INV	PD	FOOD RESALE
INVOICE:4608685		CHECKDATE:01/11/2019								
93799		01/04/2019		0119-2	234092	277.95	01/09/2019	INV	PD	FOOD RESALE
INVOICE:4609823		CHECKDATE:01/11/2019								
93798		01/05/2019		0119-2	234092	141.85	01/09/2019	INV	PD	FOOD RESALE
INVOICE:4610740		CHECKDATE:01/11/2019								
93963		01/08/2019		0119-3	234176	137.25	01/16/2019	INV	PD	FOOD RESALE
INVOICE:4611401		CHECKDATE:01/18/2019								
93962		01/10/2019		0119-3	234176	393.55	01/16/2019	INV	PD	FOOD RESALE
INVOICE:4613959		CHECKDATE:01/18/2019								
93965		01/11/2019		0119-3	234176	215.80	01/16/2019	INV	PD	FOOD RESALE
INVOICE:4614994		CHECKDATE:01/18/2019								
93961		01/12/2019		0119-3	234176	226.95	01/16/2019	INV	PD	FOOD RESALE
INVOICE:4615934		CHECKDATE:01/18/2019								
94083		01/15/2019		0119-3	234176	249.95	01/15/2019	INV	PD	FOOD RESALE
INVOICE:4616379		CHECKDATE:01/18/2019								

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VENDOR INVOICE LISTP 18
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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
863 THORNE ELECTRIC INC.						2,136.25				
93915 INVOICE:20087		12/31/2018		0119-3	234177	13,165.35	01/14/2019	INV	PD	CONTROLLER MODIFICATIONS
		CHECKDATE:01/18/2019								
865 ACUSHNET COMPANY										
94086 INVOICE:906871490		01/11/2019		0119-3	234178	42.30	01/15/2019	INV	PD	PRODUCT RESALE
		CHECKDATE:01/18/2019								
11476 TOWNE & COUNTRY COLONIAL										
93972 INVOICE:20180681		01/09/2019		0119-3	234179	1,000.00	01/16/2019	INV	PD	RESTORATION DEPOSIT REFUND
		CHECKDATE:01/18/2019								
10477 TPI BUILDING CODE CONSULTANTS, INC										
93893 INVOICE:201812		12/31/2018		0119-2	234093	11,109.10	01/10/2019	INV	PD	REVIEWS, INSPECTIONS, IN HOUSE
		CHECKDATE:01/11/2019								
10019 TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS INC										
93894 INVOICE:11019		01/01/2019		0119-2	234094	150.30	01/10/2019	INV	PD	POLICE INFO SERVICE
		CHECKDATE:01/11/2019								
10845 TRAVISMATHEW LLC										
93964 INVOICE:3568581		01/04/2019		0119-3	234180	91.00	01/16/2019	INV	PD	4-WAY FIXTURE FREIGHT
		CHECKDATE:01/18/2019								
9487 TREE STUFF INC										
93919 INVOICE:INV-442547		01/07/2019		0119-3	234181	557.92	01/14/2019	INV	PD	SAFETY & FORESTRY SUPPLIES
		CHECKDATE:01/18/2019								
1278 UNION PACIFIC RAILROAD COMPANY										
94013 INVOICE:13		12/10/2018		0119-3	234182	1,629.16	01/17/2019	INV	PD	DESIGN REVIEW
		CHECKDATE:01/18/2019								
4922 UNITED SEPTIC, INC.										
93861 INVOICE:7310		01/07/2019		0119-2	234095	500.00	01/10/2019	INV	PD	PUMP GREASE PIT
		CHECKDATE:01/11/2019								
884 U.S. FOODSERVICE, INC.										
93974 INVOICE:0681751		01/10/2019		0119-3	234183	2,322.65	01/16/2019	INV	PD	FOOD RESALE
		CHECKDATE:01/18/2019								
93802 INVOICE:451586		01/04/2019		0119-2	234096	1,543.99	01/09/2019	INV	PD	FOOD RESALE
		CHECKDATE:01/11/2019								
93975 INVOICE:537908		01/05/2019		0119-3	234183	1,417.98	01/16/2019	INV	PD	FOOD RESALE
		CHECKDATE:01/18/2019								

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
94087 INVOICE:765101		01/15/2019		0119-3	234183	2,437.77	01/15/2019	INV	PD	FOOD RESALE
				CHECKDATE:01/18/2019						
915 VERIZON WIRELESS SERVICES LLC						7,722.39				
93835 INVOICE:9820369997		12/15/2018		0119-2	234098	167.60	01/09/2019	INV	PD	486486569-00002 1218
				CHECKDATE:01/11/2019						
93834 INVOICE:9820923014		12/23/2018		0119-2	234097	38.01	01/09/2019	INV	PD	542023069-00001 1218
				CHECKDATE:01/11/2019						
94014 INVOICE:9821416695		01/01/2019		0119-3	234184	938.14	01/17/2019	INV	PD	887125807-00000119
				CHECKDATE:01/18/2019						
919 VILLA PARK ELECTRICAL SUPPLY CO, INC						1,143.75				
93909 INVOICE:145736-00		01/09/2019		0119-2	234099	147.36	01/10/2019	INV	PD	TIMER
				CHECKDATE:01/11/2019						
921 VILLAGE LINKS RESERVE 22										
93877 INVOICE:161812120001		12/12/2018		0119-2	234100	2,610.00	01/10/2019	INV	PD	EMPLOYEE HOLIDAY PARTY
				CHECKDATE:01/11/2019						
6708 VINYL GRAPHICS										
93966 INVOICE:11050		01/03/2019		0119-3	234185	930.91	01/16/2019	INV	PD	VEHICLE GRAPHICS
				CHECKDATE:01/18/2019						
3995 WAREHOUSE DIRECT OFFICE PRODUCTS										
93836 INVOICE:4146293-0		12/31/2018		0119-2	234101	58.94	01/09/2019	INV	PD	OFFICE SUPPLIES
				CHECKDATE:01/11/2019						
11473 ANNE WEBER										
93906 INVOICE:TXR011019		01/01/2019		0119-2	234102	2,175.00	01/10/2019	INV	PD	TRANSFER TAX REFUND
				CHECKDATE:01/11/2019						
948 WEST PUBLISHING CORPORATION										
93916 INVOICE:839525536		01/01/2019		0119-3	234186	346.50	01/14/2019	INV	PD	LEGAL SERVICES
				CHECKDATE:01/18/2019						
7711 WINDY CITY DISTRIBUTION COMPANY										
94088 INVOICE:242796		01/10/2019		0119-3	234187	111.99	01/15/2019	INV	PD	BEVERAGE RESALE
				CHECKDATE:01/18/2019						
8565 WIDEOPENWEST FINANCE LLC										
93862 INVOICE:93862		12/29/2018		0119-2	234103	68.00	01/10/2019	INV	PD	014034905 1218
				CHECKDATE:01/11/2019						
93908 INVOICE:93908		01/03/2019		0119-2	234103	63.75	01/10/2019	INV	PD	014635006 0119
				CHECKDATE:01/11/2019						



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VILLAGE OF GLEN ELLYN
VENDOR INVOICE LIST

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DOCUMENT	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
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970 XEROX CORPORATION

131.75

93895		01/01/2019		0119-2	234104	576.34	01/10/2019	INV	PD	COPIER W7855PT MAINT
INVOICE:95576557		CHECKDATE:01/11/2019								
93896		01/01/2019		0119-2	234104	373.03	01/10/2019	INV	PD	COPIER W7845PT MAINT
INVOICE:95576558		CHECKDATE:01/11/2019								

7060 JOHN ALBERT GARZA

949.37

94070		01/11/2019		0119-3	234188	268.10	01/17/2019	INV	PD	PUBLICATIONS
INVOICE:10841		CHECKDATE:01/18/2019								

11460 BRIAN/LAUREN ZABEN

93804		01/04/2019		0119-2	234105	250.00	01/09/2019	INV	PD	HYDRANT METER REFUND
INVOICE:HMR010919		CHECKDATE:01/11/2019								

250.00

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283 INVOICES

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1,685,924.85

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** END OF REPORT - Generated by Lori Thomas **



Minutes
Village of Glen Ellyn
Regular Meeting
Monday, January 14, 2019
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

Attendee Name	Title	Status	Arrived
Diane McGinley	Village President	Present	
Bill Enright	Village Trustee	Present	
Gary Fasules	Village Trustee	Present	
John Kenwood	Village Trustee	Excused	
Pete Ladesic	Village Trustee	Present	
Craig R. Pryde	Village Trustee	Remote	7:10 PM
Mark Senak	Village Trustee	Late	7:10 PM
John Chereskin	Village Clerk	Present	
Mark Franz	Village Manager	Present	
Greg Mathews	Village Attorney	Present	
William Holmer	Assistant Village Manager	Present	
Christina Coyle	Finance Director	Present	
Staci Springer	Director	Present	
Phil Norton	Chief of Police	Present	
Rich Daubert	Senior Civil Engineer	Present	

Motion to allow Trustee Pryde to join the meeting remotely by phone moved by Trustee Ladesic and seconded by Trustee Enright. Motion carried.

D. Village Recognition: (Village Clerk)

1. Public Works Administrative Assistant Kathryn Horn received the Award of Merit for the APWA Chicago Suburban Branch.
2. With the successful opening of the Taylor Avenue underpass, Professional Engineer Rich Daubert received numerous compliments and positive feedback from residents, business owners and fellow colleagues.

E. Audience Participation

1. Executive Director Carol White of the Alliance of Downtown Glen Ellyn will present a quarterly report.

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Carol White, Executive Director of the Alliance for Downtown Glen Ellyn, presented the report from the 4th quarter of 2018. Ms. White reviewed the events in the 4th quarter and stated all the events were a huge success. Ms. White stated Ladies Night Out was a big success with 500 women attending, and many downtown sales reporting an increase in sales over the previous year. Ms. White stated Holiday Treats was a new event that went well, and they raised \$1,147.00 which was donated to Metropolitan Family Services of DuPage. Ms. White stated Stories with Santa went well too and thanked the Fire House for hosting this event.

Trustee Enright asked about revenues to which Ms. White stated their revenues come from ticket sales and sponsorship monies. Ms. White stated their expenses are for marketing, advertising and the liquor license needed during Ladies Night Out.

Ms. White stated events coming up will be the Indoor Sidewalk Sale from January 24th through 27th, Spring Stroll in April, Wines and Finds in June, and Country Road in June. Ms. White reviewed the Alliance's goals for 2019 as well.

RESULT:	DISCUSSION ONLY
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- F. Consent Agenda - The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:

RESULT:	APPROVED [5 TO 0]
MOVER:	Pete Ladesic, Village Trustee
SECONDER:	Gary Fasules, Village Trustee
AYES:	Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED:	Kenwood
PRESENT:	McGinley

Motion to approve the following items including Payroll and Vouchers totaling \$6,143,097.11 (Trustee Kenwood):

1. Total Expenditures (Payroll and Vouchers) - \$6,143,097.11. The vouchers have been reviewed by Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.
2. December 10, 2018 Regular Board Meeting Minutes.
3. Approve the Recommendation of Village President Diane McGinley for the Appointment of Environmental Chair David Meehan, for a Term Ending May 31, 2020 and Environmental Commissioner Christy Truitt, for a Term Ending May 31, 2022.
4. Accept the Bond Order for \$9,900,000, General Obligation Bonds, Series 2018. (Finance Director Coyle)

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5. Ordinance No. 6660-VC, An Ordinance To Amend Section 9-4-2 (License Required) of the Village Code to Exempt Government Agencies from Motor Vehicle License Requirements. (Finance Director Coyle)

Trustee Senak asked what the rationale is for this. Finance Director Coyle stated this has been a practice in the Cashier's Office, and this needed to be codified. Trustee Senak asked how much revenue the Village is losing on this. Finance Director Coyle stated they do not as these vehicles have not been required to pay fees in the past so they do not have a count on this. Trustee Senak asked if a survey could be done to see how much monies the Village might be losing on this. Finance Director Coyle stated the staff can do this, and she estimates the Village is possibly foregoing \$5,000 maximum.

6. Ordinance No. 6661, An Ordinance Approving a Variation from the Nonconformities Section of the Zoning Code to Allow an Addition on a Nonconforming Structure Located at 689 Lake Road. (Planning and Development Director Springer)
7. Ordinance No. 6667-VC, An Ordinance to Add Title 9, Chapter 7 Regulating Weights and Size of Vehicles. (Police Chief Norton)

G. Tax Levy Abatements (Presented by Finance Director Coyle) (Trustee Fasules)

Finance Director Coyle stated the Village the Tax Levy Abatements are a routine matter for the Village Board as these abatements tell DuPage County not to levy on these abatements so this does not appear on the Village residents' tax bills. Finance Director stated there are 5 abatements - 4 recurring and 1 new. Finance Director Coyle stated there are two abatements for the Village Links/Reserve 22, one for the Library and one for the Police Station. Finance Director Coyle stated the new one is for the Capital Projects Bonds that were issued at the end of 2018.

1. Ordinance No. 6662, An Ordinance Directing the Application of Funds From Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2010 (Golf Course Bonds) for the Fiscal Year 2019 in the amount of \$344,542.50.

RESULT:	APPROVED [5 TO 0]
MOVER:	Gary Fasules, Village Trustee
SECONDER:	Bill Enright, Village Trustee
AYES:	Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED:	Kenwood
PRESENT:	McGinley

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2. Ordinance No. 6663, An Ordinance Partially Abating the Tax Hereto Levied for the Fiscal Year 2019 to Pay the Principal and Interest on the General Obligation Bonds, Taxable Series 2010 (Build America Bonds - Direct Payment) (Library Bonds) in the amount of \$14,505.12.

RESULT: APPROVED [5 TO 0]
MOVER: Gary Fasules, Village Trustee
SECONDER: Bill Enright, Village Trustee
AYES: Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED: Kenwood
PRESENT: McGinley

3. Ordinance No. 6664, An Ordinance Directing the Application of Funds From Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2012 (Village Links-Clubhouse Bonds) for the Fiscal Year 2019 in the amount of \$313,527.50.

RESULT: APPROVED [5 TO 0]
MOVER: Gary Fasules, Village Trustee
SECONDER: Bill Enright, Village Trustee
AYES: Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED: Kenwood
PRESENT: McGinley

4. Ordinance No. 6665, An Ordinance Directing the Application of Funds From Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2015 (Police Station Bonds) for the Fiscal Year 2018 in the amount of \$952,843.76.

RESULT: APPROVED [5 TO 0]
MOVER: Gary Fasules, Village Trustee
SECONDER: Bill Enright, Village Trustee
AYES: Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED: Kenwood
PRESENT: McGinley

5. Ordinance No. 6666, An Ordinance Directing the Application of Funds From Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2018 (Capital Projects Bonds) for the Fiscal Year 2019 in the amount of \$682,912.30.

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RESULT:	APPROVED [5 TO 0]
MOVER:	Gary Fasules, Village Trustee
SECONDER:	Bill Enright, Village Trustee
AYES:	Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED:	Kenwood
PRESENT:	McGinley

H. Public Parking Garage (Presented by Assistant Village Manager Holmer) (Trustee Kenwood)

1. Authorize the Village Manager to Execute Limited Authorization to Proceed to Mortenson Construction for Pre-Construction and Design Services for the Public Parking Garage not to exceed \$600,000 initially to be expensed to the Parking Fund.

Assistant Village Manager Holmer stated at the November 12, 2018 Village Board Meeting, the Board approved the recommendation from staff to choose Mortenson, Shive Hattery and Walker Consultants as the Design/Build Team for the parking garage project behind the Civic Center. Assistant Village Manager Holmer stated the Board authorized the Village Manager to execute a contract with Mortenson including design fees expected to be approximately 8% of the cost of construction. Assistant Village Manager Holmer stated the Board needs to release the design engineering fees so this is basically like Phase I engineering in a street project. Assistant Village Manager Holmer stated the team is working to develop a Guaranteed Maximum Price which will be presented in March 2019.

Trustee Ladesic asked where this money would be held. Assistant Village Manager Holmer stated they are prepping the bill and trying to set up for the design deadline. Nathan Lingard, Project Executive with Mortenson Construction, stated the Village would get monthly invoices from Mortenson. Trustee Ladesic stated he is concerned about the initial deposit and asked if the motion is pre-funding/ earmarking these funds. Assistant Village Manager Holmer stated it is.

Trustee Senak asked what impact this would have on the GMP and why this is being done in advance. Assistant Village Manager Holmer stated it will be rolled in as part of the GMP, and since they are working aggressively toward the schedule, this would help them keep up with the GMP.

Trustee Fasules asked when they would be seeing cost projections for this project as it feels the costs are creeping up already. Assistant Village Manager Holmer stated they will be discussing cost estimates at the Special Village Board Workshop after this meeting. Village Manager Franz stated they are hoping to have the GMP for the Village Board at the 2nd Village Board Meeting in March 2019.

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RESULT:	APPROVED [5 TO 0]
MOVER:	Pete Ladesic, Village Trustee
SECONDER:	Mark Senak, Village Trustee
AYES:	Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED:	Kenwood
PRESENT:	McGinley

I. Reminders

1. A Special Village Board Workshop is scheduled for Monday, January 14, 2019 at 7:30 PM in Room 301 of the Glen Ellyn Civic Center
2. A Village Board Workshop is scheduled for Tuesday, January 22, 2019 at 7:00PM in Room 301 of the Glen Ellyn Civic Center.
3. A Village Board Meeting is scheduled for Monday, January 28, 2019 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.

J. Other Business*None***K. Adjournment**

Motion to Adjourn

RESULT:	APPROVED [5 TO 0]
MOVER:	Bill Enright, Village Trustee
SECONDER:	Gary Fasules, Village Trustee
AYES:	Enright, Fasules, Ladesic, Pryde, Senak
EXCUSED:	Kenwood
PRESENT:	McGinley

Respectfully submitted, Debbie Solomon Recording Secretary

Reviewed and approved, John A. Chereskin Village Clerk



Minutes
 Village of Glen Ellyn
 Special Workshop Meeting
 Monday, January 14, 2019
 7:30 PM
 Glen Ellyn Civic Center, Room 301

A. Call to Order

Attendee Name	Title	Status	Arrived
Diane McGinley	Village President	Present	
Bill Enright	Village Trustee	Present	
Gary Fasules	Village Trustee	Present	
John Kenwood	Village Trustee	Absent	
Pete Ladesic	Village Trustee	Present	
Craig R. Pryde	Village Trustee	Present	
Mark Senak	Village Trustee	Present	
John Chereskin	Village Clerk	Present	
Mark Franz	Village Manager	Present	
Greg Mathews	Village Attorney	Present	
William Holmer	Assistant Village Manager	Present	
Christina Coyle	Finance Director	Present	
Staci Springer	Director	Present	
Phil Norton	Chief of Police	Present	
Rich Daubert	Senior Civil Engineer	Present	

B. Pledge of Allegiance

C. Roll Call

D. Audience Participation

**E. Public Parking Garage Project (Assistance Village Manager Holmer)
 (Discussion Only - 45 Minutes)**

1. Assistant Village Manager Holmer will lead a discussion regarding the public parking garage project to be located behind the Civic Center.

Assistant Village Manager Holmer presented background on the garage project and stated the site does present challenges so the cost estimates are going up. Assistant Village Manager Holmer stated the comments on the preliminary garage design are positive. Assistant Village Manager Holmer stated they need direction on if they should construct below grade and if the Village Board is comfortable with the preliminary design.

Nathan Lingard, Project Executive with Mortenson Construction, showed renderings and images of the proposed design for the parking garage.

Brad Navarro, Principal at Walker Parking, showed an overview of the proposed site plan and stated one of the key pieces will be pedestrian connectivity through the entire site. Mr. Navarro stated the proposed parking garage would have mostly flats northern bays with ramps on the southern bays. Mr. Navarro stated the primary challenge of the site is mapping the property lines. Mr. Navarro

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showed a concept plan for a 5-tier garage.

President McGinley asked there would be a turn-around if a basement level was done. Mr. Navarro stated they might lose a few spots for this turn-around there is not an entry through the church parking lot. Trustee Pryde asked if they would lose parking stall for vertical circulation. Mr. Navarro stated they need to get the towers on the plans as they are proposing towers on the northwest and northeast, each having a set of stairs and an elevator. Mr. Navarro stated they would possibly lose 1 to 2 stalls to make way for these towers. Trustee Pryde stated he suggests they work with Planning and Zoning to add compact spaces to help with this. Mr. Navarro stated they will study this.

Trustee Ladesic asked if they were still considering an L-shaped design garage that would push out to Duane. Mr. Navarro stated when they started to mass this garage, an appendage to the north would affect the architectural character. Assistant Village Manager Holmer stated they also need to look at where a garbage corral would go. Trustee Ladesic stated he thinks they should go through the expense of under-grounding a lower level so they can pick up parking below grade. Trustee Ladesic asked if the ramp in from Duane could be left off. Mr. Navarro stated the ramp needs to be there as you either go down or up. Mr. Navarro stated if the ground level is recessed, pedestrian connectivity becomes more challenging.

Vic Ritter, Principal with Shive Hattery, stated the parking structure needs to blend in with the Civic Center and the downtown. Mr. Ritter stated they looked at the features of the Civic Center and tried to incorporate these into the parking garage design. Mr. Ritter stated they looked at what pre-cast panels could look like, and brick is easy to do in pre-cast parking structures. Mr. Ritter stated part of the façade would be brick with openings that look like windows, but have grills on them. Mr. Ritter stated the concrete will look like limestone. Mr. Ritter stated the façade would be divided into 2 parts to help with the massing and visually scale the garage down. Mr. Ritter stated they are incorporating the basket-weave pattern too on the brick. Mr. Ritter stated they did massing studies by arranging the panels around the building in a model.

Mr. Lingard stated they did render and model a 5-level scheme with no underground level. Mr. Lingard stated if they do drop below grade, they would need to work more on the massing as the building could look squatty and shorter.

Mr. Lingard showed a slide with the 3 options - 5 levels with no basement and 289 parking stalls, 4 levels with a basement and 289 parking stalls and 5 levels with a basement and 354 parking stalls. Mr. Lingard showed massing models from several different vantage points around the downtown using Google Earth. Trustee Fasules asked how tall the person was in this model to which Mr. Lingard stated about 6 feet.

Mr. Lingard stated based on preliminary estimated costs for total design and construction, the 3 options for the garage are estimated to cost \$15,230,000 to \$18,440,000.

Trustee Enright asked what percentage of cost the materials are. Mr. Lingard stated the materials usually account for 40% of the cost; however, due to the pre-cast panels, the material cost ratio may be a bit different.

Trustee Senak asked if all the garage options include pedestrian access to which Mr. Lingard stated they do. Assistant Village Manager Holmer stated the estimated costs also included the costs for utility relocation as well.

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Assistant Village Manager Holmer stated they do need direction from the Village Board about doing a level below grade and if they are comfortable with the basic design concepts.

Trustee Ladesic asked what floor in the model would be taken out if they only do a 4-floor garage with a basement. Mr. Ritter stated they would need to study this to figure out which floor would need to be taken out. Trustee Ladesic asked about the slope on the existing ramp from Duane. Mr. Navarro stated there is an approximate 6-7 foot slope down to Duane. Trustee Ladesic stated he would like a 4-level garage with a basement. Trustee Ladesic stated they need to think about the cell antennae and cell reception for the antennae on the building.

Trustee Fasules stated he has no opinion at this point as he feels they cannot develop the garage until the Giesche site is developed. Trustee Fasules stated he is opposed to a 5-story garage behind the Civic Center and feels they need 2 smaller garages in 2 different locations. Trustee Fasules stated he would only want a basement and a 2- to 3-story garage.

Trustee Enright stated he agrees with Trustee Fasules as this garage will be a lot of work and impact. Trustee Enright stated the smaller the garage and the deeper the garage would be better. Trustee Enright stated he would like a basement with a 3-story garage.

President McGinley stated if they only do 3 floors, then there would only be 180 spaces. President McGinley stated they are starting to think about the concept of building a Civic Center garage and moving commuters to this garage to free up 100 parking spots north of the railroad tracks. President McGinley stated a Civic Center parking garage would also help with the grant process for a possible updated train station. Trustee Ladesic stated he is not looking for the Civic Center parking garage to be for commuters.

Trustee Senak stated the proposed parking garage could look better than the Apex 400 development. Trustee Senak stated the lower the garage the better, and a basement would be good. Trustee Senak stated if the Civic Center parking garage had 289 parking spaces then the Apex 400 development could go down 1 story. Trustee Senak stated the same modeling that was done for this proposed parking garage should be done for the Apex 400 development.

Trustee Fasules stated the Civic Center parking garage and Apex 400 should be discussed together. Trustee Fasules stated if they eliminate parking at Apex 400, he would then be good with a 5-story garage behind the Civic Center.

Trustee Pryde stated he would like to see a basement and 4-story garage with the option still for a 5th story. Trustee Pryde stated the architecture presented is commendable, and he wants to see the detail kept in. Trustee Pryde stated they used great models and visualization tools. Trustee Pryde stated there should be further study of the setbacks in the Village Code. Trustee Pryde stated they can put a 4-story building there and not see this from almost anywhere in the Village. Trustee Pryde stated he would rather not see a perpendicular appendage the garage, and he has some ideas he can share on this.

President McGinley stated the consensus of the Village Board is to have a basement level, but there is no decision or direction on height. President McGinley stated most of the Trustees are fine with a basement level and 4 stories.

Nick Vittore, Vice President of Real Estate with Svigos Asset Management who own and operate

Village of Glen Ellyn

January 14, 2019

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413 N. Main Street, stated they are impressed with the pre-cast brick and windows closed on the south side of the garage. Mr. Vittore stated they are concerned on the setbacks and letting light into the apartments. Mr. Vittore stated they might develop more apartments, but the lack of light could be an issue. Mr. Vittore stated parking is also an issue as there is no place for the residents in this area to park. Mr. Vittore stated they would like to see the pre-cast brick cladding go all the way around. Mr. Vittore stated they like the idea of increasing parking, and they do want to be involved in the conversation going forward.

Village Manager Franz stated the Village does offer overnight parking permits for the residents who live in the downtown area. Finance Director Coyle stated overnight parking permits were created about 6 months ago.

RESULT:	DISCUSSION ONLY
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F. License Plate Reader (LPR) Cameras (Police Chief Norton) (Discussion Only - 15 Minutes)

1. Police Chief Norton will present information on Fixed LPR and Mobile LPR Camera Systems.

Police Chief Norton stated the Police Department would like to purchase two license plate reader (LPR) cameras - one that is fixed for Roosevelt Road and one that would mobile for the Parking Enforcement Vehicle. Police Chief Norton stated LPR cameras are designed to capture, recognize and analyze license plate cameras. Police Chief Norton stated LPR cameras can capture 5,000 license plates per minutes and that data can be queried by plate, partial plate or by vehicle images. Police Chief Norton stated LPR cameras have helped solve serious crimes. Police Chief Norton stated this would be the start of the program, and the Police Department would discuss possibly adding more camera over time.

Trustee Enright asked if this technology is over-reaching privacy. Police Chief Norton stated these cameras look at cars and not people.

Police Sergeant Monson stated these cameras can be used proactively, and the police can enter license plates in the system, and they will get alerts if a plate is identified in the village.

Police Chief Norton stated the Village Board will hear more down the line about adding more cameras in the network.

Trustee Senak stated he has an issue with this as it is not budgeted, and there will need to be an amendment to the budget. Police Chief Norton stated these cameras will be purchased with "seized funds," and seized funds cannot be used toward budgeted items. Trustee Senak asked if there would be an increase in cost to the tax payers for this. Finance Director Coyle stated they only need to create an amendment to the budget for this, and there is approximately \$500,000 in seized funds as of now. Police Chief Norton stated there will be a \$300,000 payment coming for the Police Station, and there would still be enough funds for these cameras.

The consensus of the Village Board is to go ahead with this. Police Chief Norton stated this budget amendment will come before the Village Board in the future.

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RESULT: DISCUSSION ONLY

G. Parking Enforcement Technology (Police Chief Norton) (Discussion Only - 15 Minutes)

1. Police Chief Norton will lead a discussion regarding a proposal to improve parking enforcement technology.

Police Chief Norton presented background on the proposed parking enforcement technology and stated the Village's current cash boxes are antiquated, and the Police Department is doing everything they can to help with parking in the Central Business District. Police Chief Norton stated the staff recommends purchasing two electronic kiosks from Total Parking Solutions to compliment the Passport mobile parking application. Police Chief Norton stated the use of electronic kiosks provides an options for users to pay with cash or credit card. Police Chief Norton stated they are asking for two kiosks as they will save more money if they buy two, and two will help to avoid users to wait in line.

The consensus of the Village Board is to go ahead with this.

RESULT: DISCUSSION ONLY

H. Taste of Glen Ellyn Location (Police Chief Norton) (Discussion Only - 15 Minutes)

1. Police Chief Norton will lead a discussion on the future location for the Taste of Glen Ellyn.

Police Chief Norton stated depending on construction in the downtown and other pieces, they feel it is time for the Taste of Glen Ellyn to move from the Giesche lot. Police Chief Norton stated they looked at different options, and the best option seems to be on Main Street north of the railroad tracks between Crescent Boulevard and Pennsylvania Avenue. Police Chief Norton stated the stage would be a Main and Pennsylvania with the crafters proposed to be in the McChesney lot or in front of Young's. Police Chief Norton stated they are waiting to talk to the carnival people about options as well.

Dawn Smith, Executive Director of the Glen Ellyn Chamber of Commerce, referred to the color-coded map that was passed around and stated the orange-colored stores are ones that agree with having the Taste on Main, and the green-colored stores are the ones that are against having the Taste on Main due to the wrong market and no parking on Main Street for 3 days. Ms. Smith stated they will ensure certain booths are not near competitors that are on Main Street. Ms. Smith stated they wanted the Taste kept in the Central Business District, and the move north of the railroad tracks keeps alcohol contained and keeps children from crossing the railroad tracks.

Trustee Ladesic asked about using the Montclair lot. Police Chief Norton stated they could use this lot, but it next to the train, and the music would not be heard.

Fire Administrator Chereskin stated the Fire Department would want a lane going through, and to go south, they would need to go over to Prospect. Fire Administrator Chereskin stated they have concerns that the Taste on Main Street could impact response times. Village Manager Franz asked

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if they could rethink the boundaries for the weekend of the Taste. Fire Administrator Chereskin stated this depends on whoever gets to the Fire Station first.

President McGinley asked about the possibility of the Taste not being done on Sunday. Ms. Smith stated all businesses that were contacted were in favor or indifferent to Sunday.

Trustee Senak asked when the McChesney building is being demolished and suggested this could be a possibility.

I. Other Items

None

- J. Motion to adjourn to Executive Session for discussion regarding the purchase or lease of real property pursuant to 5 ILCS 120/2 (C)(5) and the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body pursuant to 5 ILCS 120/2 (C)(1), without returning to open session thereafter.**

RESULT:	APPROVED [5 TO 0]
MOVER:	Bill Enright, Village Trustee
SECONDER:	Mark Senak, Village Trustee
AYES:	Enright, Fasules, Ladesic, Pryde, Senak
ABSENT:	Kenwood
PRESENT:	McGinley

Respectfully submitted, Debbie Solomon Recording Secretary

Reviewed and approved, John A. Chereskin Village Clerk



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

Meeting: 01/28/19 07:00 PM
Department: Public Works
Department Head: Angela Andrianopoulos
Category: Change Order
Prepared By: Julius Hansen

SCHEDULED

AGENDA ITEM (ID # 3796)

DOC ID: 3796

Approve a Change Order of the Snow Hauling Contract, Awarded to Marcott Enterprises, Inc., of Villa Park, Illinois, in an Amount of \$20,000, to be Expensed to the General Fund (Public Works Director Hansen)

Background:

Each winter when accumulating snow develops it must be removed from the Central Business District by Public Works with the assistance of a contractor to haul the snow with semi-tractor and trailers. The recent storm that occurred on January 19, 2019 left about six inches of snow covering the Village. This equaled 75 semi loads of snow removed from the CBD just for this one snowfall. The first snow that occurred this winter season took place last November and resulted in twice that many loads of snow being hauled from the CBD.

Subject:

The Village currently has a contract with Marcott Enterprises, INC. that was approved by the Board on 11/13/2017 to haul snow from the CBD. A P.O. for \$20,000 was created for this contract and \$17,000 has been spent to date. An additional \$20,000 is needed to be prepared for additional snow removal operations.

Budget Impact:

An additional \$20,000 will be needed to continue to remove snow from the CBD for the remainder of winter. The contract spans two budget years, 2018 and 2019.

Action Requested:

Approve a change order of the snow hauling contract, awarded to Marcott Enterprises, Inc., of Villa Park, Illinois, in an amount of \$20,000, to be expensed to the General Fund.



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

Meeting: 01/28/19 07:00 PM
Department: Public Works
Department Head: Julius Hansen
Category: Change Order
Prepared By: Rich Daubert

SCHEDULED

RESOLUTION 19-01

DOC ID: 3789

Resolution No. 19-01, A Resolution Concerning the Determination of the Glen Ellyn Village Board that Change Order Number One - Final with Swallow Construction Corporation is required for the Roosevelt Road Water Main Improvements Project, for a revised and final contract cost of \$554,839.23, to be expensed to the Water & Sewer Fund (Public Works Director Hansen)

Background

In March of 2018, the Village Board authorized a contract in the amount up to \$535,000 (\$519,460 bid plus a pre-approved ~3% contingency of \$15,540) with Swallow Construction Corporation of Downers Grove, Illinois for the construction of the Roosevelt Road (IL-38) Water Main Improvements. Funding for the project was provided from the Water and Sewer Fund.

The objective of this project was to replace a deteriorated 6-inch cast iron water main with a chronic break history. The project included the installation of approximately 1,370 feet of 8-inch and 227 feet of 6-inch PVC water main and appurtenances. The new work connects to the existing 12-inch main on Nicoll Way near Taft Avenue, routes through Roosevelt Glen to Roosevelt Road on the east side of the complex and crosses Roosevelt Road to connect to a relatively new water main installed in 2000 in the Stahelin Properties Glen Hill North Business Park. The existing main in Roosevelt Road was abandoned.

The purpose of this memorandum is to convey the appropriate paperwork - including a change order form and resolution for Village Board approval to provide the details necessary to close out the project and memorialize the final project construction cost. Change Order No. 1 (Final) for the project increases the original contract price by \$35,379.77 from the original bid amount of \$519,459.46 for a revised and final cost of \$554,839.23.

Subject

The attached change order covers two principal matters: First, the final balancing between the bid and as-constructed quantities for the 71 original contract pay items (resulting in an increase of \$1,748.44); Second, the accounting of 6 new contract pay items for contract extras (amounting to a net increase of \$33,631.33). Hence, the net overall change in the contract cost is an increase of \$35,379.77).

Original Contract Items

Many of the individual original contract pay items can be grouped into similar or related categories of work. The following table provides a summary of the final contract status for an individual item or related group, based on the final as-constructed quantities for the original contract items only.

Category of Work	Original Contract Cost	Costs in Excess of Original Contract Amounts	Costs Less Than Original Contract Amounts
General Project Lump Sum Items (Traffic Control, Preconstruction Video, Layout)	\$59,500	\$0	\$0
Tree Protection / Removals	\$1,550	\$25	
Erosion and Dust Control	\$4,405		\$775
Water Main	\$335,471.05	\$18,213	\$22,732.50
Sanitary Sewer	\$3,300		\$330
Storm Sewer	\$15,205	\$65	\$375
Concrete Construction	\$10,686.91	\$3,471	\$434.16
Asphalt Pavement Patching	\$75,605	\$8,379.60	\$3,148
Sod / Restorations / Walls	\$13,736.50	\$145	\$755.50
Subtotals	\$519,459.46	\$30,298.60	\$28,550.16
Net Increase in Cost Due to Balancing Quantities		\$1,748.44	

Generally speaking, the project work was performed as expected, with some changes made during construction to account for varying field conditions. Variations in the contract quantities generally resulted from variations of the original work items, items not needed to perform the work based on field conditions, or substitution of some original items with new contract items.

New Contract Items

Six new contract items were required through the course of construction, as summarized in the following table:

New Items Required To Meet Field Conditions		
Item	Description	Cost
AUP-001	8" Line Stop	\$16,600
AUP-002	Speed Bump Replacement	\$2,626
FA-001	Shutdown Not Allowed to Connect Buildings 3, 4 and 6 (5/10/18)	\$4,359.70
FA-002	Premium Time to Connect Buildings 3, 4 and 6 (5/19/18)	\$5,389.28
FA-003	PCC Pavement Patch on Rt 38	\$2,151
FA-004	Backfill Cut & Plug Patch Location with Flowable Fill (STA. 100+70 on IL-38)	\$2,505.35
Net Increase in Cost Due to New Items		\$33,631.33

AUP-001

During the installation of the water main on the north side of Roosevelt Road, it was determined that a

water main shutdown was not practically feasible since it would have resulted in loss of service to two large commercial buildings located within the Glen Hill North Business Park. In lieu of a traditional water main shut-down, two 8” water main line stops were installed which allowed these buildings to remain in service during construction.

AUP-002

An existing asphalt speed bump within the Roosevelt Glen parking lot needed to be reinstalled since its removal was required to accommodate installation of the new water main.

FA-001 and FA-002

On May 10, 2018, the contractor began work to connect Buildings in Roosevelt Glen to the new water main; however, unforeseen conditions with the configuration of the water main was going to require multiple buildings to be out of water at the same time with the tenants not appropriately prepared for an outage. As such, this work needed to be re-scheduled to a weekend day to avoid simultaneous outages to the buildings during the work week. The additional costs associated with this work include lost contractor time on the day the work was attempted (May 10, 2018) and premium time on May 19, 2018 to complete this work on the weekend verses a weekday.

FA-003

Prior to the installation of the casing pipe to accommodate the new water main installed across Roosevelt Road, the contractor need to perform an exploratory excavation within the westbound lane of Roosevelt Road to verify the locations of existing utilities. IDOT requested that this area be restored with a concrete pavement patch which was not included within the original contract.

FA-004

There was a location on the south side of Roosevelt Road, just west of Nicoll Way, where the existing water main needed to be abandoned. When the contractor excavated the area to perform the work, the existing backfill around the nearby valve vault was discovered to be an open-graded material “washed stone” which “ran” into the excavated area resulting in adjacent pavement areas being undermined. After the water main work was completed, the area was backfilled with flowable fill to fill in voids under the existing undermined pavement where compaction was not possible.

Final Project Accounting

The table below summarizes the originally approved, and as constructed, funding sources and amounts for the project.

Final Project Accounting			
Funding Source	Account No.	Original Approved Amounts	Final Project Costs
Water Fund	50100-580100-13008	\$535,000	\$554,839.23
TOTAL		\$535,000	\$554,839.23

Budget Impact

Resolution 19-01

Meeting of January 28, 2019

Sufficient Funds are available in the Water and Sewer Fund for this Change Order.

Recommendation and Action Requested

Staff recommends the following motion be made by the Village Board of Trustees at the January 28, 2019 Village Board Meeting:

1. Motion to approve Resolution No. 19-XX, A Resolution Concerning the Determination of the Glen Ellyn Village Board that Change Order Number One - Final with Swallow Construction Corporation is required for the Roosevelt Road Water Main Improvements Project, for a revised and final contract cost of \$554,839.23.



Village of Glen Ellyn

Resolution No. 19-01

A Resolution Concerning the Determination of the Glen Ellyn Village Board that Change Order Number One - Final with Swallow Construction Corporation for an Increase of \$35,379.77 Is Required for the Roosevelt Road (IL-38) Water Main Improvements for a Revised and Final Contract Cost of \$554,839.23

Whereas, Chapter 720, Section 5/33-E-9 of the Illinois Compiled Statutes 2002 requires change orders on public contracts involving total cumulative changes of more than Ten Thousand Dollars (\$10,000) in value or a cumulative total of thirty (30) days in time to be made by written determination; and

Whereas, it has been determined that it would be beneficial to the Village to make adjustments to current contract unit quantities to match as-constructed amounts and to compensate the contractor for additional work performed on the project;

Now, therefore be it resolved by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The Corporate Authorities of the Village make the written determination that

1) this change order is necessary due to circumstances that were not foreseeable at the time the Village entered into the Contract, 2) this change order is germane to the Contract in its original form as signed, and 3) this change order is in the best interest of the Village and authorized by law.

Section Two: The change order which this determination involves relates to the following contract: Roosevelt Road (IL-38) Water Main Improvements Project, Swallow Construction Corporation. The nature of Change Order Number One - Final and the amount of change is as follows: Adjust original contract quantities for current contract items to reflect actual installed and measured amounts and to account for 6 new items, resulting in a net cost increase of thirty-five thousand three hundred seventy nine dollars and seventy seven cents (\$35,379.77), for a revised and final contract price of five hundred fifty four thousand eight hundred thirty nine dollars and twenty three cents (\$554,839.23) All extra work was performed as directed by the project engineering team.

Section Three: This written determination shall be preserved and in a permanent project file that is open to the public.

Section Four: The Village Manager is hereby authorized and directed to execute the change order associated with this resolution.

Section Five: The Village Manager is hereby authorized and directed to execute the change order associated with this resolution.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this ____ day of _____.

Ayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Nayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Absent		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois this _____ day of _____.

Diane McGinley, Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

Resolution 19-01

Meeting of January 28, 2019

(Published in pamphlet form and posted on the _____ day of _____, 20____.)

ATTACHMENTS:

- Change Order 1 With Exhibit (PDF)

CHANGE ORDER

VILLAGE OF GLEN ELLYN

SHEET 1 OF 2

PROJECT NAME: Roosevelt Road (IL-38)
Water Main Improvements

CHANGE ORDER NO. 1

LOCATION: Roosevelt Road (IL-38)
Nicoll Way to IL-53
Glen Ellyn, IL 60137

CONTRACTOR: Swallow Construction CorporationDATE: 1/28/2019

- I. A. DESCRIPTION OF CHANGES INVOLVED: The contract quantities, pay items, and costs are hereby amended to reflect the as-constructed improvements. Please see the attached Final Quantity, Pay Item, and Construction Cost Exhibit for Change Order 1 (Final). Please also refer to Village of Glen Ellyn Resolution No. 19-__ including its cover memo presented to and approved by the Village Board of Trustees on January 28, 2019.
- B. REASON FOR CHANGE: Field conditions required changes to the contract quantities, pay items, and costs that were not foreseen at the time that the project was bid and the contract was awarded. Please refer to Village of Glen Ellyn Resolution No. 19-__ including its cover memo presented to and approved by the Village Board of Trustees on January 28, 2019.
- C. REVISION IN PRICE: The change order will result in an addition of \$ 35,379.77 to the contract price.

SHEET 2 OF 2CHANGE ORDER NO. 1II. ADJUSTMENTS IN AMOUNT OF CONTRACT:

- | | | |
|----|---|----------------------|
| 1. | Amount of Original Contract Price | \$ <u>519,459.46</u> |
| 2. | Net addition due to all previous
Change Orders Nos. <u>0</u> to <u>0</u> | \$ <u>0.00</u> |
| 3. | Amount of Contract Price, not including this
Change Order | \$ <u>519,459.46</u> |
| 4. | Addition to Contract Price due
to this Change Order | \$ <u>35,379.77</u> |
| 5. | Amount of Contract Price including this
Change Order | \$ <u>554,839.23</u> |

III. FINDINGS.

Pursuant to the requirements of Section 33E-9 of the Illinois Criminal Code of 1961, the undersigned do hereby find that the Change Order: [check all that are appropriate]

X is necessary due to circumstances that were not foreseeable at the time the Owner entered into the Contract;

X is germane to the Contract in its original form as signed; and/or

X is in the best interest of the Owner and authorized by law.

RECOMMENDED FOR ACCEPTANCE:

Village of Glen Ellyn

Date: _____

By: _____
Rich Daubert, Professional Engineer

ACCEPTED:

Swallow Construction Corporation

Date: _____

By: _____
Anthony Rendina, President

Village of Glen Ellyn

Date: _____

By: _____
Mark Franz, Village Manager

ROOSEVELT ROAD (IL-38) WATER MAIN IMPROVEMENTS

FINAL QUANTITY, PAY ITEM, AND CONSTRUCTION COST EXHIBIT FOR CHANGE ORDER 1 (FINAL)

ITEM NO.	PAY ITEM	UNIT	UNIT PRICE	BID QUANTITY	BID TOTAL	CONSTRUCTED QUANTITY	CONSTRUCTED TOTAL	ADDITIONS	DEDUCTIONS
SP-62	INSTALLATION & MAINTENANCE OF PROTECTIVE TREE FENCE	L.F.	\$1.00	250	\$250.00	275	\$275.00	\$25.00	\$0.00
SP-62	EARTH SAW CUT OF TREE ROOTS	L.F.	\$16.00	50	\$800.00	50	\$800.00	\$0.00	\$0.00
SP-62	TREE MULCHING	EACH	\$100.00	5	\$500.00	5	\$500.00	\$0.00	\$0.00
SP-89	SODDING, SPECIAL	S.Y.	\$10.25	326	\$3,341.50	319	\$3,269.75	\$0.00	\$71.75
SP-89	SUPPLEMENTAL WATERING	Unit	\$215.00	2	\$430.00	0	\$0.00	\$0.00	\$430.00
SP-35	STREET SWEEPING	DAY	\$150.00	10	\$1,500.00	9	\$1,350.00	\$0.00	\$150.00
SP-36	DUST CONTROL, SPECIAL	GAL	\$0.50	1,250	\$625.00	0	\$0.00	\$0.00	\$625.00
SP-71	AGGREGATE FOR TEMPORARY ACCESS	TON	\$14.25	25	\$356.25	25	\$356.25	\$0.00	\$0.00
SP-65	DRIVEWAY PAVEMENT REMOVAL	S.Y.	\$11.00	53	\$583.00	50	\$550.00	\$0.00	\$33.00
SP-65	SIDEWALK REMOVAL	S.F.	\$1.05	266	\$279.30	566	\$594.30	\$315.00	\$0.00
SP-88	BRICK DRIVEWAY REMOVAL & RE-INSTALLATION	S.Y.	\$75.00	25	\$1,875.00	26	\$1,950.00	\$75.00	\$0.00
SP-95	REMOVE AND RE-INSTALL DECORATIVE STONE	S.Y.	\$135.00	5	\$675.00	7	\$945.00	\$270.00	\$0.00
40603335	HOT MIX ASPHALT SURFACE COURSE MIX 'D', N50	TON	\$5.00	420	\$2,100.00	378	\$1,890.00	\$0.00	\$210.00
44000161	HOT MIX ASPHALT SURFACE REMOVAL 3"	S.Y.	\$1.00	2,500	\$2,500.00	2344	\$2,344.00	\$0.00	\$156.00
SP-94	FULL DEPTH PATCH	S.Y.	\$43.50	1,280	\$55,680.00	1452	\$63,162.00	\$7,482.00	\$0.00
SP-94	FULL DEPTH PATCH IL-38	S.Y.	\$136.00	75	\$10,200.00	82	\$11,097.60	\$897.60	\$0.00
SP-98	TEMPORARY SURFACE	S.Y.	\$2.00	1,280	\$2,560.00	60	\$120.00	\$0.00	\$2,440.00
SP-67	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	S.Y.	\$57.00	45	\$2,565.00	39	\$2,223.00	\$0.00	\$342.00
SP-66	COMBINATION CONCRETE CURB AND GUTTER, R&R TYPE B-6.12	L.F.	\$36.00	69	\$2,484.00	62	\$2,232.00	\$0.00	\$252.00
SP-66	COMBINATION CONCRETE CURB AND GUTTER, R&R TYPE B-6.24	L.F.	\$42.00	50	\$2,100.00	47	\$1,974.00	\$0.00	\$126.00
SP-66	CONCRETE CURB, REMOVAL AND REPLACEMENT, TYPE B	L.F.	\$27.25	119	\$3,242.75	117	\$3,188.25	\$0.00	\$54.50
SP-70	PROTECTIVE COAT	S.Y.	\$0.01	166	\$1.66	0	\$0.00	\$0.00	\$1.66
SP-68	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT	S.Y.	\$83.00	8	\$664.00	20	\$1,660.00	\$996.00	\$0.00
SP-69	PORTLAND CEMENT CONCRETE SIDEWALK 5"	S.F.	\$8.25	266	\$2,194.50	566	\$4,669.50	\$2,475.00	\$0.00
SP-73	UNDERCUTTING FOR UTILITIES	C.Y.	\$1.00	240	\$240.00	0	\$0.00	\$0.00	\$240.00
SP-72	EXPLORATORY EXCAVATION	C.Y.	\$53.00	50	\$2,650.00	50	\$2,650.00	\$0.00	\$0.00
SP-75	STORM SEWERS, REMOVE AND REPLACE, RCP, 12", TYPE 2	L.F.	\$125.00	40	\$5,000.00	37	\$4,625.00	\$0.00	\$375.00
SP-75	STORM SEWERS, REMOVE AND REPLACE, PVC C900, 12"	L.F.	\$65.00	157	\$10,205.00	158	\$10,270.00	\$65.00	\$0.00
SP-75	SANITARY SEWERS, REMOVE AND REPLACE, PVC C900, 8"	L.F.	\$165.00	20	\$3,300.00	18	\$2,970.00	\$0.00	\$330.00
SP-74	INLET & PIPE PROTECTION	EACH	\$120.00	19	\$2,280.00	19	\$2,280.00	\$0.00	\$0.00
SP-84	FIRE HYDRANT WITH AUXILIARY VALVE & VALVE BOX	EACH	\$5,500.00	4	\$22,000.00	4	\$22,000.00	\$0.00	\$0.00
SP-96	CUT IN FIRE HYDRANT	EACH	\$7,500.00	1	\$7,500.00	1	\$7,500.00	\$0.00	\$0.00
SP-85	FIRE HYDRANTS TO BE REMOVED	EACH	\$65.00	5	\$325.00	5	\$325.00	\$0.00	\$0.00
SP-78	WATERMAIN 6" PVC, C900, DR18 & FITTINGS	L.F.	\$90.00	227	\$20,430.00	223	\$20,025.00	\$0.00	\$405.00
SP-78	WATERMAIN 8" PVC, C900, DR18 & FITTINGS	L.F.	\$75.00	1,078	\$80,850.00	1157	\$86,775.00	\$5,925.00	\$0.00
SP-78	WATERMAIN 12" PVC, C900, DR18 & FITTINGS	L.F.	\$200.00	5	\$1,000.00	4	\$800.00	\$0.00	\$200.00
SP-78	WATERMAIN, 8" PVC C900 DR18, & FITTINGS (DIRECTIONAL DRILL)	L.F.	\$150.00	186	\$27,900.00	128	\$19,200.00	\$0.00	\$8,700.00
SP-78	WATERMAIN 8" PVC, C900, DR18 & FITTINGS (IN CASING)	L.F.	\$165.00	85	\$14,025.00	85	\$14,025.00	\$0.00	\$0.00
SP-82	GATE VALVE 6" AND VALVE VAULT 5' DIAMETER	EACH	\$2,650.00	6	\$15,900.00	6	\$15,900.00	\$0.00	\$0.00
SP-82	GATE VALVE 8" AND VALVE VAULT 5' DIAMETER	EACH	\$3,500.00	6	\$21,000.00	5	\$17,500.00	\$0.00	\$3,500.00
SP-82	GATE VALVE, 6" & VALVE BOX	EACH	\$1,500.00	1	\$1,500.00	1	\$1,500.00	\$0.00	\$0.00
SP-76	STEEL CASINGS FOR 8" WATER MAIN	L.F.	\$325.00	100	\$32,500.00	90	\$29,250.00	\$0.00	\$3,250.00
SP-77	SLEEVES, PVC, SDR-21	L.F.	\$74.00	40	\$2,960.00	40	\$2,960.00	\$0.00	\$0.00
SP-80	CONNECTION TO EXISTING WATERMAIN	EACH	\$3,000.00	7	\$21,000.00	7	\$21,000.00	\$0.00	\$0.00
SP-86	WATER SERVICE CONNECTION 2" (SHORT)	EACH	\$3,000.00	2	\$6,000.00	2	\$6,000.00	\$0.00	\$0.00
SP-86	WATER SERVICE CONNECTION 2" (LONG)	EACH	\$4,500.00	3	\$13,500.00	3	\$13,500.00	\$0.00	\$0.00
SP-86A	MINI MANHOLES	EACH	\$350.00	3	\$1,050.00	3	\$1,050.00	\$0.00	\$0.00
SP-86	ADDITIONAL WATER SERVICE LINE, 3/4"	L.F.	\$43.00	25	\$1,075.00	6	\$258.00	\$0.00	\$817.00
SP-86	ADDITIONAL WATER SERVICE LINE, 1 1/2"	L.F.	\$46.50	25	\$1,162.50	0	\$0.00	\$0.00	\$1,162.50
SP-86	ADDITIONAL WATER SERVICE LINE, 2"	L.F.	\$63.00	50	\$3,150.00	226	\$14,238.00	\$11,088.00	\$0.00
SP-81	CUT AND PLUG EXISTING WATER MAIN	EACH	\$2,500.00	5	\$12,500.00	4	\$10,000.00	\$0.00	\$2,500.00
SP-83	REMOVE EXISTING VALVE BOX	EACH	\$165.00	4	\$660.00	4	\$660.00	\$0.00	\$0.00
SP-83	ABANDON EXISTING VALVE VAULT	EACH	\$300.00	5	\$1,500.00	5	\$1,500.00	\$0.00	\$0.00
SP-99	ABANDON EXISTING WATER MAIN (IL-38)	LS	\$8,000.00	1	\$8,000.00	1	\$8,000.00	\$0.00	\$0.00
SP-90	REMOVE AND REPLACE EXISTING BLOCK WALL	S.F.	\$40.00	150	\$6,000.00	144	\$5,760.00	\$0.00	\$240.00
SP-91	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	L.F.	\$12.25	100	\$1,225.00	100	\$1,225.00	\$0.00	\$0.00
SP-91	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	S.F.	\$36.25	36	\$1,305.00	40	\$1,450.00	\$145.00	\$0.00
SP-91	PAINT PAVEMENT MARKING - LINE 4"	L.F.	\$1.25	1,040	\$1,300.00	1035	\$1,293.75	\$0.00	\$6.25
SP-91	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	S.F.	\$3.75	36	\$135.00	34	\$127.50	\$0.00	\$7.50
SP-92	LIGHTING UNIT REMOVAL & RE-INSTALLATION	EACH	\$3,650.00	1	\$3,650.00	1	\$3,650.00	\$0.00	\$0.00
SP-93	LIGHT POLE FOUNDATION, 24" DIAMETER	L.F.	\$300.00	6	\$1,800.00	0	\$0.00	\$0.00	\$1,800.00
SP-64	CONTAMINATED WASTE DISPOSAL	C.Y.	\$5.00	25	\$125.00	0	\$0.00	\$0.00	\$125.00
SP-61	CONSTRUCTION LAYOUT	LS	\$4,500.00	1	\$4,500.00	1	\$4,500.00	\$0.00	\$0.00
SP-50	MOBILIZATION (IL-38)	LS	\$17,500.00	1	\$17,500.00	1	\$17,500.00	\$0.00	\$0.00
SP-50	MOBILIZATION (ROOSEVELT GLEN)	LS	\$17,500.00	1	\$17,500.00	1	\$17,500.00	\$0.00	\$0.00

ITEM NO.	PAY ITEM	UNIT	UNIT PRICE	BID QUANTITY	BID TOTAL	CONSTRUCTED QUANTITY	CONSTRUCTED TOTAL	ADDITIONS	DEDUCTIONS
SP-33	TRAFFIC CONTROL AND PROTECTION (IL-38)	LS	\$7,500.00	1	\$7,500.00	1	\$7,500.00	\$0.00	\$0.00
SP-33	TRAFFIC CONTROL AND PROTECTION (ROOSEVELT GLEN)	LS	\$7,500.00	1	\$7,500.00	1	\$7,500.00	\$0.00	\$0.00
SP-60	PRE-CONSTRUCTION VIDEO TAPING	LS	\$1,500.00	1	\$1,500.00	1	\$1,500.00	\$0.00	\$0.00
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (IL-38/NICOLL W	EACH	\$3,500.00	1	\$3,500.00	1	\$3,500.00	\$0.00	\$0.00
SP-82	GATE VALVE, 4" & VALVE BOX	EACH	\$1,250.00	1	\$1,250.00	1	\$1,250.00	\$0.00	\$0.00
SP-78	WATER MAIN, 4" PVC, C900 DR18, & FITTINGS	L.F.	\$180.00	25	\$4,500.00	28	\$5,040.00	\$540.00	\$0.00
AUP-001	8" Line Stop	EACH	\$8,300.00	0	\$0.00	2	\$16,600.00	\$16,600.00	\$0.00
AUP-002	Speed Bump	EACH	\$2,626.00	0	\$0.00	1	\$2,626.00	\$2,626.00	\$0.00
FA-001	Shutdown Not Allowed to Connect Buildings 3, 4 and 6 (5/10/18)	EACH	\$4,359.70	0	\$0.00	1	\$4,359.70	\$4,359.70	\$0.00
FA-002	Premium Time to Connect Buildings 3, 4 and 6 (5/19/18)	EACH	\$5,389.28	0	\$0.00	1	\$5,389.28	\$5,389.28	\$0.00
FA-003	PCC Pavement Patch on Rt 38	EACH	\$2,151.00	0	\$0.00	1	\$2,151.00	\$2,151.00	\$0.00
FA-004	Backfill Cut & Plug Patch Location with Flowable Fill (STA. 100+70 on IL-38)	EACH	\$2,505.35	0	\$0.00	1	\$2,505.35	\$2,505.35	\$0.00
TOTALS					\$519,459.46		\$554,839.23	\$63,929.93	\$28,550.16
NET CHANGE								\$35,379.77	
ORIGINAL CONTRACT PRICE								\$519,459.46	
NET CHANGE DUE TO PREVIOUS CHANGE ORDERS								\$0.00	
CHANGE TO CONTRACT PRICE DUE TO THIS CHANGE ORDER NUMBER 1 (FINAL)								\$35,379.77	
REVISED CONTRACT PRICE DUE TO CHANGE ORDER NUMBER 1 (FINAL)								\$554,839.23	



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

Meeting: 01/28/19 07:00 PM
Department: Police
Department Head: Phil Norton
Category: Ordinance
Prepared By: Kurt Vavra

SCHEDULED

ORDINANCE 6668

DOC ID: 3756

Ordinance NO. 6668 -VC, An Ordinance to Amend Section 9-2-12 (Municipal Permit Only Parking Lots) and Section 9-5-8 (Schedule H; Parking Limits) of the Glen Ellyn Village Code (Police Chief Norton)

Background

Village staff members are requesting changes to the following parking ordinances:

- *Section 9-2-12 (Municipal Permit Only Parking Lots)* Amend the permit section of the Crescent Blvd. and Glenwood Ave. parking lot to be in effect from the hours of 6:00am to 11:00am on Mondays through Fridays. The permit section currently extends to Saturdays and each day until 7:00pm. The intent for the change is to allow additional parking options for patrons and employees of the Central Business District.
- *(Section 9-5-8 (Schedule H; Parking Limits))* Move the two 15 minute parking spaces located on the east side of Main St. south of Duane St. to the south side of Duane St. east of Main St. The current spaces are commonly used by delivery trucks. When they occupy the spaces, the stop sign for northbound Main St. becomes obscured. Moving the spaces around the corner on Duane St. eliminates the stops sign from being blocked.

Budget Impact

The Public Works Department currently has funds budgeted for sign alterations due to ordinance changes such as this. It is estimated approximately 14 signs will need to be changed if both requests are approved at a cost of approximately \$750.

Recommendation

Staff recommends moving forward with the two aforementioned requests in order to provide more parking options in the Crescent Blvd. and Glenwood Ave. lot. The second request simply moves the 15 zone around the corner which has no impact to the number of available spaces in the area.



Village of Glen Ellyn

Ordinance No. 6668 -VC

**An Ordinance to Amend Section 9-2-12 (MUNICIPAL PERMIT
ONLY PARKING LOTS) , Section 9-5-8 (SCHEDULE H;
PARKING LIMITS)**

**Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This _____ Day of _____, 20__.**

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 20__.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6668 - VC

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, in the exercise of its home rule powers, as follows:

SECTION ONE: Section 9-2-12 (MUNICIPAL PERMIT ONLY PARKING LOTS) of the Glen Ellyn Village Code is hereby amended by the following:

- (A) 4. Crescent and Glenwood lot, that portion of the lot between Prospect Avenue and the east line of Glenwood Avenue extended, between the hours of 6:00 a.m. and 11:00 a.m. on Mondays through Fridays.

SECTION TWO: Section 9-5-8 (SCHEDULE H; PARKING LIMITS) of the Glen Ellyn Village Code is hereby amended by the deletion of the following:

Time Limits	Name Of Street	District
15 minutes, 4-way flashers required	Main Street, east side	and the first two parking spaces south of Duane Street.

SECTION THREE: Section 9-5-8 (SCHEDULE H; PARKING LIMITS) of the Glen Ellyn Village Code is hereby amended by the addition of the following:

Time Limits	Name Of Street	District
15 minutes, 4-way flashers required	Duane Street, south side	The first two parking spaces east of Main Street

SECTION FOUR: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form.

Ordinance 6668

Meeting of January 28, 2019

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this ____ day
of _____.

Ayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Nayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Absent		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of
_____.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL



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

Meeting: 01/28/19 07:00 PM
Department: Planning & Development
Department Head: Staci Springer
Category: Ordinance
Prepared By: John Sterrett

SCHEDULED

ORDINANCE 6669

DOC ID: 3787

Ordinance No. 6669 - VC, An Ordinance Approving a Text Amendment to the Glen Ellyn Zoning Code (Planning and Development Director Springer)

Background. In April of 2018, the Village Board approved approximately 30 text amendments to the Village's Zoning Code. Among these was a text amendment that requires beauty and barber shops and nail salons to obtain a special use permit to locate in any space in the C5A Central Retail Core Subdistrict. This text amendment was a result of concerns from the business community about the increasing amount of salons that were locating in the C5A district and, consequently, the elimination of valuable commercial space that could otherwise be used for retail and restaurant uses. The C5A district allows uses that are generally associated with retail or restaurants as permitted uses and requires a special use permit for most service oriented uses such as beauty and barber shops and nail salons.

The Zoning Code, however, does allow certain low intensity services uses, such as health spas, medical and dental offices, and music/dance schools, to locate in the C5A district provided they are above or below the ground floor or set back at least 40 feet from the building facade. The 2018 text amendment did not add beauty and barber shops and nail salons to this list of uses. Therefore, all such uses anywhere in a C5A district must obtain a special use permit. Beauty and barber shops and nail salons are low intensity uses and should also be permitted to operate in the C5A district without the need for a special use permit provided they are located above the ground floor, below the ground floor, or in ground floor spaces that are set back a minimum of 40 feet from a front or corner building facade. Staff has therefore proposed a text amendment to Section 10-4-17(A)44 of the Zoning Code.

Proposed Text Amendment. Amend Section 10-4-17-1(A)44 (C5A Central Retail Core Subdistrict – Permitted uses) to add the following uses, shown underlined, and alphabetize accordingly:

44. *The following uses shall be allowed as permitted uses only above the ground floor, below the ground floor or in ground floor spaces that are set back a minimum of 40 feet from a front or corner building facade and which do not have storefront windows facing public property or a public right-of-way:*
- Beauty and barber shop.
- Nail salon.

Plan Commission Recommendation. The proposed amendment was reviewed by the Plan Commission at a public hearing on January 10, 2019. One (1) member of the public spoke in support of the proposed amendment and no one spoke in opposition. By a vote of nine (9) “yes” and zero (0) “no” the Plan Commission recommended approval of the amendment as presented at the January 10, 2019 public hearing.

Action Requested. The Village Board may approve, approve with changes or deny the proposed Zoning Code Text Amendment. In accordance with the recommendation of the Plan Commission, an ordinance approving the proposed amendment has been prepared for consideration at the January 28, 2019 Village Board meeting.

Attachments.

- Draft Ordinance
- Draft Minutes of the January 10, 2019 Plan Commission Meeting – Exhibit “A”
- Zoning Code Text Amendment – Exhibit “B”



Village of Glen Ellyn

Ordinance No. 6669 - VC

**An Ordinance Approving a Text Amendment
to the Glen Ellyn Zoning Code**

**Adopted by the
President and the Board of Trustees of the
Village of Glen Ellyn
DuPage County, Illinois
This ____ Day of _____, 20____.**

Published in pamphlet form by the authority of the
President and Board of Trustees of the Village of
Glen Ellyn, DuPage County, Illinois, this ____
day of _____, 20____.

Ordinance No. 6669 - VC

**An Ordinance Approving a Text Amendment
to the Glen Ellyn Zoning Code**

Whereas, the Plan Commission is charged with periodically reviewing and making recommendations to the Village Board on text amendments to the Zoning Code; and

Whereas, in accordance with this responsibility, following due and proper publication of notice in the *Daily Herald* not less than fifteen (15) nor more than thirty (30) days prior thereto, the Glen Ellyn Plan Commission conducted a public hearing on January 10, 2019 to consider a text amendment to the Glen Ellyn Zoning Code; and

Whereas, one (1) member of the public spoke in support to the proposed text amendment and zero (0) spoke in opposition; and

Whereas, based upon the evidence, testimony, and exhibits presented at the January 10, 2019 Plan Commission public hearing, by a vote of nine (9) “yes” and zero (0) “no”, the Glen Ellyn Plan Commission recommended approval of the proposed text amendment to the Glen Ellyn Zoning Code, as set forth in the minutes of the January 10, 2019 Plan Commission public hearing, a draft of which is attached hereto as Exhibit “A”; and

Whereas, the President and Board of Trustees of the Village of Glen Ellyn have reviewed the minutes from the aforementioned Plan Commission public hearing and find that it is in the best interest of the Village to accept the recommendation of the Plan Commission and to amend text of the Glen Ellyn Zoning Code, as set forth in Exhibit “B” attached hereto.

Now, Therefore, Be It Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The minutes from the January 10, 2019 Plan Commission public hearing, a draft of which is attached hereto as Exhibit “A”, are hereby accepted by the Village President and Board of Trustees.

Section Two: The Glen Ellyn Zoning Code shall be and is hereby amended as set forth in Exhibit “B”, attached hereto.

Section Three: The Director of Planning and Development is hereby directed to cause the text of the Glen Ellyn Zoning Code to be amended as approved by this Ordinance and said amendment shall be inserted in proper order into the Zoning Code and shall be published and made available for inspection and purchase by the general public.

Section Four: This Ordinance shall be published in pamphlet form within thirty (30) days after its approval in the manner provided by law.

Section Five: The amendment approved herein shall become effectively immediately.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this ____ day of _____, 20____.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this ____ day of _____.

- Ayes:

☐ Diane McGinley

☐ Craig Pryde

☐ John Kenwood

☐ Pete Ladesic

☐ Bill Enright

☐ Mark Senak

☐ Gary Fasules
- Nays:

☐ Diane McGinley

☐ Craig Pryde

☐ John Kenwood

☐ Pete Ladesic

☐ Bill Enright

☐ Mark Senak

☐ Gary Fasules

Ordinance 6669

Meeting of January 28, 2019

Absent: ☐ Diane McGinley ☐ Pete Ladesic ☐ Mark Senak
☐ Craig Pryde ☐ Bill Enright ☐ Gary Fasules
☐ John Kenwood

Approved by the Village President of the Village of Glen Ellyn, Illinois this _____ day of _____.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the _____ day of _____, 20____.)

ATTACHMENTS:

- Draft Minutes of the January 10, 2019 Plan Commission Meeting – Exhibit A (PDF)
- Zoning Code Text Amendment - Exhibit B (PDF)

EXHIBIT "A"

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
JANUARY 10, 2019

Call to Order

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

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of Draft Minutes

No Minutes to review.

Public Hearing – Zoning Text Amendment for Beauty and Barber Shops and Nail Salons

On the agenda was a public hearing regarding a Zoning Text Amendment for Beauty and Barber Shops and Nail Salons.

PUBLIC HEARING – ZONING TEXT AMENDMENT FOR BEAUTY AND BARBER SHOPS AND NAIL SALONS

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING A ZONING CODE TEXT AMENDMENT TO ALLOW BEAUTY AND BARBER SHOPS AND NAIL SALONS AS A PERMITTED USE, ABOVE OR BELOW THE FIRST FLOOR OR SETBACK AT LEAST 40 FEET FROM THE FRONT OR CORNER SIDE FAÇADE OF A BUILDING.

Commissioner Heming-Littwin moved, seconded by Commissioner Mulherin, to open the public hearing at 7:02 p.m. The motion carried unanimously by voice vote.

PLAN COMMISSION

-2-

JANUARY 10, 2019

Staff Introduction

Village Planner Sterrett was sworn in and stated the Zoning Code allows certain low intensity services uses to locate in the C5A district provided they are above or below the ground floor or set back at least 40 feet from the building façade; however, the 2018 text amendment on this did not add beauty or barber shops or nail salons to this list of uses. Village Planner Sterrett stated beauty and barber shops and nail salons are low intensity uses too and should also be permitted to operate in the C5A district without the need for a special use permit provided they are located above the ground floor, below the ground floor or in ground floor spaces that are set back a minimum of 40 feet from a front or corner building façade.

Village Planner Sterrett stated if this amendment does pass, it will go to the Village Board for an approval vote at the January 28th Village Board Meeting.

Petitioner's Presentation

None

Questions from the Plan Commission

Commissioner Heming-Littwin asked about the minimum 40 feet from a front or corner building façade and if one of these services uses could be in Banyan Tree Mall. Village Planner Sterrett stated this is correct, and it would not need a special use permit. Commissioner Heming-Littwin asked if one of these services uses did not need a special use permit if it is above ground, below ground or the 40-feet minimum piece. Village Planner Sterrett stated this would now be permitted by code.

Persons in Favor of or in Opposition to the Request

Corinna Mercer, who resides at 216 Howard Street in Geneva, was sworn in. Ms. Mercer stated she is currently a spa owner in St. Charles and would like to open a day spa in the C5A Zoning District, on the floor below Maize and Mash. Ms. Mercer stated this Special Use permit is holding her back, and she would like to see this Zoning Text Amendment pass.

Commissioner Fanella moved, seconded by Commissioner Mulherin to close the public hearing at 7:05 p.m. The motion carried unanimously by voice vote.

PLAN COMMISSION

-3-

JANUARY 10, 2019

Comments from the Plan Commission

None of the Plan Commissioners had comments on this.

Motion

Commissioner Heming-Littwin moved, seconded by Commissioner Mulherin, to recommend approval of the amendment to Section 10-4-17-1(A)44 (C5A Central Retail Core Subdistrict – Permitted Uses) to add beauty and barber shops and nail salons to the permitted low intensity uses.

Having considered the proposed text amendment to Section 10-4-17-1(A)44 of the Glen Ellyn Zoning Code, the Plan Commission hereby recommends approval of the proposed text amendment to the Glen Ellyn Zoning Code as presented a public hearing conducted by the Plan Commission at the January 10, 2019 Plan Commission meeting.

The motion carried with nine (9) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Mulherin, Berry, Fanella, Hartweg, Rodemann, Saeed and Vondruska and Chairperson Loch voted “yes.”

Trustee’s Report

None

Chairperson’s Report

None

Staff Report

Village Planner Sterrett stated there will be a Plan Commission meeting on January 24, 2019 with 3 petitions. Commissioner Heming-Littwin stated she will not be at this meeting. Chairperson Loch stated she may not be at this meeting as well.

Commissioner Mulherin asked about the project across from the library. Village Planner Sterrett stated the developer has not submitted the application yet, but is close to doing so. Village Planner Sterrett stated staff thinks this project could come before the Plan Commission in May or June.

PLAN COMMISSION

-4-

JANUARY 10, 2019

Other Business

None

Adjournment

Commissioner Mulherin moved, seconded by Commissioner Heming-Littwin, to adjourn the meeting at 7:10 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary

EXHIBIT "B"**ZONING CODE
TEXT AMENDMENT**

January 28, 2019

Underline = New Text**SECTION FOUR
DISTRICT REGULATIONS**

Amend Section 10-4-17-1(A)44 (District Regulations – C5A Central Retail Core Subdistrict – Permitted uses) to add the following uses, shown underlined, and alphabetize accordingly:

44. *The following uses shall be allowed as permitted uses only above the ground floor, below the ground floor or in ground floor spaces that are set back a minimum of 40 feet from a front or corner building facade and which do not have storefront windows facing public property or a public right-of-way:*
- (a) Beauty and barber shop.*
 - (b) Club and lodge, private, fraternal or religious.*
 - (c) Engraving, printing, publishing, lithography, blueprinting and photocopy establishment*
 - (d) Health spa.*
 - (e) Music and dance school.*
 - (f) Nail salon.*
 - (g) Newspaper office and distribution center.*
 - (h) Office: business, medical, professional or public.*
 - (i) Trade school.*
 - (j) Travel agency.*



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

Meeting: 01/28/19 07:00 PM
Department: Planning & Development
Department Head: Staci Springer
Category: Resolution
Prepared By: Raymond Ulreich

SCHEDULED

RESOLUTION 19-02

DOC ID: 3682 A

Resolution No. 19- 02, A Resolution Accepting Public Sidewalk Improvements, a Sidewalk Easement, a Watermain Easement, Bill of Sale Associated with the Roosevelt Glen Corporate Center 739-799 Redevelopment Roosevelt Road, and to Reimburse the Developer for Sidewalk Improvements in the amount of \$54,167.00 to be Expensed to the Roosevelt Road TIF Fund (Planning & Development Director Springer)

Background

As part of the redevelopment of the Roosevelt Glen Corporate Center at 739-799 Roosevelt Road the developer agreed to install a public sidewalk along both the east side of Nicoll Way from Roosevelt Road to Pershing Drive then continuing along the north side of Pershing Drive to Route 53 and to extend the sidewalk along the south side of Roosevelt Road from the Nicoll Way intersection across the frontage of 739 – 751 Roosevelt Road. The developer also installed a street light along Nicoll Way, and provided a watermain easement for a waterline which was relocated from along Roosevelt Road to through the subject property. The Village agreed to reimburse the developer up to \$52,000 for the cost of said construction which was approved by the Village Board through Ordinance 6478 on February 13, 2017.

Status of Project

The public walk has been completed along with the restoration of the parkway. During the course of construction, Village staff requested that the Developer widen the sidewalk immediately adjacent to the curb along Nicoll Way by an additional foot for improved safety of pedestrians which resulted in additional costs to the Developer in the amount of \$2,167.00.

The additional street light and watermain has been installed.

As built drawings have been received and a final inspection of the improvements was performed by Public Works Department along with verification that the walk was constructed in compliance with ADA.

The appropriate waivers of lien have been provided by the contractor along with the Bill of Sale.

Budget Impact

The 2018 budget included \$52,000 in Roosevelt Road TIF Funds allocated to this project. As this was not used in 2018, the funds will be rolled forward from 2018 to 2019 via a budget amendment which will come to the Village Board in February. The budget amendment will also be adjusted to the amount noted in this memo (\$54,167.00).

Action Requested

The Village Board is requested to approve the Resolution accepting the public sidewalk and the Bill of Sale, approve the sidewalk easement, approve the watermain easement and approve the additional

Resolution 19-02

Meeting of January 28, 2019

reimbursement to the Developer of \$2,167.00 for the additional widening work resulting in a total reimbursement of \$54,167.00 to the Developer.

Attachments:

- Resolution
- Bill of Sale – Exhibit “A”
- Final Lien Waivers – Exhibit “A”
- Watermain Easement – Exhibit “B”
- Sidewalk Easement – Exhibit “C”



Village of Glen Ellyn

Resolution No. 19-02

A Resolution Accepting Public Sidewalk Improvements, a Sidewalk Easement, a Watermain Easement, Bill of Sale Associated with the Roosevelt Glen Corporate Center 739-799 Redevelopment Roosevelt Road, and to Reimburse the Developer for Sidewalk Improvements in the amount of \$54,167.00 to be Expensed to the Roosevelt Road TIF Fund

Whereas, the Preliminary Planned Unit Development for the redevelopment of the Roosevelt Corporate Center at 739-799 Roosevelt Road was approved by Ordinance No. 6478 on February 13, 2017; and

Whereas, as part of the development of the site, Clark Street Real Estate development, herein referred to as “Developer”, agreed to install public sidewalks along the east side of Nicoll Way from Roosevelt Road to Pershing Avenue, along the north side of Pershing Avenue from Nicoll Way to IL-53, and along the south side of Roosevelt Road fronting 739-751 Roosevelt Road; and

Whereas, Developer agreed to install an additional street light along Nicoll Way, and

Whereas, Developer agreed to provide an easement for the relocation of the watermain across the property; and

Whereas, Developer has requested that the Village accept the public sidewalk which has been completed; and

Whereas, "as-built" plans have been received which indicate the location, dimensions, grades, and other information required by the Village Engineer to establish that the construction of said improvements has been satisfactorily completed and may be transferred to the Village of Glen Ellyn; and

Whereas, the Developer has transferred and delivered a Bill of Sale and supporting Final Waivers of Lien, attached hereto as Exhibit "A," by which it has sold, conveyed, and transferred the public sidewalk and street light constructed by the Developer to the Village free and clear of all liens and encumbrances; and

Whereas, as the public sidewalk and parkway restoration has been fully completed and certified by the Village Engineer, and the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to approve and accept said public sidewalk and reimburse the Developer for a portion of the construction; and

Whereas, the Developer has provided a sidewalk and watermain easement document for those improvements which are to be maintained by the Village on the subject property.

Now, Therefore, be it Resolved by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The findings of fact and conclusions set forth hereinabove are hereby adopted by the President and Board of Trustees as the findings of fact and conclusions of the corporate authorities of the Village of Glen Ellyn.

Section Two: The President and Board of Trustees hereby approve and accept the public sidewalk as installed by the Developer, as specifically identified and set forth in Exhibit "B" attached

hereto and made a part hereof as if fully set out herein.

Section Three: The President and Board of Trustees authorize the reimbursement to the Developer in the amount of \$54,167.00.

Section Four: The President and Board of Trustees hereby approve and accept the sidewalk easement as set forth in Exhibit “B” attached hereto and made a part hereof as if fully set out herein.

Section Five: The President and Board of Trustees hereby approve and accept the watermain easement as set forth in Exhibit “C” attached hereto and made a part hereof as if fully set out herein.

Section Six: This Resolution shall be in full force and effect upon its passage and approval.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this _____ day of _____.

Ayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Nayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Absent		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois this _____ day of _____.

Resolution 19-02

Meeting of January 28, 2019

Diane McGinley, Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the ____ day of _____, 20____.)

ATTACHMENTS:

- Bill of Sale (PDF)
- Applicable Final Lien Waivers (PDF)
- Water Main Easement PDF With Attachments (PDF)
- Sidewalk Easement PDF With Attachments (PDF)

**QUIT-CLAIM BILL OF SALE FOR
PUBLIC SIDEWALK IMPROVEMENTS**

On this 20th day of December, 2018, CSD RG, LLC an Illinois limited liability company ("Seller"), in consideration of ten dollars and zero cents (\$10.00), and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, quit-claims unto the VILLAGE OF GLEN ELLYN, an Illinois Municipality in DuPage County, Illinois ("Purchaser"), all of Seller's right, title, and interest in the public sidewalk improvements that were constructed in 2017 and 2018 as part of the CVS and Panera Development project located at 739-751 Roosevelt Road, Glen Ellyn, Illinois 60137 (the "Improvements"). The Improvements are located along the east side of Nicoll Way from Roosevelt Road (IL-38) to Pershing Avenue, along the north side of Pershing Avenue from Nicoll Way to IL-53, and along the south side of Roosevelt Road (IL-38) fronting the 739-751 Roosevelt Road properties. The Improvements are generally depicted and labeled as "CONC. WALK." on the plans attached to this bill of sale as Exhibit A.

TO HAVE AND TO HOLD the Improvements unto Purchaser and Purchaser's legal representatives, successors and assigns forever.

PURCHASER ACCEPTS THE IMPROVEMENTS IN THEIR "AS-IS, WHERE IS" CONDITION AND SPECIFICALLY AND EXPRESSLY WITHOUT ANY WARRANTIES, REPRESENTATIONS, OR GUARANTEES, EITHER EXPRESS OR IMPLIED, AS TO THEIR CONDITION, FITNESS FOR ANY PARTICULAR PURPOSE, MERCHANTABILITY, OR ANY OTHER WARRANTY OF ANY KIND, NATURE, OR TYPE WHATSOEVER (INCLUDING THOSE SET FORTH IN THE ILLINOIS UNIFORM COMMERCIAL CODE—SALES, 810 ILCS 5/2-101, ET. SEQ.) FROM OR ON BEHALF OF SELLER.

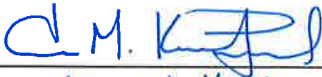
Purchaser also accepts all service, maintenance, and related obligations pertaining to the Improvements.

Seller represents to Purchaser that the Improvements are free and clear of all liens, charges, and encumbrances caused by or through Seller, and that Seller has full right, power and authority to make this Bill of Sale.

[The signature page follows]

SELLER:

CSD RG, LLC,
an Illinois limited liability company

By: 
Name: James M. Kurtzweil
Title: Authorized Agent

PURCHASER:

VILLAGE OF GLEN ELLYN,
an Illinois Municipality in DuPage County, Illinois

By: _____
Name: _____
Title: _____

EXHIBIT A
IMPROVEMENTS

[See attached]

Exhibit A - Page 1 of 2



BU PAZC COUNTY MARK 0030, QUINN STATION
 IS LOCATED AT THE SOUTHWEST CORNER OF MAIN STREET
 AND CHESTNUT STREET, QUINN STATION IS 7.11
 SOUTH OF THE CENTERLINE OF CHESTNUT STREET AND
 42.51 EAST OF THE CENTERLINE OF MAIN STREET.
 MONUMENT IS A 3.81 HIGH IRON SET ON THE TOP OF
 A 3 FOOT HIGH RETAINING WALL SURROUNDING AN
 ELECTRIC BOX.
 ELEVATION = 141.28 (NAVD83)

0031, QUINN STATION
 TOP OF A BRASS IRON AT THE NORTHEAST CORNER OF
 NICOLL WAY AND ROSSVILLE ROAD.
 ELEVATION = 148.58 (NAVD83)

[illegible]

LICENSE EXPIRES 11-30-18

[illegible]

Construction Final Lien Waiver

State of Illinois }
County Of Kendall } ss.

ESCROW # 17000032243

To Whom It May Concern:

WHEREAS the undersigned has been employed by CSD RG LLC
to furnish General Contractor
for the premises known as 751 Roosevelt Road
of which CSD RG LLC is the owner.

The undersigned, for and in consideration of ONE MILLION TWO HUNDRED FORTY-THREE THOUSAND FIVE HUNDRED SEVENTEEN AND 59/100

(\$ 1,243,517.59) Dollars, and other good and valuable consideration, the receipt whereof is hereby acknowledged, do(es) hereby waive and release any and all lien or claim of, or right to, lien, under the statutes of the State of Illinois, relating to mechanics' liens, with respect to and on said above-described premises, and the improvements thereon, and on the material, fixtures, apparatus or machinery furnished, and on the monies, funds or other considerations due or to become due from the owner, on account of labor services, material, fixtures, apparatus or machinery, heretofore furnished, or which may be furnished at any time hereafter, by the undersigned for the above-described premises.

Date 8/13/18Company Name Capitol Construction Solutions, Inc.

Signature and Title

Address 1050 West Route 126 Plainfield, IL 60544
Vice President

CONTRACTOR'S AFFIDAVIT

State of Illinois }
County of Kendall } ss.

To Whom It May Concern:

The undersigned, (Name) Jeff Lindbloom being
duly sworn, deposes and says that he or she is (Position/Title) Vice President
of (Company Name) Capitol Construction Solutions, Inc.
who is the contractor furnishing General Contractor
work on the building located at 751 Roosevelt Road
owned by CSD RG LLC that the total amount of the contract
including extras

is \$ 1,243,517.59 on which he or she has received payment of

\$ 1,243,517.59 prior to this payment. That all waivers are
(CONTRACT AMOUNT)
(PREVIOUS PAYMENT)

true, correct and genuine and delivered unconditionally and that there is no claim either legal or equitable to defeat the validity of said waivers. That the following are the names of all parties who have furnished material or labor, or both, for said work and all parties having contracts or sub contracts for specific portions of said work or for material entering into the construction thereof and the amount due or to become due to each, and that the items mentioned include all labor and material required to complete said work according to plans and specification:

SUPPLIER INFORMATION & MATERIAL WAIVER

NAME/ADDRESSES	WHAT FOR	CONTRACT PRICE	PREVIOUS PAYMENT	THIS PAYMENT	BALANCE TO BECOME DUE
Capitol Construction Solutions, Inc.	General Contractor	\$1,243,517.59	\$1,243,517.59	\$0.00	\$0.00
TOTAL LABOR AND MATERIAL TO COMPLETE		\$1,243,517.59	\$1,243,517.59	\$0.00	\$0.00

That there are no other contracts for said work outstanding, and that there is nothing due or to become due to any person for material, labor or other work of any kind done or to be done upon or in connection with said work other than above stated

Date 8/13/18

Signature

Subscribed and sworn to before me this

day of

2018

Official Seal
Notary Public - State of Illinois
My Commission Expires Aug 27, 2019

Notary Public

FINAL WAIVER OF LIENSTATE OF ILLINOIS
COUNTY OF DUPAGE

Escrow # 17000032243

Loan #

TO WHOM IT MAY CONCERN:

WHEREAS the undersigned has been employed by

Capitol Construction Solutions, Inc.

to furnish

Site Concrete

for the premises known as

751 Roosevelt Road

of which

CSD RG LLC

is the owner.

The undersigned, for and in consideration of

Six Thousand and 00/100 -----

\$6,000.00

Dollars, and other good and valuable consideration, the receipt whereof is hereby acknowledged, does

hereby waive and release any and all lien or claim of, or right to, lien, under the statutes of the State of Illinois, relating to mechanics' liens, with respect to and on said above-described premises, and the improvements thereon, and on the material, fixtures, apparatus or machinery furnished and on the moneys, funds or other considerations due or to become due from the owner, on account of all labor, services, material, fixtures, apparatus or machinery heretofore furnished, or which may be furnished at any time hereafter, by the undersigned for the above-described premises, INCLUDING EXTRAS.

DATE

April 6, 2018

Company Name

Elliot Construction Corp.

Address

21W171 Hill Ave., Glen Ellyn, IL 60135

SIGNATURE AND TITLE

President

NOTE: All waivers must be for the full amount paid. If waiver is for a corporation, corporate name should be used, corporate seal affixed and title of officer signing waiver should be set forth; if waiver is for a partnership, the partnership name should be used, partner should sign and designate himself as partner.

* EXTRAS INCLUDE BUT ARE NOT LIMITED TO CHANGE ORDERS, BOTH ORAL AND WRITTEN, TO THE CONTRACT.

STATE OF ILLINOIS
COUNTY OF DUPAGE**CONTRACTOR'S AFFIDAVIT**

TO WHOM IT MAY CONCERN:

THE undersigned, being duly sworn, deposes and says that he is

Daniel Hagen, President

of the

Elliot Construction Corporation

who is the contractor for the

Concrete Construction

work on the

building located at

751 Roosevelt Road

owned by

CSD RG LLC

That the total amount of the contract including extras * is \$ 203,584.00 on which he has received payment of \$197,584.00 prior to this payment. That all waivers are true, correct and genuine and delivered unconditionally and that

there is no claim either legal or equitable to defeat the validity of said waivers. That the following are the names of all parties who have furnished material or labor, or both for said work and all parties having contracts or sub contracts for specific portions of said work or for material entering into the construction thereof and the amount due or to become due to each, and that the items mentioned include all labor and material required to complete said work according to plans and specifications:

NAMES	WHAT FOR	CONTRACT PRICE	AMOUNT PAID	THIS PAYMENT	BALANCE DUE
Ozinga Ready Mix Concrete, Inc	Ready Mix Concrete	62,700.00	62,700.00	0.00	0.00
Elliot Construction Corp	Concrete Construction	140,884.00	134,884.00	6,000.00	0.00
TOTAL LABOR AND MATERIAL TO COMPLETE		203,584.00	197,584.00	6,000.00	0.00

That there are no other contracts for said work outstanding, and that there is nothing due or to become due to any person for material, labor or other work of any kind done or to be done upon or in connection with said work other than above stated.

DATE

April 6, 2018

SIGNATURE:

Subscribed and sworn to before me this

6th

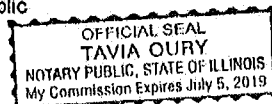
day of

April

, 2018

Notary Public

* EXTRAS INCLUDE BUT ARE NOT LIMITED TO CHANGE ORDERS, BOTH ORAL AND WRITTEN, TO THE CONTRACT.



Construction Final Lien Waiver

State of Illinois }
County Of Kane } ss.

ESCROW # 17000032243

To Whom It May Concern:

WHEREAS the undersigned has been employed by Capitol Construction Solutions, Inc.
to furnish Landscaping
for the premises known as 751 Roosevelt Road
of which CSD RG LLC is the owner.

The undersigned, for and in consideration of NINETEEN THOUSAND SIX HUNDRED DOLLARS AND 00/100

(\$ 19,600.00) Dollars, and other good and valuable consideration, the receipt whereof is hereby acknowledged, do(es) hereby waive and release any and all lien or claim of, or right to, lien, under the statutes of the State of Illinois, relating to mechanics' liens, with respect to and on said above-described premises, and the improvements thereon, and on the material, fixtures, apparatus or machinery furnished, and on the monies, funds or other considerations due or to become due from the owner, on account of labor services, material, fixtures, apparatus or machinery, heretofore furnished, or which may be furnished at any time hereafter, by the undersigned for the above-described premises.

Date 4/4/18Company Name Bricks, Sticks & Stones Landscape ConstructionSignature and Title F. OlmedaAddress P.O. Box 5915 Aurora, IL 60507
President

CONTRACTOR'S AFFIDAVIT

State of Illinois }
County of Kane } ss.

To Whom It May Concern:

The undersigned, (Name) Frank Olmeda being
duly sworn, deposes and says that he or she is (Position/Title) President
of (Company Name) Bricks, Sticks & Stones Landscape Construction
who is the contractor furnishing Landscaping
work on the building located at 751 Roosevelt Road
owned by CSD RG LLC that the total amount of the contract
including extras
is \$ 46,262.50 on which he or she has received payment of

(CONTRACT AMOUNT)
\$ 26,662.50 prior to this payment. That all waivers are
(PREVIOUS PAYMENT)

true, correct and genuine and delivered unconditionally and that there is no claim either legal or equitable to defeat the validity of said waivers. That the following are the names of all parties who have furnished material or labor, or both, for said work and all parties having contracts or sub contracts for specific portions of said work or for material entering into the construction thereof and the amount due or to become due to each, and that the items mentioned include all labor and material required to complete said work according to plans and specification:

SUPPLIER INFORMATION & MATERIAL WAIVER

NAME/ADDRESSES	WHAT FOR	CONTRACT PRICE	PREVIOUS PAYMENT	THIS PAYMENT	BALANCE TO BECOME DUE
Bricks, Sticks & Stones Landscape Construction	Landscaping	\$46,262.50	\$26,662.50	\$19,600.00	\$0.00
TOTAL LABOR AND MATERIAL TO COMPLETE		\$46,262.50	\$26,662.50	\$19,600.00	\$0.00

That there are no other contracts for said work outstanding, and that there is nothing due or to become due to any person for material, labor or other work of any kind done or to be done upon or in connection with said work other than above stated.

Date 4/4/18

SPECIAL SEAL
MARTHA LYNETTE OSTIGUIR
Notary Public, State of Illinois
My Commission Expires Oct 15, 2018

Signature F. OlmedaSubscribed and sworn to before me this 4th day of April, 2018

Martha Lynette Ostiguir
Notary Public

Construction Final Lien Waiver

State of Illinois }
County Of Kane } ss.

ESCROW # 17000032243

To Whom It May Concern:

WHEREAS the undersigned has been employed by Capitol Construction Solutions, Inc.
to furnish Brick Paving
for the premises known as 751 Roosevelt Road
of which CSD RG LLC is the owner.

The undersigned, for and in consideration of TWENTY THOUSAND FOUR HUNDRED DOLLARS AND 00/100

(\$ 20,400.00) Dollars, and other good and valuable consideration, the receipt whereof is hereby acknowledged, do(es) hereby waive and release any and all lien or claim of, or right to, lien, under the statutes of the State of Illinois, relating to mechanics' liens, with respect to and on said above-described premises, and the improvements thereon, and on the material, fixtures, apparatus or machinery furnished, and on the monies, funds or other considerations due or to become due from the owner, on account of labor services, material, fixtures, apparatus or machinery, heretofore furnished, or which may be furnished at any time hereafter, by the undersigned for the above-described premises.

Date 4/4/18Company Name Bricks, Sticks & Stones Landscape Construction

Signature and Title F. Olmeda Address P.O. Box 5915 Aurora, IL 60507
President

CONTRACTOR'S AFFIDAVIT

State of Illinois }
County of Kane } ss.

To Whom It May Concern:

The undersigned, (Name) Frank Olmeda being
duly sworn, deposes and says that he or she is (Position/Title) President
of (Company Name) Bricks, Sticks & Stones Landscape Construction
who is the contractor furnishing Brick Paving
work on the building located at 751 Roosevelt Road
owned by CSD RG LLC that the total amount of the contract
including extras
is \$ 28,500.00 on which he or she has received payment of

(CONTRACT AMOUNT)
\$ 8,100.00 prior to this payment. That all waivers are
(PREVIOUS PAYMENT)

true, correct and genuine and delivered unconditionally and that there is no claim either legal or equitable to defeat the validity of said waivers. That the following are the names of all parties who have furnished material or labor, or both, for said work and all parties having contracts or sub contracts for specific portions of said work or for material entering into the construction thereof and the amount due or to become due to each, and that the items mentioned include all labor and material required to complete said work according to plans and specification:

SUPPLIER INFORMATION & MATERIAL WAIVER

NAME/ADDRESSES	WHAT FOR	CONTRACT PRICE	PREVIOUS PAYMENT	THIS PAYMENT	BALANCE TO BECOME DUE
Bricks, Sticks & Stones Landscape Construction	Brick Paving	\$28,500.00	\$8,100.00	\$20,400.00	\$0.00
TOTAL LABOR AND MATERIAL TO COMPLETE		\$28,500.00	\$8,100.00	\$20,400.00	\$0.00

That there are no other contracts for said work outstanding, and that there is nothing due or to become due to any person for material, labor or other work of any kind done or to be done upon or in connection with said work other than above stated.

Date 4/4/18 Signature F. Olmeda
Subscribed and sworn to before me this 4th day of April, 2018

MARTHA LYNETTE OSTIGUIN
Notary Public - State of Illinois
My Commission Expires Oct 15, 2018
Construction Final Lien Waiver

Martha Lynette Ostiguin
Notary Public

Construction Final Lien Waiver

State of Illinois }
County Of Kane } ss.

ESCROW # 17000032243

To Whom It May Concern:

WHEREAS the undersigned has been employed by Capitol Construction Solutions, Inc.
to furnish Fence Board on Board
for the premises known as 751 Roosevelt Road
of which CSD RG LLC is the owner.

The undersigned, for and in consideration of TWO THOUSAND FOUR HUNDRED DOLLARS AND 00/100
(\$ 2,400.00) Dollars, and other good and valuable consideration, the receipt whereof is hereby acknowledged,
do(es) hereby waive and release any and all lien or claim of, or right to, lien, under the statutes of the State of Illinois, relating
to mechanics' liens, with respect to and on said above-described premises, and the improvements thereon, and on the material,
fixtures, apparatus or machinery furnished, and on the monies, funds or other considerations due or to become due from the
owner, on account of labor services, material, fixtures, apparatus or machinery, heretofore furnished, or which may be
furnished at any time hereafter, by the undersigned for the above-described premises.

Date 4/4/18Company Name Bricks, Sticks & Stones Landscape Construction

Signature and Title F. Olmeda Address P.O Box 5915 Aurora, IL 60507
President

CONTRACTOR'S AFFIDAVIT

State of Illinois }
County of Kane } ss.

To Whom It May Concern:

The undersigned, (Name) Frank Olmeda being
duly sworn, deposes and says that he or she is (Position/Title) President
of (Company Name) Bricks, Sticks & Stones Landscape Construction
who is the contractor furnishing Fence Board on Board
work on the building located at 751 Roosevelt Road
owned by CSD RG LLC that the total amount of the contract
including extras
is \$ 10,500.00 on which he or she has received payment of
\$ 8,100.00 (CONTRACT AMOUNT).
(PREVIOUS PAYMENT)

true, correct and genuine and delivered unconditionally and that there is no claim either legal or equitable to defeat the
validity of said waivers. That the following are the names of all parties who have furnished material or labor, or both, for said
work and all parties having contracts or sub contracts for specific portions of said work or for material entering into the
construction thereof and the amount due or to become due to each, and that the items mentioned include all labor and material
required to complete said work according to plans and specification:

SUPPLIER INFORMATION & MATERIAL WAIVER

NAME/ADDRESSES	WHAT FOR	CONTRACT PRICE	PREVIOUS PAYMENT	THIS PAYMENT	BALANCE TO BECOME DUE
Bricks, Sticks & Stones Landscape Construction	Fence Board on Board	\$10,500.00	\$8,100.00	\$2,400.00	\$0.00
TOTAL LABOR AND MATERIAL TO COMPLETE		\$10,500.00	\$8,100.00	\$2,400.00	\$0.00

That there are no other contracts for said work outstanding, and that there is nothing due or to become due to any person for material, labor or other work of any kind done or to be done upon or in connection with said work other than above stated.

Date 4/4/18Signature F. Olmeda

Subscribed and sworn to before me this 4th day of April, 2018

MARTHA LYNETTE OSTIGUIN
Notary Public - State of Illinois
My Commission Expires Oct 15, 2018

Notary Public

Construction Final Lien Waiver

(Recorder's use only)

**PREPARED BY AND AFTER RECORDING RETURN TO:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, ILLINOIS 60137**

GRANT OF PERMANENT EASEMENT AGREEMENT

THIS GRANT OF PERMANENT EASEMENT AGREEMENT (this “Agreement”) is made by and between CSD RG LLC, an Illinois limited liability company (“CSD”), and the Village of Glen Ellyn, an Illinois home rule municipal corporation (the “Village”).

For and in consideration of the sum of Ten Dollars (\$10.00) and any other good and valuable consideration, receipt of which is hereby acknowledged, subject to the provisions contained in this Agreement, and in consideration of the mutual covenants and agreements set forth herein, CSD grants the Village a permanent, non-exclusive easement as follows:

Section 1. Background. CSD is the owner of certain real estate situated at 739-799 Roosevelt Road, Glen Ellyn, Illinois, County of DuPage, State of Illinois, which real estate is legally described in Exhibit A (the “Subject Property”). CSD and the Village have determined that it is in their respective best interests to enter into this Agreement.

Section 2. Grant of Permanent Easement. Subject to the provisions contained in this Agreement, CSD hereby grants and conveys a permanent non-exclusive easement to the Village and to its successors and assigns, under that portion of the Subject Property depicted and identified as Watermain Easement (the “Easement Premises”) in the Easement Exhibit document attached

and incorporated into this Agreement as Exhibit B for the purpose of inspecting, operating, removing, repairing, replacing, cleaning, and maintaining an underground water main (the “Water Main”) and any underground appurtenances thereto (the “Facilities”) together with all reasonable rights of ingress and egress upon the Subject Property necessary for the exercise of the rights granted herein.

Section 3. Use of Easement Premises. The Village shall use the Easement Premises in accordance with applicable federal, state, and local laws, statutes, requirements, and regulations promulgated or enforced by any governmental or quasi-governmental body or official administrative body (collectively “Applicable Laws”). The easement granted by this Agreement shall be used and enjoyed by the Village in a manner that does not interfere unreasonably with, obstruct, or delay the conduct and operations of the businesses of CSD or its tenants at any time conducted on the Subject Property or any property adjacent to the Subject Property and owned by CSD, including, without limitation, access to and from such businesses and the receipt or delivery of materials or products in connection with such businesses.

Section 4. Maintenance and Operation of Water Main and Facilities.

The Village shall, at its sole cost and expense, maintain and operate the Water Main and the Facilities in accordance with all Applicable Laws. The Water Main and the Facilities shall be maintained at least four (4) feet, but no deeper than ten (10) feet, below the ground level or surface of the Easement Premises. The Village shall cause the maintenance and operation of the Facilities to be performed in compliance with any existing environmental regulations and restrictions affecting the Subject Property.

Section 5. Access. Except in the event of an emergency, the Village shall provide CSD with at least seven (7) calendar days prior written notice of the dates and times it intends to perform

any work associated with this Agreement. In addition, the Village shall be responsible for (i) ensuring that any work it conducts associated with this Agreement does not unreasonably infringe on or interrupt CSD and/or its tenants' activities without reasonable accommodations made by the Village and (ii) taking all appropriate safety measures to ensure that CSD, its tenants, customers, and other users are not at an increased risk for injury as a result of any work associated with the easement granted by this Agreement.

Section 6. Water Main Repairs and Restoration of Subject Property. Following the exercise by the Village of any easement rights granted by this Agreement, the Village shall, at the Village's expense, promptly repair and restore the Subject Property, including the Easement Premises and the Water Main, to the same condition as existed immediately prior to the existence of such rights and in compliance with all Applicable Laws.

Section 7. Reserved Right. CSD retains the right to use the Easement Premises in any manner that will not prevent or unreasonably interfere in any way with the exercise by the Village of the rights granted in this Agreement; provided, however that CSD shall not cause any improvements or obstructions to be constructed or otherwise placed on the Easement Premises that would unreasonably impair the exercise by the Village of the rights granted in this Agreement without the express prior written consent of the Village.

Section 8. Additional Easements. CSD shall have the right to grant other non-exclusive easements over, along, under, across or upon the Easement Premises; provided, however, that any such other easements shall be subject to this Agreement granted hereby; and provided that such other easements will not unreasonably impair the exercise by the Village of the rights granted in this Agreement without the express prior written consent of the Village.

Section 9. Covenants Running with the Land. The easements and rights granted in this

Agreement, the restrictions imposed by this Agreement, and the agreements and covenants contained in this Agreement shall be easements, rights, restrictions, agreements and covenants running with the land, shall be recorded against the Easement Premises and shall be binding upon and inure to the benefit of CSD and the Village and their respective successors, and assigns, including, without limitation, all subsequent owners of the Subject Property, or any portion thereof, and all persons claiming under them. If any of the easements, rights, restrictions, agreements, or covenants created by this Agreement would otherwise be unlawful or void for violation of (a) the rule against perpetuities or some analogous statutory provision, (b) the rule restricting restraints on alienation, or (c) any other statutory or common law rules imposing time limits, then such easements, rights, restrictions, agreements or covenants shall continue only until 21 years after the death of the last survivor of the current Governor of the State of Illinois.

Section 10. Assignment of Rights. The Village may not assign its rights under this Agreement. CSD agrees that the Village may delegate its duties under this Agreement to any person or entity: (a) who is reasonably competent to assume the obligations imposed herein; and (b) who makes adequate assurances to the Owner that any activity performed pursuant to delegation shall be conducted in a good and workmanlike manner and in accordance with all Applicable Laws.

Section 11. Indemnity. The Village shall hold harmless, release, defend (with counsel acceptable to CSD), and indemnify CSD and its members, managers, officers, officials, employees, agents, tenants, invitees, and lenders, and each of their respective successors and assigns (collectively "CSD Indemnitees"), from all claims, causes of action, suits, damages, injuries to property and persons (including loss of life), demands, liabilities, losses, liens, penalties, fines, interest, costs and expenses (including, without limitation, reasonable attorneys'

fees and litigation costs incurred by CSD Indemnitees in connection therewith) (collectively, “Claims”), which are in any manner related to the Village's and its officials, employees, contractors, subcontractors, agents, successors, or assigns, acts, negligence, or omissions related to the easement granted by this Agreement, the presence upon or use of the Subject Property including the Easement Parcel, the work associated with the easement granted in this Agreement, or breach of this Agreement. The obligations set forth in this Section 11 shall survive the termination of this Agreement and the expiration or release of this Agreement.

Section 12. Release of Liability. None of the CSD Indemnitees shall have any responsibility for the safety of the Village during any access to or work performed at the Subject Property by or on behalf of the Village, and the Village and all parties performing work on behalf of the Village release, waive, and discharge the CSD Indemnitees from any Claims arising therefrom, except to the extent arising out of the gross negligence or willful misconduct of any of the CSD Indemnitees. This release, waiver, and discharge of liability includes any Claims that the Village and all parties performing work on behalf of the Village may have against the CSD Indemnitees arising from: (a) the physical condition of the Subject Property, including, the Easement Parcel, (b) the failure of the Subject Property, including, the Easement Parcel, to comply with any Applicable Laws, (c) the presence of the Village or any of its employees, contractors, subcontractors, or invitees on the Subject Property, including, without limitation, the Easement Parcel, (d) the Village's (including its employees', contractors', subcontractors', and invitees') exercise of the rights granted in this Agreement, or (e) any default by the Village (including its employees, contractors, subcontractors, and invitees) under this Agreement. The Village specifically acknowledges that CSD has made no representation or warranty of any kind or character in respect to the condition of the Subject Property, including, the Easement Parcel, or the

use which may be made thereof, and CSD specifically disclaims any and all such representations and warranties, either express or implied. This release shall survive the expiration or earlier termination of this Agreement.

Section 13. Insurance. During the term of this Agreement, the Village, at its sole cost and expense, and for the benefit of CSD, shall carry and maintain the following insurance:

- a. Comprehensive general liability and property damage insurance, insuring against all liability of the Village related to this Agreement, with a minimum combined single limit of One Million Dollars (\$1,000,000.00) per occurrence and Three Million Dollars (\$3,000,000) general aggregate;
- b. Automobile liability Insurance with a combined single limit of One Million Dollars (\$1,000,000);
- c. Workers' Compensation Insurance covering all costs, statutory benefits, and liabilities under State Workers' Compensation and similar laws for the Village's respective employees and if the Village will be on the District's premises the Workers' Compensation Insurance must provide an alternative employer endorsement; and
- d. Umbrella liability insurance with a minimum combined single limit of Three Million dollars (\$3,000,000.00) per occurrence and Three Million Dollars (\$3,000,000) general aggregate.

All insurers shall be licensed by the State of Illinois and rated A-VII or better by A.M. Best or comparable rating service. The comprehensive general liability, property damage, auto liability, and umbrella liability insurance policy shall name each of the CSD Indemnitees as an additional insured on a primary noncontributory basis with a waiver of subrogation in favor of the CSD Indemnitees (the waiver of subrogation shall also apply to the workers' compensation insurance).

The Village shall provide CSD with certificates of insurance and copies of the additional insured endorsements and/or copies of policies reasonably acceptable to CSD evidencing the existence of the coverage described above, including form and deductibles. All policies of insurance shall provide by endorsement that no coverage may be canceled, terminated, or reduced by the insuring company without the insuring company having first given at least 30 days prior written notice to the District by certified mail, return receipt requested.

Section 14. No Lien. The Village shall not permit any lien to stand against the Subject Property related to the easement granted in this Agreement or any improvements thereon for any labor or materials in connection with work performed under this Agreement. In the event of any such lien attaching to the Subject Property or any improvements thereon, the Village shall immediately have such lien released and, if the Village fails to do so, in addition to any other right or remedy of CSD, CSD may discharge the lien by paying the amount claimed to be due, and the amount CSD pays and all actual out-of-pocket costs and expenses, including reasonable attorneys' fees, CSD incurs in procuring the discharge of the lien shall be due and payable on demand by the Village to CSD.

Section 15. No Third Party Beneficiaries. No claim as a third party beneficiary under this Agreement by any person shall be made, or be valid, against CSD or the Village.

Section 16. Entire Agreement; Amendment. This Agreement contains the complete understanding and agreement of the parties with respect to all matters referred to in this Agreement, and all prior representations, negotiations, and understandings are superseded by this Agreement. This Agreement may be modified, amended, or annulled only by the written agreement of CSD and the Village.

Section 17. Exhibits. Exhibits A, B-1, and B-2 attached to this Agreement are incorporated

herein and made a part hereof by this reference.

Section 18. Effective Date. This Agreement shall be deemed dated and become effective on the date the last of the parties signs as set forth below the signature of their duly authorized representatives.

Section 19. No Implied Easement. No easements, except those expressly set forth in this Agreement, shall be implied by this Agreement.

Section 20. Time of Essence. Time is of the essence of this Agreement.

Section 21. Relocation. CSD shall have the right at any time, and from time to time, upon at least 10 business days prior written notice to the Village, to relocate or reconfigure, at its expense, the Easement Premises and the Watermain and the Facilities to another part of the Subject Property, provided that any proposed relocation or reconfiguration shall not cause any unreasonable interference with or material interruption in, or any material adverse effect to, the Village's operations. CSD shall be under no obligation to conduct upgrades, repairs, or deferred maintenance in its relocation or reconfiguration efforts under this Section 21. If CSD relocates or reconfigures the Easement Premises in accordance with this Section 21, CSD shall grant a new easement over the new easement area, the Village shall release the existing easement by recording a release in the appropriate governmental office, and CSD shall have the right to replace the depiction of the Easement Premises and the legal description provided in Exhibits B-1 and B-2, respectively, with a revised depiction for the relocated easement and a revised legal description.

Section 22. No Agency. Nothing in this Agreement shall be deemed or construed by either party or by any third person to create the relationship of principal and agent or of limited or general partners or of joint venturers or of any other association between the parties.

Section 23. Notices. All notices, demands, deliveries and communications under this Agreement shall be delivered or sent by: (a) first class, registered or certified mail, postage prepaid, return receipt requested, (b) nationally recognized overnight carrier, or (c) facsimile or email transmission during normal business hours with a copy by first class mail, in each case addressed to the parties at the addresses designated below or to such other address as either party may designate by written notice pursuant to this Section 23. Notices shall be deemed given three (3) business days after being mailed, one (1) business day after delivery to the overnight carrier, or on the day of the transmission of the facsimile so long as it is received in its entirety by 5:00 p.m. (central standard time) on that day and a copy is sent by first class mail and is post-marked the same date as the facsimile or email is transmitted.

To the Village:	Village of Glen Ellyn Public Works Department 30 South Lambert Road Glen Ellyn, Illinois 60137 Attention: Rich Daubert Facsimile: (630) 469-3128 Email: rdaubert@glenellyn.org
To CSD:	c/o Clark Street Real Estate LLC 980 N. Michigan Avenue, Suite 1280 Chicago, Illinois 60611 Attention: James M. Kurtzweil Facsimile: (312) 377-9101 Email: jkurtzweil@clarkstreet.com

Section 24. Effect of Transfer of Subject Property. The term "CSD" as used in this Agreement means only the owner or owners at the time being of the Subject Property, so that in the event of any assignment, transfer, conveyance or sale, once or successively, all of the right, title and interest of CSD in and to the Subject Property, CSD shall be entirely freed and relieved of all covenants and obligations hereunder accruing after the date of such assignment, transfer,

conveyance or sale, and the Village shall look solely to the assignee, transferee or purchaser with respect thereto.

Section 25. No Express or Implied Warranties. CSD grants the easement provided in this Agreement in "AS-IS" condition, without any warranty whatsoever, either express or implied, as to title to the Subject Property or suitability of the Easement Parcel for the Village's permitted use, or for any other matter. The Easement Parcel is, in all respects, expressly subject to all easements, restrictions, rights-of-way, conditions, encumbrances, exceptions, reservations, and covenants of any nature which are of record as of the date of this Agreement.

Section 26. Hazardous Materials. The Village (including its employees, contractors, subcontractors, and invitees) shall not place, use, release, store or cause to be placed or used or stored any fuel, explosive, or flammable materials or other Hazardous Materials on or under the Subject Property. The term "Hazardous Materials" shall mean all chemicals, materials, substances, and items in any form that because of their physical, chemical or other characteristics may pose a risk of endangering human health or safety or of degrading the environment and are regulated under any Applicable Law.

Section 27. Authority. Each party represents and warrants to the other party that: (i) it has the full right, power, legal capacity and authority to execute, deliver and perform this Agreement on behalf of the Village or CSD, as the case may be; (ii) all consents required as a condition to the executing party's authority to execute, deliver and perform this Agreement have been obtained, and (iii) this Agreement and any documents to be executed pursuant to this Agreement by it are and shall be binding upon and enforceable against it in accordance with their respective terms.

Section 28. Miscellaneous. This Agreement shall be governed by, and construed in accordance with the laws of the State of Illinois. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

(Signatures appear on following page.)

IN WITNESS WHEREOF, the parties have signed and executed this Agreement
on this _____ date of _____, 2019.

Village of Glen Ellyn

CSD RG LLC

Village President, Diane McGinley

Village Clerk

Date

Date

STATE OF ILLINOIS)
)SS
 COUNTY OF DUPAGE)

I, the undersigned, a Notary Public, in and for said County, in the State aforesaid, do hereby certify that Diane McGinley, President and John Chereskin, Village Clerk of the Village of Glen Ellyn, Illinois, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their free and voluntary act for the uses and purposes herein set forth.

Given under my hand an official seal, this _____ day of _____, 2019.

AFFIX SEAL

 Notary Public

My Commission Expires: _____

STATE OF ILLINOIS)
)SS
 COUNTY OF DUPAGE)

I, the undersigned, a Notary Public, in and for said County, in the State aforesaid, do hereby certify that _____, a manager of CSD RG LLC, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their free and voluntary act for the uses and purposes herein set forth.

Given under my hand an official seal, this _____ day of _____, 2019.

AFFIX SEAL

 Notary Public

My Commission Expires: _____

CONSENT OF MORTGAGEE

_____, holder of a Mortgage, Security Agreement, Assignment of Rents and Leases and Fixture Filing dated _____ and recorded with the Recorder of Deeds in _____ County, Illinois on _____, as Document No. _____ (as amended and partially released, the "Mortgage"), covering the Subject Property, consents to the execution and recording of the Agreement and agrees that the Mortgage is subject and subordinate to the Agreement.

Date: _____, 2019

By: _____

Name: _____

Title: _____

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, the undersigned, a Notary Public, in and for the County and State aforesaid, DO HEREBY CERTIFY that _____, personally known to me to be the _____ of _____, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such manager, s/he signed and delivered the said instrument as his/her free and voluntary act, and as the free and voluntary act and deed of said [corporation], for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this ____ day of _____, 2019.

[SEAL]

Notary Public

Exhibit A
Subject Property

LOTS 1-7 IN ROOSEVELT/NICOLL PLAT OF SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 18, 2017 AS DOCUMENT R2017-085034, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.'s

05-23-202-035

05-23-202-036

05-23-202-037

05-23-202-038

05-23-202-039

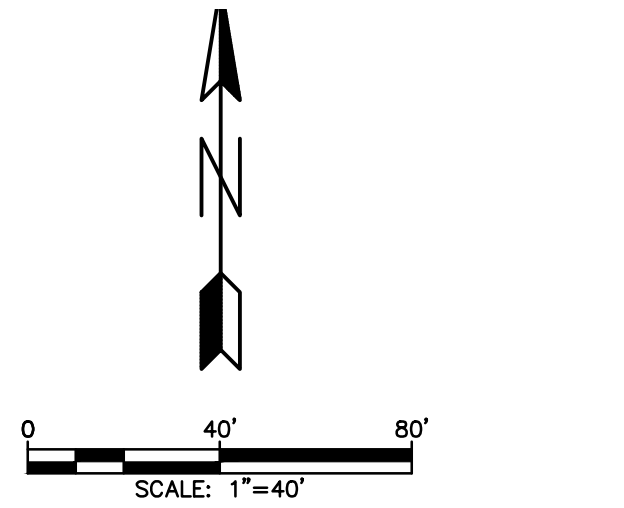
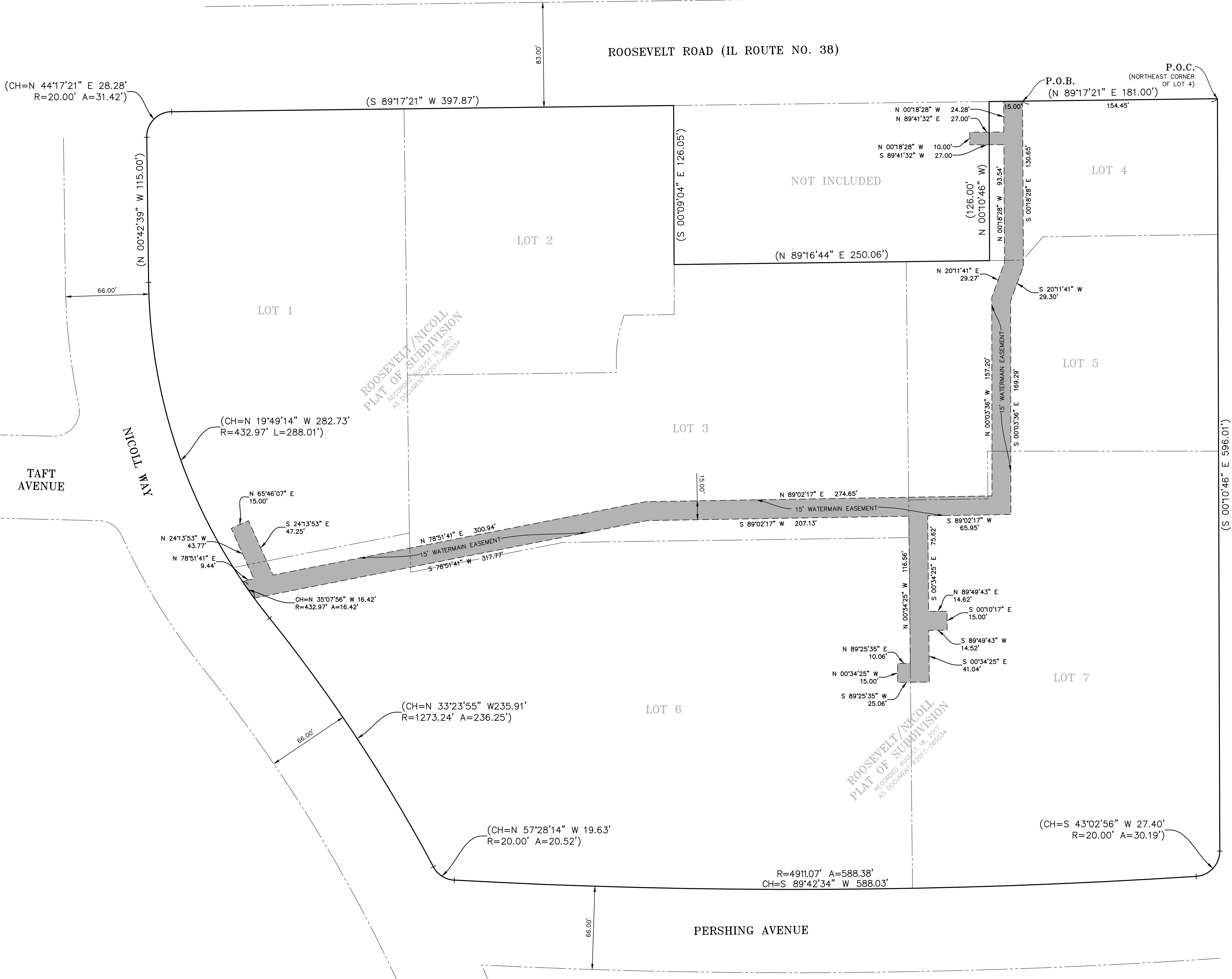
05-23-202-040

05-23-202-041

Exhibit B-1
Easement Exhibit – See Attached Document

EASEMENT EXHIBIT

EXHIBIT B



- LEGEND
- = EX. PROPERTY LINE
 - - - = EX. LOT LINE
 - - - = EX. EASEMENT LINE
 - = PROPOSED WATERMAIN EASEMENT

- ABBREVIATIONS
- | | |
|----------|-----------------------|
| A | ARC LENGTH |
| CH | CHORD |
| CONC. | CONCRETE |
| E | EAST |
| FIP | FOUND IRON PIPE |
| FIR | FOUND IRON ROD |
| N | NORTH |
| P.O.B. | POINT OF BEGINNING |
| P.O.C. | POINT OF COMMENCING |
| R | RADIUS |
| R.O.W. | RIGHT OF WAY |
| S | SOUTH |
| W | WEST |
| B.S.L. | BUILDING SETBACK LINE |
| DOC. | DOCUMENT |
| (XXX.XX) | RECORD INFORMATION |
| XXX.XX | MEASURED INFORMATION |

PROPERTY DESCRIPTION:

LOTS 1-7 IN ROOSEVELT NICOLL PLAT OF SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 18, 2017 AS DOCUMENT R2017-085034, IN DUPAGE COUNTY, ILLINOIS.

WATERMAIN EASEMENT DESCRIPTION:

THAT PART OF LOT 1 AND LOTS 3-7 INCLUSIVE IN ROOSEVELT NICOLL PLAT OF SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 18, 2017 AS DOCUMENT R2017-085034, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF LOT 4; THENCE SOUTH 89 DEGREES 17 MINUTES 21 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 4, A DISTANCE OF 154.45 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 18 MINUTES 28 SECONDS EAST, A DISTANCE OF 130.65 FEET; THENCE SOUTH 20 DEGREES 11 MINUTES 41 SECONDS WEST, A DISTANCE OF 29.30 FEET; THENCE SOUTH 00 DEGREES 03 MINUTES 36 SECONDS EAST, A DISTANCE OF 169.29 FEET; THENCE SOUTH 89 DEGREES 02 MINUTES 17 SECONDS WEST, A DISTANCE OF 65.95 FEET; THENCE SOUTH 00 DEGREES 34 MINUTES 25 SECONDS EAST, A DISTANCE OF 75.62 FEET; THENCE NORTH 89 DEGREES 49 MINUTES 43 SECONDS EAST, A DISTANCE OF 14.62 FEET; THENCE SOUTH 00 DEGREES 10 MINUTES 17 SECONDS EAST, A DISTANCE OF 15.00 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 43 SECONDS WEST, A DISTANCE OF 14.52 FEET; THENCE SOUTH 00 DEGREES 34 MINUTES 25 SECONDS EAST, A DISTANCE OF 41.04 FEET; THENCE SOUTH 89 DEGREES 25 MINUTES 35 SECONDS WEST, A DISTANCE OF 25.06 FEET; THENCE NORTH 00 DEGREES 34 MINUTES 25 SECONDS WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 89 DEGREES 25 MINUTES 35 SECONDS EAST, A DISTANCE OF 10.06 FEET; THENCE NORTH 00 DEGREES 34 MINUTES 25 SECONDS WEST, A DISTANCE OF 116.56 FEET; THENCE SOUTH 89 DEGREES 02 MINUTES 17 SECONDS WEST, A DISTANCE OF 207.13 FEET; THENCE SOUTH 78 DEGREES 51 MINUTES 41 SECONDS WEST, A DISTANCE OF 317.77 FEET TO A POINT ON THE WEST LINE OF LOT 6; THENCE 16.42 FEET NORTHWESTERLY ALONG SAID WEST LINE ON A CURVE TO THE RIGHT, HAVING A RADIUS OF 432.97 FEET, THE CHORD OF SAID CURVE BEARS NORTH 35 DEGREES 07 MINUTES 56 SECONDS WEST, A DISTANCE OF 16.42 FEET; THENCE NORTH 78 DEGREES 51 MINUTES 41 SECONDS EAST, A DISTANCE OF 9.44 FEET; THENCE NORTH 24 DEGREES 13 MINUTES 53 SECONDS WEST, A DISTANCE OF 43.77 FEET; THENCE NORTH 65 DEGREES 46 MINUTES 07 SECONDS EAST, A DISTANCE OF 15.00 FEET; THENCE SOUTH 24 DEGREES 13 MINUTES 53 SECONDS EAST, A DISTANCE OF 47.25 FEET; THENCE NORTH 78 DEGREES 51 MINUTES 41 SECONDS EAST, A DISTANCE OF 300.94 FEET; THENCE NORTH 89 DEGREES 02 MINUTES 17 SECONDS EAST, A DISTANCE OF 274.65 FEET; THENCE NORTH 00 DEGREES 03 MINUTES 36 SECONDS WEST, A DISTANCE OF 157.20 FEET; THENCE NORTH 20 DEGREES 11 MINUTES 41 SECONDS EAST, A DISTANCE OF 29.27 FEET; THENCE NORTH 00 DEGREES 18 MINUTES 28 SECONDS WEST, A DISTANCE OF 93.54 FEET; THENCE SOUTH 89 DEGREES 41 MINUTES 32 SECONDS WEST, A DISTANCE OF 27.00 FEET; THENCE NORTH 00 DEGREES 18 MINUTES 28 SECONDS WEST, A DISTANCE OF 10.00 FEET; THENCE NORTH 89 DEGREES 41 MINUTES 32 SECONDS EAST, A DISTANCE OF 27.00 FEET; THENCE NORTH 00 DEGREES 18 MINUTES 28 SECONDS WEST, A DISTANCE OF 24.28 FEET; THENCE NORTH 89 DEGREES 17 MINUTES 21 SECONDS EAST, A DISTANCE OF 15.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

GENERAL NOTES

- THE BEARINGS SHOWN HEREON ARE BASED ON ROOSEVELT/NICOLL PLAT OF SUBDIVISION RECORDED AUGUST 18, 2017 AS DOCUMENT R2017-08534.
- ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
- THIS IS NOT A BOUNDARY SURVEY. THE REPRESENTATION OF PARCELS DEPICTED HEREON ARE SOLELY BASED UPON EXISTING PLATS AND DOCUMENTS OF RECORD.

REVISIONS:					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRAWN BY: CNB
CHECKED BY: TBM
APPROVED BY: TBM



35701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
PHONE (630) 393-3060
FAX (630) 393-2152

10 S. RIVERSIDE PLAZA , SUITE 875
CHICAGO, ILLINOIS 60606
PHONE (312) 474-7841
FAX (312) 474-6099

2416 GALEN DRIVE
CHAMPAIGN, ILLINOIS 61821
PHONE (217) 351-6268
FAX (217) 355-1902

VILLAGE OF GLEN ELLYN

TITLE:

EASEMENT EXHIBIT

SCALE:	1"=40'
DATE:	09-18-18
JOB NO:	170308
SHEET	1 OF 1

H:\GlenEllyn\70308-00 Roosevelt Road Water Main Improvements\CAD\70308 REVISED Watermain Easement Exhibit.dwg Updated by: cbacan 9/18/2018

(Recorder's use only)

**PREPARED BY AND AFTER RECORDING RETURN TO:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, ILLINOIS 60137**

GRANT OF PERMANENT EASEMENT AGREEMENT

THIS GRANT OF PERMANENT EASEMENT AGREEMENT (this “Agreement”) is made by and between CSD RG LLC, an Illinois limited liability company (“CSD”), and the Village of Glen Ellyn, an Illinois home rule municipal corporation (the “Village”).

For and in consideration of the sum of Ten Dollars (\$10.00) and any other good and valuable consideration, receipt of which is hereby acknowledged, subject to the provisions contained in this Agreement, and in consideration of the mutual covenants and agreements set forth herein, CSD grants the Village a permanent, non-exclusive easement as follows:

Section 1. Background. CSD is the owner of certain real estate situated at 739-799 Roosevelt Road, Glen Ellyn, Illinois, County of DuPage, State of Illinois, which real estate is legally described in Exhibit A (the “Subject Property”). CSD and the Village have determined that it is in their respective best interests to enter into this Agreement.

Section 2. Grant of Permanent Easement. Subject to the provisions contained in this Agreement, CSD hereby grants and conveys a permanent non-exclusive easement to the Village and to its successors and assigns, upon that portion of the Subject Property depicted and identified as Sidewalk Easement (the “Easement Premises”) in the Easement Exhibit document attached and

incorporated into this Agreement as Exhibit B for the purpose of (a) inspecting, operating, removing, repairing, replacing, cleaning, and maintaining a public sidewalk (the “Sidewalk”) and any appurtenances thereto and (b) public pedestrian ingress and egress upon the Sidewalk.

Section 3. Use of Easement Premises. The Village shall use the Easement Premises in accordance with applicable federal, state, and local laws, statutes, requirements, and regulations promulgated or enforced by any governmental or quasi-governmental body or official administrative body (collectively “Applicable Laws”). The easement granted by this Agreement shall be used and enjoyed by the Village in a manner that does not interfere unreasonably with, obstruct, or delay the conduct and operations of the businesses of CSD or its tenants at any time conducted on the Subject Property or any property adjacent to the Subject Property and owned by CSD, including, without limitation, access to and from such businesses and the receipt or delivery of materials or products in connection with such businesses.

Section 4. Construction and Maintenance of Sidewalk.

The Village shall, at its sole cost and expense, maintain the Sidewalk in accordance with all Applicable Laws. The Village shall cause the maintenance of the Sidewalk to be performed in compliance with any existing environmental regulations and restrictions affecting the Subject Property.

Section 5. Access. Except in the event of an emergency, the Village shall provide CSD with at least seven (7) calendar days prior written notice of the dates and times it intends to perform any work associated with this Agreement. In addition, the Village shall be responsible for (i) ensuring that any work it conducts associated with this Agreement does not unreasonably infringe on or interrupt CSD and/or its tenants’ activities without reasonable accommodations made by the

Village and (ii) taking all appropriate safety measures to ensure that CSD, its tenants, customers, and other users are not at an increased risk for injury as a result of any work associated with the easement granted by this Agreement.

Section 6. Sidewalk Repairs and Restoration of Subject Property. Following the exercise by the Village of any easement rights granted by this Agreement, the Village shall, at the Village's expense, promptly repair and restore the Subject Property, including the Easement Premises and the Sidewalk, to the same condition as existed immediately prior to the existence of such rights and in compliance with all Applicable Laws.

Section 7. Reserved Right. CSD retains the right to use the Easement Premises in any manner that will not prevent or unreasonably interfere in any way with the exercise by the Village of the rights granted in this Agreement; provided, however that CSD shall not cause any improvements or obstructions to be constructed or otherwise placed on the Easement Premises that would unreasonably impair the exercise by the Village of the rights granted in this Agreement without the express prior written consent of the Village.

Section 8. Additional Easements. CSD shall have the right to grant other non-exclusive easements over, along, under, across or upon the Easement Premises; provided, however, that any such other easements shall be subject to this Agreement granted hereby; and provided that such other easements will not unreasonably impair the exercise by the Village of the rights granted in this Agreement without the express prior written consent of the Village.

Section 9. Covenants Running with the Land. The easements and rights granted in this Agreement, the restrictions imposed by this Agreement, and the agreements and covenants contained in this Agreement shall be easements, rights, restrictions, agreements and covenants

running with the land, shall be recorded against the Easement Premises and shall be binding upon and inure to the benefit of CSD and the Village and their respective successors and assigns, including, without limitation, all subsequent owners of the Subject Property, or any portion thereof, and all persons claiming under them. If any of the easements, rights, restrictions, agreements, or covenants created by this Agreement would otherwise be unlawful or void for violation of (a) the rule against perpetuities or some analogous statutory provision, (b) the rule restricting restraints on alienation, or (c) any other statutory or common law rules imposing time limits, then such easements, rights, restrictions, agreements or covenants shall continue only until 21years after the death of the last survivor of the current Governor of the State of Illinois.

Section 10. Assignment of Rights. The Village may not assign its rights under this Agreement. CSD agrees that the Village may delegate its duties under this Agreement to any person or entity: (a) who is reasonably competent to assume the obligations imposed herein; and (b) who makes adequate assurances to the Owner that any activity performed pursuant to delegation shall be conducted in a good and workmanlike manner and in accordance with all Applicable Laws.

Section 11. Indemnity. The Village shall hold harmless, release, defend (with counsel acceptable to CSD), and indemnify CSD and its members, managers, officers, officials, employees, agents, tenants, invitees, and lenders, and each of their respective successors and assigns (collectively "CSD Indemnitees"), from all claims, causes of action, suits, damages, injuries to property and persons (including loss of life), demands, liabilities, losses, liens, penalties, fines, interest, costs and expenses (including, without limitation, reasonable attorneys' fees and litigation costs incurred by CSD Indemnitees in connection therewith) (collectively,

“Claims”), which are in any manner related to the Village's and its officials, employees, contractors, subcontractors, agents, successors, or assigns, acts, negligence, or omissions related to the easement granted by this Agreement, the presence upon or use of the Subject Property including the Easement Parcel, the work associated with the easement granted in this Agreement, or breach of this Agreement. The obligations set forth in this Section 11 shall survive the termination of this Agreement and the expiration or release of this Agreement.

Section 12. Release of Liability. None of the CSD Indemnitees shall have any responsibility for the safety of the Village during any access to or work performed at the Subject Property by on behalf of the Village, and the Village and all parties performing work on behalf of the Village release, waive, and discharge the CSD Indemnitees from any Claims arising therefrom, except to the extent arising out of the gross negligence or willful misconduct of any of the CSD Indemnitees. This release, waiver, and discharge of liability includes any Claims that the Village and all parties performing work on behalf of the Village may have against the CSD Indemnitees arising from: (a) the physical condition of the Subject Property, including, the Easement Parcel, (b) the failure of the Subject Property, including, the Easement Parcel, to comply with any Applicable Laws, (c) the presence of the Village or any of its employees, contractors, subcontractors, or invitees on the Subject Property, including, without limitation, the Easement Parcel, (d) the Village's (including its employees', contractors', subcontractors', and invitees') exercise of the rights granted in this Agreement, or (e) any default by the Village (including its employees, contractors, subcontractors, and invitees) under this Agreement. The Village specifically acknowledges that CSD has made no representation or warranty of any kind or character in respect to the condition of the Subject Property, including, the Easement Parcel, or the

use which may be made thereof, and CSD specifically disclaims any and all such representations and warranties, either express or implied. This release shall survive the expiration or earlier termination of this Agreement.

Section 13. Insurance. During the term of this Agreement, the Village, at its sole cost and expense, and for the benefit of CSD, shall carry and maintain the following insurance:

- a. Comprehensive general liability and property damage insurance, insuring against all liability of the Village related to this Agreement, with a minimum combined single limit of One Million Dollars (\$1,000,000.00) per occurrence and Three Million Dollars (\$3,000,000) general aggregate;
- b. Automobile liability Insurance with a combined single limit of One Million Dollars (\$1,000,000);
- c. Workers' Compensation Insurance covering all costs, statutory benefits, and liabilities under State Workers' Compensation and similar laws for the Village's respective employees and if the Village will be on the District's premises the Workers' Compensation Insurance must provide an alternative employer endorsement; and
- d. Umbrella liability insurance with a minimum combined single limit of Three Million dollars (\$3,000,000.00) per occurrence and Three Million Dollars (\$3,000,000) general aggregate.

All insurers shall be licensed by the State of Illinois and rated A-VII or better by A.M. Best or comparable rating service. The comprehensive general liability, property damage, auto liability, and umbrella liability insurance policy shall name each of the CSD Indemnitees as an additional insured on a primary noncontributory basis with a waiver of subrogation in favor of the CSD Indemnitees (the waiver of subrogation shall also apply to the workers' compensation insurance).

The Village shall provide CSD with certificates of insurance and copies of the additional insured endorsements and/or copies of policies reasonably acceptable to CSD evidencing the existence of the coverage described above, including form and deductibles. All policies of insurance shall provide by endorsement that no coverage may be canceled, terminated, or reduced by the insuring company without the insuring company having first given at least 30 days prior written notice to the District by certified mail, return receipt requested.

Section 14. No Lien. The Village shall not permit any lien to stand against the Subject Property related to the easement granted in this Agreement or any improvements thereon for any labor or materials in connection with work performed under this Agreement. In the event of any such lien attaching to the Subject Property or any improvements thereon, the Village shall immediately have such lien released and, if the Village fails to do so, in addition to any other right or remedy of CSD, CSD may discharge the lien by paying the amount claimed to be due, and the amount CSD pays and all actual out-of-pocket costs and expenses, including reasonable attorneys' fees, CSD incurs in procuring the discharge of the lien shall be due and payable on demand by the Village to CSD.

Section 15. No Third Party Beneficiaries. No claim as a third party beneficiary under this Agreement by any person shall be made, or be valid, against CSD or the Village.

Section 16. Entire Agreement; Amendment. This Agreement contains the complete understanding and agreement of the parties with respect to all matters referred to in this Agreement, and all prior representations, negotiations, and understandings are superseded by this Agreement. This Agreement may be modified, amended, or annulled only by the written agreement of CSD and the Village.

Section 17. Exhibits. Exhibits A, B-1, and B-2 attached to this Agreement are incorporated herein and made a part hereof by this reference.

Section 18. Effective Date. This Agreement shall be deemed dated and become effective on the date the last of the parties signs as set forth below the signature of their duly authorized representatives.

Section 19. No Implied Easement. No easements, **except those expressly set forth in this Agreement, shall be implied by this Agreement.**

Section 20. Time of Essence. Time is of the essence of this Agreement.

Section 21. No Agency. Nothing in this Agreement shall be deemed or construed by either party or by any third person to create the relationship of principal and agent or of limited or general partners or of joint venturers or of any other association between the parties.

Section 22. Notices. All notices, demands, deliveries and communications under this Agreement shall be delivered or sent by: (a) first class, registered or certified mail, postage prepaid, return receipt requested, (b) nationally recognized overnight carrier, or (c) facsimile or email transmission during normal business hours with a copy by first class mail, in each case addressed to the parties at the addresses designated below or to such other address as either party may designate by written notice pursuant to this Section 22. Notices shall be deemed given three (3) business days after being mailed, one (1) business day after delivery to the overnight carrier, or on the day of the transmission of the facsimile so long as it is received in its entirety by 5:00 p.m. (central standard time) on that day and a copy is sent by first class mail and is post-marked the same date as the facsimile or email is transmitted.

To the Village: Village of Glen Ellyn

Public Works Department
30 South Lambert Road
Glen Ellyn, Illinois 60137
Attention: Rich Daubert
Facsimile: (630) 469-3128
Email: rdaubert@glenellyn.org

To CSD: c/o Clark Street Real Estate LLC
980 N. Michigan Avenue, Suite 1280
Chicago, Illinois 60611
Attention: James M. Kurtzweil
Facsimile: (312) 377-9101
Email: jkurtzweil@clarkstreet.com

Section 23. Effect of Transfer of Subject Property. The term "CSD" as used in this Agreement means only the owner or owners at the time being of the Subject Property, so that in the event of any assignment, transfer, conveyance or sale, once or successively, all of the right, title and interest of CSD in and to the Subject Property, CSD shall be entirely freed and relieved of all covenants and obligations hereunder accruing after the date of such assignment, transfer, conveyance or sale, and the Village shall look solely to the assignee, transferee or purchaser with respect thereto.

Section 24. No Express or Implied Warranties. CSD grants the easement provided in this Agreement in "AS-IS" condition, without any warranty whatsoever, either express or implied, as to title to the Subject Property or suitability of the Easement Parcel for the Village's permitted use, or for any other matter. The Easement Parcel is, in all respects, expressly subject to all easements, restrictions, rights-of-way, conditions, encumbrances, exceptions, reservations, and covenants of any nature which are of record as of the date of this Agreement.

Section 25. Authority. Each party represents and warrants to the other party that: (i) it has the full right, power, legal capacity and authority to execute, deliver and perform this Agreement on behalf of the Village or CSD, as the case may be; (ii) all consents required as a

condition to the executing party's authority to execute, deliver and perform this Agreement have been obtained, and (iii) this Agreement and any documents to be executed pursuant to this Agreement by it are and shall be binding upon and enforceable against it in accordance with their respective terms.

Section 26. Miscellaneous. This Agreement shall be governed by, and construed in accordance with the laws of the State of Illinois. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

(Signatures appear on following page.)

IN WITNESS WHEREOF, the parties have signed and executed this Agreement
on this ____ date of _____, 2019.

Village of Glen Ellyn

CSD RG LLC

Village President, Diane McGinley

Village Clerk

Date

Date

STATE OF ILLINOIS)
)SS
 COUNTY OF DUPAGE)

I, the undersigned, a Notary Public, in and for said County, in the State aforesaid, do hereby certify that Diane McGinley, President and John Chereskin, Village Clerk of the Village of Glen Ellyn, Illinois, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their free and voluntary act for the uses and purposes herein set forth.

Given under my hand an official seal, this _____ day of _____, 2019.

AFFIX SEAL

 Notary Public

My Commission Expires: _____

STATE OF ILLINOIS)
)SS
 COUNTY OF DUPAGE)

I, the undersigned, a Notary Public, in and for said County, in the State aforesaid, do hereby certify that _____, a manager of CSD RG LLC, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their free and voluntary act for the uses and purposes herein set forth.

Given under my hand an official seal, this _____ day of _____, 2019.

AFFIX SEAL

 Notary Public

My Commission Expires: _____

CONSENT OF MORTGAGEE

_____, holder of a Mortgage, Security Agreement, Assignment of Rents and Leases and Fixture Filing dated _____ and recorded with the Recorder of Deeds in _____ County, Illinois on _____, as Document No. _____ (as amended and partially released, the "Mortgage"), covering the Subject Property, consents to the execution and recording of the Agreement and agrees that the Mortgage is subject and subordinate to the Agreement.

Date: _____, 2019

By: _____

Name: _____

Title: _____

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, the undersigned, a Notary Public, in and for the County and State aforesaid, DO HEREBY CERTIFY that _____, personally known to me to be the _____ of _____, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such manager, s/he signed and delivered the said instrument as his/her free and voluntary act, and as the free and voluntary act and deed of said [corporation], for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this ____ day of _____, 2019.

[SEAL]

Notary Public

Exhibit A
Subject Property

LOTS 1-7 IN ROOSEVELT/NICOLL PLAT OF SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 18, 2017 AS DOCUMENT R2017-085034, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.'s

05-23-202-035

05-23-202-036

05-23-202-037

05-23-202-038

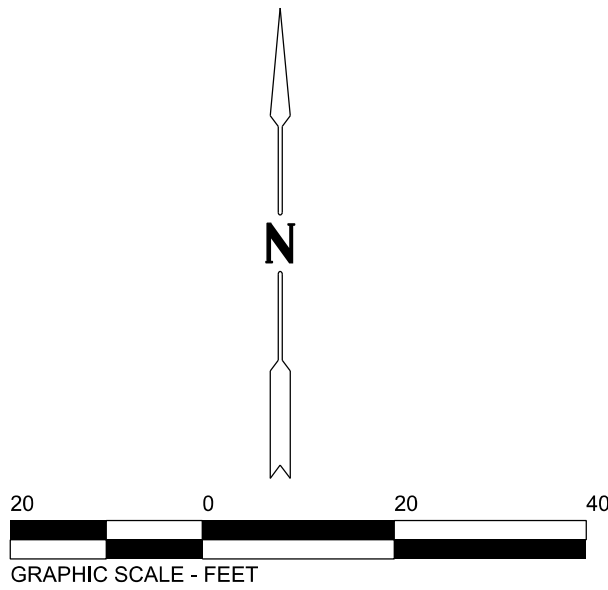
05-23-202-039

05-23-202-040

05-23-202-041

Exhibit B-1
Easement Exhibit – See Attached Document

EXHIBIT B EASEMENT
FOR
PUBLIC SIDEWALK
NICOLL WAY AND PERSHING AVE.
GLEN ELLYN, IL



LOT 1
ROOSEVELT/NICOLL SUBDIVISION
DOC. R2017-085034

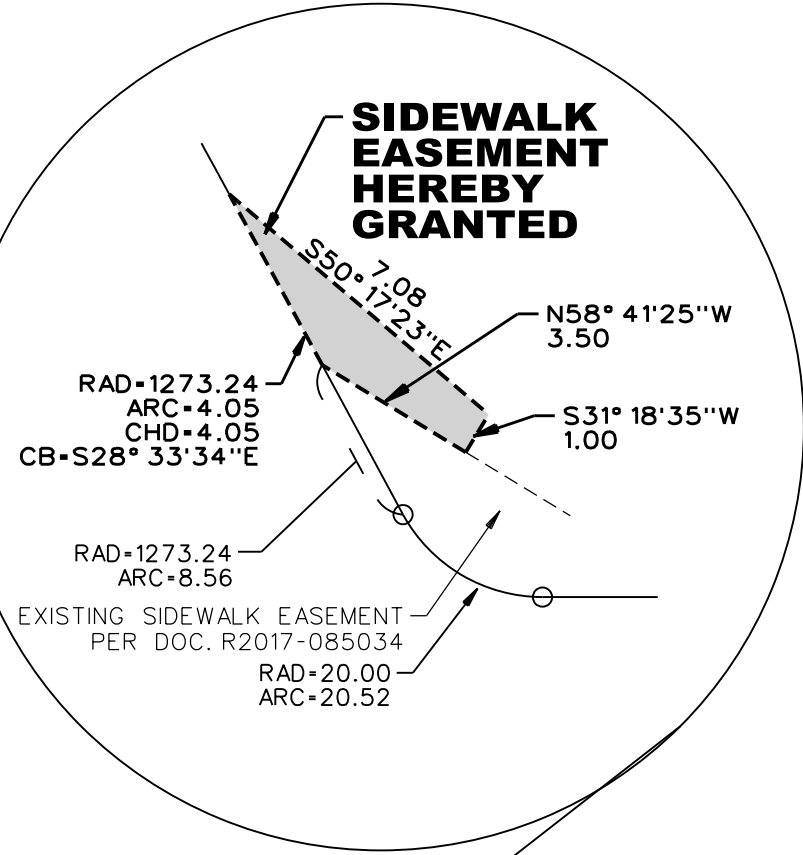
LOT 2
ROOSEVELT/NICOLL SUBDIVISION
DOC. R2017-085034

LOT 6
ROOSEVELT/NICOLL SUBDIVISION
DOC. R2017-085034

LOT 7
ROOSEVELT/NICOLL SUBDIVISION
DOC. R2017-085034

NICOLL WAY

DETAIL
NOT TO SCALE



SIDEWALK
EASEMENT
HEREBY GRANTED
SEE DETAIL

SIDEWALK
EASEMENT
HEREBY GRANTED

PERSHING AVENUE

LINE LEGEND

- = LOT LINE
- - - - - = EASEMENT LINE

Rev	Date	Description	By	EASEMENT FOR PUBLIC SIDEWALK		
1	7-10-18	REVISED PER REVIEW	JCV	LOCATION: NICOLL WAY AND PERSHING AVE. CLARK STREET DEVELOPMENT		
				PREPARED FOR: CLARK STREET DEVELOPMENT 980 N. MICHIGAN, AVE. SUITE 1280 CHICAGO, IL 60611 PHONE: 312.376.8214		
WEBSTER, McGRATH & AHLBERG LTD.				JOB #:	DATE:	SCALE:
LAND SURVEYING • CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE				41023	4-20-18	1"=20'
Over a Century of Service to our Clients				SURV:	DRAWN:	DESIGN:
207 South Naperville Road Wheaton, Illinois 60187 ph: 630.968-7603 web: www.wmald.com Design Firm License No. 184-003101				JCV	JCV	XXX
				FILE #:	C-25458 ESMT, LOT 6	SHEET #:
						1 of 1



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

Meeting: 01/28/19 07:00 PM
Department: Planning & Development
Department Head: Staci Springer
Category: Ordinance
Prepared By: John Sterrett

SCHEDULED

ORDINANCE 6670

DOC ID: 3786

Ordinance No. 6670, An Ordinance Vacating a Portion of the Hillcrest Avenue Right-of-Way to the Glen Ellyn Park District and the B.R. Ryall YMCA of Northwestern DuPage County.

Background: The Glen Ellyn Park District (Park District) and the B.R. Ryall YMCA of Northwestern DuPage County (YMCA), located at 49 Deicke Drive, have requested that the Village vacate the entire sixty (60) foot wide Hillcrest Avenue public right-of-way between Illinois Street and the YMCA property – approximately 400 feet in length. The Park District owns 150 feet of property fronting the east side of Hillcrest Avenue as well as 100 feet on the west side, which makes up a significant portion of Manor Park. The YMCA owns property fronting the remaining 250 feet of right-of-way on the east side of Hillcrest Avenue consisting of five (5) 50' X 150' lots. The remainder of property along the west side of the right-of-way consists of one (1) 50' X 150' lot at the southwest corner of Illinois Street and Hillcrest Avenue owned by the Village as well as 250' of property owned by the Village accommodating the Newton Avenue water tower.

The Park District and the YMCA have negotiated and arranged for the Park District to purchase four (4) of the five (5) aforementioned YMCA lots and incorporate them into Manor Park. This transaction is contingent upon the Village vacating the entire Hillcrest Avenue right-of-way between Illinois Street and the YMCA property. This vacation will create additional open space for Manor Park and will further expand it to connect to the small portion of the park currently on the west side of the right-of-way. The fifth YMCA lot, located at the south end of the right-of-way, will be retained by the YMCA. No part of the Village owned properties on the west side of Hillcrest Avenue will be affected by either the transaction or the requested right-of-way vacation.

Issues: Village staff has reviewed the request and does not believe there is any public need or purpose to retain this portion of the Hillcrest Avenue right-of-way. A Plat of Vacation has been prepared for consideration by the Village Board, which would vacate the entire right-of-way and transfer the property to the Park District and YMCA parcels adjacent to the east of the right-of-way. This will fulfill the contingency of the proposal between the Park District and the YMCA. As is typical with right-of-way vacations, the proposed Plat retains a utility and drainage easement over the vacated right-of-way.

Recommendation: Village staff recommends that the Board approve the vacation of the entire sixty (60) foot Hillcrest Avenue right-of-way between Illinois Street and the YMCA property, with a portion going to the adjacent Park District property and to the adjacent YMCA property. The vacation will result in additional open space for a public park and will be a public benefit and therefore no cost for the vacated right-of-way should be incurred by either party.

Action Requested: The Village Board is being asked to consider the vacation of the entire right-of-way of Hillcrest Avenue from Illinois Street south to the YMCA property. An Ordinance approving

Ordinance 6670

Meeting of January 28, 2019

the vacation and a plat of vacation have been prepared for consideration at the January 28, 2019 Village Board meeting.

Attachments:

Draft Ordinance

Aerial photo with existing property ownership

Aerial photo with proposed property ownership

Plat of Vacation dated January 10, 2019 – Exhibit “A”

Glen Ellyn Park District Letter dated October 25, 2018

cc: Greg Mathews, Village Attorney
Staci Springer, Director of Planning and Development
Julius Hansen, Public Works Director
Dave Harris, Executive Director, Glen Ellyn Park District
Rob Wilkson, Chief Executive Officer, B.R. Ryall YMCA of Northwestern DuPage County

Ordinance 6670

Meeting of January 28, 2019



Village of Glen Ellyn

Ordinance No. 6670

**An Ordinance Vacating a Portion of the Hillcrest Avenue Right-of-Way to
the Glen Ellyn Park District and the B.R. Ryall YMCA of Northwestern DuPage County
Glen Ellyn, Illinois 60137**

**Adopted by the
President and the Board of Trustees of the
Village of Glen Ellyn
DuPage County, Illinois
This ____ Day of _____, 20____.**

Published in pamphlet form by the authority of the
President and Board of Trustees of the Village of
Glen Ellyn, DuPage County, Illinois, this ____
day of _____, 20____.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6670

**An Ordinance Vacating a Portion of the Hillcrest Avenue Right-of-Way to
the Glen Ellyn Park District and the B.R. Ryall YMCA of Northwestern DuPage County
Glen Ellyn, Illinois 60137**

Whereas, the Glen Ellyn Park District (“Park District”), owner of Manor Park, and the B.R. Ryall YMCA of Northwestern DuPage County (“YMCA”), located at 49 Deicke Drive, have requested that the Village vacate the entire sixty (60) foot wide Hillcrest Avenue public right-of-way between Illinois Street and 49 Deicke Drive, comprised of 24,000 square feet, to the adjacent Park District and YMCA parcels to the east; and

Whereas, the sixty (60) foot wide right-of-way extending between Illinois Street and 49 Deicke Drive is within the corporate limits of the Village of Glen Ellyn and is legally described as follows:

THAT PART OF HILLCREST AVENUE LYING SOUTHERLY OF THE SOUTH
LINE OF ILLINOIS STREET AND LYING NORTHERLY OF A LINE DRAWN
FROM THE SOUTHEAST CORNER OF LOT 8 IN BLOCK 12 TO THE
SOUTHWEST CORNER OF LOT 35 IN BLOCK 11, ALL IN GLEN ELLYN MANOR,
BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION
15, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL
MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 16,
1922 AS DOCUMENT 153289, IN DUPAGE COUNTY, ILLINOIS; and

Whereas, no public use is being served by the continued existence of the right-of-way described herein, and the relief to the Village from the responsibility for maintaining the right-of-way warrants its vacation; and

Whereas, it is the opinion of the corporate authorities of the Village of Glen Ellyn that it is in the best interest of the Village to vacate that part of the right-of-way described herein and to retain a public utility and drainage easement over the vacated property; and

Whereas, pursuant to Chapter 65, Section 5/11-91-1 of the Illinois Municipal Code, at least three-quarters of the corporate authorities of the Village of Glen Ellyn are of the opinion that the public interest will best be served by vacating the right-of-way described herein provided that utility, and drainage easements are reserved by the Village.

Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The findings of fact and conclusions set forth hereinabove are hereby adopted as the findings of fact and conclusions of the corporate authorities of the Village of Glen Ellyn.

Section Two: Pursuant to the powers granted in Chapter 65, Section 5/11-91-1 of the Illinois Municipal Code, the Village of Glen Ellyn hereby vacates the sixty (60) foot wide Hillcrest Avenue public right-of-way between Illinois Street and 49 Deicke Drive, comprising 24,000 square feet, being transferred to the parcels adjacent to the east, as shown on the Plat of Vacation prepared by Steinbrecher Land Surveyors, Inc. dated January 10, 2019, a reduced size copy of which is attached hereto as Exhibit "A".

Section Three: The Village of Glen Ellyn expressly reserves a public utility and drainage easement over the vacated right-of-way for the benefit of the Village and those public utility companies operating under franchise with the Village in accordance with the easement provisions set forth on the Plat of Vacation.

Section Four: The Village President and Village Clerk are hereby authorized to execute the Plat of Vacation certifying that it has been approved by the affirmative vote of at least three-quarters of the corporate authorities of the Village now holding office and that the vacation has been approved by the Village President.

Section Five: This Ordinance and the aforementioned Plat of Vacation shall be recorded with the Recorder of Deeds of DuPage County, Illinois.

Section Six: This Ordinance shall be published in pamphlet form within thirty (30) days after its passage and approval, in the manner provided by law, and shall be in full force and effect ten (10) days after completion of such publication.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this ____ day of _____, 20____.

Ayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Nayes						
		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
Absent		John Kenwood				
		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois, this ____ day of _____, 20____.

Village President of the
Village of Glen Ellyn, Illinois

Attest:

Village Clerk of the
Village of Glen Ellyn, Illinois

Ordinance 6670

Meeting of January 28, 2019

(Published in pamphlet form and posted on the _____ day of _____, 20 ____).

ATTACHMENTS:

- Aerial photo with existing property ownership (PDF)
- Aerial photo with proposed property ownership (PDF)
- Plat of Vacation dated January 17, 2019 - Exhibit A (PDF)
- Glen Ellyn Park District Letter dated October 25, 2018 (PDF)

Manor Hill Park Ownership

Current Ownership

Property Owner, Acres

 Park District, 4.51

 Village, 12.43

 YMCA, 6.95



0 30 60 90 Feet



Village of Glen Ellyn



Manor Hill Park Ownership

Hillcrest Ave ROW Vacation

Property Owner, Acres

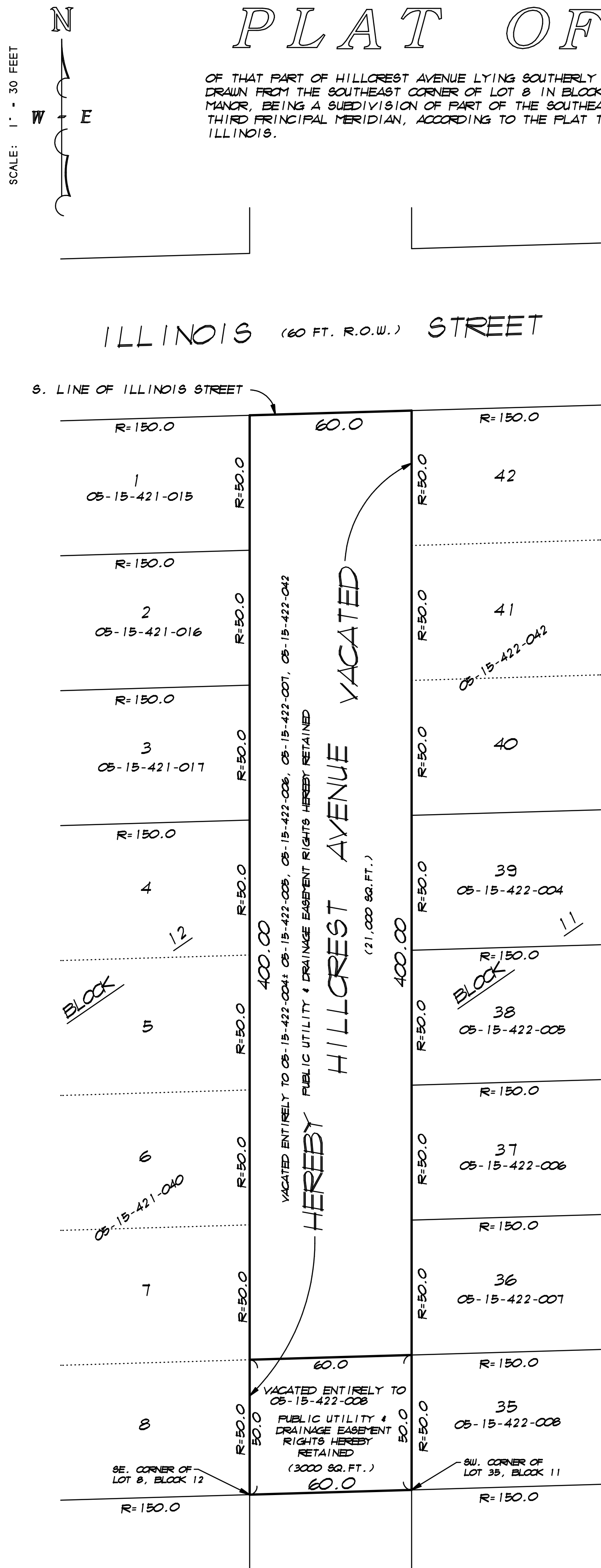
-  Park District, 5.77
-  Village, 12.43
-  YMCA, 6.27



Village of Glen Ellyn



EXHIBIT "A"



COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DU PAGE) S.S.

THIS INSTRUMENT, NO. _____, WAS FILED FOR RECORD IN THE
RECORDER'S OFFICE OF DU PAGE COUNTY, ILLINOIS, THIS ____ DAY OF
_____, 2019

COUNTY RECORDER

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
 (S.S.
COUNTY OF DU PAGE)

I, JEAN KACZMAREK, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT, GIVEN UNDER MY HAND AND SEAL AT WHEATON, DU PAGE COUNTY, ILLINOIS, THIS ____ DAY OF _____, 2019.

COUNTY CLERK

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DU PAGE)

APPROVED, BY THE PRESIDENT AND VILLAGE BOARD OF THE VILLAGE OF GLEN
 ELLYN, DU PAGE COUNTY, ILLINOIS. THIS _____ DAY OF _____, 2019.

ATTEST: _____
VILLAGE CLERK

VILLAGE PRESIDENT

I, _____, VILLAGE CLERK OF THE VILLAGE OF GLEN ELLYN ILLINOIS, DO HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, AT ITS MEETING HELD ON THIS _____ DAY OF _____, 2019. IN WITNESS WHEREOF, I HAVE HEREONTO SET THE SEAL OF THE VILLAGE OF GLEN ELLYN.

VILLAGE CLERK

PUBLIC UTILITY AND DRAINAGE EASEMENT

EASEMENTS ARE RESERVED WITHIN THE RIGHTS OF WAY SHOWN HEREON AS "HEREBY VACATED" FOR THE VILLAGE OF GLEN ELLYN AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF GLEN ELLYN, INCLUDING, BUT NOT LIMITED TO SBC AMERITECH TELEPHONE COMPANY, NICOR GAS COMPANY, COMMONWEALTH EDISON COMPANY, AND THEIR SUCCESSORS AND ASSIGNS, FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY, TRANSMISSION AND DISTRIBUTION SYSTEM INCLUDING STORM AND/OR SANITARY SEWERS, WATER MAINS, VALVE VAULTS AND HYDRANTS TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OF GLEN ELLYN, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH THE RIGHT OF ACCESS TO THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK, THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES, NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENTS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE VILLAGE OF GLEN ELLYN, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS, TREES MAY BE PLANTED ON SAID EASEMENTS ONLY WITH PERMISSION FROM THE VILLAGE OF GLEN ELLYN, WHERE AN EASEMENT IS USED FOR BOTH SEWER AND/OR WATER MAINS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION ARE SUBJECT TO APPROVAL BY THE VILLAGE OF GLEN ELLYN.

SURVEYORS CERTIFICATE

STATE OF ILLINOIS)
(S.S.
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT STEINBRECHER LAND SURVEYORS, INC., REGISTERED PROFESSIONAL LAND SURVEYING DESIGN FIRM CORPORATION NO. 184-003126, HAVE PLATTED THE PROPERTY SHOWN AND DESCRIBED ON THE ANNEXED PLAT FOR THE PURPOSE OF VACATION, AND SAID PLAT IS A CORRECT REPRESENTATION OF THE PROPERTY TO BE VACATED.

West Chicago, Illinois, January 17, 2019



Richard J. Steinbrecher
Professional Land Surveyor 3583
License expires Nov. 30, 2020

Steinbrecher Land Surveyors, Inc.
Professional Land Surveying
Design Firm Corporation No. 184-003126

 141 S. Neltner Blvd., West Chicago, IL 60185-2844
(630) 293-8900 Fax 293-8902

SUBMITTED BY & RETURN TO:
VILLAGE OF GLEN ELLYN
535 DUANE ST.
GLEN ELLYN. IL 60137



October 25, 2018

Mark Franz
Village Manager
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

Dear Mark,

Per our recent communication, the Glen Ellyn Park District formally requests the Village of Glen Ellyn to vacate Hillcrest Avenue south of Illinois Street and transfer title to that property to the Park District. Please see enclosed map delineating the specific portion of Hillcrest Avenue that we are requesting be vacated and transferred.

This request is the result of a conversation between the Glen Ellyn Park District and the B.R. Ryall YMCA. In that conversation, the District and the YMCA have discussed the purchase by the District of four (4) parcels (also identified on the map). The parties have reached agreement on essential terms, but the purchase of the property would be contingent upon the Village of Glen Ellyn vacating the identified portion of Hillcrest Avenue. The Park District's interest and willingness to expend public funds to acquire the YMCA property is to preserve open space that is contiguous to an existing park. The road vacation is necessary to further expand Manor Park, to preserve green space, and to eliminate the potential for conflicts between park users and automobiles.

Please advise the Park District of any additional requirements to be considered (including any required escrow to cover incurred Village expense related to our request).

The Glen Ellyn Park District is excited about this opportunity to acquire additional park space as the opportunities to do so within a landlocked, developed community are, as you can appreciate, limited. The Village's willingness to consider our application is greatly appreciated.

Sincerely,

Dave Harris
Executive Director
Glen Ellyn Park District

4823-6118-9497, v. 1



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

Meeting: 01/28/19 07:00 PM
Department: Planning & Development
Department Head: Staci Springer
Category: Ordinance
Prepared By: Kelly Purvis

SCHEDULED

ORDINANCE 6671

DOC ID: 3797

Ordinance No. 6671, An Ordinance Approving a Redevelopment Agreement Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-424 N. Main Street.

Background:

The petitioners, Larry Debb and John Kosich of GSP Development and 400 Main LLC, are requesting approval of a Special Use for a Preliminary Planned Unit Development with deviations and the Exterior Appearance of a proposed mixed-use development consisting of 8,844 sf of first floor commercial space, 107 luxury apartment units on the second through fifth floors and a two-story parking garage. The subject site is located on the northwest corner of Hillside Avenue and Main Street and is comprised of 1.55 acres. The property is commonly known as 400 N. Main Street and 418-424 N. Main Street and includes the former Giesche Shoe property and the Village-owned Main Street parking lot. A majority of the site is zoned C5A Central Business District, Central Retail Core Subdistrict. The parcel extending to Glenwood Avenue currently being used for permit parking is zoned C5B Central Business District, Central Service Subdistrict.

In order to develop the property as proposed, the petitioner is requesting 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 parapets and approximately 58 for the majority of the rest of the building 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.
4. The Redevelopment Agreement.

Plan Commission Recommendation:

The Plan Commission considered the petitioners' request for approval of a Preliminary Planned Unit Development with deviations at a public hearing on January 7, 2019. There were 36 total members of the public that spoke at the hearing; 17 were against the development and raised concerns about the height and bulk of the structure, the appearance of the building and the traffic that would be generated; 12 were in favor of the development and spoke regarding lack of development in downtown Glen Ellyn, lack of housing for residents wishing to downsize and supporting the increase in revenues that would result from the project; and 7 members of the public spoke neither in favor or against the development. By a voice vote of 9 "yes" and 0 "no" votes, the Plan Commission recommended that the Village Board approve the requests subject to the following conditions:

- A. Construction of the subject development shall be in substantial conformance with the testimony and plans presented at the January 7, 2019 public hearing before the Plan Commission.
- B. That should the developer be able to acquire three feet of the alley located north of Lot 5, that PUD Alternate Plan B, attached hereto as Exhibit C, shall be substituted for the approved Plan A.
- C. That the final streetscape and public improvements for the project will match the streetscape design selected by the Village Board in 2019.
- D. Prior to returning for final approval of the Planned Unit Development, the landscape plan shall be revised to show trees with a minimum diameter of 4 inches.
- E. 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.
- F. 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.
- G. That the developers convert the traffic flow to two-way on Hillside Avenue between Main Street and Glenwood Avenue including any necessary signage, pavement markings, and geometric changes to the roadway as directed by the Village Engineer.

- H. That the Village 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.
- I. 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.
- J. 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.
- K. Prior to issuance of a building permit, the petitioner shall pay the Village \$169,219.00 to be dispersed to Village taxing bodies in the following amounts:
1. Glen Ellyn Park District - \$50,000.00
 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

All information the Plan Commission received, including the Staff Report for the January 7, 2019 meeting has been attached for the Village Board's review. For greater detail about any of these exhibits please see the Plan Commission Staff Report.

Exterior Appearance:

The development site currently consists of a vacant, mid-century modern shoe store and a surface parking lot. The shoe store will be demolished and a new building will be constructed on the consolidated lots.

The proposed building is characterized by masonry detailing, punched windows, and a variety of material and massing changes. In the tradition of the "commercial block" building, the design reflects a customary division between Base, Middle, and Top, with more robust stone masonry detailing at the base, brick masonry in the middle and lighter materials at the top. Likewise, the overall massing of the proposed building is divided into three parts along its length, with two slightly taller areas at the north and south ends, with the area in the middle setback several feet above the first floor. Each of these facades employ variations in material and color to break down the overall scale of the building along Main Street and Hillside Avenue.

The petitioners have complied with the Appearance Review Guidelines in the following ways:

- They are using earth-toned brick and stone that matches the color of nearby buildings (1.1 & 1.2)
- The parapet walls have a defined top which frames the building (1.55)

- The entrances are well lit, open and readily identifiable (1.6)
- All sides of the building will relate to the principal elevation (1.7)
- No roof top HVAC units will be seen by adjacent properties (1.83)
- They have reduced the mass of the building by articulating the building, breaking the plane of the building using off-sets, step-backs and built-in balconies (1.9)
- They are proposing enhanced landscaping along Hillside Avenue and Main Street utilizing recommended plant materials (2.1)
- They are using dark sky compliant lighting fixtures (2.21)
- The trash enclosure will be constructed of materials that will match the principal structure and it will be inside the building and away from public rights-of-way and primary customer views (2.3.1)
- The upper floor windows are smaller than the first floor windows, reflecting the proportions of existing widow openings found in the historic buildings within the downtown (3.3.2)
- The windows use solid trim to define the openings and differentiate them from the surrounding wall surfaces (3.3.3)
- The storefronts will have cloth awnings that will relate to the building façade and to awnings on adjacent buildings (3.7)
- All utilities on the site will be undergrounded, and vents (utilitarian elements) on the façade of the building have been minimized or concealed to the degree possible (3.8)
- All entrances to the commercial first floor spaces will have large glass areas and are pedestrian oriented (3.9)
- Masonry is used on all sides of the building including the upper floors (7.1)
- Balconies are partially wrapped by the building structure (7.2)
- The entry is readily identifiable and lit for attractiveness and security (7.3)
- Parking is below the residential units, and in the rear part of the building and will not be seen from Main Street or Hillside Avenue (7.4)

The petitioners are not requesting any deviations from the design guidelines.

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 (a summary of which has been attached). The building materials now consist mostly of brick and stone in muted colors. For comparison with the most up to date renderings in Group Exhibit “J”, staff has attached the initial rendering that was submitted in May, 2018. The architects of this project took design cues from the building at the northwest corner of Main Street and Crescent Boulevard (image attached) including the cornice, the cast stone band that wraps around the building, the red brick and stone materials, the muted color pallet and cloth awning that wraps around the corner (at Main Street and Hillside Avenue).

At the Plan Commission public hearing, there was a suggestion made by a member of the public that some additional embellishments, including the incorporation of some red brick surrounding the first floor parking garage on the south façade of the building. Staff agrees that this would enhance the

appearance of the building from the south façade. Additionally, in accordance with section 1.7 of the design guidelines, which suggests the architectural character of all sides of a building should relate to the principal elevation, staff would also suggest that the two-story parking structure along the entire rear of the building (west elevation) should also be constructed with brick facing on the precast concrete. Currently, the plans reflect smooth precast on all portion of the parking garage.

Staff Recommendation for Exterior Appearance:

After reviewing the submitted application and plans for the proposed Exterior Appearance, staff finds the project to be in substantial conformance with the Village's Appearance Review Guidelines. Staff therefore recommends approval of the proposed Exterior Appearance. If approved, the Village Board may wish to consider the following conditions be included on the Ordinance granting the Exterior Appearance approval:

- A. That prior to returning for approval of the Final Planned Unit Development, all elevations and renderings be revised to show brick facing on the precast concrete proposed on the parking structure at the rear of the building and on the portion of the garage facing Hillside Avenue.
- B. The developers have indicated that rooftop units will not be visible. However, if any rooftop units are visible from adjacent streets or properties that the developers will properly screen these units from public view.

Additional Conditions Recommended by Staff:

In addition to the conditions recommended by the Plan Commission and the conditions recommended by staff for the Exterior Appearance of the building, staff would also suggest the following condition be added:

- A. That all requirements outlined in the Redevelopment Agreement shall be satisfied prior to the issuance of a building permit.

TIF Incentive:

The developer has requested a total TIF incentive of \$800K to be paid over a period of 5 years (\$160K/year). The developer is expected to invest \$39M on this project. The Village's requests to extensively change the exterior appearance of the building has added costs to the project above the TIF incentive amount requested by the developer. The Village's consultant, Kane McKenna, has vetted the developer's proforma and believes the estimated return on costs of 6.71% is reasonable given that market return on cost benchmarks are 7% or near 7%. Kane, McKenna's report is attached. The mixed-use development is projected to generate \$7.853M in property tax revenue increment over the life of the TIF (through 2035). Therefore, the TIF request represents approximately 10% of the overall increment estimated for this project.

In addition, the project would grow the overall EAV, stimulate other development in the area, and benefit all taxing districts once the TIF expires. Lastly, the increment generated could provide a significant benefit to offset some of the costs of major capital projects planned in the downtown over the next five years including the Streetscape, Civic Center Parking Garage, and Train Station projects.

The Village and the Developer have agreed to partner on the parking component of this project. The Village has agreed to sell the Main Street Parking lot, valued at \$1.845M and the Developer has agreed to construct new public parking, no less than 137 spaces, and then sell the property back to the Village for \$10. This would equate to 15 additional parking spaces in the Main Street Lot. It should be noted that the Village will receive back from the developer a covered concrete parking lot with more spaces than currently exist, and which has more square footage than is presently owned by the Village. However we are selling “air rights” to enable the developer to build this project.

Redevelopment Agreement:

The Village and the Developer have been negotiating a Redevelopment Agreement over the last few months. As required by the TIF Act, notification for alternate proposals to develop the Village owned property was published in the Daily Herald on December 26, 2018 and requiring any alternative proposals to be submitted no later than January 14, 2019. A copy of the draft agreement between the Village and GSP Development was on file with the Village Clerk for public review from December 26, 2018 through January 14, 2019. The Village received no alternate proposals. A copy of the publication notice is attached.

Some of the critical business terms and protections for the Village within the Redevelopment Agreement (attached) include:

- The Village has agreed to sell the Main Street Parking lot, value of \$1.845M, to the developer for \$10.00 for the duration of the construction project to protect the Village from liability.
- The developer is to construct not less than 137 covered, concrete parking spaces at an approximate cost of \$3.143M and then sell the public parking lot back to Village for \$10.00.
- Subject to the issuance of a temporary certificate of occupancy, at least a portion of the public parking area should be made available to the Village for public use by December 31, 2019.
- Prior to the issuance of a building permit, the developer shall deliver evidence of liability insurance acceptable to the Village.
- The developer will commence construction by September 30, 2019.
- The development shall be an “open book” project and the developer shall provide the Village full access to the books and records relating to the developer’s costs including (sworn statements, general contracts, subcontracts, purchase orders, waivers of lien, paid receipts, invoices, and all other information reasonably requested by the Village).
- The TIF incentive will be no more than \$160K per year for 5 years totaling \$800K. (10% of total increment).

- The developer will assume responsibility for TIF payments for any net new students as required by State Law.
- The Village will receive a “performance security” in the form of a letter of credit and cash escrow (totaling 125% of the cost of public improvements), to cover the cost to demolish and restore the property, or finish the project’s public improvements, should the project not proceed to conclusion. If these funds are insufficient, the Village has the ability to lien the property.
- Within 90 days of approval, the developer must submit proof of financing sufficient to substantially complete the development, including a loan commitment from a lender. If the Village does not approve of this evidence of the financing, the Village can terminate the Redevelopment Agreement.
- The deed will have a right-of-reverter in favor of the Village which will allow the Village to demand re-conveyance of the Village property in the event the developer fails to cure a default or submit reasonable remedial measure acceptable to the Village.
- The project is required to be constructed in conformance with the approved plans including building materials shown on the plans.
- The Operating and Easement Agreement will cover easement rights, operation, maintenance, use, insurance and indemnity obligations of the developer.
- If the developer fails to deliver the project in accordance with the approved construction schedule or abandons the project for 90 consecutive days, the developer must pay back any TIF incentive paid by the Village.

Public Comment:

Staff has attached all correspondence from the public that has been received by the Village related to this project up to and including January 23, 2019.

Surveys:

The Downtown Alliance and the Chamber of Commerce independently surveyed their members regarding the development. Each of these Surveys have been included as an attachment.

Petition:

The Citizens for Glen Ellyn Preservation signed a petition in opposition to the development. The petition is attached.

Historic Preservation Commission Resolution:

The Historic Preservation Commission adopted a Resolution on Thursday, January 17, 2019 related to this development and any other development that might be constructed adjacent to the downtown Historic Districts. The Resolution has been attached for the Village Board’s consideration.

Village Board Action:

The Village Board may approve, approve with conditions or deny the requests for approval of a Preliminary Planned Unit Development and Exterior Appearance. In accordance with the Plan Commission's recommendation and staff's recommendation, two separate Ordinances approving the Redevelopment Agreement and zoning entitlements have been prepared for consideration at January 28, 2019 Village Board meeting.

Attachments:

- Ordinance - Redevelopment Agreement
- Legal Description - Exhibit 1 to the Ordinance
- Redevelopment Agreement - Exhibit 2 to the Ordinance
- All Exhibits to the Redevelopment Agreement
- Publication Notice for additional proposals
- Kane, McKenna and Associates Report

CC: Rich Daubert, Professional Engineer
Ray Ulreich, Village Stormwater Engineer
Kelly Purvis, Planner
Dan Shoenberg & Tom Adomshick, Village Traffic Consultants
Larry Debb & John Kosich, GSP Development

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Main\Main 400 & 418, Kosich, SUP,
PUD, CONS, EA\VB Meeting 1.28.19\VB Memo - RDA.docx



Village of Glen Ellyn

Ordinance No. 6671

**An Ordinance Approving a Redevelopment Agreement Between the
Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-
424 N. Main Street**

**Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This _____ Day of _____, 20__.**

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 20__.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6671**An Ordinance Approving a Redevelopment Agreement Between the
Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-
424 N. Main Street**

Whereas, the Village of Glen Ellyn (“Village”) is an Illinois municipal corporation with a population of more than 25,000 people, and is therefore a home rule unit of local government pursuant to the State of Illinois Constitution of 1970 (“Constitution”) and the Illinois Municipal Code (65 ILCS 5/1-1-1, *et seq.*) (“Code”); and

Whereas, GSP Development, LLC (“GSP”) is an Illinois limited liability company with offices located at 55 E. Monroe Street, Suite 3950, Chicago, Illinois; and

Whereas, the Constitution (Art. VII, Sec. 6(a)) provides that a home rule municipality may exercise any power and perform any function pertaining to its government affairs, including, without limitation, the power to regulate for the protection of the public health, safety, morals, and welfare, the power to license, the power to tax, and the power to incur debt; and

Whereas, the Constitution (Art. VII, Sec. 10; Art VIII) authorizes the Village to enter agreements with individuals and use public funds for public purposes; and

Whereas, the Code (65 ILCS 5/8-1-2.5) authorizes the Village to appropriate and expend funds for economic development purposes, including, without limitation, making grants necessary to promote economic development in the Village; and

Whereas, the Code (65 5/11-74.4-1) authorizes the Village to finance redevelopment projects in accordance with and pursuant to the Tax Increment Allocation Redevelopment Act; and

Whereas, the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-4(b), (c)) authorizes the Village to make and enter into all contracts necessary or incidental to implement and further the Village’s

redevelopment plan and project for the Glen Ellyn Central Business District Tax Increment Redevelopment Project Area; and

Whereas, on February 13, 2012, the Village approved Ordinance Numbers 6002, 6003, and 6004 approving a redevelopment plan and project for the Glen Ellyn Central Business District Tax Increment Redevelopment Project Area, designating the Glen Ellyn Central Business District Tax Increment Redevelopment Project Area, and adopting tax increment allocation financing for the Glen Ellyn Central Business District Tax Increment Redevelopment Project Area, respectively (collectively, “TIF Ordinances”); and

Whereas, GSP subsequently proposed to redevelop a Village owned-property commonly known as 418 – 424 N. Main Street (“Village Property”) and an adjacent property owned by GSP, 400 N. Main Street (the “Giesche Property”) (collectively, the Giesche Property and the Village Property are the “Subject Property”), with a mixed use development; and

Whereas, the Subject Property is legally described on Exhibit 1; and

Whereas, on November 12, 2018, the Village passed Ordinance No. 6640 approving a purchase and sale agreement with GSP concerning the Village Property; and

Whereas, on December 26, 2018, the Village published an invitation in the Daily Herald seeking proposals offering redevelopment terms more favorable to the Village than those contained in the Redevelopment Agreement attached hereto as Exhibit 2 (“Redevelopment Agreement”); and

Whereas, the deadline for proposals to be submitted was January 14, 2019, and the Village received no proposals by that date; and

Whereas, the Village has complied with all procedural and substantive requirements imposed by the Tax Increment Allocation Redevelopment Act, the Code, and the Constitution; and

Whereas, the Village President and Trustees have exercised their legislative judgment and determined that the Redevelopment Agreement is consistent with the goals and objectives contained in the TIF Ordinances, the Code, and the Constitution, that the Redevelopment Agreement serves a valid public

purpose, and that approving the Redevelopment Agreement will promote the public health, safety, and welfare; and

Whereas, the Village wishes to assist GSP with redevelopment of the Subject Property in accordance with and pursuant to the Redevelopment Agreement;

Now, therefore, be it ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in exercise of its home rule powers, as follows:

Section One: Recitals. The foregoing recitals are incorporated as though fully set forth herein.

Section Two: Agreement Approved. The Village's Corporate Authorities approve the Redevelopment Agreement attached as Exhibit 2, and the President and Village Clerk are authorized and directed to execute the Redevelopment Agreement on the Village's behalf.

Section Three: Recording and Authority. The Village Clerk is authorized and directed to record this Ordinance and the Redevelopment Agreement against the Subject Property with the DuPage County Recorder, and the Village Manager is: a) authorized and directed to take all steps necessary to implement the Redevelopment Agreement's terms; and b) authorized to make minor, non-substantive revisions to the Redevelopment Agreement.

Section Four: Superseder. In the event a conflict exists between the terms of this Ordinance and any other ordinance of the Village, the terms of this Ordinance shall govern.

Section Five: Severability. If any part, subsection, or clause of this Ordinance shall be deemed to be unconstitutional or otherwise invalid, the remaining sections, subsections, and clauses shall not be affected thereby.

Section 6: Effective Date. This Ordinance shall be in full force and effect from and after its passage and publication in pamphlet form, in accordance with law.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this ____ day of _____.

Ayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Nayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Absent		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois this _____ day of _____.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the _____ day of _____, 20____.)

ATTACHMENTS:

- Legal Description - Exhibit 1 to the RDA Ordinance (PDF)
- Redevelopment Agreement - Exhibit 2 to the Ordinance (PDF)

Ordinance 6671

Meeting of January 28, 2019

- All Exhibits to the Redevelopment Agreement (PDF)
- Publication Notice for additional proposals (PDF)
- Kane, McKenna Associates Report (PDF)

Exhibit 1**Subject Property****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

418-424 N. MAIN STREET**PARCEL 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

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.

***RETURN AFTER
RECORDING:***

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

***THIS DOCUMENT
PREPARED BY:***

Gregory W. Jones, Esq.
Ancel Glink, P.C.
140 S. Dearborn Street
Sixth Floor
Chicago, IL 60603

Above Space for Recorder's Use Only

REDEVELOPMENT AGREEMENT

BETWEEN

VILLAGE OF GLEN ELLYN

AND

GSP DEVELOPMENT, LLC

(APEX 400 – 400, 410, 418, AND 424 N. MAIN STREET)

REDEVELOPMENT AGREEMENT**BETWEEN****THE VILLAGE OF GLEN ELLYN****AND****GSP DEVELOPMENT, LLC****(APEX 400 – 400, 410, 418, AND 424 N. MAIN STREET)**

THIS REDEVELOPMENT AGREEMENT ("*Agreement*") is dated as of the ____ day of _____, 2019 ("*Effective Date*"), and is by and between the **VILLAGE OF GLEN ELLYN**, an Illinois municipal corporation and home rule unit of local government with offices at 535 Duane Street, Glen Ellyn, Illinois ("*Village*"), and **GSP DEVELOPMENT, LLC**, an Illinois limited liability company with offices located at 55 E. Monroe Street, Suite 3950, Chicago, Illinois ("*Developer*") (collectively, with the Village, the "*Parties*").

IN CONSIDERATION OF the recitals and the mutual covenants and agreements set forth in this Agreement, the parties agree as follows:

Section 1. Recitals.

A. The Village has the authority, pursuant to the laws of the State of Illinois and its home rule authority, to promote the health, safety, and welfare of the Village and its residents, to prevent the spread of conditions detrimental to healthy economic development, to encourage private development in order to enhance the local tax base, to increase employment, and to enter into contractual agreements with developers and redevelopers for the purpose of achieving such objectives.

B. The Village is authorized under the provisions of Art. VII, Section 10 of the State of Illinois Constitution to contract and otherwise associate with individuals, associations, and corporations in any manner not prohibited by law.

C. The Village is authorized under the provisions of Art. VIII of the State of Illinois Constitution to use public funds for public purposes.

D. The Village is authorized under the provisions of the Tax Increment Allocation Redevelopment Act, as amended, 65 ILCS 5/11-74.4-1, *et seq.* ("*Act*"), to finance redevelopment projects in accordance with and pursuant to the Act.

E. The Village is authorized under the provisions of the Illinois Municipal Code to make grants to commercial enterprises that are deemed necessary or desirable for the promotion of economic development within the Village, 65 ILCS 5/8-1-2.5 ("*Code*").

F. On February 13, 2012, the Corporate Authorities, pursuant to and in accordance with the Act, adopted Ordinance Numbers 6002, 6003, and 6004, which: (i) approved a Tax Increment Redevelopment Plan and a Tax Increment Redevelopment Project (collectively, the “**TIF Plan and Project**”), (ii) designated a Tax Increment Redevelopment Project Area, and (iii) adopted Tax Increment Allocation Financing (collectively, “**TIF Ordinances**”), establishing the Glen Ellyn Central Business District Tax Increment Redevelopment Project Area (the “**TIF District**”).

G. The Developer’s affiliate owns the property commonly known as 400 N. Main Street, all in Glen Ellyn, Illinois, as depicted and legally described in **Exhibits A and B** (collectively, the “**Developer Property**”).

H. The Village owns the properties commonly known as 410, 418, and 424 N. Main Street, all in Glen Ellyn, Illinois, as depicted and legally described in **Exhibits C and D** (collectively, the “**Village Property**”).

I. The Developer wishes to redevelop the Developer Property and Village Property (collectively, the Developer Property and the Village Property are known as the “**Subject Property**”) with a mixed use development containing residential, commercial, and parking components, including five (5) stories, at least 8,840 square feet of ground floor commercial space, at least 107 dwelling units, at least 272 vehicle parking spaces, no less than 136 ground level spaces which will be owned and controlled by the Village, and accessory facilities and amenities, all as depicted in the Development Plans attached as **Exhibit E** (the “**Development**”).

J. On or about November 12, 2018, the Village’s Corporate Authorities passed an ordinance finding that it is no longer in the Village’s best interests to continue to use and maintain the Village Property as a municipal parking lot in its current condition and configuration and, by approving Ordinance Number 6640, entered into a Purchase and Sale Agreement establishing the terms and conditions of the Village’s conveyance of the Village Property to the Developer, or its nominee, subject to certain conditions and contingencies.

K. The Village and the Developer desire that the Subject Property be developed and used in compliance with this Agreement, and the Village desires to financially assist the Developer, pursuant to and in accordance with this Agreement, the Code, and the Act, to facilitate the Development on the Subject Property.

L. The Village desires to see the Subject Property developed in accordance with this Agreement to clear the blight and conservation factors and characteristics of the TIF District, to promote the health, safety, and welfare of the Village and its residents, to prevent the spread of those conservation conditions and characteristics in the TIF District, encourage further private investment and development and promote economic development within the Village, enhance the Village’s tax base, increase employment opportunities for Village residents, and enhance the future tax revenues for those overlying taxing bodies who levy against the Subject Property, and within the TIF District.

M. The Development is essential to meet the overall objectives of the TIF District, thereby implementing and advancing the TIF Plan and Project.

N. The Developer has represented to the Village that without financial assistance from the Village as detailed herein, the Development is not economically feasible and that Developer would not undertake the Development.

O. On December 26, 2018, the Village published notice in the Daily Herald, a newspaper of general circulation, inviting proposals to develop the Village Property to be submitted by January 14, 2019 (“**Response Deadline**”) and informing the public that copies of this Agreement are on file at the Village Clerk’s Office and available for review. The Village received no proposals by the Response Deadline.

P. The Corporate Authorities, after due and careful consideration, have concluded that the zoning, subdivision, redevelopment, and use of the Subject Property pursuant to and in accordance with this Agreement would further enable the Village to control the development of the area, facilitate redevelopment of the Village’s downtown, and would serve the best interests of the Village.

Q. The Corporate Authorities have exercised their legislative judgment and determined, based on studies, analysis, and information available, including, without limitation the Village’s 2013 Streetscape Plan and Parking Study, the 2009 Downtown Strategic Plan, and the 2001 Comprehensive Plan, as amended (collectively, the “**Comprehensive Plan**”), that the Development provides public benefits, including, without limitation, tax revenue, additional downtown housing, parking, and commercial options, modern stormwater management facilities, pedestrian-scale improvements, and improvements intended to help the Village achieve the vision contained in the Village’s Comprehensive Plan.

R. The Corporate Authorities have reviewed and considered the proposed Development of the Subject Property, and the zoning and subdivision approvals requested to allow for its implementation, and have found them to be consistent with the Village’s goals and objectives set forth in the TIF Plan and Project, the TIF District, and the TIF Ordinances.

S. The foregoing Recitals are incorporated herein and made a part of this Agreement.

Section 2. Definitions; Rules of Construction.

A. Definitions. Whenever used in this Agreement, the following terms shall have the following meanings unless a different meaning is required by the context:

“Building:” The five (5) story structure containing at least 8,840 square feet of ground floor commercial space, at least 107 dwelling units, and at least 272 structured vehicle parking spaces, including at least 136 ground level structured public parking spaces owned and controlled by the Village, to be constructed on the Subject Property, including, without limitation, indoor and outdoor improvements, amenities, and infrastructure all as depicted on the Development Plans.

“Building Code:” Title 4, entitled “Building Regulations,” of the Village Code of the Village of Glen Ellyn, including all local amendments, as amended.

“Corporate Authorities:” The Village President and Board of Trustees of the Village of Glen Ellyn.

“Development Plans:” Those certain development plans for the Subject Property consisting of the following documents:

“Floor Plans:” First Floor Plan, Option A; Second Floor Plan, Option B, Third Floor Plan; and Fourth and Fifth Floor Plan, consisting of a total of 4 pages, all of which were prepared by Fitzgerald and Associates, and last revised on November 19, 2018;

“Site Plan:” Site Plan, Option A; and Site Plan, Option B, consisting of a total of 2 pages, all of which were prepared by Fitzgerald and Associates, and last revised on November 19, 2018;

“Elevations:” South and East Exterior Elevation; North and West Exterior Elevation; and Rendering and Street Elevation, consisting of a total of 3 pages, all of which were prepared by Fitzgerald and Associates, and last revised on November 19, 2018;

“Preliminary Landscaping Plan:” Landscape Plan for Ground Floor; and Landscape Plan for Third Floor, consisting of a total of 2 pages, all of which were prepared by David R. McCallum Associates, Inc., and last revised on November 19, 2018;

“Preliminary Engineering Plan:” Preliminary Grading Plan; and Preliminary Utilities Plan, consisting of a total of 2 pages, all of which were prepared by Manhard Consulting, Ltd., and last revised on November 19, 2018; and

“Preliminary Plat of Subdivision:” Plat of Consolidation, consisting of a total of 2 pages, all of which were prepared by Manhard Consulting, Ltd., and last revised on September 26, 2018.

copies of which are attached respectively as **Exhibits E1 through E6** to this Agreement.

“Developer Property:” The property depicted and legally described in **Exhibits A and B**.

“Escrow Agent:” Chicago Title Insurance Company.

“Force Majeure:” Strikes, lockouts, acts of God, damage due to fire or other casualty, or other factors beyond a party’s reasonable control and reasonable ability to remedy; provided, however, that Force Majeure shall not include delays caused by weather conditions, unless those conditions are unusually severe or abnormal considering the time of year and the particular location of the Subject Property. In no event shall increased costs or other financial considerations be considered a force majeure event.

“Person:” Any corporation, partnership, individual, joint venture, trust, estate, association, business, enterprise, proprietorship, or other legal entity of any kind, either public or private, and any legal successor, agent, representative, or authorized assign of the above.

“Public Improvements:” All of the public improvements, infrastructure, and facilities necessary or proposed to serve the Subject Property including, without limitation, all of the right-of-way improvements on Main Street, Hillside Avenue, and Glenwood Avenue adjacent to the Subject Property, the Public Parking Area, and all of the water, sanitary and storm sewer improvements depicted on the Preliminary/Final Engineering Plans. The Public Improvements are more specifically set forth on the list attached to this Agreement as **Exhibit F**.

“Public Parking Area:” All parking spaces, drive aisles, and accessways to and from the parking spaces and rights of way adjacent to the Subject Property located on the Building’s ground floor, containing at least 136 parking spaces intended for use by the general public.

“Purchase and Sale Agreement:” That certain purchase and sale agreement by and between the Developer and the Village for the purchase and conveyance of title to the Village Property from the Village to the Developer, dated November 12, 2018, and approved by the Corporate Authorities pursuant to Ordinance Number 6640, and all subsequent amendments thereto.

“Reports:” Those certain documents analyzing environmental conditions present on the Village Property consisting of the following documents: 1) Report prepared by Testing Service Corporation for the Village dated March 23, 1994; 2) Phase 1 Environmental Site Assessment, Project Number 00026-00, prepared by Deuchler Environmental, Inc. for the Village and dated June 28, 2000; 3) Soil Assessment, Project Number 00026-00, prepared by Deuchler Environmental, Inc. for the Village and dated November 6, 2001; and 4) Limited Subsurface Assessment, Project Number 00026-00, prepared by Deuchler Environmental, Inc. for the Village and dated January 28, 2002.

“Requirements of Law:” All applicable federal, state, and local laws, statutes, codes, ordinances, resolutions, orders, rules, and regulations, as amended.

“Subdivision Code:” Title 11, entitled “Subdivision Regulations Code,” of the Village Code of the Village of Glen Ellyn, as amended.

“Subject Property:” The real property legally described and depicted on **Exhibits A, B, C, and D**.

“Substantial Completion” or “Substantially Complete:” Refers to the point that (1) the Developer’s construction of the Development has received all final inspections, (2) the Developer has obtained all final approvals for the public and private improvements (subject to any maintenance guaranty obligations), and (3) the Developer is able to apply for and obtain valid, binding, and full certificates of occupancy, or otherwise close-out of the Developer’s building-permit.

“SSA Law:” The Special Service Area Tax Law, 35 ILCS 200/27, *et seq.*

“Village Attorney:” The Village Attorney of the Village of Glen Ellyn.

“Village Code:” The Village of Glen Ellyn Village Code, as amended.

“Village Manager:” The Village Manager of the Village of Glen Ellyn.

“Village Property:” The property depicted and legally described in **Exhibits C and D**.

“Zoning Administrator:” The Planning and Development Director of the Village of Glen Ellyn.

“Zoning Code:” Title 10, entitled “Zoning Code,” of the Village of Glen Ellyn Village Code, as amended.

B. Rules of Construction.

1. Grammatical Usage and Construction. In construing this Agreement, pronouns include all genders, and the plural includes the singular and vice versa.
2. Headings. The headings, titles, and captions in this Agreement have been inserted only for convenience and in no way define, limit, extend, or describe the scope or intent of this Agreement.
3. Calendar Days. Unless otherwise provided in this Agreement, any reference in this Agreement to “day” or “days” shall mean calendar days and not business days. If the date for giving of any notice required to be given, or the performance of any obligation, under this Agreement falls on a Saturday, Sunday, or federal holiday, then the notice or obligation may be given or performed on the next business day after that Saturday, Sunday, or federal holiday.

Section 3. Acquisition of Village-Owned Property.

A. Village Property. The Village agrees to convey title to the Village Property to the Developer, or its nominee, and Developer agrees to take title from the Village, within thirty (30) days after the occurrence of all of the following:

1. The Parties’ satisfaction of closing conditions in the Purchase and Sale Agreement;
2. Developer providing the Village proof of financing sufficient to Substantially Complete the Development in accordance with this Agreement Section 8;
3. The Developer has applied for and the Village has approved ordinances granting all zoning approvals necessary to construct the Development in

its entirety, including, without limitation, ordinances approving the "Final Development Plans," as that term is defined in this Agreement Section 4;

4. The Developer has provided the Village with the Performance Security as set forth in this Agreement Section 10; and
5. The deed conveying title to the Village Property shall contain the Right of Reverter in favor of the Village, as set forth in this Agreement Section 14(B).

If the above conditions are not satisfied within 120 days after the Effective Date and is not the result of any fault or delay caused by the Village, and such unsatisfied conditions are not satisfied thereafter within thirty (30) days after written notice from the Village to the Developer, the Village, in its sole discretion, shall have authority to terminate this Agreement and the Purchase and Sale Agreement, and all of the Parties' rights and obligations thereunder. Notwithstanding the foregoing, it shall be the Developer's obligation to satisfy the conditions of Section 3(A)(3) in accordance with this Section's timeframe, and the Developer's failure to do so shall in no case constitute fault by or delay caused by the Village. This Agreement, the Purchase and Sale Agreement, and all of the Parties' rights and obligations thereunder shall terminate, regardless of fault, delay, or other excuse, 180 days after the Effective Date if the conditions of this Section 3(A) are not satisfied.

B. Alley Property. The Village is currently evaluating the extent of its ownership interest, if any, in an alley located north of the Subject Property, as depicted on **Exhibit G** (the "**Alley**"). Within thirty (30) days of the Village determining that it believes it has free and clear title to the Alley, or securing the same from the owners of the 3 properties adjoining the Alley (the "**Adjoining Owners**"), the Village shall notify the Developer of the same, and the Village agrees to convey any title that the Village possesses in the southern 3 feet of the Alley to the Developer in exchange for ten (\$10.00) dollars. Upon receiving the Village's notice sent pursuant to this Section, the Developer shall prepare and submit to the Village a completed application to vacate the Alley's southern 3 feet and all accompanying documents deemed necessary by the Zoning Administrator. The Developer shall be solely responsible for complying with all Requirements of Law associated with its Alley vacation request. The Village may, in its sole discretion, reserve any easement rights in the portion of the Alley being vacated that the Village determines are necessary to serve the Village's interests. If the Village conveys title to the Alley in accordance with this Section 3(B), the Developer agrees, as part of and concurrent with Developer's construction of the Development, to pave the Alley in accordance with the Village Code and pursuant to plans approved by the Zoning Administrator. Developer's Alley paving shall constitute a Public Improvement and shall be subject to the same inspection, approval, acceptance, and other requirements imposed by this Agreement. Should the Village determine that it does not possess free and clear title to the Alley and deliver notice to the Developer stating the same, the Village shall have no duty or obligations to the Developer or any other Person under this Section 3(B).

Section 4. Zoning and Entitlements Approvals.

A. Zoning and Entitlements Ordinance. Immediately after approval of the ordinance approving this Agreement, the Corporate Authorities will adopt ordinances, in substantially the same form as **Exhibit H**, in accordance with the requirements of Village Code that grant: 1) a special use permit for a planned unit development on the Subject Property, including a preliminary planned unit development plat; and 2) all variances or Zoning Code deviations requested by the Developer and necessary to construct the Development on the Subject Property.

B. Final Development Plans. Developer shall use its best efforts to obtain the Village's approval of the final planned unit development plat, final engineering plan, final landscape plan, final building elevations, and all other final plans reasonably deemed necessary by the Village to Substantially Complete and operate the Development, in its entirety (collectively the "**Final Development Plans**") by no later than 120 days after the Effective Date. Upon Developer reasonably determining that Village approval of the Final Development Plans may not be obtained within the timeframe set forth in this Section, the Developer shall promptly provide written notice to the Village detailing all reasons for any such delay, the steps the Developer is taking to cure the delay, and the anticipated duration of the delay. The Developer shall be responsible for submitting all applications for approval of the Final Development Plans on Village forms, and providing all information and plans deemed necessary by the Zoning Administrator. The Final Development Plans shall substantially conform to the Development Plans.

C. Permitted and Prohibited Uses; Individual Use Special Use. Any use that requires approval of a special use permit shall be responsible for obtaining approval of such special use in accordance with the Zoning Code. The following uses shall be prohibited on the Subject Property: drycleaners, interior decorating establishments, printing establishments, shoe repair establishments, tobacco shops / vape stores, day care facilities, and adult day care facilities.

D. Recordation of Zoning Ordinances. Upon approval of this Agreement and Developer satisfying the conditions set forth in Agreement Section 3, the Village will promptly cause the ordinances to be recorded against the Subject Property with the DuPage County Recorder of Deeds.

Section 5. Development of the Subject Property.

A. General Restrictions. Subject to the particular terms for development set forth in Section 5(D) of this Agreement, Developer's development of the Subject Property, except for minor alterations approved by the Village Manager, shall be pursuant to and in accordance with the following:

1. This Agreement.
2. The Final Development Plans.
3. The Zoning Code.
4. The Subdivision Code.

5. The Building Code.
6. The other Requirements of Law.

Unless otherwise provided in this Agreement, in the event of a conflict between or among any of the above plans or documents, the plan or document that provides the greatest control and protection for the Village, as determined by the Village Manager, shall control. All of the above plans and documents shall be interpreted so that the duties and requirements imposed by any one of them are cumulative among all of them, unless otherwise provided in this Agreement.

B. Public Utility and Storm Water Easements. The Developer will grant utility easements to the Village and other governmental bodies and utility services over, on, and across the Subject Property for the purposes of making repairs, maintaining, installing and servicing utilities, and providing public and emergency services.

C. Utility Location and Relocation. The Developer will, at its sole cost and subject to the Village's approval, relocate all existing utilities through and around the Subject Property as needed to accommodate the Development. Any utilities relocated or constructed by the Developer or otherwise associated with the Development shall be located underground. When proposing utility relocation, the Developer will exercise its best efforts to coordinate with the Village and all other governmental bodies and utility services providing utility service to or through the Subject Property.

D. Particular Terms for Development. Notwithstanding any use or development right that may be applicable or available to the Subject Property pursuant to the Zoning Code or any other Requirement of Law, the Subject Property shall be used and developed, subject to the provisions in this Subsection 5(D), as follows:

1. The Development shall contain at least 107 multi-family dwelling units all accessible by elevator service.
2. The Development shall contain at least 272 vehicle parking spaces located in a parking deck structure, including at least 136 public ground level parking spaces owned and controlled by the Village.
3. The Development shall contain at least 8,840 square feet of ground floor commercial space.
4. The Development will include a ground floor bicycle storage area of sufficient size to accommodate bicycles from the Development's residents, a pet washing and grooming area, a pool, a fitness facility, and comparable amenities traditionally found in luxury multi-family developments located in municipalities in the Chicago Metropolitan Statistical Area that have a comparable or greater household income as compared to the Village.
5. The Development will be staffed and managed by a full time professional management company with experience managing multi-family and mixed

use developments that command comparable or higher rents and are located in the Chicago Metropolitan Statistical Area.

6. The Building shall be constructed as depicted in the approved Final Development Plans, and the Developer shall be solely responsible for ensuring that Development complies with all Requirements of Law.
7. The Building's exterior façade shall be constructed of the materials set forth in the approved Final Development Plans.
8. The Development shall include new, modern streetscape along the Main Street, Hillside Avenue, and Glenwood Avenue public rights of way adjacent to the Subject Property. All streetscape improvements, including, without limitation, pavers, light standards, benches, and materials, shall substantially conform to the Village's Streetscape Improvement Design, which the Village anticipates adopting in 2019, and Developer shall be solely responsible for the cost of installing and constructing such streetscape improvements.

E. Damage to Public Property. The provisions of this Section 5(E) shall apply during development of the Subject Property and construction of the Development. The Developer will maintain all streets, sidewalks, and other public property adjacent to the Subject Property in a good and clean condition. Further, the Developer will promptly, but in no event less than once daily, clean all mud, dirt, or debris deposited on any street, sidewalk, or other public property in or adjacent to the Subject Property by the Developer or any agent of or contractor hired by, or on behalf of, the Developer, and will repair any damage to public property that may be caused by the activities of the Developer or any agent of or contractor hired by, or on behalf of, the Developer. In the event the Developer fails to maintain all streets, sidewalks, and other public property in accordance with this Section, and the Village provides the Developer notice of the same, the Developer shall clean all mud, dirt, or debris deposited on any street, sidewalk, or other public property in or adjacent to the Subject Property deposited by the Developer or any agent of or contractor hired by, or on behalf of, the Developer, within twelve (12) hours of receiving the Village's notice. If the Developer neglects to clean, or undertake with due diligence to clean, the affected public property, then the Village will be entitled to clean, either with its own forces or with contract forces, the affected public property and to recover from the Developer costs or charges reasonably incurred by the Village to perform the cleaning.

F. Changes to the Planned Unit Development (PUD), including the Development Plans. All changes to the Development Plans and the Final Development Plans shall be processed in accordance with Zoning Code.

G. Demolition. Developer shall be responsible, at its own cost, for demolishing and removing all improvements, structures, buildings, and appurtenances located above or below grade on the Subject Property, subject to all Requirements of Law and Village-issued permits.

H. Construction Type. The Buildings shall be constructed pursuant to and in accordance with the Building Code.

I. Issuance of Building Permits. The Developer may seek issuance of multiple building permits with respect to the construction of the Development. If requested by Developer, the Village shall, subject to applicable Village Code provisions, grant a building permit for the construction of a Building foundation to facilitate timely commencement of construction, subject to the terms of this Agreement. The Village will not unreasonably withhold issuance of any complete and properly filed application for a building permit, provided all permit review comments have been addressed to the Zoning Administrator's satisfaction.

J. Issuance of Occupancy Permits. Upon the Developer's request, the Zoning Administrator may issue a temporary occupancy permit, as may be appropriate, for the Building upon Substantial Completion of an entire floor of residential units, commercial units, or parking spaces.

K. Public Parking Area.

1. Construction and Division. The Developer will install and construct not less than 136 public parking spaces on the Building's ground floor, as depicted on the Final Development Plans (the "**Public Parking Area**"), which, as of the date of Substantial Completion, will have been improved at a cost of approximately \$3.143 million dollars based upon the Final Development Plans. The Parties' acknowledge that the Public Parking Area is a Public Improvement that is intended to serve the general public. Upon Substantial Completion of the Development, Developer will, at its sole cost, transfer to the Village's ownership and control the Public Parking Area at a cost of ten (\$10.00) in accordance with Section 5(K)(3). The Public Parking Area will also be subject a declaration of covenants, conditions, and restrictions agreement, reciprocal operating and easement agreement, or comparable agreement(s) (collectively, the "**OEA Agreement**") governing the inter-related operation, maintenance and use of the Public Parking Area and the Development, and all of which shall be in form and substance acceptable to the Developer, Village and Village Attorney. At a minimum, the OEA Agreement shall contain the following provisions:

- a) Developer shall maintain, operate, repair, remove and replace, at Developer's sole cost, all walls, ceilings, joists, building systems, pillars, drains, utilities, infrastructure, and support structures (collectively "Building Structures, Supports and Systems") located in, around, above, and below the Public Parking Area, and all such activities conducted involving the Building Structures, Supports and Systems pursuant to the OEA Agreement shall be in accordance with the Village Code and other Requirements of Law.
- b) Developer shall not engage in any action or inaction, or allow or permit any of the same to occur, that unreasonably interferes with the

Village's rights, use, and enjoyment of the Public Parking Area or the surrounding roadways including, without limitation, installing gates or other access-restricting features, limiting access to the Public Parking Area by the public or emergency services, or interfering with the Village's operation of the Public Parking Area.

- c) Developer shall allow the Village to install, at the Village's cost, reasonable signage and related appurtenances concerning or related to the Public Parking Area, including, without limitation, signs detailing the number of available parking space and vehicle access restriction measures.
- d) Developer shall comply with all ordinances, rules, and regulations adopted by the Village governing, relating to, or applicable to the Public Parking Area, including, without limitation, its use.
- e) Developer shall cooperate and assist Village in complying with all Freedom of Information Act requests associated with the Public Parking Area.
- f) Developer shall carry insurance in form and substance acceptable to the Village Attorney.
- g) Developer shall indemnify and hold the Village harmless for activities arising out of or related to the Developer's portion of the Building and Village shall indemnify and hold the Developer harmless for activities arising out of or related to the Public Parking Area.
- h) The OEA Agreement shall include the right of the Village and Developer, as the case may be, to engage in self-help in the event of a material breach of the OEA Agreement that either the Developer, or Village, has not remedied after receiving reasonable notice from the other party that such a breach exists, and the breaching party shall be liable for all costs the non-breaching party reasonably incurs while engaged in self-help.
- i) The OEA Agreement shall be recorded against the Subject Property, run with the land, and be binding on the Parties' successors and assigns.
- j) The OEA Agreement shall contain such other easement rights, and interrelated operation, maintenance, use, insurance and indemnity obligations relating to the Subject Property and the Developer's use of the Building and Village's use of the Public Parking Area as mutually acceptable to the Village and Developer.

2. Village Use. Upon the Village's issuance of a temporary certificate of occupancy for the Public Parking Area, or any portion thereof, the Village shall have the right, free of charge, to utilize the Public Parking Area for Village purposes, including, without limitation, public parking, regardless of whether the Developer has conveyed ownership of the Public Parking Area to the Village in accordance with Section 5 (K)(1). By no later than December 31, 2019, the Developer shall deliver the Public Parking Area in a condition sufficient to receive a temporary certificate of occupancy in accordance with the Village Code.
3. Conveyance. Upon Substantial Completion of the Development, or in the event of Developer uncured event of default, the Developer shall, subject to and in accordance with the provisions of Agreement Sections 6(D) and 6(E), convey to the Village ownership and title to the Public Parking Area and appurtenances in exchange for ten (\$10.00) dollars. Before conveying ownership of the Public Parking Area to the Village, the Developer shall ensure and demonstrate in writing, to the Village's satisfaction, that title to the Public Parking Area is free and clear of all liens, encumbrances, or any other form of indebtedness. The deed conveying ownership and title to the Public Parking Area shall be in a form and substance approved by the Village Attorney. Developer's failure to deliver title to the Public Parking Area in accordance with this Section shall constitute a default under this Agreement. The closing shall occur at the Escrow Agent's offices. It is agreed and understood that certain portions of the Village Property contain environmental conditions as set forth in the Reports ("**Existing Conditions**"), and the Developer has received and reviewed copies of the Reports. The Developer has agreed to encapsulate the Village Property in accordance with the Development Plans to remediate the Existing Conditions. Upon Developer's conveyance to the Village of ownership and title to the Public Parking Area and appurtenances in accordance with this Agreement, the Developer shall have no liability in connection with the Existing Conditions on the Village Property.
4. Future Conversion. In the event that i) the Developer desires to convert residential dwelling units in the Building to owner occupied condominium units, or ii) the Developer desires to convert commercial units in the Building to owner occupied condominium units, the Developer will promptly prepare and record a declaration of covenants ("Declaration") in the Office of the DuPage County Recorder, in form and substance reasonably acceptable to the Village Attorney, against the Subject Property. In the event that the Developer designates "common elements" on the Subject Property, as that term is defined in the Condominium Property Act, 765 ILCS 605/1, *et seq.*, the Developer will issue a new plat of subdivision designating the common elements and/or common areas, which plat of subdivision will be submitted for review and approval in accordance with the Subdivision Code. The Declaration must be approved

by the Corporate Authorities prior to becoming effective and prior to recording. The Declaration must contain the following provisions:

- a) The membership in the owners' association will be mandatory for each and every owner, and successive owner on the Subject Property.
- b) The owners' association will own, and will be responsible for the continuity, care, conservation, maintenance and operation, in a first-rate condition, and in accordance with predetermined standards, of the common elements and common areas, including without limitation all equipment, appurtenances, and perimeter fencing located on or within the common elements and common areas and the cost of power required for the affected equipment and appurtenances (collectively "*Common Areas*").
- c) The owners' association will be responsible for casualty and liability insurance for the Common Areas, and the Village shall be named as an additional insured on all policies of liability insurance obtained by the owners' association.
- d) The owner of each unit located on the Subject Property or the owners' association, as applicable, will be responsible for real estate taxes for the common elements and common areas, however, the Village shall not be responsible for paying any real estate taxes attributable to the Common Areas.
- e) The owner of each unit located on the Subject Property will pay their pro rata share of all costs and expenses incurred by the owners' association by means of an assessment to be levied by the owners' association that meets the requirements for becoming a lien on the Subject Property in accordance with the statutes of the State of Illinois.
- f) The owners' association will have the right to adjust the assessment to meet changed needs except any assessment imposed by the Village. The membership vote required to authorize an adjustment shall not be fixed at more than 51% of the members voting on the issue.
- g) The owners' association will be created and established prior to the sale of any portion of the Subject Property, excluding the Developer's conveyance of the Public Parking Area to the Village.
- h) The Village, as well as the owners of any unit located on the Subject Property, will have the right to enforce the Declaration.
- i) The Village will have the right, but not the obligation, after thirty (30) days written notice to the owners' association, (i) to perform any maintenance or repair work that, in the reasonable opinion of the Village, the owners' association has neglected to perform on the

Common Areas affecting the Public Parking Area (“*Village Repair Work*”), (ii) to assess the membership for their pro rata share of the Village Repair Work, (iii) to file a lien against the Subject Property of the owners’ association or the property of any member failing to pay the pro rata share of the Village Repair Work and (iv) and to enforce the lien in the manner provided by law for mortgage foreclosure proceedings.

- j) The Declaration will run with and bind any and all portions of the Subject Property, and shall be binding on the Developer, and its successors in interest, to all portions of the Subject Property; provided, however, that the Declaration may provide for its amendment, modification, or termination at any time upon obtaining the prior consent of the Village to said amendment, modification, or termination.

Section 6. Public Improvements.

A. Developer Duty to Construct Public Improvements. The Developer will construct and install all of Public Improvements identified on **Exhibit F** (collectively, the “*Public Improvements*”), including, without limitation, the Public Parking Area, streetscape improvements compliant with the Village’s approved Streetscape Improvement Design, and located in the Main Street, Hillside Avenue, and Glenwood Avenue rights of way adjacent to the Subject Property, including, without limitation, parkway trees, sidewalk paving, decorative pavers, seating areas, and street lighting, as depicted in the Final Development Plans.

B. Standards Applicable to Public Improvements.

1. General Standards. The Developer will construct all Public Improvements pursuant to, and in accordance with, the Final Development Plans and the Subdivision Code, and to the reasonable satisfaction of the Zoning Administrator. All work performed on the Public Improvements will be conducted in a good and workmanlike manner and in accordance with this Agreement. All materials used for construction of the Public Improvements will be new and of first-rate quality.
2. Contract Terms; Prosecution of the Work. The Developer and all of its contractors will prosecute the work diligently, in full compliance with, and as required by or pursuant to, this Agreement, until the work is properly completed.
3. Village Inspections and Approvals. During the course of construction of the Public Improvements, Village inspectors will have the full right, permission, and authority to inspect and approve all work on the Public Improvements with reasonable notice to the Developer. Developer shall be responsible for contacting the Village to schedule all inspections required by the Village Code.

4. Other Approvals. If the construction and installation of any Public Improvement requires the consent, permission, or approval of any Person, then the Developer will take all steps required to obtain the required consent, permission, or approval. No work requiring the consent, permission, or approval of any Person will commence without that prior consent, permission, or approval.

C. Closure of Sidewalk and Right-of-Way. The Developer shall be entitled to close the Main Street, Hillside Avenue, and Glenwood Avenue sidewalks immediately adjacent to the Subject Property and use said area for Developer's purposes during the course of construction, subject to the Village's approval of a traffic control plan that provides adequate protection and direction to pedestrians and vehicles. Developer and the Village shall cooperate and schedule any sidewalk closures or partial closures as may be necessary and appropriate to complete any improvements located within the right-of-way. Developer will be responsible, at Developer's sole cost, for repairing any damage or injury to the Main Street, Hillside Avenue, and Glenwood Avenue rights of way, and any other public property or rights of way, in compliance with the Village Code.

D. Final Inspections and Approvals. When the Developer determines that a Public Improvement has been properly completed, the Developer shall request final inspection, approval, and, as appropriate, acceptance of the Public Improvement by the Village. The notice and request shall be given sufficiently in advance to allow the Village time to inspect the Public Improvement and to prepare a punch list of items requiring repair or correction and to allow the Developer time to make all required repairs and corrections prior to the scheduled completion date. The Developer shall promptly make all necessary repairs and corrections as specified on the punch list. Subject to the provisions of Subsection 6(E), the Village shall not be required to approve or accept any Public Improvement until all of the Public Improvements, including without limitation all punch list items, have been fully and properly completed.

E. Dedication and Acceptance of Specified Public Improvements. The Developer shall dedicate to the Village and the Village shall accept from the Developer the Public Improvements identified in **Exhibit F**. The Public Parking Area shall be conveyed to the Village in accordance with Section 5(K), but shall otherwise be subject to all provisions of Section 6, including, without limitation, Village inspections, approval, and confirmation that title to the Public Parking Area is free and clear of all liens, claims, and other encumbrances. Nothing whatsoever shall constitute an acceptance by the Village of any Public Improvement except express written acceptance by the Village in compliance with the requirements of the Subdivision Code. Prior to acceptance of any Public Improvement to be accepted by the Village, the Developer shall execute, or cause to be executed, a lien waiver and bill of sale to transfer ownership of the Public Improvement to, and to evidence ownership of the Public Improvement by, the Village, free and clear of all liens, claims, encumbrances, and restrictions unless otherwise approved by the Village. The Developer shall provide all documents requested by the Village demonstrating clear title to the Public Improvements, including, without limitation, title insurance updates, invoices, financing statements, checking account statements, sworn contractors' statements, construction contracts, lien waivers, and such other documents requested by the Village demonstrating the actual costs incurred in connection with the Public Improvements. The documents transferring ownership of any Public Improvement to, and to

evidence ownership of the Public Improvement by, the Village shall be reasonably acceptable in form and substance to the Village Attorney. Notwithstanding the foregoing, said documentation shall not impose any warranty or other burden on Developer associated with the dedication of the Public Improvement except as expressly set forth in this Agreement or the Subdivision Code. Developer shall, simultaneously, grant, or cause to be granted, to the Village all insured easements or other property rights as the Village may require to install, operate, maintain, service, repair, and replace the Public Improvements that have not previously been granted to the Village, free and clear of all liens, claims, encumbrances, and restrictions, unless otherwise approved by the Village.

F. Developer's Guaranty and Maintenance of Public Improvements. The Developer hereby guarantees the prompt and satisfactory correction of all defects and deficiencies in the Public Improvements that occur or become evident within one (1) year after approval and any required acceptance of the Public Improvements by the Village pursuant to this Agreement. If any defect or deficiency occurs or becomes evident during the one-year period, then the Developer shall, after twenty (20) days' prior written notice from the Village, diligently commence to correct it or cause it to be corrected. In the event any Public Improvement is repaired or replaced pursuant to the demand of the Village, the Guaranty provided by this Section 6(F) shall be extended, as to the repair or replacement, for one (1) full year from the date of completion of the repair or replacement.

G. Commencement and Completion of Construction. Developer shall commence work on the Development not later than September 30, 2019 ("**Commencement Date**"). Construction of the Development shall begin, proceed, be Substantially Completed, and made ready for inspection, approval, and any required acceptance by the Village, in accordance with the schedule attached to this Agreement as **Exhibit I ("Construction Schedule")**. Developer will pursue diligently, continuously, and in full compliance with this Agreement, Substantial Completion of all construction, as required in, or permitted by, Sections 5 and 6 of this Agreement.

H. Village Remedy for Failure to Complete Construction. If the Developer fails to comply with the Construction Schedule, or any portion thereof, the Developer will, subject to any right to cure granted to Developer and Developer's Lender in Subsection 6(I) of this Agreement, upon written request by the Village, promptly remove any partially constructed or partially completed buildings, structures, or improvements from the Village Property. If the Developer fails or refuses to remove the partially constructed or partially completed buildings, structures, or improvements from the Village Property, the Village will have, and is hereby granted, in addition to all other rights and remedies afforded to the Village in this Agreement and by law, the right, at its option, to complete the Development, in whole or in part, or demolish and remove any of the partially constructed or partially completed buildings, structures, or improvements from the Village Property, and the Village will have the right to charge the Developer an amount sufficient to defray the entire cost of such completion, in whole or in part, demolition and removal, including without limitation legal and administrative costs.

I. Developer and Lender Notice and Right to Cure for Failure to Complete Construction. In the event Developer fails to materially comply with the Construction Schedule, or any portion thereof, but excluding delays attributable to Force Majeure, the Village will

provide written default notice to Developer and to Developer's Lender, as that term is defined in Section 8(A). The default notice will specify the basis of the default. Developer and Developer's Lender will have a period of sixty (60) days from the date of the default notice to cure the default so that Substantial Completion of the Development can occur in accordance with the Construction Schedule. The Developer or the Developer's Lender may request a hearing before the Corporate Authorities to request additional time to Substantially Complete the Development. In the event Developer or Developer's Lender requests a hearing, the Corporate Authorities will reasonably consider, in light of prior investment in the Subject Property and the current financial ability of the Developer or Developer's Lender, a proposal from Developer or Developer's Lender that sets forth a reasonable revised schedule for Substantial Completion of the Development. The Village will reasonably cooperate with the Developer or the Developer's Lender to ensure that Substantial Completion of construction may be achieved within any schedule agreed to by the Village and the Developer and/or Developer's Lender.

J. Survival of Public Improvements Obligation. The Public Improvement obligations set forth in this Section 6 shall survive the expiration of this Agreement; provided, however, upon completion of the Public Improvements, acceptance thereof by the Village, and conclusion of any guaranty period under Agreement Subsection 6(F), Developer's obligations under this Section 6 shall be satisfied.

Section 7. Construction Traffic and Parking; Streets; Construction Trailer.

A. Construction Traffic and Parking; Streets.

1. Designated Traffic Routes. The Village may, from time to time, designate routes of access to the Subject Property for construction traffic to protect pedestrians, including, without limitation, traffic associated with the schools located in the Subject Property's vicinity, and to minimize disruption of traffic and damage to paved street surfaces; provided, however, that the designated routes shall not unduly hinder or obstruct efficient access to the Subject Property for construction traffic. The Developer shall keep all routes used for construction traffic free and clear of mud, dirt, debris, obstructions, and hazards and shall repair all damage caused by the construction traffic.
2. Parking. All construction vehicles, including, without limitation, passenger vehicles and construction equipment, shall be parked within the Subject Property or in areas approved by the Village.

B. Construction Trailer. The Village shall permit the Developer to use the Subject Property or other property as approved by the Zoning Administrator for the purpose of siting one (1) construction trailer. Trailer shall be in a location approved by the Zoning Administrator and subject to any conditions deemed reasonably necessary by the Zoning Administrator, including, without limitation, conditions governing site security, fencing, surface materials, restoration, and operations. No trailer shall be sited on the Subject Property prior to the Developer acquiring title to the Village Property in accordance with Section 3, and no trailer may be located on the

Subject Property after the date of issuance of any temporary occupancy permit for the Subject Property.

Section 8. Development Financing and Monitoring

A. Developer Financing. Within ninety (90) days of the Effective Date, the Developer shall secure a binding financing commitment necessary to Substantially Complete the Development, including, without limitation, a loan commitment from a lender. The Developer's financing commitments shall be sufficient to cover the equity and debt financing in the amounts set forth in **Exhibit J**. As a pre-condition of the Village issuing any permit for the Development, the Developer shall provide evidence of project financing acceptable to the Village, in the Village's reasonable discretion, and provide the Village with the contact name, mailing address, phone number, and e-mail address for the Developer's lender or lenders (collectively, "**Developer's Lender**"). The Village may unilaterally terminate this Agreement and all of the Parties' obligations hereunder if the Developer fails to provide evidence of Development financing and assurances that are acceptable to the Village within the timeframes set forth in this Section.

B. Village Incentives. Based upon the Developer's representation of the need for assistance, and provided the Developer fulfills its obligations in this Agreement and under the Act, the Village will provide the following assistance to facilitate the Development:

1. \$1,799,990.00 (the "**TIF Parking Incentive**"), which the Village shall provide by reducing the purchase price of the Village Property from \$1,800,000.00 to \$10.00.
2. \$800,000.00 (the "**Additional TIF Incentive**"), which the Village shall pay only from incremental property tax revenue generated by the Subject Property during this Agreement's term ("**IPT Revenue**"). The following terms shall govern the Additional TIF Incentive:
 - a) Developer may apply to receive no more than \$160,000.00 of Additional TIF Incentive in any single calendar year.
 - b) Developer shall submit with each request for Additional TIF Incentive a Certificate of Reimbursable Project Costs, in a form substantially consistent with **Exhibit K**, certifying that costs incurred by the Developer in connection with the Development have been incurred and are reimbursable under the Act ("**Reimbursable Project Costs**"). Each Certificate of Reimbursable Project Costs shall be accompanied by documentation supporting the requested reimbursement, including, without limitation, sworn statements, title insurance updates, lien waivers, invoices, financing statements, receipts, checking account statements, canceled checks, payroll records, project expenditure summaries, and all other documentation reasonably deemed necessary by the Village Manager.

- c) Developer may only be reimbursed for costs eligible for reimbursement under the Act and this Agreement and supported by a Certificate of Reimbursable Project Costs, including all supporting documentation reasonably deemed necessary by the Village Manager to verify compliance with the Act and this Agreement. Any material inaccuracy, false statement, misrepresentation, or false representation made by the Developer within a Certificate of Reimbursable Project Costs or within documentation accompanying a Certificate of TIF Reimbursable Project Costs shall constitute a breach of this Agreement.
- d) The Village shall pay Additional TIF Incentive within forty five (45) days of the following: i) the Village's annual receipt of the second installment of property taxes from DuPage County; ii) the Village's approval of the Developer's Certificate of Reimbursable Project Costs; and iii) the Village confirming that sufficient IPT Revenue exists to pay the Developer's Additional TIF Incentive request.
- e) The Additional TIF Incentive will be payable only from the IPT Revenue and from no other source. There will be no recourse against the Village's general fund or other Village revenues and no effect on the Village's ability to issue debt in the future. Upon this Agreement's voluntary or involuntary termination, any unpaid amount due to Developer from Village shall be forgiven in full.

C. TIF Parking Incentive and TIF Additional Incentive Clawback; Lien.

- 1. If the Subject Property or Development is abandoned for any consecutive ninety (90) day period, the Developer will pay back in full, upon fifteen (15) business days' written demand from the Village, the TIF Parking Incentive and any TIF Additional Incentive previously paid by the Village.
- 2. If the Developer fails for any reason whatsoever to Substantially Complete the Development in accordance with this Agreement, the Developer will pay back in full, upon fifteen (15) business days' written demand from the Village, the TIF Parking Incentive and any TIF Additional Incentive previously paid by the Village.

Notwithstanding the foregoing, in the event of the occurrence of a Developer default as set forth in Section (8)(C)(1) or (2) above, Developer shall have the option to re-convey the Village Property and any portion of the Alley to which the Developer holds title back to the Village, free and clear of any liens or encumbrances, in lieu of the obligation to repay the TIF Parking Incentive. However, after Developer default as set forth in Section (8)(C)(1) or (2), the Developer shall pay back any Additional TIF Incentive previously paid by the Village, regardless of Developer's election to either pay back the TIF Parking Incentive or re-convey property back to the Village.

D. Open Book Development. Attached hereto as **Exhibit L** is the Developer's good faith estimate of the overall costs of the Development (the "**Budget**"). The Developer acknowledges that the amount of the TIF Incentive is based upon the Budget. The Development shall be an "open book" project, and the Developer will provide the Village full access, upon the Village providing reasonable notice, to all portions of the Development. During business hours and at the office of the Developer, the Developer shall make available for review by the Village and its agents the books and records relating to the Developer's costs with respect to the Development to enable the Village to verify the Development's costs, including, but not limited to, the Developer's, general contractor's, and contractor's sworn statements, general contracts, subcontracts, purchase orders, waivers of lien, paid receipts, invoices, and all other information reasonably requested by the Village. These records shall be available for inspection, audit and examination. The Village agrees to keep all financial information of the Developer confidential, except to the extent required for compliance with any applicable law, rule or regulation. The foregoing Village review and audit rights shall terminate upon the voluntary or involuntary termination of this Agreement.

Within ten (10) days of Village's written request, the Developer shall provide the Village with written assurances that the Development is proceeding in accordance with the Construction Schedule and the Budget, including, without limitation, copies of all lien notices, adequate assurance of Developer's good faith attempts to resolve any dispute implicating the Construction Schedule or Budget, and proof of any security instruments that have been posted. In addition, at all relevant times hereto, the Village retains during normal business hours the right to inspect the Subject Property for the purposes of determining Developer's progress.

E. Progress Meetings. Developer shall at all times have an individual designated as the Village's primary point of contact for matters pertaining to this Agreement. Upon written request of the Village, Developer shall meet on a monthly basis with the Village Manager, or his designee, and other Village staff as appropriate, to provide a comprehensive progress report on the Development. Appropriate Development team personnel shall attend the meeting on behalf of Developer and the Village, and the Developer shall provide information regarding the status of construction and occupancy, pending permit requests, and other logistical information deemed necessary by the Village.

F. Property Taxes and Valuation. Developer shall timely pay when due all property taxes associated with or relating to the Subject Property. Developer shall not petition to reduce the assessed value of the Subject Property, appeal the applicable property tax rate, seek any real estate tax exemption, or otherwise pursue a reduction in any real property tax owed during this Agreement's term. The Developer's failure to comply with this Section shall constitute a default under this Agreement and cause Developer to forfeit any TIF Incentive, in addition to all other rights and remedies available to the Village under this Agreement, at law, or in equity.

G. Payments to Taxing Districts. The Developer shall be solely responsible for paying any and all costs and fees owed to or claimed by any taxing district pursuant to Act Sections 74.4-3(q)(7.5) or (7.7). The Village shall provide the Developer with notice of any payment due pursuant to this Section, and Developer shall tender full payment to the Village within 15 days of receiving the Village's notice. Upon receiving Developer's payment pursuant

to this Section, the Village shall deliver such payment to the appropriate taxing district. Developer's failure to comply with the terms of this Section shall constitute a default under this Agreement.

Section 9. Fees, Dedications, Donations, and Contributions.

A. Review Fees. In addition to all other costs, payments, fees, charges, contributions, or dedications required by this Agreement or by the Requirements of Law, the Developer shall pay to the Village, after presentation of a written demand or demands for payment, all reasonable legal, engineering, and landscape architect fees, costs, and expenses incurred or accrued in connection with the review and processing of plans for the development of the Subject Property, including, without limitation, all reasonable legal fees incurred by the Adjoining Owners associated with the Village securing free and clear title to the Alley, but only to the extent that the Village obtains free and clear title to the Alley. Payment of all fees, costs, and expenses for which demand has been made, but payment has not been received, by the Village prior to execution of this Agreement, shall be made by a certified or cashier's check contemporaneous with the execution of this Agreement by the Village. Further, the Developer agrees that it will continue to be liable for and to pay, immediately after presentation of a written demand or demands for payment, the fees, costs and expenses, as required pursuant to the Village Code, this Agreement, or the Village's Reimbursement of Fees Agreement for the Development, and incurred in connection with any applications, documents, or proposals, whether formal or informal, of whatever kind submitted by the Developer during the term of this Agreement in connection with the use and development of the Subject Property. Further, the Developer agrees that it shall be liable for and will pay after demand all fees, costs, and expenses incurred by the Village for publications and recordings required in connection with the above matters.

B. Fees to the Village and Others. In addition to all other costs, payments, fees, charges, contributions, or dedications required by this Agreement, the Developer will pay to the Village or other entity from whom an invoice is received, all application, inspection, and permit fees, all water and sewer general and special connection fees, tap-on fees, charges, contributions, impact fees, and all other fees, charges, and contributions pursuant to the Requirements of Law, including, without limitation, all DuPage County fees and Village impact fees.

C. Dedications, Donations, and Contributions to Others. As required by the Village Code, the Developer will make Developer donations to the school district, park district, library, and any other authority with jurisdiction over the Subject Property, which amount shall not exceed \$180,000.00. The Village may withhold issuing a certificate of occupancy for the Development until the Developer has made all payments required by this Section 9(C).

Section 10. Performance Security.

A. Performance Security. As security to the Village for the performance by the Developer of the Developer's obligations (1) to construct and Substantially Complete the Development, including, without the limitation, the Public Improvements, pursuant to and in accordance with this Agreement, (2) to pay all Village costs, fees, and charges due from the Developer pursuant to this Agreement, (3) to maintain and repair streets, sidewalks, and other

public property pursuant to this Agreement, and (4) to otherwise faithfully perform its undertakings pursuant to this Agreement and the Requirements of Law, the Developer shall, within thirty (30) days of the Effective Date and prior to the issuance of any building permit for the Subject Property, deposit with the Village Manager a cash deposit or letter of credit ("**Performance Security**"), in a form approved by the Village Attorney, and in an amount equal to 125% of the Zoning Administrator's Approved Cost Estimate for the Public Improvements portion of the Development, including Public Parking Area costs. In lieu of including Public Parking Area costs in the Performance Security, Developer may provide a security instrument in a form approved by the Village Attorney, which security instrument shall be in an amount equal to 125% of the cost of the Public Parking Area, as set forth in the Zoning Administrator's Approved Cost Estimate for the Public Improvements portion of the Development ("**Alternate Performance Security**"). For the purposes of this Agreement, any Alternate Performance Security approved by the Village Attorney shall be considered to be part of the Performance Security, and all provisions of this Agreement addressing, referencing, relating to, or pertaining to the Performance Security shall also apply to the Alternate Performance Security. In the event the Village Attorney does not approve the Alternate Performance Security, Developer agrees to deposit with the Village Manager a cash deposit or letter of credit, in a form approved by the Village Attorney, and in an amount equal to 125% of the cost of constructing the Public Parking Area, as set forth on the Zoning Administrator's Approved Cost Estimate for Public Improvements. Any such cash deposit or letter of credit shall be considered to be part of the Performance Security for this Agreement's purposes. The Performance Security shall be maintained and renewed by the Developer, and shall be held in escrow by the Village. The Developer may apply to the Village to reduce the Performance Security in accordance with the Subdivision Code.

B. Guaranty Security. Immediately prior to any required acceptance by the Village of the Public Improvements pursuant to this Agreement, the Developer shall post a new cash deposit or letter of credit, in a form approved by the Village Attorney, and in the amount of 10% percent of the actual total cost of the Public Improvements, as security for the performance of the Developer's obligations under this Agreement ("**Guaranty Security**"). The Guaranty Security shall be held by the Village in escrow until the last to occur of (i) the date that is the end of the one-year guaranty period set forth in this Agreement or (ii) the date that is one (1) year after the proper correction of any defect or deficiency in the Public Improvements pursuant to this Agreement and payment of the cost of correction. If the Village is required to draw on the Guaranty Security by reason of the Developer's failure to fulfill its obligations under this Agreement, then the Developer shall within ten (10) days thereafter cause the Guaranty Security to be increased to its full original amount.

C. Costs. The Developer shall bear the full cost of securing and maintaining the Performance Security and the Guaranty Security.

D. Form of Security Instruments.

The Performance Security and the Guaranty Security shall be in the form attached as **Exhibit M**, as approved by the Village Attorney. All security instruments and each shall be from an institution (i) acceptable to the Village, (ii) licensed in the State of Illinois, and either (iii) having capital resources of at least Fifty Million Dollars (\$50,000,000) or (iv) having an AM

Best rating of at least A-. No reduction for payment of Public Improvement work satisfactorily completed shall be allowed except after presentation by the Developer of proper contractors' sworn statements, partial or final waivers of lien, as may be appropriate, and any additional documentation that the Village may reasonably request to demonstrate satisfactory completion of the Public Improvement in question and full payment of all contractors, subcontractors, and material suppliers. The Guaranty Security shall not be reduced by reason of any cost incurred by the Developer to satisfy its obligations under this Agreement.

E. Replenishment of Security. If at any time the Village reasonably determines that i) the funds remaining in the Performance Security are not, or may not be, sufficient to pay in full the remaining unpaid cost of all Public Improvements, or ii) the funds remaining in the Guaranty Security are not, or may not be, sufficient to pay all unpaid costs of correcting any and all defects and deficiencies in the Public Improvements, then, within ten (10) days after a demand by the Village, the Developer shall increase the amount of the cash deposit or security instrument to an amount reasonably determined by the Village Manager to be sufficient to pay the unpaid costs of correcting defects and deficiencies.

F. Replacement of Security. If at any time the Village reasonably determines that the institution issuing the Performance Security or the Guaranty Security is unable to meet any federal or state requirement for reserves, is insolvent, is in danger of becoming any of the foregoing, or is otherwise in danger of being unable to honor the appropriate letter of credit at any time during its term, or if the Village otherwise reasonably deems itself to be insecure, then the Village shall have the right to demand that the Developer provide replacement security instruments from a financial institution or surety satisfactory to the Village. The replacement security instrument shall be deposited with the Village not later than ten (10) days after the demand. After deposit of the replacement security instrument, the Village shall surrender the original security instrument to the Developer.

G. Use of Funds in the Event of Breach of Agreement. If the Developer fails or refuses to complete the Development in accordance with this Agreement, or fails or refuses to correct any defect or deficiency in the Public Improvements as required by Section 6 of this Agreement, or fails or refuses to restore property in accordance with a demand made pursuant to Section 6 of this Agreement, or in any other manner fails or refuses to meet fully any of its obligations under this Agreement, and such default is not cured within thirty (30) days after written notice to the Developer, then the Village may, in its sole and absolute discretion, draw on any cash deposit or letter of credit according to the specific terms set forth in the security instrument and use the funds according to the terms of the surety.

H. Village Lien Rights. If any money or other consideration due from the Developer to the Village pursuant to this Agreement is not either recovered from the cash deposit or letter of credit required in this Section 10 or paid or conveyed to the Village by the Developer within ten (10) days after a demand for payment or conveyance, then the money, together with interest at the rate of 9% per annum, and costs of collection, including reasonable legal fees and administrative expenses, shall become a lien on the Subject Property, and the Village shall have the right to collect the amount or value, with applicable interest and costs, including reasonable legal fees and administrative expenses, and the right to enforce the lien in the manner provided by law for mortgage foreclosure proceedings. The lien shall be subordinate to the lien of any

first mortgage now or hereafter placed on the Subject Property; provided, however, that the lien subordination shall apply only to charges that have become due and payable prior to a sale or transfer of the Subject Property pursuant to a decree of foreclosure, or any other proceeding in lieu of foreclosure, but the sale or transfer shall not relieve the Subject Property from liability for any charges thereafter becoming due, nor from the lien of any subsequent charge.

I. Developer's Assistance in the Event of Breach of Agreement. In the event the Village exercises its rights under the Performance Security or the Guaranty Security, then the Developer will cooperate with the Village's efforts to collect funds under the either such security instrument for completion of the improvements according to the terms of this Agreement.

J. Survival of Performance Security and Guaranty Security Obligations. The Performance Security and Guaranty Security obligations set forth in this Section 10 shall survive the expiration of this Agreement; provided, however, upon completion of the Public Improvements, acceptance thereof by the Village and conclusion of any guaranty period under Subsection 6(F) of this Agreement, Developer's Guaranty Security obligations under this Section 10 shall be satisfied.

Section 11. Liability, Indemnity of Village, and Insurance.

A. Village Review. The Developer acknowledges and agrees that the Village is not, and shall not be, in any way liable for any damages or injuries to Developer that may be sustained as the result of the Village's review and approval of any plans for the Development, the Subject Property, or the Public Improvements, or the issuance of any approvals, permits, certificates, or acceptances for the Development or use of the Subject Property or the Public Improvements, and that the Village's review and approval of those plans and the Public Improvements and issuance of those approvals, permits, certificates, or acceptances does not, and shall not, in any way, be deemed to insure the Developer, or any of its heirs, successors, assigns, tenants, and licensees, or any other Person, against damage or injury of any kind at any time.

B. Village Procedure. The Developer acknowledges and agrees that notices, meetings, and hearings have been properly given and held by the Village with respect to the approval of this Agreement and agrees not to challenge the Village's approval of this Agreement on the grounds of any procedural infirmity or of any denial of any procedural right.

C. Indemnity. The Developer agrees to hold harmless and indemnify the Village, the Corporate Authorities, the Village Plan Commission, the Village Zoning Board of Appeals, and all Village elected or appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from any and all claims that may be asserted at any time against any of them in connection with (i) the Village's review and approval of any plans for the Subject Property, the Development, or the Public Improvements; (ii) the issuance of any approval, permit, or certificate; (iii) the Developer's Construction of the Development; or (iv) this Agreement.

D. Defense Expense. The Village shall provide the Developer written notice of any claim for which the Village may seek indemnification or to be held harmless within ten (10) days of obtaining notice of a claim. The Developer shall have the right to hire counsel of its choosing, with consent of the Village, and to control defense of any claim or to settle any claim provided

that the Village shall have the right to participate in the defense and settlement of the claim. The Village shall provide Developer timely notice of any defense to a claim so as to avoid prejudice. Failure of the Village to tender timely notice or defense of a claim shall waive any obligation of Developer to indemnify, defend, and hold harmless the Village. In the event that the Village retains defense of any claim the Developer shall, and does hereby agree to, pay all expenses, including without limitation all reasonable legal fees, incurred by the Village in defending itself with regard to any and all of the claims referenced in Section 11(C) of this Agreement, provided that Developer shall have the right to participate in said defense and approval of any settlement of a claim.

E. Insurance.

1. Liability Insurance Prior to Completion. Prior to issuance of a building permit, Developer shall procure and deliver evidence of such policies to the Village, at Developer's cost and expense, and shall maintain in full force and effect through completion of construction of the Development, a policy or policies naming the Village of Glen Ellyn, together with its officers, agents, employees, contractors, attorneys, and engineers as additional primary, non-contributory named insureds. All such policies shall be in such form and issued by such companies as shall be reasonably acceptable to the Village, and any insurance carried by the Village for like risks shall be secondary and in excess of the insurance required hereby. All policies shall be written on a "per occurrence" basis. The Developer shall procure and maintain insurance for protection from claims under worker's compensation acts, claims for damages because of bodily injury including personal injury, sickness or disease or death of any and all employees or of any Person other than such employees, and from claims or damages because of injury to or destruction of property including loss of use resulting therefrom, alleged to arise from the Developer's negligence in the performance of services under this Agreement. Developer's certificate of insurance shall contain a provision that the coverage afforded under the policy(s) will not be canceled or reduced without thirty (30) days prior written notice (hand delivered or registered mail) to the Village. Developer shall promptly forward new certificate(s) of insurance evidencing the coverage(s) required herein upon annual renewal of the subject policies. Failure of the Developer to supply a valid certificate of insurance, or if a previously valid certificate of insurance has expired and is not replaced, is grounds for issuance of a stop work order, in addition to all other remedies available at law or in equity, until such time as a valid certificate of insurance is provided. Failure of the Village to collect or demand a certificate of insurance shall not be deemed a waiver of the requirement to provide one. The limits of liability for the insurance required by this Subsection shall not be less than the following:

Workmen's Compensation Insurance:

All Liability imposed by Workmen's Compensation statute

Employer's Liability Insurance	\$1,000,000
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Contractual Liability Insurance	\$1,000,000
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Completed Operations Insurance \$ 500,000

Owned, Hired, and Non-Ownership Vehicle, Bodily Injury and Property Damage to the following Limits:

Commercial General Liability	\$2,000,000 (each occurrence)
Bodily Injury	\$2,000,000 (each person) \$2,000,000 (each accident)
Property Damage	\$2,000,000 (each accident)
Automobile Liability	\$1,000,000 combined single limit (each accident)
Umbrella Liability	\$7,500,000 (each occurrence) \$7,500,000 (aggregate)

2. Developer's Risk Prior to Completion. Prior to Substantial Completion of the Development, Developer shall keep in force at all times builders risk insurance on a completed value basis, in non-reporting form, against all risks of physical loss, including collapse, covering the total value of work performed and equipment, supplies and materials furnished for the Development (including on-site stored materials), all as to work by Developer. Such insurance policies shall be issued by companies satisfactory to the Village. Such policies shall contain a provision that the same will not be canceled or materially amended without prior written notice to the Village.
3. Developer's Ongoing Obligations. Throughout this Agreement's term, the Developer shall maintain in full force and effect insurance, in a form and amount approved by the Village Attorney, sufficient to cover the replacement cost of the Development in the event the Development is destroyed in whole or in part. The Developer shall be obligated to use the insurance proceeds to reconstruct the Public Parking Area and make it habitable again, consistent with the Final Development Plans.

Section 12. Nature, Survival, and Transfer of Obligations. All obligations assumed by the Developer under this Agreement shall be binding on the Developer individually, on any and all of the Developer's successors, and assigns, and on any and all of the respective successor legal or beneficial owners of all or any portion of the Subject Property, excluding the Village's ownership or control of the Public Parking Area. To assure that the Developer's successors, and assigns, and successor owners of all or any portion of the Subject Property have notice of this Agreement and the obligations created by it, the Developer shall:

- A. Deposit with the Village Clerk, contemporaneously with the Village's approval of this Agreement, any consents or other documents necessary to authorize the Village to record this Agreement in the office of the Recorder of DuPage County; and

- B. Notify the Village in writing at least thirty (30) days prior to any date after which the Developer transfers a legal or beneficial interest in any portion of the Subject Property to any Person not a party to this Agreement; and
- C. Incorporate, by reference, this Agreement into any and property sales contracts entered into for the sale of all or any portion of the Subject Property to a Person not a party to this Agreement; and
- D. Require, prior to the transfer of all or any portion of the Subject Property, or any legal or equitable interest in the Subject Property to any Person not a party to this Agreement, the transferee to execute an enforceable written agreement, in substantially the form attached to this Agreement as **Exhibit N**, agreeing to be bound by this Agreement ("**Transferee Assumption Agreement**"), and to provide the Village, after request, with reasonable assurance of the financial ability of the transferee to meet those obligations as the Village may require;

Provided, however, that the requirements stated in the four preceding clauses shall not apply to any lease for a portion of the Subject Property irrespective of the status of Substantial Completion. The Village agrees that after a successor becoming bound to the personal obligation created in the manner provided in this Agreement and providing the financial assurances required in this Section 12, the individual liability of the Developer shall be released to the extent of the transferee's assumption of liability. The failure of the Developer to provide the Village with a fully executed copy of a Transferee Assumption Agreement with the transferee's proposed assurances of financial capability before completing the transfer shall result in the Developer remaining fully liable for all of the Developer's obligations under this Agreement but shall not relieve the transferee of its liability for those obligations as a successor to the Developer.

Section 13. Term. Except as stated in this Section 13, this Agreement shall run with and bind the Subject Property until January 1, 2037, unless such term is extended by mutual agreement of the Parties, and shall inure to the benefit of and be enforceable by the Developer and the Village, and any of their respective legal representatives, heirs, successors, and assigns. Sections 4(C), 5(K)(4), and 11 (C) and (D) will survive the term set forth in this Section 13 and shall run and bind the Subject Property in perpetuity, and shall inure to the benefit of and be enforceable by the Developer and the Village, and any of their respective legal representatives, heirs, successors, and assigns. If any of the privileges or rights created by this Agreement would otherwise be unlawful or void for violation of (1) the rule against perpetuities or some analogous statutory provision, (2) the rule restricting restraints on alienation, or (3) any other statutory or common law rules imposing time limits, then the affected privilege or right shall continue only until 21 years after the death of the last survivor of the now living lawful descendants, known or unknown, of the current President of the United States, or for any shorter period that may be required to sustain the validity of the affected privilege or right.

Section 14. Enforcement.

A. Remedies. Each Party to this Agreement may, in law or in equity, by suit, action, mandamus, or any other proceeding, including without limitation specific performance, enforce or compel the performance of this Agreement. Developer agrees that it will not seek, and does not have the right to seek, to recover a judgment for monetary damages against the Village, or any of its elected or appointed officials, officers, employees, agents, representatives, engineers, or attorneys, on account of the negotiation, execution, or breach of this Agreement; except to the extent that the Village has committed fraud, exhibited willful or wanton disregard to the right of Developer or the terms of this Agreement, or otherwise acted in bad-faith or in a manner to intentionally prevent Developer from performing under the terms of this Agreement. In addition to every other remedy permitted by law or in equity for the enforcement of the terms of this Agreement, the Village will be entitled to withhold the issuance of building permits, certificates of occupancy for any and buildings and structures within the Subject Property, and/or any TIF Incentive or other monies authorized by this Agreement at any time the Developer has failed or refused to meet fully any of its obligations under this Agreement. In the event of a judicial proceeding brought by one party to this Agreement against the other party to this Agreement pursuant to this Section 14, the prevailing party shall be entitled to reimbursement from the unsuccessful party of all costs and expenses, including without limitation reasonable attorneys' fees, incurred in connection with the judicial proceeding.

B. Failure to Remedy After Notice – Reconveyance. Subject to the provisions of subsection 6(H) and 6(I), in the event Developer fails to cure or obtain the Village's approval of a revised Construction Schedule within the time set forth therein and neither the Surety nor Developer's Lender commence reasonable remedial measures that are satisfactory to and approved by the Village Manager in writing within forty-five (45) days after receiving written notice from the Village demanding reconveyance of the Village Property, the Village may, in its sole discretion and without further notice to Developer or Developer's Lender, direct the Escrow Agent to record a warranty deed conveying title to the Village Property and any portion of the Alley to which the Developer then holds to the Village, and Village may immediately thereafter take title and possession of the Village Property and any improvements located thereon, and the Developer shall immediately surrender the Village Property and all improvements located thereon to the Village. The Village's rights under this Section 14(B) are in addition to all other rights and remedies available to the Village at law, in equity, or in contract.

Section 15. General Provisions.

A. Notice. Any notice or communication required or permitted to be given under this Agreement shall be in writing and shall be delivered (i) personally, (ii) by a reputable overnight courier, (iii) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid, (iv) by facsimile, or (v) by electronic internet mail ("*e-mail*"). Facsimile notices shall be deemed valid only to the extent that they are (a) actually received by the individual to whom addressed and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. E-mail notices shall be deemed valid only to the extent that they are (a) opened by the recipient on a business day at the address set forth below, and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. Unless otherwise provided in this Agreement, notices shall be deemed received after the first to occur of (a) the date of actual

receipt; or (b) the date that is one (1) business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) the date that is three (3) business days after deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Section 15(A), each party to this Agreement shall have the right to change the address or the addressee, or both, for all future notices and communications to them, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the Village shall be addressed to, and delivered at, the following address:

Village of Glen Ellyn
ATTN: Village Manager
535 Duane Street
Glen Ellyn, IL 60137
Fax: 630.469.8849
Email: mfranz@glenellyn.org

With a copy to:

Village of Glen Ellyn
ATTN: Village Attorney
535 Duane Street
Glen Ellyn, IL 60137
Fax: 630.469.8849
Email: gjones@ancelglink.com

Notices and communications to the Developer shall be addressed to, and delivered at, the following address:

GSP Development, LLC
ATTN: Lawrence Debb
55 E. Monroe Street, Suite 3950,
Chicago, Illinois 60603
Fax: _____
Email: ldebb@gspdevelopment.com

With a copy to:

Brown & Brown, P.C.
ATTN: Kenneth H. Brown
600 Central Avenue, Suite 325
Highland Park, Illinois 60035
Fax: 847-433-6735
Email: khb@brownbrownlaw.com

B. Time of the Essence. Time is of the essence in the performance of this Agreement.

C. Rights Cumulative. Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement shall be cumulative and shall not be exclusive of any other rights, remedies, and benefits allowed by law.

D. Non-Waiver. The Parties shall be under no obligation to exercise any of the rights granted to it in this Agreement. The failure of a Party to exercise at any time any right granted to the Party shall not be deemed or construed to be a waiver of that right, nor shall the failure void or affect the Party's right to enforce that right or any other right, except as otherwise set forth herein.

E. Consents. Unless otherwise provided in this Agreement, whenever the consent, permission, authorization, approval, acknowledgement, or similar indication of assent of any party to this Agreement, or of any duly authorized officer, employee, agent, or representative of any party to this Agreement, is required in this Agreement, the consent, permission, authorization, approval, acknowledgement, or similar indication of assent shall be in writing.

F. Governing Law. This Agreement shall be governed by, and enforced in accordance with, the internal laws, but not the conflicts of laws rules, of the State of Illinois. Venue for disputes arising from or related to this Agreement, the Development, or the Subject Property shall be in the Illinois Circuit Court for the Eighteenth Judicial Circuit, DuPage County, Illinois.

G. Severability. It is hereby expressed to be the intent of the parties to this Agreement that should any provision, covenant, agreement, or portion of this Agreement or its application to any Person or property be held invalid by a court of competent jurisdiction, the remaining provisions of this Agreement and the validity, enforceability, and application to any Person or property shall not be impaired thereby, but the remaining provisions shall be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Agreement to the greatest extent permitted by applicable law.

H. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes any and all prior agreements and negotiations between the parties relating to the subject matter of this Agreement.

I. Interpretation. This Agreement shall be construed without regard to the identity of the party who drafted the various provisions of this Agreement. Moreover, each and every provision of this Agreement shall be construed as though all parties to this Agreement participated equally in the drafting of this Agreement. As a result of the foregoing, any rule or construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

J. Exhibits. **Exhibits A through N** attached to this Agreement are, by this reference, incorporated in, and made a part of this Agreement. In the event of a conflict between an exhibit and the text of this Agreement, the text of this Agreement shall control.

K. Amendments and Modifications. No amendment or modification to this Agreement shall be effective until it is reduced to writing and approved and executed by all parties to this Agreement in accordance with all Requirements of Law.

L. Changes in Laws. Unless otherwise provided in this Agreement, any reference to the Requirements of Law shall be deemed to include any modifications of, or amendments to, the Requirements of Law that may occur in the future.

M. Compliance with Laws. Developer agrees to comply with all Requirements of Law when performing any task associated with this Agreement or the Development, including, without limitation, the Illinois Prevailing Wage Act, 820 ILCS 130/0.01, *et seq.* (the “*Wage Act*”). To the extent that the Wage Act applies, the Developer agrees to pay and require every contractor and subcontractor to pay prevailing wages as established by the Illinois Department of Labor for each craft or type of work needed to execute the contract in accordance with the Act. The Developer shall prominently post the current schedule of prevailing wages at the Subject Property and shall notify immediately in writing all of its contractors and subcontractors, of all changes in the schedule of prevailing wages. Any increases in costs to the Developer due to changes in the prevailing rate of wage during the terms of any contract shall be at the expense of the Developer and not at the expense of the Village. The Developer agrees to indemnify and hold harmless the Village from any and all claims, damages, fines, fees and penalties arising out of non-compliance with the Requirements of Law, including, without limitation, the Wage Act, by the Developer and its agents, contractors, employees, successors, and assigns.

N. Disclosures. Upon the Village’s request, Developer will provide a list of all entities owning a greater than one percent (1%) interest in Developer. Developer will update this information at the request of the Village. Based in part on the information provided by Developer and in part on information from the Village’s independent investigation, the Village will affirm that its Corporate Authorities, and all appropriate Village elected and appointed officials, officers, employees, agents and representatives of the Village have or will comply with the disclosure and conflict-of-interest provisions of the Public Officer Prohibited Activities Act (50 ILCS 105/3), the Act, and the Illinois Governmental Ethics Act (5 ILCS 420).

O. Authority to Execute. The Village hereby warrants and represents to the Developer that the Persons executing this Agreement on its behalf have been properly authorized to do so by the Corporate Authorities. The Developer hereby warrants and represents to the Village that it has the full and complete right, power, and authority to enter into this Agreement and to agree to the terms, provisions, and conditions set forth in this Agreement and to bind the Subject Property as set forth in this Agreement, that all legal actions needed to authorize the execution, delivery, and performance of this Agreement have been taken, and that neither the execution of this Agreement nor the performance of the obligations assumed by the Developer will (a) result in a breach or default under any agreement to which the Developer is a party or to which it or the Subject Property is bound or (b) violate any statute, law, restriction, court order, or agreement to which the Developer or the Subject Property are subject.

P. Standard of Performance. Developer’s performance pursuant to this Agreement shall exhibit the same level of care, competence, judgment, and diligence that is reasonably expected of a real estate development firm in the Chicago Metropolitan Statistical Area that has experience which developments that are equally and more complex than the Development. The Development shall be constructed in a good and workmanlike manner and in compliance with (a) all Village ordinances, rules, and regulations; and (b) this Agreement. All improvements associated with the Development or the Subject Property shall be new and of the best grade of their respective kinds for their intended purpose.

Q. No Third Party Beneficiaries. Nothing herein, express or implied, is intended to or shall confer upon any other person, entity, company, or organization, any legal or equitable right, benefit or remedy of any nature whatsoever under or by reason of this Agreement.

R. Recording. After the Developer has paid to the Village the amounts due pursuant to Section 9 of this Agreement and the Developer has paid to the Village an amount sufficient to cover the cost of recording this Agreement, all necessary ordinances, plats, and other instruments, the Village shall promptly cause this Agreement to be recorded in the office of the Recorder of DuPage County.

S. Counterparts. This Agreement may be executed in counterpart, each of which shall constitute an original document, which together shall constitute one and the same instrument.

T. Freedom of Information Act. Developer agrees to maintain, without charge, all records and documents concerning or relating to this Agreement, the Subject Property, the Development, and the Village in accordance with the Freedom of Information Act ("**FOIA**") 5 ILCS 140/1, *et seq.* Upon the Village's request, the Developer shall produce all records requested by the Village within the timeframe requested by the Village, and if additional time is needed to compile the requested records, the Developer shall promptly notify the Village. In the event that either party is found to have not complied with FOIA due to the other party's failure to produce documents or otherwise appropriately respond to a request under the Act, then the party failing to produce and/or respond shall indemnify and hold harmless the other party, and pay all amounts determined to be due, including, but not limited to, fines, costs, attorneys' fees and penalties

U. Force Majeure. Whenever any performance that is required hereunder shall be delayed at any time by Force Majeure, then the party excused from performance shall be excused from performance: 1) only after delivery of notice to the other party, which notice shall identify the nature of the Force Majeure event and the anticipated duration of the delay due to the Force Majeure event; 2) only during the duration of the Force Majeure event; and 3) only so long as the party whose performance is impaired continues to take reasonable steps to mitigate the effect of the Force Majeure Event and to substantially perform despite the occurrence of the Force Majeure Event.

V. Default Cure Period. Notwithstanding any other provision to the contrary, Developer shall have the right to cure: (i) any monetary default within ten (10) days after written notice and (ii) any other covenant, condition or obligation under this Agreement ("non-monetary default") within thirty (30) days after written notice, or such longer period of time as the Parties mutually agree is reasonably necessary to cure the non-monetary default, if Developer has commenced the cure within such thirty (30) days and is diligently pursuing the same to completion.

[Signature Pages Follow]

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed on the date first above written.

GSP DEVELOPMENT, LLC, an Illinois
limited liability company

By: _____
Its: _____

ATTEST:

VILLAGE OF GLEN ELLYN, an Illinois
municipal corporation

John Chereskin, Village Clerk

Diane McGinley, Village President

ACKNOWLEDGEMENT

STATE OF ILLINOIS)
) SS.
 COUNTY OF DUPAGE)

This instrument was acknowledged before me on _____, 2019,
 by **DIANE MCGINLEY**, the President of the **VILLAGE OF GLEN ELLYN**, an Illinois
 municipal corporation, and by **JOHN CHERESKIN**, the Village Clerk of said municipal
 corporation.

 Signature of Notary

SEAL

My Commission expires:

STATE OF ILLINOIS)
) SS.
 COUNTY OF _____)

The foregoing instrument was acknowledged before me on
 _____ 2019, by Lawrence Debb the manager of **GSP DEVELOPMENT,**
LLC, an Illinois limited liability company, as his free and voluntary act in his capacities as
 manager of said company for the uses and purposes herein.

 Signature of Notary

SEAL

My Commission expires:

Exhibit List

- A. Developer Property depiction
- B. Developer Property legal description
- C. Village Property depiction
- D. Village Property legal description
- E1 – E6. Development Plans
- F. Public Improvements
- G. Alley depiction
- H. Zoning Ordinance
- I. Construction Schedule
- J. Financing exhibit
- K. Certificate of Reimbursable Project Costs
- L. Budget
- M. Irrevocable Standby Letter of Credit
- N. Transferee assumption agreement

4852-6070-8736, v. 1



400 N. Main Street



Map created on December 3, 2018.

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LEGAL DESCRIPTION
400 N. MAIN STREET

LOT 2 AND LOT 3 (EXCEPT THE WEST 40.00 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION IN THE SOUTHWEST ¼ 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



Village Main Street Parking Lot



Map created on December 3, 2018.

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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.

LEGAL DESCRIPTION
MAIN STREET PARKING LOT
418-424 N. MAIN STREET

PARCEL 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 ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

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

itzGerald
1312-553-0000
www.itzgeraldassociates.com

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
1	P100 Review Part 1	07/16/18
2	P100 Review Part 2	08/21/18
3	P100 Review Part 3	10/01/18
4	P100 Review Part 4	11/06/18
5	P100 Review Part 5	11/16/18

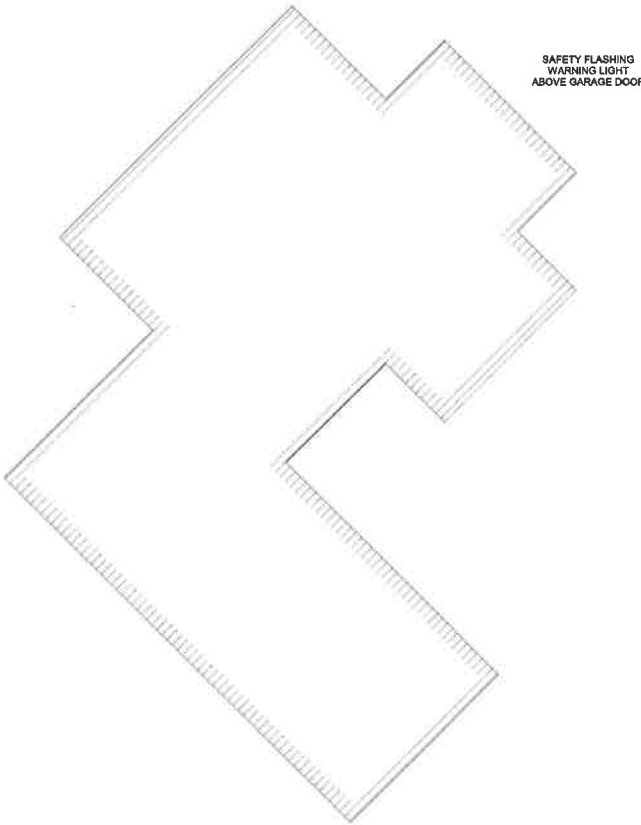
SITE PLAN
OPTION A

PDR-1

BUILDING SUMMARY

Building Summary - Glen Ellyn Hillside and Main										Apex 400	
Floor Areas		Net Areas		Parking Counts		Residential Counts		Total		Total	
Gross	Net	Gross	Net	Public	Residential	Single	Units	Units	Units	Units	Units
33,528	3,124	4,716				2	4	18	18	20	20
33,028	3,124	4,716				2	4	18	18	20	20
30,300	3,311	4,716				1	1	11	11	11	11
88,711	3,085	310						2	2	16	16
88,810	1,434	2,730	8,844	1,025	52,764						
225,253	14,094	4,483	8,844	5,755	198,613						

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



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

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.

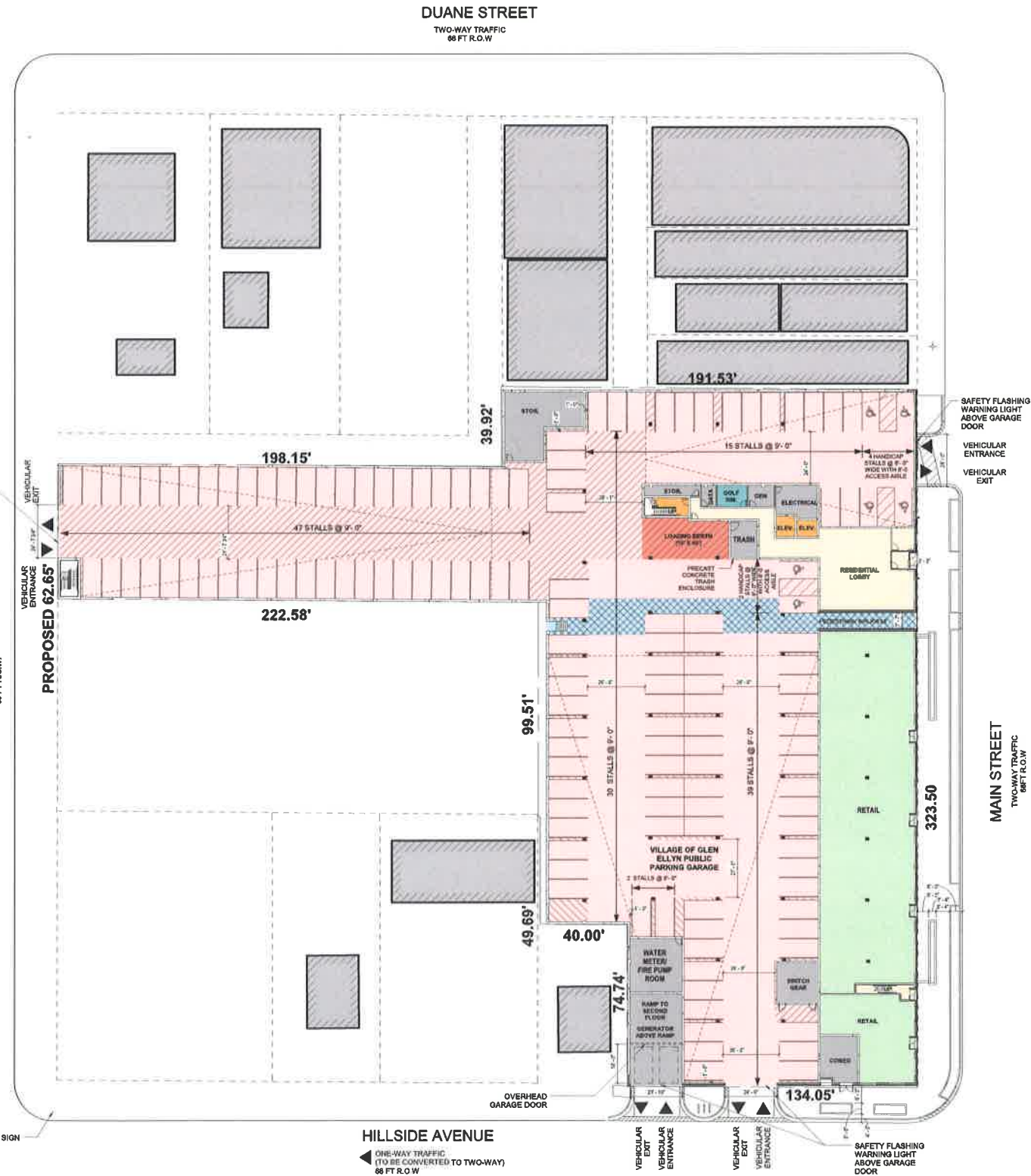
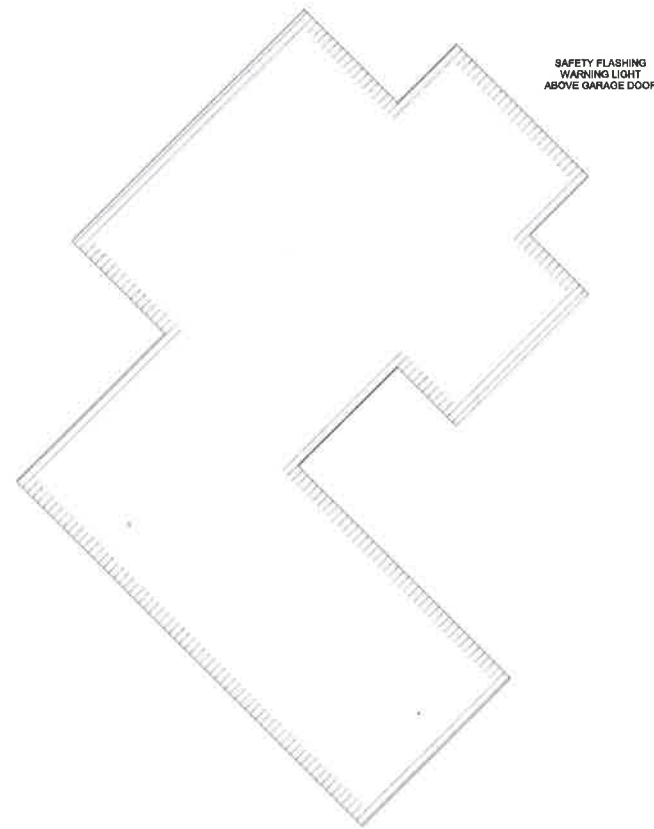
MAIN STREET
TWO-WAY TRAFFIC
66 FT R.O.W.

1 SITE PLAN
1" = 20'-0"



Building Summary - Glen Elyn Hillside and Main										Apex 40	
Floor Areas		Net Area		Res. Units		Parking Spaces		Residential Counts			
Gross	Net	Res. Units	Res. Units	Res. Units	Res. Units	Res. Units	Res. Units	Res. Units	Res. Units	Res. Units	Res. Units
sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.
33,026	11,244	478	1,124	478	1,124	478	1,124	478	1,124	478	1,124
33,026	11,244	478	1,124	478	1,124	478	1,124	478	1,124	478	1,124
36,501	12,311	478	1,124	478	1,124	478	1,124	478	1,124	478	1,124
48,711	16,081	478	1,124	478	1,124	478	1,124	478	1,124	478	1,124
69,931	23,251	478	1,124	478	1,124	478	1,124	478	1,124	478	1,124
335,351	14,081	4,431	8,441	5,781	10,511	9,471					

PARKING SUMMARY		
PROPOSED		CURRENTLY EXISTING
1ST FLOOR / PUBLIC	139 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	122 TOTAL
2ND FLOOR / RESIDENTIAL	144 TOTAL (SEE DRAWINGS FOR SPECIFIC STALL DIMENSIONS)	0 TOTAL



1 SITE PLAN
1" = 20'-0"

PDR-1

18024

APEX 400
Apartments
400 Main Street

CONCLUSIONS

**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	11/19/11
4	P&D Review Part 4	11/15/11
3	P&D Review Part 3	10/21/11
2	P&D Review Part 2	09/21/11
1	P&D Review Part 1	07/16/11

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FIRST FLOOR
PLAN - OPTION A

PDR-2

Packet Pg. 186

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"



**VILLAGE OF GLEN
ELLYN PUBLIC
PARKING GARAGE**

2 STALLS @ 9'-0"

5.5% SLOPE
+762 to +771
8FT

SWITCH GEAR

RETAIL

RETAIL

COMED



FitzGerald
912 W. Lake St. 312.663.9100
Chicago, Illinois 312.643.1919
www.fitzgeraldassociates.net

CONSULTANT

18024

APEX 400
Apartments
400 Main Street

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

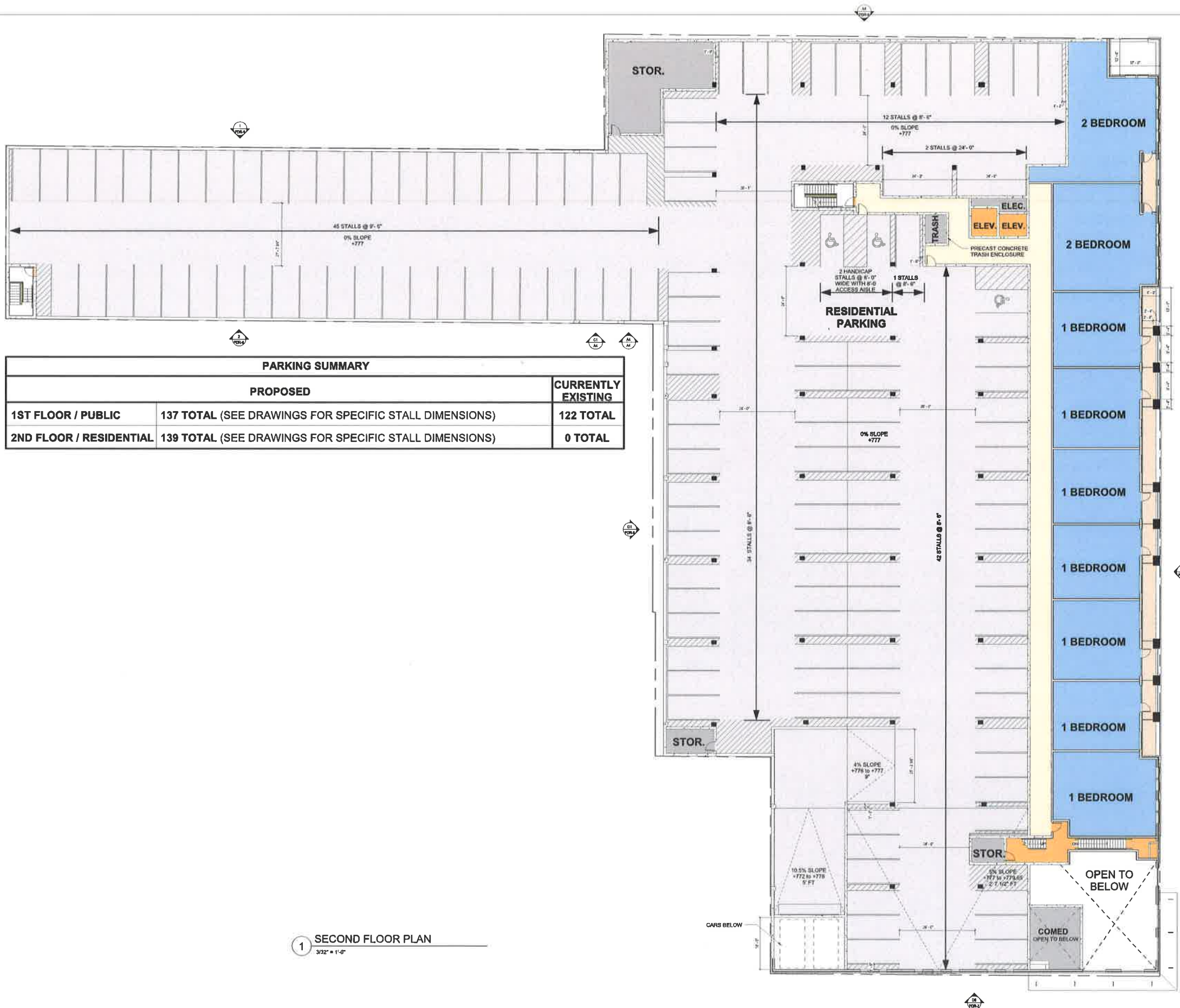
MISSNER GROUP
1700 E Higgins Rd.
Des Plaines, IL 60018

6	P&ID Review Part 5	11/18/18
4	P&ID Review Part 4	11/01/18
3	P&ID Review Part 3	10/01/18
2	P&ID Review Part 2	09/01/18
1	P&ID Review Part 1	07/18/18

DESCRIPTION DATE

SECOND FLOOR
PLAN - OPTION A

PDR-3



APEX 400
Apartments
400 Main Street

CURRENT

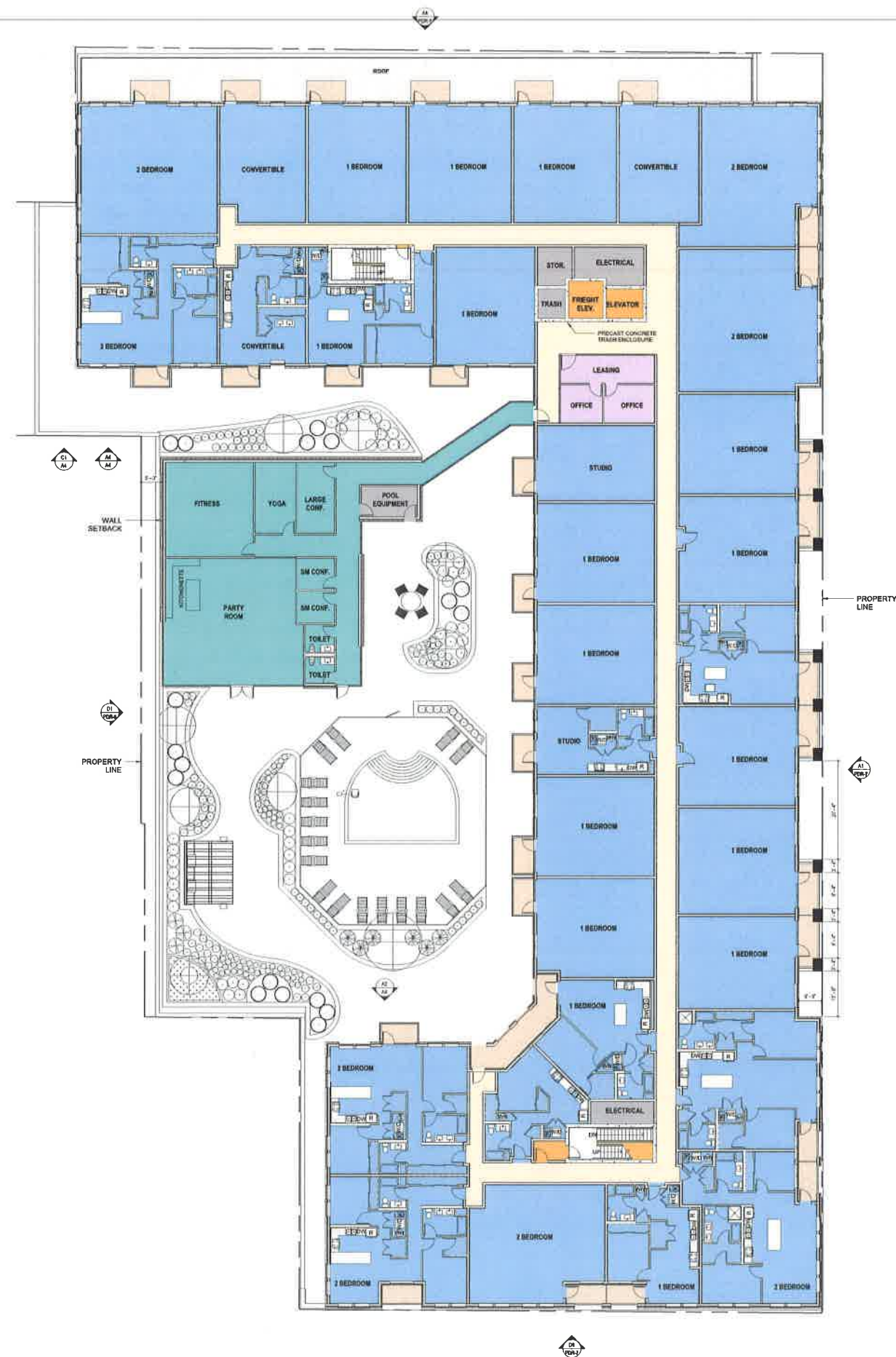
**Debb Kosich
Management**
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

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

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4	P&O Review Part 4	11/01/16
3	P&O Review Part 3	10/01/16
2	P&O Review Part 2	08/11/16
1	P&O Review Part 1	07/16/16

#	DESCRIPTION	DATE
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PDR-4



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



FitzGerald
FitzGerald & Associates, Inc.
Chicago, Illinois 60601
www.fitzgeraldassociates.net

CONTRACT NO.

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
1	P&ID Review Part 1	1/17/18
2	P&ID Review Part 2	1/18/18
3	P&ID Review Part 3	1/19/18
4	P&ID Review Part 4	1/20/18
5	P&ID Review Part 5	1/21/18
6	P&ID Review Part 6	1/22/18

FOURTH & FIFTH
FLOOR PLAN

PDR-5

1 FOURTH & FIFTH FLOOR PLAN
3/22" = 1'-0"



MATERIAL LEGEND

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



FACE BRICK (COLOR 1)
MFR: SOUX CITY
COLOR: NAPA VALLEY
FINISH: SMOOTH IRONSPOT



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



STONE

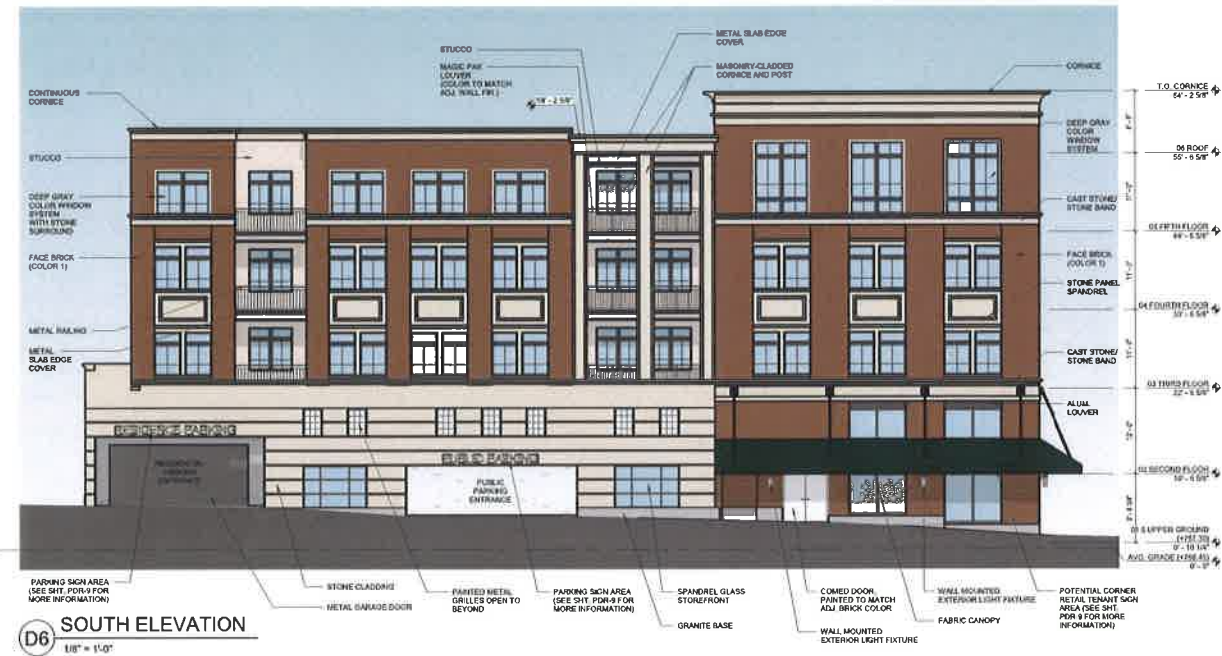
MFR:	TBO
TYPE:	LIMESTONE
COLOR:	INDIANA
FINISH:	SMOOTH



FIBER CEMENT PANEL	
MFR	TBD
COLOR	GRAY
FINISH	SMOOTH

STUCCO
MFR:
COLOR
FINISH

STO
BEIGE
MEDIUM



(D6) SOUTH ELEVATION
1/8" = 1'-0"



A1 EAST ELEVATION

FitzGerald

911 W. Lake St. 1312-583-9100
Chicago, Illinois 1312-583-2429
www.1122.org/charities/911/001

CONSULTANT:

18024

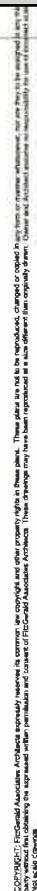
APEX 400
Apartments
400 Main Street

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

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

EXTERIOR
ELEVATIONS

PDR-7



(A)



#	DESCRIPTION	DATE
6	P&D Review Part 5	11/7/10
5	P&D Review Part 4	11/01/10
3	P&D Review Part 3	10/01/10
2	P&D Review Part 2	09/21/10
1	P&D Review Part 1	07/19/10

EXTERIOR ELEVATIONS

PDR-8

FitzGerald
912 W. Lake St. | 312.565.0100
Chicago, IL 60601 | 312.565.1919
www.fitzgeraldassociates.net

CONTRACT NO.:

18024

APEX 400
Apartments
400 Main Street

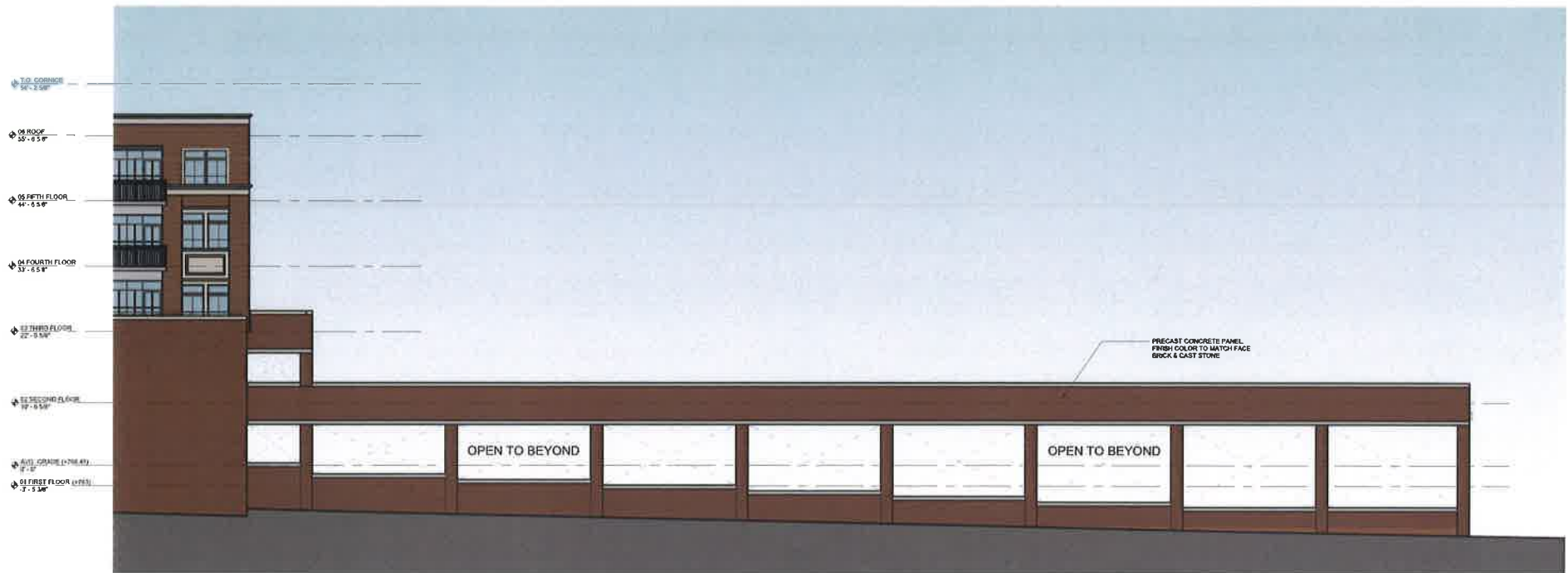
CLIENT:
Debb Kosich
Management
1111 East Touhy, Suite 230,
Des Plaines, IL 60018

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

#	DESCRIPTION	DATE
1	18024 North & South Elevations	1/11/19

LOT 5 NORTH &
SOUTH
ELEVATIONS

PDR-9



2 NORTH ELEVATION - LOT 5

1/8" = 1'-0"



1 SOUTH ELEVATION - LOT 5

1/8" = 1'-0"



Exhibit E4

FitzGerald

812 W. Lake St. Chicago, IL 60601
www.fitzgeraldassociates.net

CONTRACT:
FARMER MACALLAN KOSKICH, INC.
LANDSCAPE ARCHITECTS
2015 Lincoln Road, Suite 200, Des Plaines, IL 60018

18024

APEX 400
Apartments
400 Main Street

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

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

1	PGD Review Part 1	10/19/18
2	PGD Review Part 2	11/01/18
3	PGD Review Part 3	10/25/18
4	PGD Review Part 4	08/27/18
5	PGD Review Part 5	02/03/19

#	DESCRIPTION	DATE
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LANDSCAPE
PLAN

L1

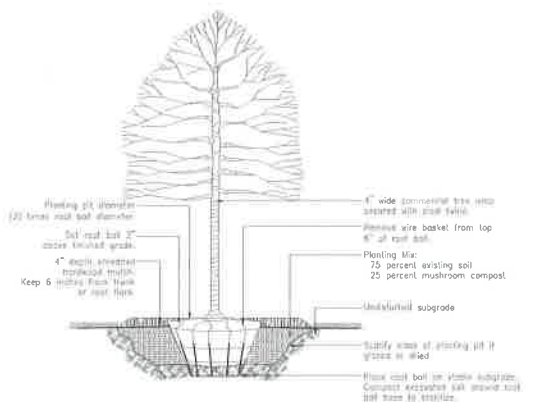
Plant List

Shade Trees	Key	Qty	Size	Botanical Name	Common Name	Remarks
CEO	3	2.5"		Cellis occidentalis	Common Highberry	BB
GPS	2	2.5"		Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	BB
GTS	3	2.5"		Gleditsia inaequalis var. inermis 'Skyline'	Skyline Thicket Honeylocust	BB

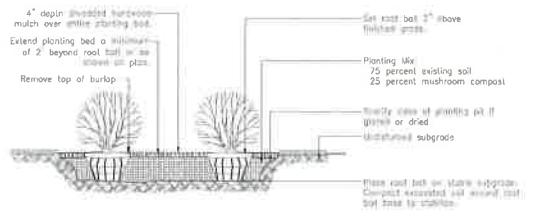
Shrubs	Key	Qty	Size	Botanical Name	Common Name	Remarks
FVB	10	24"		Forsythia viridissima 'Bronxensis'	Bronx Dwarf Forsythia	BB
RHC	38	24"		Rhus aromatica 'Gre-Low'	Gre-Low Fragrant Sumac	BB

Perennials and Ornamental Grasses	Key	Qty	Size	Botanical Name	Common Name	Remarks
ACH	16	1 gal		Aschmann 'Moonshine'	Moonshine Yarrow	Container
ALL	52	1 gal		Allium 'Summer Boule'	Summer Beauty Allium	Container
CMK	12	1 gal		Chamaejasme acutiflora 'Karl Foerster'	Feather Reed Grass	Container
HLS	38	1 gal		Hemerocallis 'Little Grapette'	Little Grapette Daylily	Container
PAN	29	1 gal		Parthenocissus 'Heavy Metal'	Heavy Metal Switch Grass	Container
SCH	20	1 gal		Schizanthus scapularis	Little Bluetem	Container

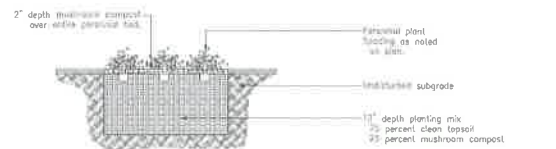
3 PLANT LIST | STREETSCAPE



Detail
Deciduous Tree Planting

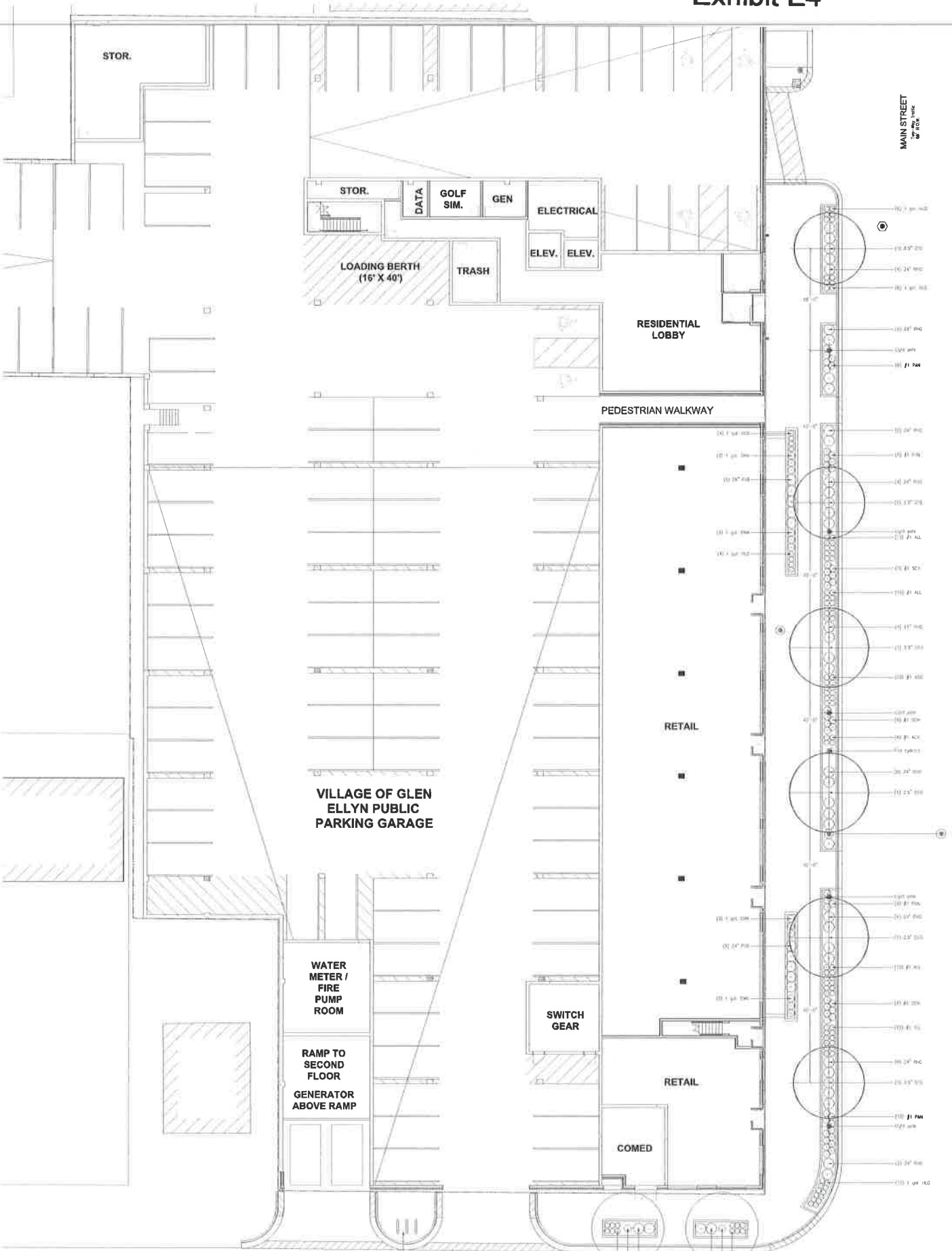


Detail
Shrub Planting



Detail
Perennial Planting

2 DETAILS | STREETSCAPE



1 LANDSCAPE PLAN | STREETSCAPE

3/32" = 1'-0"

FitzGerald
612 W. Lake St. | 312.565.9100
Chicago, Illinois | 312.563.1910
www.fitzgeraldassociates.net

CONSULTANT:
DAVID R. MACALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
301 N. Lincoln Avenue | Libertyville, Illinois 60089
T 847.765.5511 | F 847.765.5512

18024

APEX 400
Apartments
400 Main Street

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

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

1. #103 Revision Part 1 11/19/19
2. #103 Revision Part 2 11/19/19
3. #103 Revision Part 3 11/19/19
4. #103 Revision Part 4 11/19/19

DESCRIPTION DATE

LANDSCAPE
PLAN

L2

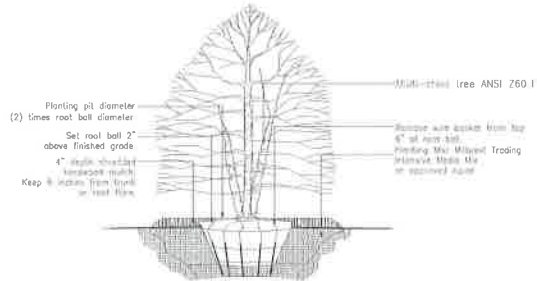
Plant List

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

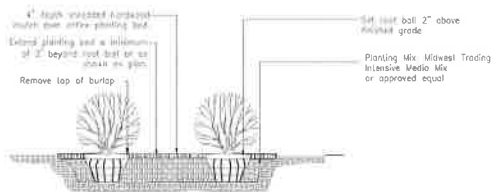
Shrubs					
Key	Qty	Size	Botanical Name	Common Name	Remarks
CLE	3	24"	Chelidonium 'Hummingbird'	Hummingbird Summerseal	BB
HPW	5	24"	Hydrangea paniculata 'Pinky Winky'	Pinky Winky Hydrangea	BB
HYB	6	24"	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	BB
HYI	9	24"	Hydrangea arborescens 'Incrediball'	Incrediball Smooth Hydrangea	BB
TOS	7	6"	Thuja occidentalis 'Spartan'	Emerald Green Arborvitae	BB
VBM	6	24"	Viburnum dentatum 'Choclate'	Blue Muffin Arrowwood Viburnum	BB

Perennials, Ornamental Grasses and Groundcovers					
Key	Qty	Size	Botanical Name	Common Name	Remarks
ACH	16	1 gal.	Asplenium 'Moonshine'	Moonshine Yarrow	Container
ALL	77	1 gal.	Allium 'Summer Beauty'	Summer Beauty Allium	Container
AWB	36	1 gal.	Aster autumnalis 'Wood's Blue'	Wood's Blue Aster	Container
CMK	9	1 gal.	Cortaderia selloana 'Karl Foerster'	Feather Reed Grass	Container
DIA	38	1 gal.	Diarrhea graminea 'Firewitch'	Firewitch Cheddar Pinks	Container
PAN	5	1 gal.	Panicum virgatum	Switch Grass	Container
SCH	11	1 gal.	Schizanthus litoralis	Little Bussell	Container
SPD	13	1 gal.	Sporobolus heterolepis	Prairie Dropseed	Container
THY	200	3"	Thymus praecox 'Coccineus'	Creeping Thyme	Pots

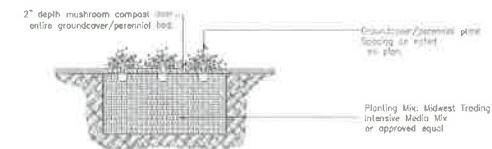
3 PLANT LIST | AMENITY AREA



Detail
Deciduous Ornamental Tree Planting

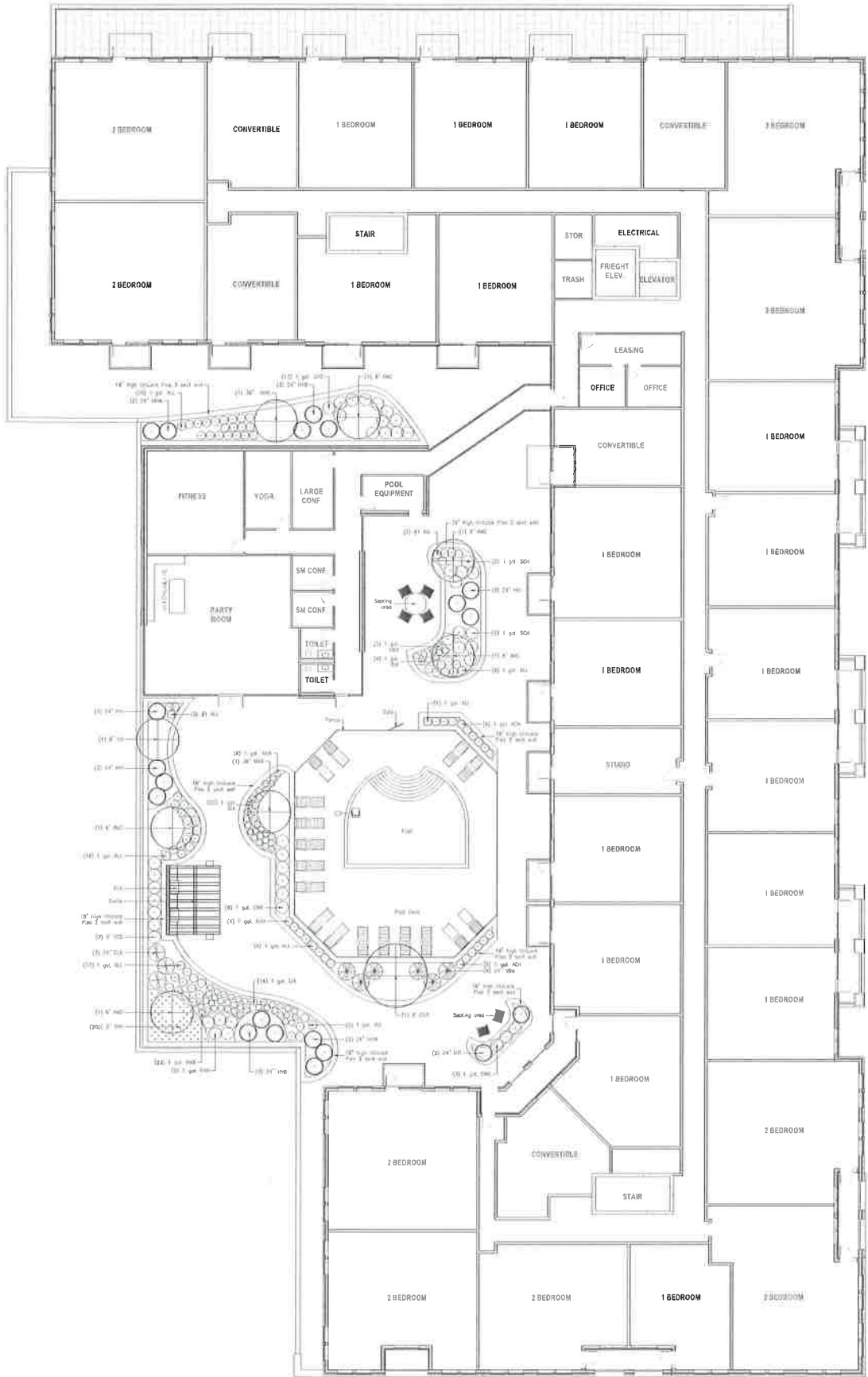


Detail
Shrub Planting



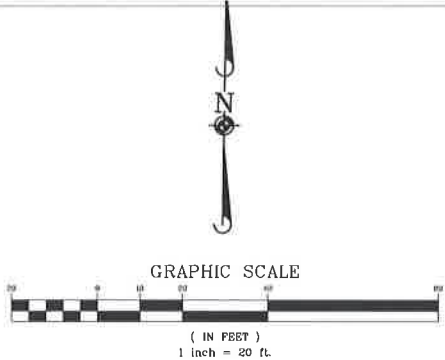
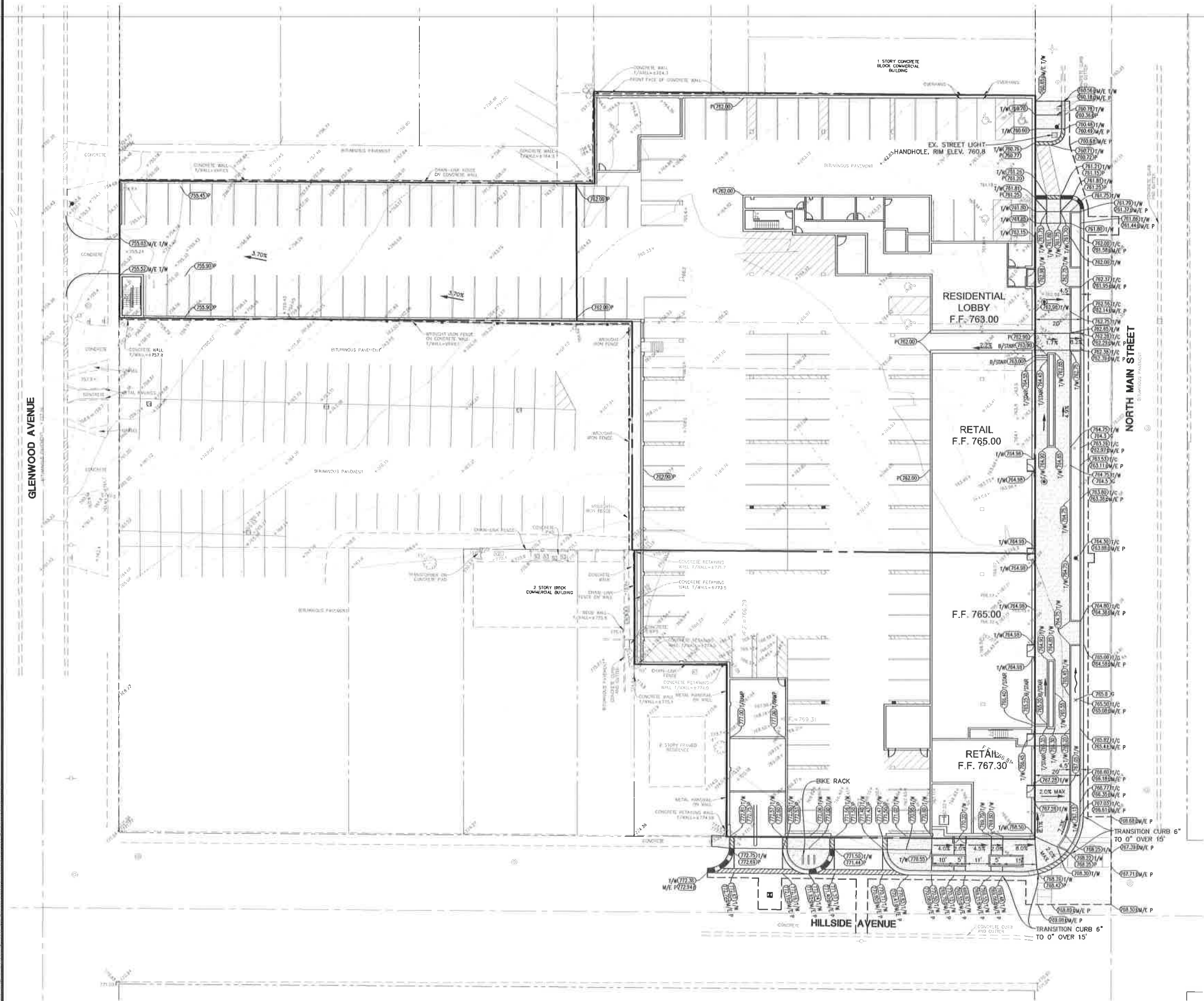
Detail
Groundcover/Perennial Planting

2 DETAILS | AMENITY AREA



1 LANDSCAPE PLAN | AMENITY AREA

3/32" = 1'-0"



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
	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 IMPROVEMENTS.
 - 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.

DATE	REVISION	BY	CHK	APP
05-31-18	REVISED PER VILLAGE PW COMMENTS 1	REH		
06-19-18	REVISED PER VILLAGE PW COMMENTS 2	REH		
08-28-18	REVISED PER VILLAGE PW COMMENTS 3	REH		
09-18-18	REVISED PER VILLAGE PW COMMENTS 4	REH		

Manhard CONSULTING

200 Woodlands Parkway, Vernon Hills, IL 60069
847.474.8800
manhard.com

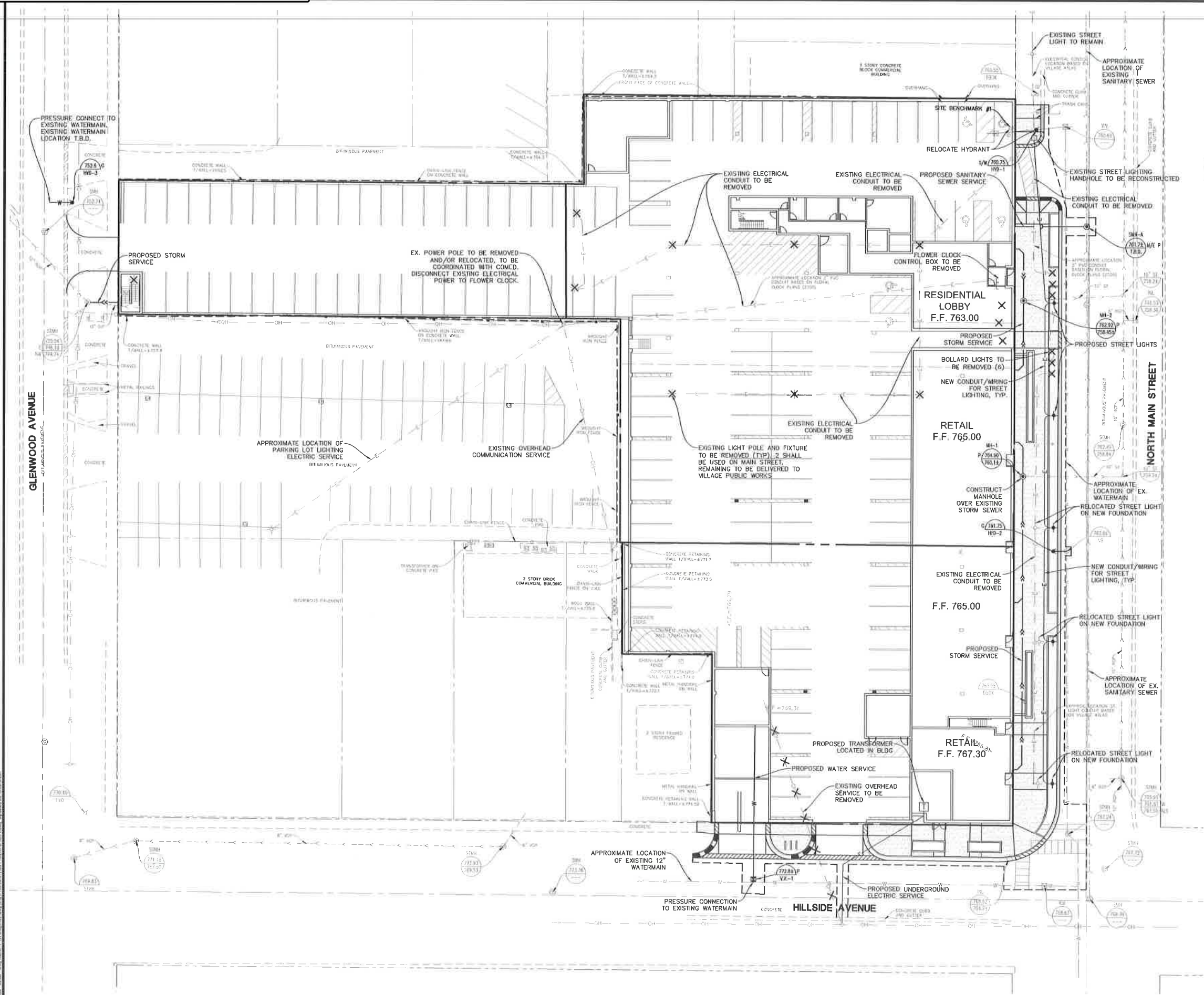
Construction Managers • Environmental Scientists • Landscape Architects • Planners

APEX 400

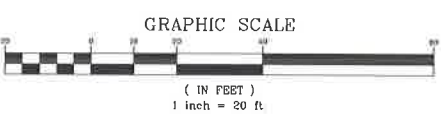
VILLAGE OF GLEN ELLYN, ILLINOIS

PRELIMINARY GRADING PLAN

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



- UTILITY NOTES:**
1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
 2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE, CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 3. 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.
 4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
 5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
 6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
 7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
 8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
 9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
 10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
 11. ALL WATER MAIN SHALL BE 5'-8" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
 12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
 13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HERE ON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
 14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM MANHOLE TO FES.
 15. PROVIDE CONCRETE COLLAR FOR ALL DRAINAGE STRUCTURES IN PAVEMENT, NOT ADJACENT TO CURB. SEE CONCRETE COLLAR DETAIL ON DETAIL SHEET.
 16. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
 17. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
 18. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
 19. ALL D.I. WATERMAIN FITTINGS SHALL BE WRAPPED.
 20. ALL UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.



DATE	BY	REVISION
08-19-18	JULIE	REVISED PER VILLAGE PW COMMENTS #4
08-19-18	JULIE	REVISED PER VILLAGE PW COMMENTS #4
08-19-18	JULIE	REVISED PER VILLAGE PW COMMENTS #4
08-19-18	JULIE	REVISED PER VILLAGE PW COMMENTS #4
08-19-18	JULIE	REVISED PER VILLAGE PW COMMENTS #4

Manhard CONSULTING

300 Woodlands Parkway, Vernon Hills, IL 60061
847.461.5550
www.manhardconsulting.com

Construction Managers • Environmental Scientists • Landscape Architects • Planners

APEX 400

VILLAGE OF GLEN ELLYN, ILLINOIS

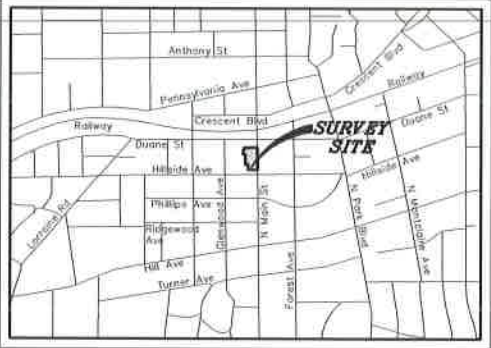
PRELIMINARY UTILITY PLAN

PROJECT NO.	17-001
PROJECT NAME	APX 400
DRAWN BY	JULIE
CHECKED BY	JULIE
DATE	08-19-18
SCALE	1"=20'
SHEET	3 OF 3

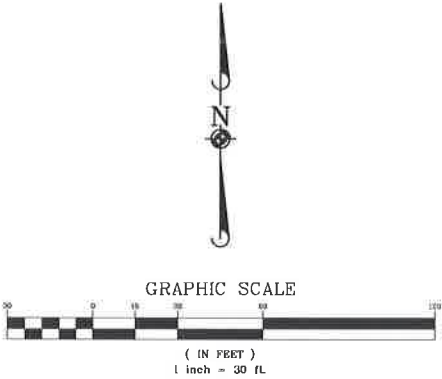
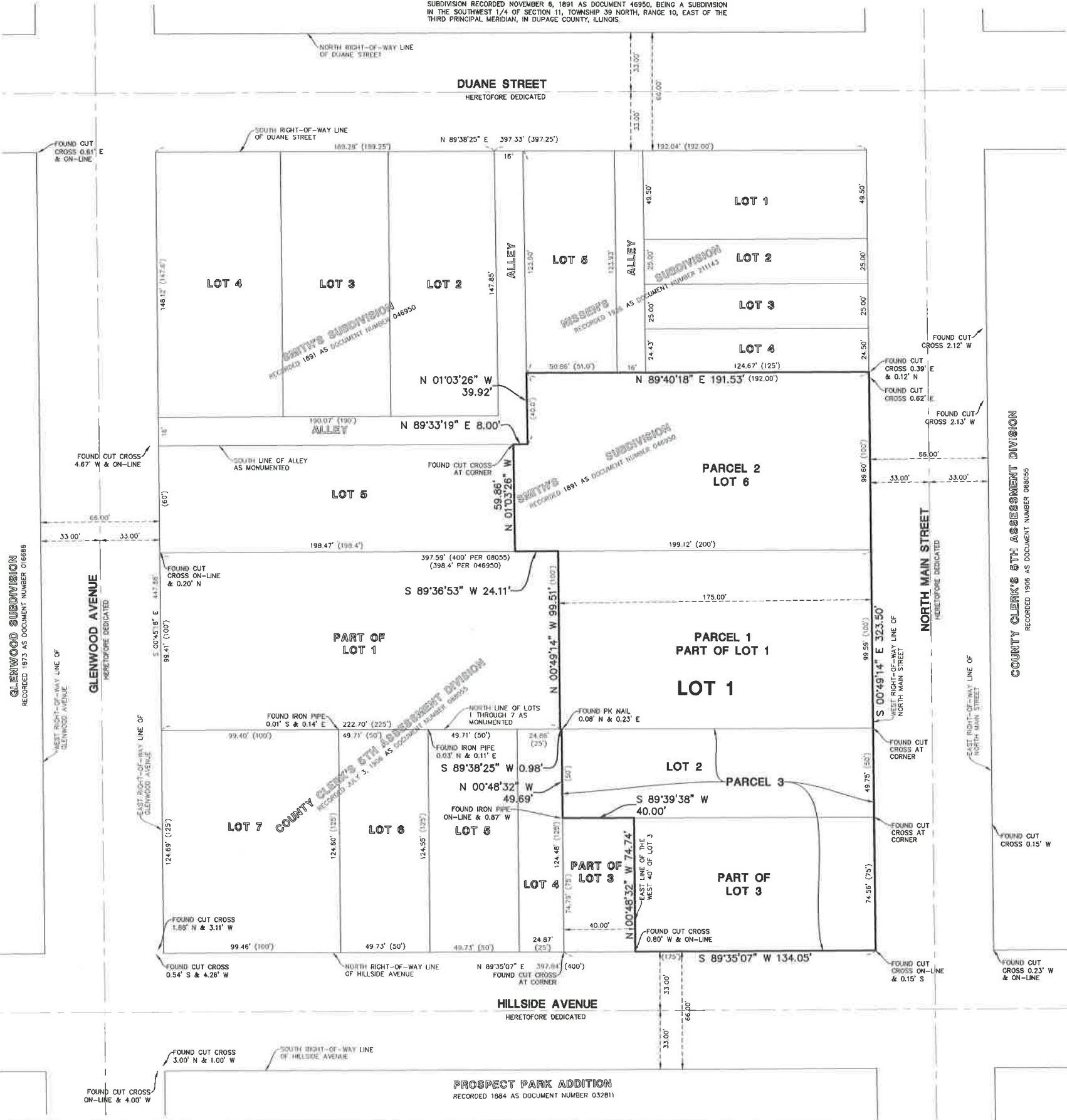
Exhibit E6

PLAT OF CONSOLIDATION
OF
APEX 400 CONSOLIDATION

BEING A RESUBDIVISION OF THE EAST 175 FEET OF LOT 1, LOT 2 AND LOT 3 (EXCEPT THE WEST 40.0 FEET THEREOF) IN BLOCK 13 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION RECORDED JULY 3, 1906 AS DOCUMENT 88055 AND LOT 6 OF SMITH'S SUBDIVISION RECORDED NOVEMBER 6, 1891 AS DOCUMENT 46950, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.



LOCATION MAP
NOT TO SCALE



PROPERTY AREA
TOTAL AREA = 55,632 SQ. FT. (1.277 ACRES)

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

SUBMITTED BY/RETURN TO:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, ILLINOIS 60137

P.I.N.
05-11-327-016
05-11-327-023
05-11-327-026

SURVEYOR'S NOTES

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 (459.67') ARE RECORD OR DEED VALUES.
2. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT. PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD MAY NOT BE SHOWN.
3. THE INGRESS/EGRESS EASEMENT RECORDED AS DOCUMENT NUMBER R82-54495 HAS NOT BEEN SHOWN HEREON AND WILL/HAS BEEN VACATED BY SEPARATE DOCUMENT.
4. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A SUBDIVISION SURVEY. MANHARD CONSULTING, LTD. IS A PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184003350, EXPIRES APRIL 30, 2019.

DATE	BY	REVISION
05/26/18	REV	REVISED PER VILLAGE COMMENTS
06/26/18	SJK	CREATE A PLAT OF CONSOLIDATION

Manhard CONSULTING LTD.
603 West Madison Street, Suite 3250
Chicago, IL 60603
Cell: 773.444.1111
Fax: 773.444.1112
Email: info@manhardconsulting.com
www.manhardconsulting.com
Civil Engineers • Surveyors • Water Resources • Wetland & Wetlands • Wetland Delineation • Construction Management • Environmental Scientists • Landscape Architects • Planners

APEX 400 CONSOLIDATION
400 AND 424 N MAIN STREET IN GLEN ELLYN, ILLINOIS
PLAT OF CONSOLIDATION
SHEET 1 OF 2



Civil Engineering
 Surveying
 Water Resources Management
 Construction Management
 Landscape Architecture
 Land Planning

November 30, 2018

Mr. Lawrence A. Debb
 GSP Development
 55 East Monroe Street, Suite 3250
 Chicago, Illinois 60603

RE: PROPOSED APEX 400 DEVELOPMENT
400 N. MAIN STREET
GLEN ELLYN, ILLINOIS

Dear Larry:

Based on the current preliminary plan, the following summarizes the anticipated costs associated with public improvements for the proposed development:

Public Parking (137 spaces X \$14,850 per space)	\$2,034,450.00
Soil Excavation and removal offsite	\$350,000.00
Streetscape Improvements (Main St and Hillside Ave rights-of-way)	\$300,000.00
Public Parking Lot Lighting	\$220,000.00
Underground Utility Improvements	<u>\$260,000.00</u>
TOTAL	\$3,164,450.00

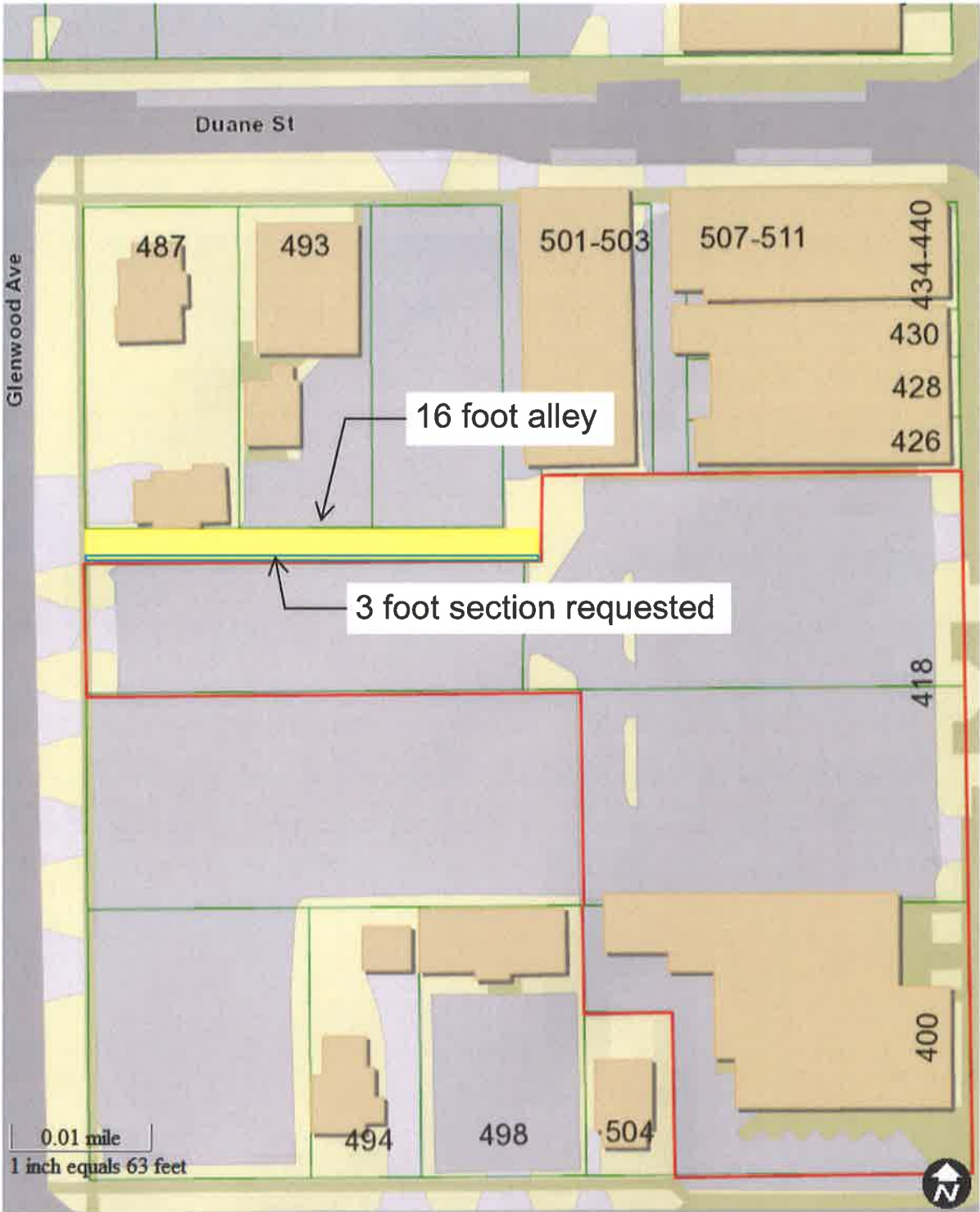
If you should have any questions or comments, please contact me.

Yours truly,
 MANHARD CONSULTING, LTD.


 Fran Fazio, P.E.
 Vice President



Alley Exhibit



Map created on November 30, 2018
© 2018 GIS Consortium and MGP Inc. All Rights Reserved.
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.

Village Of Glen Ellyn

Ordinance No. _____

**An Ordinance Granting Approval of a
Special Use Permit for a Preliminary Planned Unit Development
and the Exterior Appearance of a
Mixed Use Development to be Known as Apex 400
and Proposed at the
Northwest Corner of Main Street and Hillside Avenue
and Commonly Known as 400 & 418-424 N. Main Street**

**Adopted by the
President and the Board of Trustees
of the Village of Glen Ellyn
DuPage County, Illinois
This ____ Day Of _____, 20____.**

Published in pamphlet form by the authority of the
President and Board of Trustees of the Village of
Glen Ellyn, DuPage County, Illinois, this
day of _____, 20_____.

Ordinance No. _____

**An Ordinance Granting Approval of a
Special Use Permit for a Preliminary Planned Unit Development
and the Exterior Appearance of a
Mixed Use Development to be Known as Apex 400
and Proposed at the
Northwest Corner of Main Street and Hillside Avenue
and Commonly Known as 400 & 418-424 N. Main Street**

Whereas, Larry Debb and John Kosich of GSP Development, LLC, and 400 Main, LLC, have purchased the former Giesche Shoe property located at 400 N. Main Street; and

Whereas, the Village and GSP Development, LLC, entered into a Purchase and Sale Agreement for the Village-owned parking lot located at 418 – 424 N. Main Street, north of the former Giesche Shoe property in accordance with the approval of Ordinance No. 6640; and

Whereas, the Purchase and Sale Agreement is contingent upon the Village Board approval of a Redevelopment Agreement and zoning entitlements for the subject properties, among other conditions; and

Whereas, GSP Development, LLC, has petitioned the President and Board of Trustees of the Village of Glen Ellyn for approval of the following:

- A. A Special Use Permit for a Preliminary Planned Unit Development in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code and the following deviations to the Glen Ellyn Zoning Code:
1. A deviation from 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.
 2. Deviations from Section 10-5-8(I) to allow:
 - a) Parking spaces 18 feet in length in lieu of 19 feet;
 - b) 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;

- c) 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.
 - 3. A deviation from Section 10-7-9(D) to allow 100% of the site to be covered in lieu of 65%.
 - 4. A deviation from Section 10-5-9(B) to allow an off street loading space 40 feet in length in lieu of 50 feet.
 - 5. A deviation from 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.
- B. Exterior Appearance approval in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance No. 5508.
- all to allow the construction of a mixed-use building with 8,844 square feet of first floor commercial space, 107 apartment units and a two-story parking garage; and

Whereas, the subject property is located at 400 N. Main Street and 418 - 424 N. Main Street, on the northwest corner of Hillside Avenue and Main Street in the C5A & C5B Central Business Districts and 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 STREET

PARCEL 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.

Whereas, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, and following written notice to all property owners within 250 feet, and following the placement of a placard on the subject property not less than fifteen (15) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on January 7, 2019 at which hearing the petitioners presented evidence and testimony in support of the request for approval of a Special Use Permit for a Preliminary Planned Unit Development with zoning deviations, at which hearing, seventeen (17) people spoke against the development and raised concerns about the height of the building, traffic generated from the development, the mass of the building and the proposed exterior appearance of the building; and at which hearing, twelve (12) people

spoke in favor of the development and raised concerns about rising taxes, the lack of development in the Village and the lack of housing options to accommodate downsizing residents; and at which hearing, seven (7) people spoke neither in favor or against the development; and

Whereas, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings and recommendations and by a vote of nine (9) “yes” and zero (0) “no”, the Plan Commission recommended approval of the requests with conditions as set forth in the January 7, 2019 minutes of the Plan Commission, a copy of which is attached hereto as Exhibit “A”; and

Whereas, the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the public hearing of the Plan Commission and have considered the findings and recommendations of the Plan Commission; and

Whereas, staff has performed the review of the application for Exterior Appearance and has determined the proposed Exterior Appearance is in substantial conformance with the Village’s Appearance Review Guidelines and recommends approval of the proposed Exterior Appearance; and

Whereas, the President and Board of Trustees have determined that granting a Special Use Permit for a Preliminary Planned Unit Development is consistent with the goals of the Glen Ellyn Zoning Code and approving the Exterior Appearance of the proposed development is consistent with the recommendations of the Appearance Review Guidelines and in the best interests of the Village of Glen Ellyn.

Now, therefore, be it ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The Plan Commission meeting minutes, dated January 7, 2019 Exhibit "A" attached hereto, and the findings and recommendations set forth therein and in the preambles above are

hereby adopted as the findings of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the public hearing of the Plan Commission.

Section Two: Based upon the findings and recommendations of the Plan Commission for the Special Use for a Preliminary Planned Unit Development with deviations from the Zoning Code and the staff recommendation for the Exterior Appearance approval, as adopted herein, and the findings and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use for a Preliminary Planned Unit Development with deviations from the Zoning Code and the Exterior Appearance to allow the mixed-use development of a five-story building to be called Apex 400, including first floor commercial, above ground floor apartment units, and a two-story parking garage on the properties commonly known as 400 N. Main Street and 418 - 424 N. Main Street.

Section Three: This grant of approval of a Special Use Permit for a Preliminary Planned Unit Development and Exterior Appearance approval is subject to the following conditions:

A. Construction of the subject development shall be in substantial conformance with the testimony presented at the January 7, 2019 public hearing before the Plan Commission, including the following plans and documents referenced below, all of which are incorporated into this Ordinance as though they were attached hereto:

1. Petitioner's Application Packet, including the following materials:
 - a. Preliminary PUD Application dated November 1, 2018
 - b. Exterior Appearance Application dated November 1, 2018
 - c. Narrative Statement from Larry Debb, dated November 21, 2018
 - d. Proof of Ownership
 - e. Disclosure of Interest form, dated July 17, 2018 and December 12, 2018
 - f. Reimbursement of Fees Agreement, dated July 17, 2018
 - g. Site Statistics Summary
 - h. List of Deviations
 - i. Alta Surveys prepared by Manhard Consulting, Ltd., dated June 26, 2018
 - j. Existing Conditions Plan prepared by Manhard Consulting, Ltd., dated June 19,

2018

- k. On-street Parking Demolition Plan (PDR 0) prepared by FitzGerald Associates, last revised November 19, 2018
- l. Site Plan Option A (PDR 1) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "B"
- m. Site Plan Option B (PDR 1) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "C"
- n. Floor Plan - Floor 1, Plan Option A (PDR 2) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "D"
- o. Floor Plan - Floor 2, Plan Option A (PDR 3) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "E"
- p. Floor Plan - Floor 3 (PDR 4) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "F"
- q. Floor Plan - Floors 4 & 5 (PDR 5) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "G"
- r. Building Elevations (PDR 7 - PDR 9) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Group Exhibit "H"
- s. Sign Plan (PDR 10) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Exhibit "I"
- t. Renderings (PDR 17 - PDR 20) prepared by FitzGerald Associates, last revised November 19, 2018, attached hereto as Group Exhibit "J"
- u. Landscape Plans, prepared by David R. McCallum Associates, Inc., last revised November 19, 2018, attached hereto as Group Exhibit "K"
- v. Right-of-Way Cross Section prepared by Manhard Consulting Ltd., dated June 19, 2018
- w. Grading Plan prepared by Manhard Consulting Ltd., dated June 19, 2018, attached hereto as Exhibit "L"
- x. Utility Plan prepared by Manhard Consulting, Ltd., dated June 19, 2018, attached hereto as Exhibit "M"
- y. Photometric Plan prepared by Eco Lighting Solutions, dated November 19, 2018, attached hereto as Exhibit "N"
- z. Light Fixture Cut Sheets from Ligman Lighting USA

and these plans and documents shall be filed with and made part of the permanent records of the Glen Ellyn Planning and Development Department.

- B. That should the developer be able to acquire three feet of the alley located north of Lot 5, that PUD Alternate Plan B, attached hereto as Exhibit "C", shall be substituted for the approved Plan A, and that such substitution shall not require further Village Board approval.
- C. That the final streetscape and public improvements for the project will match the streetscape design selected by the Village Board in 2019.
- D. Prior to returning for final approval of the Planned Unit Development, the landscape plan shall be revised to show trees with a minimum diameter of 4 inches.
- E. 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.

- F. 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.
- G. That the developers convert the traffic flow on Hillside Avenue between Main Street and Glenwood Avenue including any necessary signage, pavement markings, and geometric changes to the roadway as directed by the Village Engineer.
- H. That the Village 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.
- I. 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.
- J. 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.
- K. Prior to returning for approval of the Final Planned Unit Development, all elevations shall be revised to show brick facing on the precast concrete proposed on the west elevation of the building.
- L. Prior to issuance of a building permit, the petitioner shall pay the Village \$169,219.00 to be dispersed to Village taxing bodies in the following amounts:
 - 1. Glen Ellyn Park District - \$50,000.00
 - 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
- M. That if any roof top units are visible from adjacent streets after the development is constructed, the developers will screen the units from public view.
- N. The subject development shall be constructed, operated, and maintained in compliance with the Redevelopment Agreement between the Village of Glen Ellyn and GSP Development, LLC, dated January 28, 2019.

Section Four: The petitioner shall file an application for approval of a Final Planned Unit Development Plan with the Director of the Department of Planning and Development within six (6) months after the passage and approval of this Ordinance, or this Ordinance shall become null and void

provided, however, that the Village Board may, by motion, grant an extension of this provision. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this Ordinance without requiring that the matter return for public hearing.

Section Five: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

Section Six: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18(A) and (B) of the Village of Glen Ellyn Zoning Code.

Section Seven: The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

Section Eight: The privileges, obligations, and provisions of each and every section of this Ordinance shall be binding on GSP Development, LLC ("GSP"), on any and all of GSP's successors and assigns, and on any and all of the respective successor legal or beneficial owners of all or any portion of the property commonly known as 400 and 418-424 N. Main Street, Glen Ellyn, Illinois.

Section Nine: The foregoing recitals are incorporated as though fully set forth in this Section Nine.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 20____.

Ayes:

Nays:

Absent:

Approved by the Village President of the Village of Glen Ellyn, Illinois, this ____ day of _____, 20____.

Village President of the
Village of Glen Ellyn, Illinois

Attest:

Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the ____ day of _____.)

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Main\Main 400 & 418, Kosich, SUP,
PUD, CONS, EA\Ordinance Prelim PUD.doc



GSP Development

Lawrence A. Debb, Principal

December 3, 2018

Mark Franz
Village Manager
Village of Glen Ellyn
535 Duane St.
Glen Ellyn IL 60137

Re: Apex 400 Project
400 N. Main, Glen Ellyn, IL

Dear Mark:

Please use this letter as confirmation regarding financing for the above referenced project. The majority of equity will be provided by Larry Debb and John Kosich. Friends and family will provide additional equity, if required. The total equity will be approximately \$14,000,000 or 35%.

Our preferred lender is PNC Bank, and we believe they will provide between 60%-70% of all construction costs including all hard and soft costs. The total loan will be approximately \$25,000,000.

Sincerely,


Lawrence Debb

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

EXHIBIT K

CERTIFICATE OF REIMBURSABLE PROJECT COSTS¹

The undersigned _____, being first duly sworn, on oath states as follows:

1. I am _____ [title] of GSP Development, LLC (“*Developer*”) and I am authorized by the Developer to make the following representations on behalf of the Developer to the Village of Glen Ellyn (the “*Village*”) for the purpose of inducing the Village to make certain payments to Developer, as hereafter set forth.

2. I hereby certify that the costs set forth on Schedule A hereto have been incurred by Developer in connection with Developer’s performance of its obligations under the Redevelopment Agreement Between the Village and the Developer concerning 400, 410, 418, and 424 N. Main Street, Glen Ellyn, Illinois, commonly known as Apex 400, dated _____, 20__ (the “*RDA*”), and that such costs are eligible for payment from the Village’s Special Tax Allocation Fund in connection with the redevelopment project described in the RDA.

3. I hereby certify that: i) the Developer has reviewed all costs for which payment is sought; ii) the Developer has reviewed the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1, *et seq.*) (the “*Act*”) and understands what costs are eligible for

¹ This form may be revised by the Village at its sole discretion. The Village may request additional information from the Developer for the purpose of evaluating the completeness, accuracy, and eligibility of any reimbursement request.

reimbursement; iii) the Developer has determined, with the assistance of its counsel, that all costs for which payment is sought are eligible for reimbursement under the Act and the RDA.

4. I hereby certify the Developer has neither previously requested nor received payment from the Village for any of the costs Developer now seeks reimbursement for.

5. I hereby certify that all representations made by the Developer within the RDA are accurate and correct, and hereby restate all of the same as of the date of this Certificate of Reimbursable Project Cost.

6. I hereby certify that the Developer is in full compliance with the RDA, including, without limitation, the Construction Schedule attached as Exhibit I to the RDA.

7. I hereby certify that the information provided in and accompanying this Certificate is complete and accurate.

Dated _____, 20__

GSP DEVELOPMENT, LLC, an Illinois limited liability company

By: _____

Its: _____

Subscribed and sworn to before me

this _____ day of _____, 20__

Notary Public

Schedule A

- Itemized expenditures
- Identification of relationship of each expenditure to development project
- Evidence of payment
- Lien waivers
- Amount of this payment request
- Total payments received to date

4850-5746-1323, v. 1

Development Model
107 unit Apartment Building
Glen Ellyn
Pro Forma - Project Cost Budget

"11/27/2018"

Project Size in GSF:	235,203
Number of Units	107
Total Leaseable SF	105,322
Total Development Cost:	\$ 40,079,310
Total Dev. Cos/USF	\$ 170.40

Apartment SF	96,478
Retail SF	8,844
Apartment SF rent	\$ 2.80
Retail SF rent	\$ 30.00
Public Parking Spaces	137
Apartment Parking	\$ 139

Total Cost	\$ 40,079,310
Equity	35%
Construction Loan	\$ 14,027,758
	\$ 26,051,551

ITEM	QUANTITY	UNIT COST	EXTENDED COST	COST Per RSF	% of BUDGET	Per Unit	COMMENTS
LAND COST							
Land	107	\$ 20,660.76	\$ 2,200,000	\$ 22.80	5.49%		Fixed
HARD COSTS							
Demo			\$ 175,000	\$ 1.66	0.40%	\$ 1,636	Preliminary Estimate
Base Building	105,322	\$ 243	\$ 25,593,248	\$ 243.00	58.46%	\$ 239,189	Preliminary Estimate
Public Parking	137	\$ 14,850	\$ 2,034,450	\$ 19.32	4.65%	\$ 19,014	Preliminary Estimate
Apartment Parking	139	\$ 18,000	\$ 2,502,000	\$ 23.76	5.72%	\$ 23,363	Preliminary Estimate
Retail Tenant Work	8,844	\$ 40	\$ 353,760	\$ 3.36	0.81%	\$ 3,308	Preliminary Estimate
Public Underground	137	\$ 3,200	\$ 438,400	\$ 4.16	1.00%	\$ 4,097	Preliminary Estimate
Soil Removal for ADA	9,000		\$ 306,000	\$ 2.91	0.70%	\$ 2,880	Preliminary Estimate
Public Streetscape			\$ 300,000	\$ 2.85	0.69%	\$ 2,804	Preliminary Estimate
Public Parking Lighting			\$ 218,000	\$ 2.07	0.50%	\$ 2,037	Preliminary Estimate
Utilities Placed Underground			\$ 261,000	\$ 2.48	0.60%	\$ 2,439	Preliminary Estimate
Sub-Total Hard Costs:			\$ 32,181,856	\$ 305.66	73.55%	\$ 300,765	
SOFT COSTS							
Management/Marketing	107	\$ 2,000.00	\$ 214,000	\$ 2.22	0.53%	\$ 2,000	Preliminary Estimate
Property Tax Carry	107	\$ 700.00	\$ 74,900	\$ 0.78	0.19%	\$ 700	Preliminary Estimate
Permit	105,322	\$ 5.00	\$ 528,810	\$ 5.48	1.31%	\$ 4,822	Preliminary Estimate
Architect/Engineer	105,322	\$ 6.00	\$ 631,932	\$ 6.55	1.58%	\$ 5,808	Preliminary Estimate
Impact Fees			\$ 450,000	\$ 4.68	1.12%	\$ 4,208	Preliminary Estimate
Legal	105,322	\$ 1.00	\$ 105,322	\$ 1.09	0.26%	\$ 984	Preliminary Estimate
Leasing Commissions:	107	\$ 2,000.00	\$ 214,000	\$ 2.22	0.53%	\$ 2,000	Preliminary Estimate
Financing Points:	\$ 96,478	\$ 2.10	\$ 202,604	\$ 2.10	0.51%	\$ 1,893	Preliminary Estimate
Project Carry Cost			\$ 800,000	\$ 8.29	2.00%	\$ 7,477	Preliminary Estimate
Sub-Total Soft Costs:			\$ 3,219,388	\$ 33.37	8.03%	\$ 30,086	
TOTAL HARD & SOFT COSTS:			\$ 37,801,224	\$ 389.74	93.82%	\$ 351,413	Preliminary Estimate
Contingency	\$ 35,401,224	3.00%	\$ 1,062,037	\$ 11.01	2.65%	\$ 9,926	Preliminary Estimate
Developers Fee	\$ 35,401,224	3.00%	\$ 1,062,037	\$ 11.01	2.65%	\$ 9,926	Preliminary Estimate
Construction Mgmt.	\$ 35,401,224	1.00%	\$ 354,012	\$ 3.87	0.88%	\$ 3,309	Preliminary Estimate
TOTAL DEVELOPMENT BUDGET			\$ 40,079,310	\$ 416.42	100.00%	\$ 374,573	

RENT LEVEL ANALYSIS

INCOME			Potential Net Rent		
Net Rent yr 3					
Apartment	\$ 2.80	96,478	\$ 3,241,661		
Retail	\$ 30.00	8,844	\$ 285,320		
Parking Income	\$ 100.00	139	\$ 166,800		
Misc Income	\$ 1,000.00	107	\$ 107,000		
Public Assistance Income			\$ 260,000		
Total Potential Income			\$ 4,040,781		
Vacancy	6%	\$ 4,040,781	\$ (202,039)		
Concessions Bad Debt	3%	\$ 4,040,781	\$ (121,223)	per home	
Effective Gross Income			\$ 3,717,518	\$ 34,743.16	

EXPENSES			per home		
Payroll	1900	\$ 203,300			
Marketing	400	\$ 42,800			
Administration	375	\$ 40,125			
Repairs/ Maintenance	300	\$ 32,100			
Turn Over	225	\$ 24,075			
Contract Services	350	\$ 37,460			
Common Area Utilities	75	\$ 8,025			
Management Fee	900	\$ 98,300			
Insurance	300	\$ 32,100			
Capital Reserves	200	\$ 21,400			
RE Taxes	4500	\$ 481,500			
Misc Expenses	250	\$ 26,750			
Total Expenses	9775	\$ 1,045,925	\$ 9,775.00		

NET OPERATING INCOME	\$ 2,671,593	\$ 24,968
----------------------	--------------	-----------

SALE ANALYSIS

Projected Cap Rate	Projected Sales Price	Projected Profit	Sales Price Per RSF	Sale Price Per Unit	Yearly Return
5.00%	\$ 53,431,867	\$ 13,352,567	\$ 553.82	\$ 499,363	32%
5.25%	\$ 50,887,492	\$ 10,808,182	\$ 527.45	\$ 475,584	26%
5.50%	\$ 48,674,424	\$ 8,495,115	\$ 503.48	\$ 453,967	18%
5.75%	\$ 46,482,493	\$ 6,383,183	\$ 481.59	\$ 434,229	15%
6.00%	\$ 44,528,556	\$ 4,447,248	\$ 461.52	\$ 416,136	11%
6.25%	\$ 42,745,493	\$ 2,668,184	\$ 443.06	\$ 399,491	6%
6.50%	\$ 41,101,436	\$ 1,022,126	\$ 426.02	\$ 384,126	2%

RETURNS		Equity	Profit	IRR
cash on cash	\$ 14,027,758	\$ 8,495,115	13%	

HOLD year Four		Loan Amount	Debt 1.25 DSC	Equity	Net Income	Cash Flow	cash on cash
Value 5.5 cap rate		\$ 31,430,510	\$ 2,137,275	\$ 8,648,800	\$ 2,671,593	\$ 534,319	6.18%

"BANK LETTERHEAD"

IRREVOCABLE STANDBY LETTER OF CREDIT NO. _____ DATE: _____

BENEFICIARY

VILLAGE OF GLEN ELLYN

Attention: Planning and Development Director

535 Duane Street

Glen Ellyn, IL 60137

APPLICANT / DEVELOPER_____

AMOUNT OF CREDIT: \$ _____

EXPIRY DATE: (2 Years After Issuance)

Ladies and Gentlemen:

We hereby establish our Irrevocable Standby Letter of Credit No. _____ in the favor of the Village of Glen Ellyn, Illinois, an Illinois municipal corporation ("Village"), in the amount of (125% of the Developer's Engineer's Estimate of Construction Costs as approved by the Village Engineer).

This Irrevocable Standby Letter of Credit will be used to secure the construction of certain improvements ("Improvements"), including but not limited to (List improvements such as water distribution system, sanitary sewer system improvements, storm water collection system improvements, erosion control, roadway improvements, sidewalk improvements, street trees, and miscellaneous site improvements)

This Irrevocable Letter of Credit secures the payment by Developer of costs to construct the on and off-site improvements. If the Improvements have not been approved by the Village Engineer, and/or paid in full, then the Village is hereby granted authority to draw the then remaining balance of this Irrevocable Letter of Credit for the purpose of paying, or holding for payment the cost to complete the Improvements, the unpaid cost of completed portions of the improvements and/or to itself complete the Improvements.

This Irrevocable Letter of Credit shall remain in effect for the period of two (2) years from the date hereof, without regard to any default in payment of money owed to us by the Applicant / Developer and without regard to other claims which we may have against the Applicant/Developer.

We hereby engage with Beneficiary, Village of Glen Ellyn, that we shall honor all drafts drawn on (Name of Bank), at sight, under Irrevocable Standby Letter of Credit No. _____, signed by the Village Manager, or his designee, of the Village of Glen Ellyn, bearing the clause "Drawn under (Name of Bank) Irrevocable Letter of Credit No. _____ effective (Date)" accompanied by the following documents:

1. This original Irrevocable Letter of Credit and all amendment(s) thereto (if any).

BENEFICIARY
Village of Glen Ellyn

Page 2

11/20/2018

2. A statement signed by the Village Manager, Village of Glen Ellyn, reading as follows:
"(Name of Applicant) has failed to comply with any one or more of the following as such relates to the (Name of Project):

1. Ordinance _____ approved by the Village of Glen Ellyn approving (Name of Project) and any terms, plans, or conditions referenced therein; and/or
2. Any other applicable Agreement entered into by and between the Village of Glen Ellyn and (Name of Applicant / Developer); and/or
3. The Village of Glen Ellyn Subdivision Regulations, Zoning Ordinance, Engineering Regulations, or any other Codes and Ordinances of the Village.
4. Without regard to specific ordinance requirements, the Improvements have not been satisfactorily completed or carried out in accordance with the schedule approved by the Village, or if no schedule is approved, or even if none is set out, in accordance with a pace necessary to provide needed improvements for the installation of the development undertaken to service completed structures or to serve occupants.
5. No new Letter of Credit or an amendment of the Letter of Credit, containing equivalent terms, has been submitted within sixty (60) days of any event which causes the expiration of this Letter of Credit.

The funds claimed under this Irrevocable Letter of Credit are for the payment of the cost of construction of improvements according to the engineering plans prepared by (Name of Engineering Firm) and dated (Date of Plans), together with any amendments thereto approved by the Village and/or reimbursement to the Village of expenses or other costs."

The amount of this Irrevocable Letter of Credit may be reduced from time to time upon receipt of the Beneficiary's request purportedly signed by the Village Manager or his designee, stating the reduction amount and listing the improvements installed and completed. Reductions are not to occur more than once a month.

Upon receipt of written notice from the Applicant's / Developer's Engineer that all of the Improvements have been completed, accompanied by a written certificate of the Village of Glen Ellyn, Illinois, stating that the Ordinances of the Village of Glen Ellyn and any Plans and Specifications and Agreements have been complied with, the balance then outstanding under this Irrevocable Letter of Credit shall be fully and completely reduced and released, provided, however, that ten percent (10%) of the face amount shall remain in effect for a period of one (1) year

S:\Building\Letters of Credit\Form Letter of Credit 9-25-09.doc

BENEFICIARY
Village of Glen Ellyn

Page 3

11/20/2018

following said notice of completion to secure the Applicant's / Developer's guarantee of the Improvements, which ten percent (10%) amount may be drawn upon by the Village in the manner recited above. In the event Applicant / Developer, or Developer's contractors, deposit substitute security with the Village of Glen Ellyn to secure all or a portion of said one (1) year guarantee, and provided the Village accepts such substitute security, the remaining balance of this Irrevocable shall be reduced by the amount of such substitute security as designated by the Village. Any amount remaining hereunder at the end of said one (1) year guarantee period for which the Village of Glen Ellyn has not drawn upon in the manner recited above, shall be released and this Irrevocable Letter of Credit thereby terminated. In the event that portions of the public improvements are completed and accepted by the Village of Glen Ellyn at different times resulting in differing one (1) year guarantee periods, this Irrevocable Letter of Credit shall be reduced on a pro-rata basis in accordance with the improvements accepted pursuant to the terms herein provided.

It is a condition of this Irrevocable Letter of Credit that it shall be automatically extended, without amendment, for additional periods of one year from the present and each future expiration date, unless we notify you in writing via Certified Mail, Return Receipt Requested, at least sixty (60) days prior to any given expiry date that we have elected not to renew this Irrevocable Letter of Credit for such additional period of time. If we fail to notify you by Certified Mail, Return Receipt Requested, this Irrevocable Letter of Credit shall automatically be extended for an additional period of one year. We will honor such additional one-year extensions as may be requested by the Village, until the project is completed in accordance with the applicable Ordinances, Codes, and Approved Plans.

Except as otherwise expressly stated herein, this credit is subject to the Uniform Customs and Practice for Documentary Credits (1993 Revision) International Chamber of Commerce, Publication 500.

Very truly yours,

Authorized Signature & Name of Bank

L:\My Documents\Glenelly\Form Letter of Credit 9-25-09.doc

S:\Building\Letters of Credit\Form Letter of Credit 9-25-09.doc

EXHIBIT N

TRANSFEE ASSUMPTION AGREEMENT

THIS AGREEMENT, made as of this ____ day of _____, 20__, by, between and among GSP Development, LLC, an Illinois limited liability company ("**Owner**"); _____, a _____ ("**Transferee**"); and the Village of Glen Ellyn, an Illinois municipal corporation ("**Village**"),

WITNESSETH:

WHEREAS, pursuant to that certain real estate sale contract dated _____, 20__, the Transferee agreed to purchase from the Owner certain real property situated in DuPage County, Illinois and legally described in Exhibit A attached hereto and by this reference incorporated herein and made a part hereof ("**Property**"); and

WHEREAS, following the conveyance of the Property by the Owner, the Transferee will be the legal owner of the Property; and

WHEREAS, as a condition to the conveyance of the Property by the Owner, the Owner and the Village require that the Transferee agree to comply with all the terms, requirements and obligations set forth in that certain Redevelopment Agreement, dated as of _____, 20__, and recorded in the Office of the DuPage County Recorder on _____, 20__, as Document No. _____, by and between the Village and Owner, as amended from time to time ("**Redevelopment Agreement**");

NOW, THEREFORE, in consideration of the agreement of the Owner to convey the Property to the Transferee and of the Village to accept the transfer of obligations as provided herein and to grant the releases granted herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is hereby agreed by, between and among the Village, the Owner, and the Transferee as follows:

1. **Recitals.** The foregoing recitals are by this reference incorporated herein and made a part hereof as substantive provisions of this Agreement.

2. **Assumption of Obligations.** The Transferee, on its behalf and on behalf of its successors, assigns, heirs, executors and administrators, hereby agrees, at its sole cost and expense, to comply with all of the terms, requirements and obligations of the Redevelopment Agreement, including all exhibits and attachments thereto, regardless of whether such terms, requirements and obligations are to be performed and provided by, or are imposed upon, the Owner or the developer of the Property.

3. **Assurances of Financial Ability.** Contemporaneously with the Transferee's execution of this Agreement, the Transferee shall, upon the request of the Village, provide the Village with reasonable assurances of financial ability to meet the obligations assumed hereunder as the Village may require.

4. Acknowledgement and Release of Transferor. The Village hereby acknowledges its agreement to the Transferee's assumption of the obligation to comply with the terms, requirements and obligations of the Redevelopment Agreement, including all exhibits and attachments thereto, and the Village hereby releases the Owner from any and all liability for failure to comply with the terms, requirements and obligations of the Redevelopment Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the day and year first written above.

ATTEST:

GSP DEVELOPMENT, LLC, an Illinois
limited liability company

By: _____
Its: _____

By: _____
Its: _____

ATTEST:

VILLAGE OF GLEN ELLYN, an Illinois
municipal corporation

By: _____
Its: _____

By: _____
Its: _____

ATTEST:

TRANSFeree
Name:
A:

By: _____
Its: _____

By: _____
Its: _____

ACKNOWLEDGEMENT

STATE OF ILLINOIS)
) SS.
 COUNTY OF DuPAGE)

This instrument was acknowledged before me on _____,
 20____, by _____, the President of the **VILLAGE OF GLEN ELLYN**, an
 Illinois municipal corporation, and by _____, the Village Clerk of said
 municipal corporation.

 Signature of Notary

SEAL

My Commission expires:

STATE OF ILLINOIS)
) SS.
 COUNTY OF _____)

The foregoing instrument was acknowledged before me on
 _____ 20____, by _____ the _____ and
 _____ the _____ of **GSP DEVELOPMENT, LLC**, an Illinois limited
 liability company, as their free and voluntary act in their capacities as officers of said company
 for the uses and purposes herein.

 Signature of Notary

SEAL

My Commission expires:

EXHIBIT A
PROPERTY'S LEGAL DESCRIPTION
(Attached)

4810-7851-7581, v. 1

INVITATION TO SUBMIT
ALTERNATE PROPOSALS
OR BIDS

NOTICE IS HEREBY GIVEN that the Village of Glen Ellyn is accepting proposals to acquire and redevelop the property commonly known as 418 - 424 N. Main Street, P.I.N.s 05-11-327-026, 05-11-327-005, 05-11-327-016 (the "Subject Property"). The Subject Property is currently occupied by a municipal parking lot and related appurtenances. Proposals must be received by the Village by no later than 12:00 p.m. CST on Monday, January 14, 2019. Proposals shall be submitted in triplicate on paper to the Office of the Village Clerk, 535 Duane Street, Glen Ellyn, Illinois 60137. Information concerning the Subject Property and a copy of the draft redevelopment agreement by and between the Village of Glen Ellyn and GSP Development, LLC concerning the Subject Property are available for review at the Office of the Village Clerk, 535 Duane Street, Glen Ellyn, Illinois 60137 during normal business hours. This notice is provided pursuant to the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-4(c)). Questions concerning this notice should be directed to the Village of Glen Ellyn at (630) 547-5371.

Dated this 18th day of December, 2018,
/s/ John Chereskin,
Village Clerk
Published in Daily Herald
December 26, 2018 (4515207)

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, Keeneyville, 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 12/26/18 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 Paula Baltz
Designee of the Publisher and Officer of the Daily Herald

Control # 4515207

and Associates, Inc.

MEMO

TO: Mark Franz
Christina Coyle
Meredith Hannah

FROM: Kane, McKenna and Associates, Inc.

DATE: January 16, 2019

RE: **Review of Proposed Apex 400 Apartments and Mixed Use**

1) Background on Redevelopment Project

The Village of Glen Ellyn (the “Village”) has retained Kane, McKenna Associates, Inc. (“KMA”) to review the redevelopment proposal presented by GSP Development or entities to be formed by it (the “Developer”), regarding the redevelopment of property located at the northwest corner of Main Street and Hillside Avenue (the “Project” or “APEX 400”).

The Project consists of four (4) tax parcels. The Project will include a 107 unit apartment complex with 8,844 s.f. of ground floor commercial/retail. There will be 144 apartment parking spaces along with 139 public parking spaces.

It is proposed that the project would be developed by GSP Development and owned by the same entity or entities formed by it.

2) Data Sources: Limitations of KMA Analysis

KMA has been tasked with reviewing the Developer’s projections evidencing the need for Village assistance (the “Gap Analysis”) and reviewing the Developer’s pro formas. To determine the revenue projection, KMA reviewed data from the developer as to proposed land uses, square footage, market assessment of income from said uses, and other variables.

In review of the Gap Analysis, KMA reviewed developer data especially as it pertains to the Project budget and pro formas. KMA also used internal files and published construction benchmarks as a basis of comparison to check the reasonableness of Developer budget assumptions.

As a caveat, **KMA is not a certified appraiser nor is KMA providing any assessment of the residential market for DuPage County.** To the extent the Village desires to check valuations or sales forecasts in more detail, appropriate professionals can be retained. **KMA's assignment relates to the overall review of the Developer proposal and its reasonableness in relation to the request for public assistance.** In addition, no review is made relating to parking, zoning or planning issues, which would separately be reviewed by Village staff.



3) Project Description: Case for Public Assistance

The Project consists of 107 apartment units together with public and private parking and first floor retail/commercial. Project costs are as follows:

Project Cost Category	Amount
Land	\$ 1,800,000
Hard Costs (including parking)	\$30,701,456
Soft Costs	\$ 5,408,554
Site Development Costs	\$ 1,480,400
TOTAL	\$39,390,471

Source: Developer Project Budget does not include Village land.

Construction costs were compiled by the Developer and were also reviewed by KMA. The estimates are included in Exhibit A. It is beneficial to show Exhibit A cost data, since the data also provides an estimate of its expectations with respect to TIF-eligible costs (a subset of the overall Project costs). Overall costs were at the higher side of industry averages, due in part to parking, higher end finish of the units, and the amenities available, but details will ultimately be required as to back up for the purchase costs, more refined construction costs (which seem to be on the higher end) and site improvements. Soft costs as a percentage of the total costs were within industry ranges.

The projected rental rates – an average of \$2.80/s.f. (trending up to stabilization) are based on comparables identified by the Developer, and includes an independent market study.

The Developer has requested the Village contribute its land (3 tax parcels) – estimated value of \$1,845,000 to the Project.

In addition, the Developer will construct public parking of 137 spaces (an increase over current availability) and transfer the same at completion to the Village for \$10.

An annual TIF payment of \$160,000 per year is also requested over 5 years.

Village participation would include:

- A contribution of its land (estimated value \$1,845,000).
- In addition, the Developer undertakes the construction of 137 public parking spaces and upon completion conveys the spaces to the Village for \$1.
- \$800,000 “pay as you go” TIF assistance – payable over 5 years, in part for public parking costs.

4) Preliminary Results of KMA’s Revenue Projections

Property Tax Projections. KMA’s property tax revenue projections were based on the following assumptions with respect to property tax generation:

- The residential project includes an average initial market value of \$175,000 per unit and retail/commercial values of \$150/s.f.
- Estimated base EAV of the Project PINs: \$459,311.
(Based on the DuPage County Clerk’s office)

The projection period covers the 2021 to 2035 period (24th year payment in 2036) which is the remaining term of the TIF. The maximum TIF statutory allocation of 40% as a percentage of residential increment is assumed to be paid by the Developer as part of its redevelopment agreement obligations. It is important to note that the Developer believes that the Project will generate minimal or few school age children due to unit size and rent levels.

Based upon the foregoing projections, KMA estimated the following revenues (refer to Exhibit B for additional detail):

The expected tax payments include real estate tax payments for the Project, net of the base taxes. Taxes are assumed to increase at a 2.0% growth rate.

	<u>Total Taxes Before Developer Payment</u>	<u>School Allocations*</u>	<u>Gross Taxes To Village after the \$800,000 Developer Payment</u>
Expected Tax Payments	\$8,652,796	N/A	\$7,852,796

***It is important to note that the Village’s redevelopment agreement (“RDA”) with the Developer provides for the Developer to pay any school tuition costs pursuant to the TIF Act. Provisions in the RDA are structured to require the Developer to pay up to the 40% tuition allocation annually – subject to actual students residing in the Project and to be updated annually– which the Developer has estimated to be a small or minor occurrence over the term of the TIF.**

Given the current Project request – the Village could look to receive TIF revenues adequate to reimburse itself for the land contribution and parking contribution and potentially utilize amounts for other TIF eligible costs within the Downtown.

5) Return Analysis

The return analyses provided in Exhibit A, as prepared by KMA based on Developer assumptions, are summarized below.

	Without Village Assistance	With Village Land Contribution and \$800,000 TIF
Initial Stabilized Year Project NOI (after operating expense)	\$ 2,589,573	\$ 2,589,573
Project Costs	\$41,235,471	\$41,235,471
Less Village Assistance	\$0	\$ 2,645,000
Net Project Costs	\$41,235,471	\$38,590,471
Leveraged Return	11.88%	13.80%
Unleveraged Return	7.60%	8.54%
Return on Costs	6.28%	6.71%

The returns are lowered in the “Without Village Land” scenario due to an increase in the Developer’s costs.

The returns indicate that the use of municipal assistance is appropriate for this project given the target return thresholds in the market. Typically, market return on cost benchmarks are 7% or near 7%.

6) Summary: Policy Review Issues

- 
- 1) The Developer would control a key site in the TIF.
 - 2) Additional public parking would be provided in the Downtown
 - 3) The Village would benefit in terms of new investment within the Downtown and serve as potential catalyst for new redevelopment.
 - 4) The Village would receive TIF increment over time – increment that could reimburse the Village for the land contribution and a portion of the parking costs.

OTHER CONSIDERATIONS

- 1) Will the Village mandate an “open book” or “true up” review in order to monitor project costs, revenues, and returns (with adjustments to the TIF assistance if costs are lower or if revenues or returns are higher than projected)?
- 2) Prior to any Village funding commitments, the Developer should evidence its funding structure (loan and equity amounts consistent with the initial submissions) and any updated market analysis (as well as property control) in advance, or as a condition precedent to Village funding. This can be made part of the redevelopment agreement.
- 3) Does the Village have any other needs for services or public improvements associated with the project implementation?
- 4) The Village RDA provides for the Developer responsibility regarding payment of school tuition costs (if incurred) and the Village will need to monitor Developer compliance with the RDA provisions (or in the event there is a transfer – with any new owner).

EXHIBIT A
Project Return Analysis

VILLAGE OF GLEN ELLYN, ILLINOIS
Apex 400 Development

PROJECT SUMMARY
Uses of Funds

USES:

	<u>Total</u>	<u>% of Total</u>	<u>Unit Cost</u>
Land Costs			
Land Acquisition Cost (includes Village land)	3,645,061		
Other Land Acq. Costs	<u>-</u>		
Total Land Acquisition	3,645,061	8.84%	34,066
Site Development Costs			
Demolition/Soil Removal	481,000		
Utilities/Parking Underground	699,400		
Streetscaping	<u>300,000</u>		
Total Site Development Costs	1,480,400	3.59%	13,836
Hard Construction Costs			
Base Building	25,593,246		239,189
Public Parking and Lighting	2,252,450		21,051
Apartment Parking	2,502,000		23,383
Retail Tenant Allowances	<u>353,760</u>		<u>3,306</u>
Total Hard Construction Costs of Buildings	30,701,456	74.45%	286,929
Soft Costs			
Impact Fees	180,000		1,682
Management/Marketing	214,000		2,000
Architect/Engineer	631,932		5,906
Tax Carry Costs	74,900		700
Permit Tap on Fees	526,610		4,922
Legal	105,322		984
Leasing Commissions	214,000		2,000
Financing Points	202,604		1,893
Project Carry Costs	800,000		7,477
Contingency	1,053,937		9,850
Developer's Fee	1,053,937		9,850
Construction Management	351,312		3,283
			-
			-
			-
			-
			-
			-
			-
Total Soft Costs	<u>5,408,554</u>	<u>13.12%</u>	<u>50,547</u>
Total Costs	41,235,471	100.00%	385,378

PROJECT SUMMARY
Sources of Funds

SOURCES:

<u>Without Financial Assistance</u>		
Debt	26,803,056	65%
Equity	<u>14,432,415</u>	<u>35%</u>
TOTAL SOURCES (W/O ASSISTANCE)	41,235,471	100%
<u>With Financial Assistance</u>		
Equity	13,506,665	33%
Debt	25,083,806	61%
Public Financial Assistance - Land and TIF Incentive	<u>2,645,000</u>	<u>6%</u>
TOTAL SOURCES (WITH ASSISTANCE)	41,235,471	100%
*IRR analysis assumes	65% debt	
and equity of	35%	

FOR DISCUSSION PURPOSES ONLY

Village of Glen Ellyn, Illinois **Assumptions Without Public Financial Assistance (Leveraged Return)**
Preliminary IRR Review with Assumptions

Financing Assumptions:

Total Investment 41,235,471 Construction costs and allocation of land and soft costs
 Refinance Loan (3018) 26,801,056
 Loan Term 25 years
 Loan Rate (Long Term) 5.00%
 Equity 14,432,415

Tenant Description:

Parking Spaces 276
 Residential 96,478
 Retail 8,844
 Avg. Net Residential Rent/Sq Ft /Month \$30.00
 Avg. Net Residential Rent/Sq Ft /Month \$2.80
 Parking/Year \$166,000
 Misc. Income/Year \$107,000
 Vacancy Rate/Bad Debt/Concessions 8.0%

Apartment Expense Assumptions:

Estimated Annual Expenses (% Rev.) 16.0%

Growth Assumptions:

Annual Residential Lease Escalation 2.00%

Year	Retail & Residential Revenues	Less: Vacancy	Parking & Misc. Revenues	Total Revenues	Less: Expenses	Total Net Revenues	Net Revenues Available For Debt Service	Debt Service	NOI	IRR Calculation NOI	Add Residual	Schedule: Const Draw	Principal	Interest	Principal Balance
Const 2019	0	0	0	0	0	0	0	0	0	(14,432,415)	(14,432,415)	0	0	0	0
Const 2020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,803,059
2021	3,506,981	(280,538)	273,000	3,499,422	(909,450)	2,589,973	2,589,973	1,901,743	687,830	687,830	687,830	0	561,590	1,340,133	26,241,469
2022	3,577,120	(286,170)	278,460	3,569,411	(1,002,451)	2,566,960	2,566,960	1,901,743	665,217	665,217	665,217	0	589,669	1,312,073	25,651,793
2023	3,648,663	(291,803)	284,025	3,640,799	(1,022,500)	2,618,299	2,618,299	1,901,743	716,556	716,556	716,556	0	619,153	1,282,503	25,032,643
2024	3,721,636	(297,731)	289,710	3,713,615	(1,042,500)	2,670,665	2,670,665	1,901,743	768,922	768,922	768,922	0	650,110	1,251,632	24,382,532
2025	3,796,069	(303,686)	295,504	3,792,887	(1,063,809)	2,724,078	2,724,078	1,901,743	823,336	823,336	823,336	0	682,616	1,219,127	23,699,918
2026	3,871,950	(309,759)	301,414	3,853,645	(1,085,085)	2,778,560	2,778,560	1,901,743	876,817	876,817	876,817	0	716,742	1,186,906	22,983,171
2027	3,949,430	(315,954)	307,442	3,940,918	(1,106,787)	2,834,131	2,834,131	1,901,743	932,388	932,388	932,388	0	752,584	1,145,159	22,230,587
2028	4,028,419	(322,273)	313,591	4,019,736	(1,128,923)	2,890,814	2,890,814	1,901,743	989,071	989,071	989,071	0	790,213	1,111,529	21,440,373

IRR analysis:

Assumptions:																
Cap Rate (Res.)	5.50%	Value (Res.) 10 yrs.	\$2,550,250	IRR Calculation	11.88%											
Cost of Sale		Total Value	\$2,550,250	Return On Cost	6.28%											
Mortgage Balance	21,440,373	Less: Costs	1,051,205													
		Mortgage Residual	21,440,373													
			30,068,672													

IRR Analysis (Leveraged) 12.5.18.xlsx

FOR DISCUSSION PURPOSES ONLY

Village of Glen Ellyn, Illinois
Assumptions With Public Financial Assistance (Leveraged Return)
Preliminary IRR Review with Assumptions

Total Investment 41,235,471 Construction costs and allocation of land and soft costs
 Public Financial Assistance 2,645,000 Developer request
 Refinance Loan (2018) 25,083,806
 Loan Term 25 years
 Loan Rate (Long Term) 5.00%
 Equity 13,506,665

Project Description:
 Parking Spaces 276
 Residential 96,478 Sq Ft
 Retail 8,844 \$/Sq Ft

Residential Revenue Assumptions (Stabilized 2020):
 Avg. Net Residential Rent/Sq Ft/Year \$33.60
 Parking/Year \$166,000.00
 Misc. Income/Year \$107,000.00
 Vacancy Rate/Bad Debt/Concessions 8.0%

Assessment Expense Assumptions:
 Estimated Annual Expenses (% Rev.) 16.0%

Growth Assumptions:
 Annual Residential Lease Escalation 2.00%

Year	Residential Revenues	Less: Vacancy	Misc. Revenues	Total Revenues	Less: Expenses	Total Net Revenues	Net Revenues Available For Debt Service	Debt Service	NOI	IRR Calculation NOI	Add Residual	Schedule Const Draw	Principal	Interest	Balance
Const. 2019	0	0	0	0	0	0	0	0	0	(13,506,665)	(13,506,665)	0	0	0	0
Const. 2020	3,506,981	(280,518)	273,000	3,499,422	(909,850)	2,589,573	2,589,573	1,779,258	809,815	809,815	809,815	0	525,567	1,254,190	25,083,305
2021	3,577,120	(286,170)	278,460	3,569,411	(1,002,451)	2,566,960	2,566,960	1,779,758	787,202	787,202	787,202	0	551,846	1,227,912	24,538,239
2022	3,648,663	(291,893)	284,029	3,640,799	(1,022,950)	2,618,399	2,618,399	1,779,758	838,541	838,541	838,541	0	579,438	1,200,340	24,006,193
2023	3,721,636	(297,711)	289,710	3,713,615	(1,042,950)	2,670,665	2,670,665	1,779,758	890,907	890,907	890,907	0	608,410	1,171,348	23,476,955
2024	3,796,069	(303,686)	295,504	3,787,887	(1,063,809)	2,724,078	2,724,078	1,779,758	944,131	944,131	944,131	0	638,830	1,140,927	22,948,555
2025	3,871,000	(309,750)	301,414	3,863,665	(1,085,085)	2,778,560	2,778,560	1,779,758	998,802	998,802	998,802	0	670,772	1,108,986	22,419,715
2026	3,949,430	(315,954)	307,442	3,940,918	(1,106,987)	2,834,131	2,834,131	1,779,758	1,054,373	1,054,373	1,054,373	0	704,311	1,078,447	21,894,943
2027	4,028,419	(322,273)	313,591	4,019,736	(1,128,923)	2,890,814	2,890,814	1,779,758	1,111,056	1,111,056	1,111,056	0	739,536	1,040,232	21,365,100
2028															

IRR analysis:

Assumptions	5.00%	Value (Res.) 10 yrs	IRR Calculation	13.80%
Cap Rate (Res.)			Return on Cost	6.71%
Costs of Sale		Total Value		
Mortgage	3.00%	Less: Costs		
Balance	20,065,106	Mortgage Residual		
		31,443,039		

IRR Analysis (Leveraged) 12 5 18.xlsx

FOR DISCUSSION PURPOSES ONLY

Village of Glen Ellyn, Illinois
Preliminary IRR Review with Assumptions
 Assumptions Without Public Financial Assistance (Unleveraged Return)

Financial Assumptions:

Total Investment	41,235,471	Construction costs and allocation of land build soft costs
Refinance Loan (2018)	26,803,056	
Loan Term	35 years	
Loan Rate (Long Term)	5.00%	
Equity	14,432,415	

Project Description:

Parking Spaces	276	
Residential	96,478	
Retail	8,844	
Residential Revenue Assumptions (Stabilized 2030):		
Avg. Net Residential Rent/Sq Ft./Year	\$13.60	\$10.00 Rent/Sq Ft.
Parking/Year	\$166,000	\$2.80 Rent/Sq Ft./Month
Misc. Income/Year	\$107,000	
Vacancy Rate/Bad Debt/Concessions	8.0%	

Abandonment Expense Assumptions:

Estimated Annual Expenses (% Rev.)	26.0%
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Growth Assumptions:

Annual Residential Lease Escalation:	2.00%
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Year	Kelton & Residential Revenues	Less: Vacancy	Parking & Misc. Revenues	Total Revenues	Less: Expenses	Total Net Revenues	Net Revenues Available For Debt Service	Debt Service	NOI	IRR Calculation NOI	Add Residual
Const. 2019	0	0	0	0	0	0	0	0	0	(41,235,471)	(41,235,471)
Const. 2020	3,506,981	(380,558)	273,000	3,499,423	(909,850)	2,589,573	2,589,573	0	2,589,573	2,589,573	2,589,573
2021	3,577,120	(386,170)	278,460	3,569,411	(1,002,451)	2,566,960	2,566,960	0	2,566,960	2,566,960	2,566,960
2022	3,648,663	(391,893)	284,029	3,640,799	(1,022,500)	2,618,299	2,618,299	0	2,618,299	2,618,299	2,618,299
2023	3,721,636	(397,731)	289,710	3,713,615	(1,042,950)	2,670,665	2,670,665	0	2,670,665	2,670,665	2,670,665
2024	3,796,069	(303,686)	295,504	3,787,887	(1,063,809)	2,724,078	2,724,078	0	2,724,078	2,724,078	2,724,078
2025	3,871,990	(309,759)	301,414	3,863,645	(1,085,085)	2,778,560	2,778,560	0	2,778,560	2,778,560	2,778,560
2026	3,949,430	(315,954)	307,442	3,940,918	(1,106,787)	2,834,131	2,834,131	0	2,834,131	2,834,131	2,834,131
2027	4,028,419	(322,273)	313,591	4,019,736	(1,128,923)	2,890,814	2,890,814	0	2,890,814	2,890,814	2,890,814
2028											

N/A

IRR analysis:

Assumptions	Cap Rate (Res.)	5.50%	Value (Res.) 10 yrs.	52,560,250	IRR Calculation	7.60%
Costs of Sale			Total Value	52,560,250	Return On Cost	6.28%
Mortgage Balance		2.00%	Less: Costs	1,051,205		
			Mortgage	0		
			Residual	\$1,509,045		

FOR DISCUSSION PURPOSES ONLY

Village of Glen Ellyn, Illinois
Preliminary IRR Review with Assumptions
Assumptions With Public Financial Assistance (Unleveraged Return)

Total Investment 41,235,471 Construction costs and allocation of land and soft costs
 Public Financial Assistance 3,645,000 Developer request
 Refinance Loan (2018) 25,083,806
 Loan Term 25 years
 Loan Rate (Long Term) 5.00%
 Equity 13,506,605

Project Description:
 Parking Spaces 276
 Residential 96,478 Sq Ft
 Retail 8,844 \$30 Rent/Sq Ft

Residential Revenue Assumptions (Stabilized 2020):

Avg. Net Residential Rent/Sq Ft/Year \$13.60
 Parking/Year \$166,000.00
 Misc. Income/Year \$107,000.00
 Vacancy Rate/Bad Debt/Concessions 8.0%

Adaptment Expense Assumptions:

Estimated Annual Expenses (% Rev) 26.0%

Growth Assumptions:
 Annual Residential Lease Escalation 2.00%

N/A

Year	Residential Revenues	Less: Vacancy	Adapt. Revenues	Total Revenues	Less: Expenses	Total Net Revenues	Net Revenues Available For Debt Service	Debt Service	NOI	IRR Calculation NOI	Add/Residual
Const. 2019	0	0	0	0	0	0	0	0	0	(38,590,471)	(38,590,471)
Const. 2020	0	0	0	0	0	0	0	0	0	0	0
2021	3,506,981	(280,558)	273,000	3,499,422	(909,850)	2,589,573	2,589,573	2,589,573	2,589,573	2,589,573	2,589,573
2022	3,577,120	(286,170)	278,460	3,569,411	(1,002,451)	2,566,960	2,566,960	2,566,960	2,566,960	2,566,960	2,566,960
2023	3,648,663	(291,823)	284,029	3,640,799	(1,022,500)	2,618,299	2,618,299	2,618,299	2,618,299	2,618,299	2,618,299
2024	3,721,636	(297,731)	289,710	3,713,615	(1,042,950)	2,670,665	2,670,665	2,670,665	2,670,665	2,670,665	2,670,665
2025	3,796,059	(303,686)	295,504	3,787,887	(1,063,809)	2,724,078	2,724,078	2,724,078	2,724,078	2,724,078	2,724,078
2026	3,871,990	(309,759)	301,414	3,863,645	(1,085,085)	2,778,560	2,778,560	2,778,560	2,778,560	2,778,560	2,778,560
2027	3,949,430	(315,954)	307,442	3,940,918	(1,106,787)	2,834,131	2,834,131	2,834,131	2,834,131	2,834,131	2,834,131
2028	4,028,419	(322,273)	313,591	4,019,736	(1,128,923)	2,890,814	2,890,814	2,890,814	2,890,814	2,890,814	2,890,814

IRR analysis:

Assumptions	Cap Rate (Res)	5.50%	Value (Res) 10 yrs	52,560,250	IRR Calculation	8.54%
Cost of Sale			Total Value	52,560,250	Return on Cost	6.71%
Mortgage Balance			Less: Costs	1,051,205		
			Mortgage Residual	51,509,045		

EXHIBIT B
KMA Tax Projections

Levy Year:

B-1

Village of Glen Ellyn, Illinois
Proposed Apex Redevelopment Tax Assumptions -Developer Pays Schools
Projected Incremental Taxes

Levy Year:

Component Name	Project Description	Class Code	Occupancy Date	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	2027	2028	2029	2030	2031	2032	2033	2034	TIF Expiration 2035	Final Collect 2036
1	Retail Commercial	3	Jan-21	8,844	150.00	528,417	538,985	549,765	560,760	571,976	583,415	595,083	606,985	619,125	63
2	Residential Rental	4	Jan-21	107	175,000.00	7,458,624	7,607,796	7,759,952	7,915,151	8,073,454	8,234,923	8,399,521	8,567,614	8,738,966	8,91
Total EAV All Components						7,987,041	8,146,781	8,309,717	8,475,911	8,645,430	8,818,338	8,994,705	9,174,599	9,358,091	9.54
I. Incremental Property Taxes:															
(a)	Base EAV					459,311	459,311	459,311	459,311	459,311	459,311	459,311	459,311	459,311	45
(b)	Incremental EAV					7,527,730	7,687,470	7,850,406	8,016,600	8,186,119	8,359,027	8,535,394	8,715,288	8,898,780	9,08
(c)	Tax Rate 7.7110%					7.7110%	7.7110%	7.7110%	7.7110%	7.7110%	7.7110%	7.7110%	7.7110%	7.7110%	7.7
(d)	Total Est. Incremental Property Taxes					568,387	580,463	592,781	605,345	618,160	631,232	644,565	658,164	672,036	68
(e)	Incremental Property Taxes					2,953,866	3,544,329	4,137,110	4,742,455	5,360,615	5,991,847	6,636,411	7,294,575	7,966,611	8,65
Set Aside for School Districts						0	0	0	0	0	0	0	0	0	0
Cumulative School Payments - Maximum						0	0	0	0	0	0	0	0	0	0
0.0% of residential tax increment						0	0	0	0	0	0	0	0	0	0
(f)	Est. Incremental Property Taxes Available After School Payments					568,387	580,463	592,781	605,345	618,160	631,232	644,565	658,164	672,036	68
(g)	TIF Administrative Costs					0	0	0	0	0	0	0	0	0	0
(h)	Cumulative Administrative Costs					0	0	0	0	0	0	0	0	0	0
(i)	Incremental Property Taxes					568,387	580,463	592,781	605,345	618,160	631,232	644,565	658,164	672,036	68
(j)	Cumulative Incremental Property Taxes					2,953,866	3,544,329	4,137,110	4,742,455	5,360,615	5,991,847	6,636,411	7,294,575	7,966,611	8,65
II. Tax Sharing Proposals															
(a)	Village Portion					557,501	580,463	592,781	605,345	618,160	631,232	644,565	658,164	672,036	686,185
(b)	Cumulative Incremental Property Taxes					2,163,866	2,744,329	3,337,110	3,942,455	4,560,615	5,191,847	5,836,411	6,494,575	7,166,611	7,852,796
(c)	Project Portion					10,886	0	0	0	0	0	0	0	0	0
(d)	Cumulative Incremental Property Taxes					800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
Assumes \$160,000 per year over 5 years															

PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Village of Glen Ellyn, Illinois
Proposed Apex Redevelopment Tax Assumptions -Developer Pays Schools
Preliminary User Assumptions

Component Name	Project Description	Class Code	Occupancy Date	Building Sq. Ft./ # Units	Avg. Initial Market Value Sq. Ft./Unit
1	Retail Commercial	3	Jan-21	8,844	150.00
2	Residential Rental	4	Jan-21	107	175,000.00
Totals					

Notes:

- Class Codes:
- Exempt

Industrial (6B Eligible)

Industrial

Commercial

Residential

Vacant Land
- 0

1

2

3

4

5

Village of Glen Ellyn, Illinois
Proposed Apex Redevelopment Tax Assumptions -Developer Pays Schools
General Assumptions

Sales Tax Inflation Rate (Yr. 1-10)	2.0%
Sales Tax Inflation Rate (11-25)	2.5%
Property Tax Inflation Rate	2.0%
% Inc. Prop. Tax for Project	100.0%
Tax Rate	7.7110%
Equalizer	1.0000
Industrial Assmnt. Rate	33.3%
Commercial Assmnt. Rate	33.3%
Residential Assmnt. Rate	33.3%
Vac. Land Assmnt. Rate	33.3%
Assmnt. Rate	33.3%
First Levy Year	2018
First Tax Collection Yr.	2019
Initial Absorption Rates:	
Prop. Tax	
0	50.0%
1	50.0%
2	50.0%

Year	Factor	Reassess.
2018	100.00%	
2019	102.00%	
2020	104.04%	
2021	106.12%	
2022	108.24%	
2023	110.41%	
2024	112.62%	
2025	114.87%	
2026	117.17%	
2027	119.51%	
2028	121.90%	
2029	124.34%	
2030	126.82%	
2031	129.36%	
2032	131.95%	
2033	134.59%	
2034	137.28%	
2035	140.02%	
2036	142.82%	
2037	145.68%	
2038	148.59%	
2039	151.57%	
2040	154.60%	
2041	157.69%	
2042	160.84%	
2043	164.06%	
2044	167.34%	
2045	170.69%	
2046	174.10%	
2047	177.58%	
2048	181.14%	

PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Village of Glen Ellyn, Illinois
Proposed Apex Redevelopment Tax Assur
Absorption Assumptions

Absorp. Year	1		2
2018			
2019			
2020			
2021		8,844	107
2022			
Totals		8,844	107

Village of Glen Ellyn, Illinois
Proposed Apex Redevelopment Tax Assumptions -Developer Pays Schools
Estimate of Equalized Assessed Valuation - Absorption Period

Estimated Equalized Assessed Valuation for Tax Assessment Year: 2019														
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
0		0	0	0.00	0.00%	0.00%	102.00%	0	0.00%	0	1.00000	0	7.711%	0
1	Retail Commercial	3	8,844	150.00	0.00%	0.00%	102.00%	0	33.33%	0	1.00000	0	7.711%	0
2	Residential Rental	4	107	175,000.00	0.00%	0.00%	102.00%	0	33.33%	0	1.00000	0	7.711%	0
Totals								0		0		0		0

Estimated Equalized Assessed Valuation for Tax Assessment Year: 2020														
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
0		0	0	0.00	0.00%	0.00%	104.04%	0	0.00%	0	1.00000	0	7.711%	0
1	Retail Commercial	3	8,844	150.00	0.00%	0.00%	104.04%	0	33.33%	0	1.00000	0	7.711%	0
2	Residential Rental	4	107	175,000.00	0.00%	0.00%	104.04%	0	33.33%	0	1.00000	0	7.711%	0
Totals								0		0		0		0

Estimated Equalized Assessed Valuation for Tax Assessment Year: 2021														
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
0		0	0	0.00	0.00%	0.00%	106.12%	0	0.00%	0	1.00000	0	7.711%	0
1	Retail Commercial	3	8,844	150.00	50.00%	100.00%	106.12%	703,899	33.33%	234,610	1.00000	234,610	7.711%	18,091
2	Residential Rental	4	107	175,000.00	50.00%	100.00%	106.12%	9,935,560	33.33%	3,311,522	1.00000	3,311,522	7.711%	255,351
Totals								10,639,459				3,546,132		273,442

Estimated Equalized Assessed Valuation for Tax Assessment Year: 2022														
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
0		0	0	0.00	0.00%	0.00%	108.24%	0	0.00%	0	1.00000	0	7.711%	0
1	Retail Commercial	3	8,844	150.00	100.00%	100.00%	108.24%	1,435,955	33.33%	478,604	1.00000	478,604	7.711%	36,905
2	Residential Rental	4	107	175,000.00	100.00%	100.00%	108.24%	20,268,542	33.33%	6,755,505	1.00000	6,755,505	7.711%	520,917
Totals								21,704,497				7,234,109		557,822



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

Meeting: 01/28/19 07:00 PM
Department: Planning & Development
Department Head: Staci Springer
Category: Ordinance
Prepared By: Kelly Purvis

SCHEDULED

ORDINANCE 6672

DOC ID: 3790

Ordinance No. 6672, An Ordinance Granting Approval of a Special Use Permit for a Preliminary Planned Unit Development and the Exterior Appearance of a Mixed Use Development to be Known as Apex 400 and Proposed at the Northwest Corner of Main Street and Hillside Avenue and Commonly Known as 400 & 418-424 N. Main Street

Background:

The petitioners, Larry Debb and John Kosich of GSP Development and 400 Main LLC, are requesting approval of a Special Use for a Preliminary Planned Unit Development with deviations and the Exterior Appearance of a proposed mixed-use development consisting of 8,844 sf of first floor commercial space, 107 luxury apartment units on the second through fifth floors and a two-story parking garage. The subject site is located on the northwest corner of Hillside Avenue and Main Street and is comprised of 1.55 acres. The property is commonly known as 400 N. Main Street and 418-424 N. Main Street and includes the former Giesche Shoe property and the Village-owned Main Street parking lot. A majority of the site is zoned C5A Central Business District, Central Retail Core Subdistrict. The parcel extending to Glenwood Avenue currently being used for permit parking is zoned C5B Central Business District, Central Service Subdistrict.

In order to develop the property as proposed, the petitioner is requesting 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 parapets and approximately 58 for the majority of the rest of the building 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.
4. The Redevelopment Agreement.

Plan Commission Recommendation:

The Plan Commission considered the petitioners' request for approval of a Preliminary Planned Unit Development with deviations at a public hearing on January 7, 2019. There were 36 total members of the public that spoke at the hearing; 17 were against the development and raised concerns about the height and bulk of the structure, the appearance of the building and the traffic that would be generated; 12 were in favor of the development and spoke regarding lack of development in downtown Glen Ellyn, lack of housing for residents wishing to downsize and supporting the increase in revenues that would result from the project; and 7 members of the public spoke neither in favor or against the development. By a voice vote of 9 "yes" and 0 "no" votes, the Plan Commission recommended that the Village Board approve the requests subject to the following conditions:

- A. Construction of the subject development shall be in substantial conformance with the testimony and plans presented at the January 7, 2019 public hearing before the Plan Commission.
- B. That should the developer be able to acquire three feet of the alley located north of Lot 5, that PUD Alternate Plan B, attached hereto as Exhibit C, shall be substituted for the approved Plan A.
- C. That the final streetscape and public improvements for the project will match the streetscape design selected by the Village Board in 2019.
- D. Prior to returning for final approval of the Planned Unit Development, the landscape plan shall be revised to show trees with a minimum diameter of 4 inches.
- E. 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.
- F. 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.
- G. That the developers convert the traffic flow to two-way on Hillside Avenue between Main

Street and Glenwood Avenue including any necessary signage, pavement markings, and geometric changes to the roadway as directed by the Village Engineer.

- H. That the Village 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.
- I. 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.
- J. 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.
- K. Prior to issuance of a building permit, the petitioner shall pay the Village \$169,219.00 to be dispersed to Village taxing bodies in the following amounts:
 - 1. Glen Ellyn Park District - \$50,000.00
 - 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

All information the Plan Commission received, including the Staff Report for the January 7, 2019 meeting has been attached for the Village Board's review. For greater detail about any of these exhibits please see the Plan Commission Staff Report.

Exterior Appearance:

The development site currently consists of a vacant, mid-century modern shoe store and a surface parking lot. The shoe store will be demolished and a new building will be constructed on the consolidated lots.

The proposed building is characterized by masonry detailing, punched windows, and a variety of material and massing changes. In the tradition of the "commercial block" building, the design reflects a customary division between Base, Middle, and Top, with more robust stone masonry detailing at the base, brick masonry in the middle and lighter materials at the top. Likewise, the overall massing of the proposed building is divided into three parts along its length, with two slightly taller areas at the north and south ends, with the area in the middle setback several feet above the first floor. Each of these facades employ variations in material and color to break down the overall scale of the building along Main Street and Hillside Avenue.

The petitioners have complied with the Appearance Review Guidelines in the following ways:

- They are using earth-toned brick and stone that matches the color of nearby buildings (1.1 &

1.2)

- The parapet walls have a defined top which frames the building (1.55)
- The entrances are well lit, open and readily identifiable (1.6)
- All sides of the building will relate to the principal elevation (1.7)
- No roof top HVAC units will be seen by adjacent properties (1.83)
- They have reduced the mass of the building by articulating the building, breaking the plane of the building using off-sets, step-backs and built-in balconies (1.9)
- They are proposing enhanced landscaping along Hillside Avenue and Main Street utilizing recommended plant materials (2.1)
- They are using dark sky compliant lighting fixtures (2.21)
- The trash enclosure will be constructed of materials that will match the principal structure and it will be inside the building and away from public rights-of-way and primary customer views (2.3.1)
- The upper floor windows are smaller than the first floor windows, reflecting the proportions of existing widow openings found in the historic buildings within the downtown (3.3.2)
- The windows use solid trim to define the openings and differentiate them from the surrounding wall surfaces (3.3.3)
- The storefronts will have cloth awnings that will relate to the building façade and to awnings on adjacent buildings (3.7)
- All utilities on the site will be undergrounded, and vents (utilitarian elements) on the façade of the building have been minimized or concealed to the degree possible (3.8)
- All entrances to the commercial first floor spaces will have large glass areas and are pedestrian oriented (3.9)
- Masonry is used on all sides of the building including the upper floors (7.1)
- Balconies are partially wrapped by the building structure (7.2)
- The entry is readily identifiable and lit for attractiveness and security (7.3)
- Parking is below the residential units, and in the rear part of the building and will not be seen from Main Street or Hillside Avenue (7.4)

The petitioners are not requesting any deviations from the design guidelines.

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 (a summary of which has been attached). The building materials now consist mostly of brick and stone in muted colors. For comparison with the most up to date renderings in Group Exhibit “J”, staff has attached the initial rendering that was submitted in May, 2018. The architects of this project took design cues from the building at the northwest corner of Main Street and Crescent Boulevard (image attached) including the cornice, the cast stone band that wraps around the building, the red brick and stone materials, the muted color pallet and cloth awning that wraps around the corner (at Main Street and Hillside Avenue).

At the Plan Commission public hearing, there was a suggestion made by a member of the public that

some additional embellishments, including the incorporation of some red brick surrounding the first floor parking garage on the south façade of the building. Staff agrees that this would enhance the appearance of the building from the south façade. Additionally, in accordance with section 1.7 of the design guidelines, which suggests the architectural character of all sides of a building should relate to the principal elevation, staff would also suggest that the two-story parking structure along the entire rear of the building (west elevation) should also be constructed with brick facing on the precast concrete. Currently, the plans reflect smooth precast on all portion of the parking garage.

Staff Recommendation for Exterior Appearance:

After reviewing the submitted application and plans for the proposed Exterior Appearance, staff finds the project to be in substantial conformance with the Village's Appearance Review Guidelines. Staff therefore recommends approval of the proposed Exterior Appearance. If approved, the Village Board may wish to consider the following conditions be included on the Ordinance granting the Exterior Appearance approval:

- A. That prior to returning for approval of the Final Planned Unit Development, all elevations and renderings be revised to show brick facing on the precast concrete proposed on the parking structure at the rear of the building and on the portion of the garage facing Hillside Avenue.
- B. The developers have indicated that rooftop units will not be visible. However, if any rooftop units are visible from adjacent streets or properties that the developers will properly screen these units from public view.

Additional Conditions Recommended by Staff:

In addition to the conditions recommended by the Plan Commission and the conditions recommended by staff for the Exterior Appearance of the building, staff would also suggest the following condition be added:

- A. That all requirements outlined in the Redevelopment Agreement shall be satisfied prior to the issuance of a building permit.

TIF Incentive:

The developer has requested a total TIF incentive of \$800K to be paid over a period of 5 years (\$160K/year). The developer is expected to invest \$39M on this project. The Village's requests to extensively change the exterior appearance of the building has added costs to the project above the TIF incentive amount requested by the developer. The Village's consultant, Kane McKenna, has vetted the developer's proforma and believes the estimated return on costs of 6.71% is reasonable given that market return on cost benchmarks are 7% or near 7%. Kane, McKenna's report is attached. The mixed-use development is projected to generate \$7.853M in property tax revenue increment over the life of the TIF (through 2035). Therefore, the TIF request represents approximately 10% of the overall increment estimated for this project.

In addition, the project would grow the overall EAV, stimulate other development in the area, and benefit all taxing districts once the TIF expires. Lastly, the increment generated could provide a significant benefit to offset some of the costs of major capital projects planned in the downtown over the next five years including the Streetscape, Civic Center Parking Garage, and Train Station projects.

The Village and the Developer have agreed to partner on the parking component of this project. The Village has agreed to sell the Main Street Parking lot, valued at \$1.845M and the Developer has agreed to construct new public parking, no less than 137 spaces, and then sell the property back to the Village for \$10. This would equate to 15 additional parking spaces in the Main Street Lot. It should be noted that the Village will receive back from the developer a covered concrete parking lot with more spaces than currently exist, and which has more square footage than is presently owned by the Village. However we are selling “air rights” to enable the developer to build this project.

Redevelopment Agreement:

The Village and the Developer have been negotiating a Redevelopment Agreement over the last few months. As required by the TIF Act, notification for alternate proposals to develop the Village owned property was published in the Daily Herald on December 26, 2018 and requiring any alternative proposals to be submitted no later than January 14, 2019. A copy of the draft agreement between the Village and GSP Development was on file with the Village Clerk for public review from December 26, 2018 through January 14, 2019. The Village received no alternate proposals. A copy of the publication notice is attached.

Some of the critical business terms and protections for the Village within the Redevelopment Agreement (attached) include:

- The Village has agreed to sell the Main Street Parking lot, value of \$1.845M, to the developer for \$10.00 for the duration of the construction project to protect the Village from liability.
- The developer is to construct not less than 137 covered, concrete parking spaces at an approximate cost of \$3.143M and then sell the public parking lot back to Village for \$10.00.
- Subject to the issuance of a temporary certificate of occupancy, at least a portion of the public parking area should be made available to the Village for public use by December 31, 2019.
- Prior to the issuance of a building permit, the developer shall deliver evidence of liability insurance acceptable to the Village.
- The developer will commence construction by September 30, 2019.
- The development shall be an “open book” project and the developer shall provide the Village full access to the books and records relating to the developer’s costs including (sworn statements, general contracts, subcontracts, purchase orders, waivers of lien, paid receipts, invoices, and all other information reasonably requested by the Village).
- The TIF incentive will be no more than \$160K per year for 5 years totaling \$800K. (10% of total increment).

- The developer will assume responsibility for TIF payments for any net new students as required by State Law.
- The Village will receive a “performance security” in the form of a letter of credit and cash escrow (totaling 125% of the cost of public improvements), to cover the cost to demolish and restore the property, or finish the project’s public improvements, should the project not proceed to conclusion. If these funds are insufficient, the Village has the ability to lien the property.
- Within 90 days of approval, the developer must submit proof of financing sufficient to substantially complete the development, including a loan commitment from a lender. If the Village does not approve of this evidence of the financing, the Village can terminate the Redevelopment Agreement.
- The deed will have a right-of-reverter in favor of the Village which will allow the Village to demand re-conveyance of the Village property in the event the developer fails to cure a default or submit reasonable remedial measure acceptable to the Village.
- The project is required to be constructed in conformance with the approved plans including building materials shown on the plans.
- The Operating and Easement Agreement will cover easement rights, operation, maintenance, use, insurance and indemnity obligations of the developer.
- If the developer fails to deliver the project in accordance with the approved construction schedule or abandons the project for 90 consecutive days, the developer must pay back any TIF incentive paid by the Village.

Public Comment:

Staff has attached all correspondence from the public that has been received by the Village related to this project up to and including January 23, 2019.

Surveys:

The Downtown Alliance and the Chamber of Commerce independently surveyed their members regarding the development. Each of these Surveys have been included as an attachment.

Petition:

The Citizens for Glen Ellyn Preservation signed a petition in opposition to the development. The petition is attached.

Historic Preservation Commission Resolution:

The Historic Preservation Commission adopted a Resolution on Thursday, January 17, 2019 related to this development and any other development that might be constructed adjacent to the downtown Historic Districts. The Resolution has been attached for the Village Board’s consideration.

Village Board Action:

The Village Board may approve, approve with conditions or deny the requests for approval of a Preliminary Planned Unit Development and Exterior Appearance. In accordance with the Plan Commission's recommendation and staff's recommendation, two separate Ordinances approving the Redevelopment Agreement and zoning entitlements have been prepared for consideration at January 28, 2019 Village Board meeting.

Attachments:

- Draft Ordinance - Zoning Entitlements
- Plan Commission Meeting Minutes - January 7, 2019 - Exhibit "A"
- Site Plan Option A (PDR 1) - Exhibit "B"
- Site Plan Option B (PDR 1) - Exhibit "C"
- Floor Plan - Floor 1, Plan Option A (PDR 2) - Exhibit "D"
- Floor Plan - Floor 2, Plan Option A (PDR 3) - Exhibit "E"
- Floor Plan - Floor 3 (PDR 4) - Exhibit "F"
- Floor Plan - Floors 4 & 5 (PDR 5) - Exhibit "G"
- Building Elevations (PDR 7 - PDR 9) - Group Exhibit "H"
- Sign Plan (PDR 10) - Exhibit "I"
- Renderings (PDR 17 - PDR 20) - Group Exhibit "J"
- Landscape Plan - Group Exhibit "K"
- Grading Plan - Exhibit "L"
- Utility Plan - Exhibit "M"
- Photometric Plan - Exhibit "N"
- Petitioners' Application for Preliminary Planned Unit Development
- Petitioners' Application for Exterior Appearance
- Narrative Statement
- Proof of Ownership
- Disclosure of Interest
- Affidavit of Authorization
- Reimbursement of Fees Agreement
- Quantitative Summary
- List of Deviations
- Location Map

- Site Aerial
- Alta Surveys
- Existing Conditions Plan
- On-Street Parking Demolition Plan
- Right-of-Way Cross Section
- Light Fixture Cut Sheets
- Market Study
- Addendum to Market Study
- Traffic Impact Study, prepared by KLOA
- Parking Ratio Exhibit
- Memo - Traffic Consultant - Project Review
- ULI Dimension of Parking, 5th Edition
- Memo - Traffic Consultant - Response to Public Comment 01.01.19
- Memo - Traffic Consultant - Response to Public Comment 01.108.19
- Building Height Exhibit - Elevation
- Building Height Exhibit - Aerial
- Example Photos - Similar Heights of Downtown Buildings
- Example Photos - Similar Developments in Other Towns
- Sun Up & Sun Down Model
- IDNR Report
- Land Use Opinion
- Staff Report for January 7, 2019 Plan Commission Meeting
- Alley Exhibit
- Plan Excerpts - Comprehensive Plan
- Plan Excerpts - Downtown Strategic Plan
- Plan Excerpts - Streetscape & Parking Study
- Summary of changes to the development (including exterior appearance)
- Initial Rendering Submitted for Pre-Application Meeting
- Sample Downtown Architecture (460 Main Street)
- Resident Correspondence
- Survey - Downtown Alliance
- Survey - Chamber of Commerce
- Petition - Citizens for Glen Ellyn Preservation

Ordinance 6672

Meeting of January 28, 2019

- Resolution from the Historic Preservation Commission

CC: Rich Daubert, Professional Engineer
Ray Ulreich, Village Stormwater Engineer
Kelly Purvis, Planner
Dan Shoenberg & Tom Adomshick, Village Traffic Consultants
Larry Debb & John Kosich, GSP Development

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1.28.19\VB Memo.docx



Village of Glen Ellyn

Ordinance No. 6672

An Ordinance Granting Approval of a
Special Use Permit for a Preliminary Planned Unit Development
and the Exterior Appearance of a
Mixed Use Development to be Known as Apex 400
and Proposed at the
Northwest Corner of Main Street and Hillside Avenue
and Commonly Known as 400 & 418-424 N. Main Street

Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This _____ Day of _____, 20__.

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 20__.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET

GLEN ELLYN, IL 60137

Ordinance No. 6672

**An Ordinance Granting Approval of a
Special Use Permit for a Preliminary Planned Unit Development
and the Exterior Appearance of a
Mixed Use Development to be Known as Apex 400
and Proposed at the
Northwest Corner of Main Street and Hillside Avenue
and Commonly Known as 400 & 418-424 N. Main Street**

Whereas, Larry Debb and John Kosich of GSP Development, LLC, and 400 Main, LLC,
have purchased the former Giesche Shoe property located at 400 N. Main Street; and

Whereas, the Village and GSP Development, LLC, entered into a Purchase and Sale
Agreement for the Village-owned parking lot located at 418 – 424 N. Main Street, north of the
former Giesche Shoe property in accordance with the approval of Ordinance No. 6640; and

Whereas, the Purchase and Sale Agreement is contingent upon the Village Board approval
of a Redevelopment Agreement and zoning entitlements for the subject properties, among other
conditions; and

Whereas, GSP Development, LLC, has petitioned the President and Board of Trustees of
the Village of Glen Ellyn for approval of the following:

- A. A Special Use Permit for a Preliminary Planned Unit Development in accordance with
Section 10-10-15 of the Glen Ellyn Zoning Code and the following deviations to the Glen
Ellyn Zoning Code:
 - 1. A deviation from 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.

2. Deviations from Section 10-5-8(I) to allow:
 - a) Parking spaces 18 feet in length in lieu of 19 feet;
 - b) 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;
 - c) 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.
 3. A deviation from Section 10-7-9(D) to allow 100% of the site to be covered in lieu of 65%.
 4. A deviation from Section 10-5-9(B) to allow an off street loading space 40 feet in length in lieu of 50 feet.
 5. A deviation from 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.
- B. Exterior Appearance approval in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance No. 5508.
- all to allow the construction of a mixed-use building with 8,844 square feet of first floor commercial space, 107 apartment units and a two-story parking garage; and

Whereas, the subject property is located at 400 N. Main Street and 418 - 424 N. Main Street, on the northwest corner of Hillside Avenue and Main Street in the C5A & C5B Central Business Districts and 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 STREET

PARCEL 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.

Whereas, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, and following written notice to all property owners within 250 feet, and following the placement of a placard on the subject property not less than fifteen (15) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on January 7, 2019 at which hearing the petitioners presented evidence and testimony

in support of the request for approval of a Special Use Permit for a Preliminary Planned Unit Development with zoning deviations, at which hearing, seventeen (17) people spoke against the development and raised concerns about the height of the building, traffic generated from the development, the mass of the building and the proposed exterior appearance of the building; and at which hearing, twelve (12) people spoke in favor of the development and raised concerns about rising taxes, the lack of development in the Village and the lack of housing options to accommodate downsizing residents; and at which hearing, seven (7) people spoke neither in favor or against the development; and

Whereas, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings and recommendations and by a vote of nine (9) “yes” and zero (0) “no”, the Plan Commission recommended approval of the requests with conditions as set forth in the January 7, 2019 minutes of the Plan Commission, a copy of which is attached hereto as Exhibit “A”; and

Whereas, the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the public hearing of the Plan Commission and have considered the findings and recommendations of the Plan Commission; and

Whereas, staff has performed the review of the application for Exterior Appearance and has determined the proposed Exterior Appearance is in substantial conformance with the Village’s Appearance Review Guidelines and recommends approval of the proposed Exterior Appearance; and

Whereas, the President and Board of Trustees have determined that granting a Special Use Permit for a Preliminary Planned Unit Development is consistent with the goals of the Glen Ellyn Zoning Code and approving the Exterior Appearance of the proposed development is consistent

with the recommendations of the Appearance Review Guidelines and in the best interests of the Village of Glen Ellyn.

Now, therefore, be it ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The Plan Commission meeting minutes, dated January 7, 2019 Exhibit "A" attached hereto, and the findings and recommendations set forth therein and in the preambles above are hereby adopted as the findings of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the public hearing of the Plan Commission.

Section Two: Based upon the findings and recommendations of the Plan Commission for the Special Use for a Preliminary Planned Unit Development with deviations from the Zoning Code and the staff recommendation for the Exterior Appearance approval, as adopted herein, and the findings and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use for a Preliminary Planned Unit Development with deviations from the Zoning Code and the Exterior Appearance to allow the mixed-use development of a five-story building to be called Apex 400, including first floor commercial, above ground floor apartment units, and a two-story parking garage on the properties commonly known as 400 N. Main Street and 418 - 424 N. Main Street.

Section Three: This grant of approval of a Special Use Permit for a Preliminary Planned Unit Development and Exterior Appearance approval is subject to the following conditions:

- A. Construction of the subject development shall be in substantial conformance with the testimony presented at the January 7, 2019 public hearing before the Plan Commission,

including the following plans and documents referenced below, all of which are incorporated into this Ordinance as though they were attached hereto:

1. Petitioner's Application Packet, including the following materials:
 - a. Preliminary PUD Application dated November 1, 2018
 - b. Exterior Appearance Application dated November 1, 2018
 - c. Narrative Statement from Larry Debb, dated November 21, 2018
 - d. Proof of Ownership
 - e. Disclosure of Interest form, dated July 17, 2018 and December 12, 2018
 - f. Reimbursement of Fees Agreement, dated July 17, 2018
 - g. Site Statistics Summary
 - h. List of Deviations
 - i. Alta Surveys prepared by Manhard Consulting, Ltd., dated June 26, 2018
 - j. Existing Conditions Plan prepared by Manhard Consulting, Ltd., dated June 19, 2018
 - k. On-street Parking Demolition Plan (PDR 0) prepared by FitzGerald Associates, last revised _____
 - l. Site Plan Option A (PDR 1) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "B"
 - m. Site Plan Option B (PDR 1) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "C"
 - n. Floor Plan - Floor 1, Plan Option A (PDR 2) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "D"
 - o. Floor Plan - Floor 2, Plan Option A (PDR 3) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "E"
 - p. Floor Plan - Floor 3 (PDR 4) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "F"
 - q. Floor Plan - Floors 4 & 5 (PDR 5) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "G"
 - r. Building Elevations (PDR 7 - PDR 9) prepared by FitzGerald Associates, last revised _____, attached hereto as Group Exhibit "H"
 - s. Sign Plan (PDR 10) prepared by FitzGerald Associates, last revised _____, attached hereto as Exhibit "I"
 - t. Renderings (PDR 17 - PDR 20) prepared by FitzGerald Associates, last revised _____, attached hereto as Group Exhibit "J"
 - u. Landscape Plans, prepared by David R. McCallum Associates, Inc., last revised _____, attached hereto as Group Exhibit "K"
 - v. Right-of-Way Cross Section prepared by Manhard Consulting Ltd., dated June 19, 2018
 - w. Grading Plan prepared by Manhard Consulting Ltd., dated June 19, 2018, attached hereto as Exhibit "L"
 - x. Utility Plan prepared by Manhard Consulting, Ltd., dated June 19, 2018, attached hereto as Exhibit "M"
 - y. Photometric Plan prepared by Eco Lighting Solutions, dated November 19,

- 2018, attached hereto as Exhibit "N"
- z. Light Fixture Cut Sheets from Ligman Lighting USA

and these plans and documents shall be filed with and made part of the permanent records of the Glen Ellyn Planning and Development Department.

- B. That should the developer be able to acquire three feet of the alley located north of Lot 5, that PUD Alternate Plan B, attached hereto as Exhibit "C", shall be substituted for the approved Plan A, and that such substitution shall not require further Village Board approval.
- C. That the final streetscape and public improvements for the project will match the streetscape design selected by the Village Board in 2019.
- D. Prior to returning for final approval of the Planned Unit Development, the landscape plan shall be revised to show trees with a minimum diameter of 4 inches.
- E. 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.
- F. 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.
- G. That the developers convert the traffic flow on Hillside Avenue between Main Street and Glenwood Avenue including any necessary signage, pavement markings, and geometric changes to the roadway as directed by the Village Engineer.
- H. That the Village 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.
- I. 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.
- J. 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.
- K. Prior to returning for approval of the Final Planned Unit Development, all elevations shall be revised to show brick facing on the precast concrete proposed on the west elevation of the building.
- L. Prior to issuance of a building permit, the petitioner shall pay the Village \$169,219.00 to be

dispersed to Village taxing bodies in the following amounts:

1. Glen Ellyn Park District - \$50,000.00
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

- M. That if any roof top units are visible from adjacent streets after the development is constructed, the developers will screen the units from public view.
- N. The subject development shall be constructed, operated, and maintained in compliance with the Redevelopment Agreement between the Village of Glen Ellyn and GSP Development, LLC, dated January 28, 2019.

Section Four: The petitioner shall file an application for approval of a Final Planned Unit Development Plan with the Director of the Department of Planning and Development within six (6) months after the passage and approval of this Ordinance, or this Ordinance shall become null and void provided, however, that the Village Board may, by motion, grant an extension of this provision. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this Ordinance without requiring that the matter return for public hearing.

Section Five: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

Section Six: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18(A) and (B) of the Village of Glen Ellyn Zoning Code.

Section Seven: The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

Section Eight: The privileges, obligations, and provisions of each and every section of this

Ordinance 6672

Meeting of January 28, 2019

Ordinance shall be binding on GSP Development, LLC (“GSP”), on any and all of GSP’s successors and assigns, and on any and all of the respective successor legal or beneficial owners of all or any portion of the property commonly known as 400 and 418-424 N. Main Street, Glen Ellyn, Illinois.

Section Nine: The foregoing recitals are incorporated as though fully set forth in this Section Nine.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this ____ day of _____.

Ayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Nayes		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				
Absent		Diane McGinley		Pete Ladesic		Mark Senak
		Craig Pryde		Bill Enright		Gary Fasules
		John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of _____.

Village President

Attest:

Village Clerk

Ordinance 6672

Meeting of January 28, 2019

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the _____ day of _____, 20____.)

ATTACHMENTS:

- Exhibit A, Minutes of the January 7, 2019 Plan Commission Meeting (PDF)
- Exhibit B, Site Plan Option A - PDR 1 (PDF)
- Exhibit C, Site Plan Option B - PDR 1 (PDF)
- Exhibit D, Floor Plan - Floor 1, Plan Option A - PDR 2 (PDF)
- Exhibit E, Floor Plan - Floor 2, Plan Option A - PDR 3 (PDF)
- Exhibit F, Floor Plan - Floor 3 -PDR 4 (PDF)
- Exhibit G, Floor Plan - Floor 4 & Floor 5 - PDR 5 (PDF)
- Group Exhibit H, Building Elevations - PDR 7- PDR 9 (PDF)
- Exhibit I, Sign Plan - PDR 10 (PDF)
- Group Exhibit J, Renderings - PDR 17 - PDR 20 (PDF)
- Group Exhibit K, Landscape Plans (PDF)
- Exhibit L, Grading Plan (PDF)
- Exhibit M, Utility Plan (PDF)
- Exhibit N, Photometric Plan(PDF)
- Petitioners' Application for Preliminary PUD Approval (PDF)
- Petitioners' Application for Exterior Appearance (PDF)
- Narrative Statement (PDF)
- Proof of Ownership (PDF)
- Disclosures of Interest (PDF)
- Affidavit of Authorization (PDF)
- Reimbursement of Fees Agreement (PDF)
- Quantitative Summary (PDF)
- List of Deviations (PDF)
- Location Map (PDF)
- Site Aerial (PDF)
- ALTA Surveys (PDF)
- Existing Conditions Plan (PDF)
- On Street Parking Demolition Plan - PDR 0 (PDF)
- Right-of-Way Cross Section - Public Improvements (PDF)
- Light Fixture Cut Sheets (PDF)
- Market Study (PDF)
- Addendum to the Market Study (PDF)
- Traffic Impact Study, prepared by KLOA (PDF)
- Parking Ratio Exhibit (PDF)
- Memo - Traffic Consultant - Project Review (PDF)
- ULI Dimensions of Parking, 5 Edition (PDF)
- Memo - Traffic Consultant Response to Public Comment 1-7-19 (PDF)

Ordinance 6672

Meeting of January 28, 2019

- Memo - Traffic Consultant Response to Public Comment 12-18-18 (PDF)
- Building Height Exhibit - Elevation - PDR 16 (PDF)
- Building Height Exhibit - Aerial - PDR 14 (PDF)
- Example Photos - Similar Heights of Downtown Buildings (PDF)
- Example Photos - Similar Developments in Other Towns (PDF)
- Sun Up & Sun Down Model - PDR 11 -PDR 13 (PDF)
- IDNR Report (PDF)
- Land Use Opinion (PDF)
- Staff Report for January 7, 2019 Plan Commission Meeting (DOC)
- Alley Exhibit (PDF)
- Plan Excerpts - Comprehensive Plan (PDF)
- Plan Excerpts - Downtown Strategic Plan (PDF)
- Plan Excerpts - Streetscape & Parking Study (PDF)
- Summary of Changes to the Development (PDF)
- Initial Rendering Submitted for Pre-application Meeting (PDF)
- Sample Downtown Architecture (460 Main Street) (PDF)
- Resident Correspondence (PDF)
- Survey - Downtown Alliance(PDF)
- Survey - Chamber of Commerce (PDF)
- Petition - Citizens for Glen Ellyn Preservation (PDF)
- Resolution from Historic Preservation Commission (PDF)

DRAFT MINUTES
SPECIAL PLAN COMMISSION MEETING
JANUARY 7, 2019

Call to Order

The special meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Angela Fanella, Lloyd Barry, Phillip Hartweg, Tracy Heming-Littwin, John Mulherin, David Rodemann, Mohammed Saeed and Jamie Vondruska were present. Also present were Village Director of Planning and Development Staci Springer, Village Planner John Sterrett, Village Planner Kelly Purvis, Assistant Village Manager Bill Holmer, Police Chief Phil Norton, Attorney Greg Jones, Professional Engineer Daubert, Economic Development Coordinator Hannah, Village Traffic Consultant Tom Adomshick, Village Trustee Craig Pryde, Village Clerk/Fire Administrator John Chereskin and Recording Secretary Debbie Solomon.

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of November 8, 2018 Plan Commission Minutes

Commissioner Mulherin moved, seconded by Commissioner Vondruska, to approve the minutes of the November 8, 2018 Plan Commission minutes. The motion carried unanimously by voice vote.

Chairperson Loch explained the procedures and role of the Plan Commission. Chairperson Loch presented opening remarks about the public hearing for 400 and 418-424 N. Main Street.

Public Hearing –

On the agenda was a public hearing regarding 400 and 418-424 N. Main Street, Apex 400, Planned Unit Development

PUBLIC HEARING – 400 & 418-424 N. MAIN STREET, APEX 400, PLANNED UNIT DEVELOPMENT
PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING A 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.

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Commissioner Mulherin moved, seconded by Commissioner Heming-Littwin, to open the public hearing at 7:10 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Sworn in were Planning and Development Director Springer, Village Planner Purvis, Village Planner Sterrett, Professional Engineer Daubert and Village Traffic Consultant Tom Adomshick from Benes and Associates.

Village Planner Purvis showed an overview map of the property in question and stated the petitioners are Larry Debb and John Kosich of GSP Development and 400 Main LLC, owners of the former Giesche Shoe Property at 400 N. Main Street. Village Planner Purvis stated the subject properties are located at the northwest corner of Main Street and Hillside Avenue, and the total site is comprised of 1.55 acres and includes a lot extending to Glenwood Avenue. Village Planner Purvis stated a majority of the property is zoned C5A Central Business District, , and the parcel extending to Glenwood Avenue currently being used for permit parking is zoned C5B Central Business District. Village Planner Purvis stated the 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.

Village Planner Purvis stated GSP Development has submitted a formal application for the Planned Unit Development (PUD) 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. Village Planner Purvis stated 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

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- 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).

Village Planner Purvis stated discussions related to the sale or conveyance of the Village-owned parking lot will be considered by the Village Board.

Village Planner Purvis stated 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.

Village Planner Purvis showed the original rendering of the proposed building and stated Village staff has worked with the petitioners to remove some of the contemporary elements that were originally proposed for the building. Planner Purvis showed a photograph of a building on the northwest corner of Main Street and Crescent Boulevard that was recommended by the Historic Preservation Commission Chairmen as an example of appropriate architecture for the site and stated that many elements of the proposed building were inspired by this building, showing a current rendering of the proposed project. Village Planner Purvis stated the proposed building does meet the criteria for the Village's Exterior Appearance Review Guidelines.

Village Planner Purvis provided a general overview of the project and stated the proposed first floor commercial space does meet today's commercial expectations. Planner Purvis reviewed the proposed sidewalk bumpout for additional landscaping and lighting, the shared amenity areas, the bike racks and the proposed walkway on the first floor that would go through the

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first floor of the parking garage and exit on to St. Petronille's parking lot, providing pedestrian connectivity in the downtown core.

Village Planner Purvis stated the Village staff has been working with the property owners at the north-westerly portion of the site to acquire 3 feet of the 16 foot alley abutting the Glenwood Lot. Village Planner Purvis stated since negotiations on this 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). Village Planner Purvis stated staff is suggesting as a condition of approval that Site Plan 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 alley.

Village Planner Purvis stated 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. Village Planner Purvis stated a two-story parking garage is proposed with 137 public spaces on the first floor and 139 private spaces on the second floor. Village Planner Purvis stated the Village's traffic engineer has indicated that the proposed parking for the development will meet the increased development site demand. Village Planner Purvis stated 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. Village Planner Purvis stated flashing warning beacons will be installed at each garage entrance to warn pedestrians of exiting vehicles. Village Planner Purvis stated 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, and there are also 4 on-street public spaces on Main Street. Village Planner Purvis stated a total of 137 public parking spaces are proposed for a net gain of 11 public parking spaces on the site. Planner Purvis also noted that the Village does not anticipate relocating permit parking into this lot once it is completed, opening up an additional 57 spaces for public use.

Village Planner Purvis stated 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. Planner Purvis showed a highlighted site plan of the areas requiring deviations. Village Planner Purvis stated the Village's traffic consultant and engineers are comfortable with the proposed dimensions. Village Planner Purvis stated 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.

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Village Planner Purvis stated 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. Village Planner Purvis stated residential parking would be accessible from Hillside Avenue only and would require key entry through a garage door. Village Planner Purvis stated 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. Village Planner Purvis stated the second floor parking configuration does not provide space for cars to turn around if all stalls are occupied, and 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.

Village Planner Purvis stated it is likely that one loading space will be required to serve the commercial establishments on the first floor. Village Planner Purvis stated the proposed loading space is 16 feet wide by 40 feet long and requires a deviation from the off-street loading requirements of 12 feet in width by at least 50 feet in length. Village Planner Purvis stated due to the location of the loading space, staff does not see this presenting an issue.

Village Planner Purvis stated staff has no concerns with 100% of the site being covered in lieu of the 65% allowed by code for a PUD and showed a map of the downtown where the majority of the buildings are constructed to the lot lines of each parcel.

Planner Purvis reviewed the deviations that would be needed for the illumination at the parking garage exits on Hillside Avenue and Main Street, noting that footcandles would not exceed 3 beyond any of the sidewalks surrounding the site.

Village Planner Purvis stated the project will require approval of a height deviation as part of the proposed Planned Unit Development. Village Planner Purvis stated a total building height of 45 feet and 4-stories is permitted on the properties. Village Planner Purvis stated the Zoning Code requires building height to be measured from the average existing grade. Village Planner Purvis stated the site slopes upward from north to south approximately 6-1/2 feet, and the proposed height for the majority of the building is approximately 58 feet measured from the average grade. Village Planner Purvis stated the corner tower element, on the high side of the site measures at approximately 65 feet. Village Planner Purvis stated 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.

Village Planner Purvis stated height exhibits have been included in the petitioners' packet which compare heights of additional adjacent buildings in the general location of the development.

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Village Planner Purvis stated the developers have also provided an exhibit showing several apartment developments on the periphery of the downtown core that are 5-7 stories tall.

Village Planner Purvis stated 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.

Village Planner Purvis stated the Village Board has shown interest considering the increase of building heights allowed in the downtown so 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.

Village Planner Purvis stated 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. Village Planner Purvis stated the weekday morning peak traffic coincides with the drop-off activity of St. Petronille School. Village Planner Purvis stated 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. Village Planner Purvis stated 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 38 cars entering the site and 31 cars leaving the site as a result of the development during the busiest traffic hour from 5-6 pm.

Village Planner Purvis reviewed staff's suggested conditions to be considered by the Plan Commission including the petitioners paying all developer donations prior to the issuance of the building permit, the final streetscape and public improvements match the streetscape design selected by the Village Board in 2019, relocating the bike racks and numbering and assigning the 2nd floor parking stalls to each tenant unit.

Questions from the Plan Commission

Commissioner Heming-Littwin asked that the parking being installed for the residents is not a requirement of the zoning in C5A. Village Planner Purvis stated that is correct as in C5A, any new development does not need to provide parking for residential or commercial.

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Commissioner Fanella asked if the Village will maintain the 1st floor parking garage. Village Planner Purvis stated the Village will own this 1st floor parking garage, but may not necessarily maintain it. Planner Purvis stated this is part of the negotiation in the redevelopment agreement. Commissioner Fanella asked about maintenance of the 2nd floor residential parking. Village Planner Purvis stated this would be maintained by the developer. Commissioner Fanella asked about the architectural details that bring the building to 65 feet. Village Planner Purvis stated that the Village requested the cornice as an architectural element.

Petitioner's Presentation

Sworn in were Larry Debb, Developer with GSP Development at 1111 Touhy Avenue in Des Plaines, Illinois, Mike Breclaw with Fitzgerald Architects at 912 W. Lake Street in Chicago, Illinois, Luay Aboona, Principal and Traffic Consultant with KLOA, Inc. at 9575 W. Higgins Road in Rosemont, Illinois and Mike McCallum, President of McCallum Associates at 1520 N. Milwaukee Avenue in Libertyville, Illinois.

Mr. Debb stated when they look at an area, they ask themselves if this area has a need for a development such as this and is it something the municipality wants. Mr. Debb stated they reviewed Glen Ellyn's Comprehensive Plan and Downtown Strategic Plan, and they hope they will be creating what the Village wants.

Mr. Debb stated the building will have public and private parking as well as luxury rental units and retail space. Mr. Debb stated the parking garages will create an additional 15 parking spaces in the Village which is a win for the community. Mr. Debb stated the taxing bodies in the Village will receive over \$400,000 with this development, and they are required to do developer donations as well. Mr. Debb stated with the project, they will be paying the Village approximately \$500,000 in building fees and permit costs.

Mr. Debb stated the retail spaces will have high ceilings as this is what retailers are asking for now. Mr. Debb stated the 107 apartment units will be mostly 1-bedroom, studios or convertibles as they can combine for a 3-bedroom apartment if the market is there for this. Mr. Debb stated the make-up of tenants is projected to be 50% of young singles, 25% of middle age and 25% young married couples. Mr. Debb stated with this development, there could be 1 school-aged child for every 30 units so the impact on the local schools would be not great.

Mr. Debb showed a rendering of the proposed building and thanked the Village staff, the Plan Commission, St. Petronille's Church and the retail neighbors for providing great ideas that were

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incorporated into this project. Mr. Debb stated the cornice would be approximately 6 ½ feet and goes all the way around the building. Mr. Debb stated the building will have a Chicago look with full brick, and the brick colors are similar to the brick on St. Petronille. Mr. Debb stated there will be some texture on some brick for a varied look. Mr. Debb stated the light-colored stone would be used for the cornice, the medallions and the top and bottom of the window sills. Mr. Debb stated the windows will have black frames and clear glass. Mr. Debb stated they want the building to have a residential feel so you cannot tell there are parking garages in the middle of it. Mr. Debb stated they feel this building will be a great addition to downtown Glen Ellyn.

Mr. Debb stated for the traffic piece, 40% of the residents would be driving with 10% of the residents working from home and 30% of the residents taking the train. Mr. Debb stated the traffic impact on St. Petronille's School will be minimal.

Mr. Debb stated the building's height would not block any single-family residence. Mr. Debb stated there was a sun shadowing study done which showed there would be approximately 35 minutes more of shadowing than a 45-foot tall building. Mr. Debb stated there are only approximately 82 days a year where the sun would cast a shadow in this part of the Country. Mr. Debb stated there are very tall trees on Main Street that already create shadowing as well.

Mr. Debb stated the safety of the students at St. Petronille's School is a priority. Mr. Debb stated the construction time on this building will be approximately 18 months. Mr. Debb stated the parking structure will be pre-cast, and the construction will start on the west side of the property and move to the east. Mr. Debb stated the crane would not be used when children are going to or leaving from school. Mr. Debb stated all deliveries will come in off Main Street.

Questions from the Plan Commission

Commissioner Mulherin asked how the developer will handle the general disruption of the commercial district during construction. Mr. Debb stated there will be disruption of some sort, but all deliveries will be made off Main Street and all equipment kept directly on the site. Mr. Debb stated there will be a fence around the site during construction to keep everything on this site.

Commissioner Saeed asked if there would be affordable housing with this development. Mr. Debb stated they have not looked at affordable housing with this complex as it will be high-end housing.

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Commissioner Rodemann asked how high the ceilings will be in the retail portion as he wants to ensure there is enough height for the retail environment. Mr. Breclaw stated the ceilings will be 14 feet of clear height from the underside of the structure. Mr. Breclaw stated as the site slopes up to the south, they have taken out the 2nd floor apartment on the south part of the building so these ceilings would be 18 feet. Mr. Debb stated the apartments will have 9 foot ceilings.

Commissioner Rodemann asked about the cornice. Mr. Breclaw stated this cornice is only for aesthetics and is not screening anything. Mr. Breclaw stated the Village staff and St. Petronille's suggested the band around the building. Mr. Debb stated there will be individual condensers that will be not be seen.

Commissioner Heming-Littwin asked about the wall next to the restaurant on the northwest corner of the building. Mr. Debb stated this will only be a wall to the 2nd level and not a full 5-storied wall.

Commissioner Hartweg stated he likes that the balconies and columns break up the mass of the building. Commissioner Hartweg asked about the common space being put in front of the building. Mr. Debb stated the common space is being placed on the 3rd floor in the back on the building to help insulate the sound.

Commissioner Fanella asked if any retailers have expressed interested in the commercial space. Mr. Debb stated they have had interest from restaurants and banks, and they are trying to find amenities that help their tenants and downtown Glen Ellyn.

Commissioner Barry asked if the 6-foot cornice was deemed best. Mr. Debb stated they looked at many different options for this cornice, and the 6 ½ foot version seems to work the best.

Persons in Favor of or in Opposition to the Request

Jim Murphy, who resides at 501 Forest Avenue, stated he is the President of the Glen Astor Condominium Association which is at the northeast corner of Forest Avenue and Pennsylvania Avenue. Mr. Murphy stated the parking for their condo building is at grade, below grade and behind the building. Mr. Murphy stated of the 39 condo owners, there are 69 deeded spaces which comes to approximately 1.75 spaces per unit. Mr. Murphy stated he feels the parking for the proposed building will be under-spaced. Mr. Murphy stated he would like to know what incentives are being given to the developers, and he feels their condos may become devalued due to this building.

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Matthew Jones, who resides at 463 Ridgewood, asked if there is a plan to turn the rental units into condos at any point. Mr. Jones stated he is concerned with the traffic and the safety of the school children.

Jeff Blei, who resides at 242 Forest Avenue, stated they should take a different tact with this development as the current downtown character is quaint and simple. Mr. Blei stated this building could change the entire gateway to the town, and he feels they should use some elements already in the downtown, such as Tudor architecture.

Mary Beth Nelms, who resides at 1N144 Stacy Court, stated she does not support this project in any way. Ms. Nelms stated another project could be done, and it's the Village's responsibility to the Village itself. Ms. Nelms stated parking is a major concern, and she does think the Village is ready to take responsibility for a parking garage area. Ms. Nelms stated she is concerned about the retail space as she is concerned about the people in the building with retail units on the 1st floor. Ms. Nelms stated there will be settling with this building, and the 1st floor parking garage will be a lot of responsibility. Ms. Nelms stated this will take away parking in downtown Glen Ellyn for employees who work in the downtown. Ms. Nelms stated they should seriously reconsider this project.

Robert Dieter, who resides at 612 Turner Avenue, showed a presentation of potential myths about Glen Ellyn from facts taken off the Village's website. Mr. Dieter stated the downtown's vacancy rate is low, and the Village's sales tax revenue during the recession did well. Mr. Dieter stated research shows that most millennials want historic preservation, and this project should be about the Village.

Carol White, Executive Director of the Alliance of Downtown Glen Ellyn, presented information from an email survey that was done for the 71 Alliance members. Ms. White stated 27% of those surveyed did respond. Ms. White stated when the Alliance members were asked three questions about the development: 1. The development will have an overall positive effect on Downtown Glen Ellyn; 2. The additional parking is a positive result for Downtown Glen Ellyn; An additional 8,000 sf 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 three questions was 16 out of 19 strongly agreed, agreed or had no opinion. 15 out of 18 strongly agreed, agreed or had no opinion that greater downtown residential density will have a positive impact on all downtown businesses. She noted that there were some additional comments from business owners, which had been included in the Plan Commission packet.

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Merri Beth Kudrna, who resides at 807 Snowhill Court, stated she and her husband are ready to downsize, but they would like to stay in Glen Ellyn. Ms. Kudrna stated they are having to look at other communities as there are no luxury apartments with amenities in Glen Ellyn. Ms. Kudrna stated she supports the ideas of this building and appreciates the Plan Commission listening to public comments on this proposed building. Ms. Kudrna stated the monies going to the school district would be great, and she hopes the community can come together on this.

Donna Loftus, who resides at 296 Woodstock, stated she is Chicago born and bred and is familiar with Chicago architecture. Ms. Loftus stated this is a lovely building with a lot of amenities, but Glen Ellyn is not the proper place for this building. Ms. Loftus stated she is not sure what kind of people will be the residents of this building, and the competition downtown is already tight. Ms. Loftus stated this is a lovely building, but it is not for Glen Ellyn.

Planning and Development Director Springer stated audio was lost in the overflow rooms and asked if a break could be taken to fix this. Chairperson Loch called for a break at 8:36 p.m.

Chairperson Loch reconvened the meeting at 8:44 p.m.

Tom Manak, who resides at 586 Crescent Boulevard, stated he lives in the condos at Crescent Boulevard and Park Boulevard. Mr. Manak stated his condo building is a relatively modern building, and he supports this proposed building. Mr. Manak stated there will be a demand for amenities and businesses in the downtown with additional residents in this building. Mr. Manak stated it would be good to look at the safety of the school children, and he does support this concept.

Lisa Mojica, who resides at 598 Hill Avenue, stated she is the President of the St. Petronille's Council, and she is representing the Diocese of Joliet as well. Ms. Mojica stated there was a team of leaders from St. Petronille's Parish that studied this project, and they are concerned about the safety of the children and older parishioners as well. Ms. Mojica stated she appreciates the acknowledgement that St. Petronille's will lose an exit to Main Street so a new exit will be added on Hillside. Ms. Mojica stated she is grateful to Larry Debb and his pledge to safety, and they would like to see swing gates installed to help with the safety issue. Ms. Mojica stated St. Petronille's is committed to being a good neighbor and will support the project as long as the outstanding safety concerns are addressed. Ms. Mojica asked for a show of hands from St. Petronille that support this position, and over 20 people between all 3 rooms raised their hands.

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Tim Loftus, who resides at 296 Woodstock, showed a picture of building heights in the downtown and stated he agrees there needs to be some type of development here, but this building would put too much mass on Main Street. Mr. Loftus stated there will be a big height difference between this buildings and other buildings on Main Street. Mr. Loftus referred to the 2001 Glen Ellyn Comprehensive Plan and read excerpts regarding heights in the downtown. Mr. Loftus stated the Village spends a lot for these studies so they should not turn around and then do something else.

Ian Dawson, who resides at 869 Hillside Avenue, stated this is a majestic building, but it will be hulking too. Mr. Dawson stated the aerial pictures of the building show the sheer size of the building. Mr. Dawson stated Glen Ellyn is different, and it has character, but if this building happens, it would be like any town in America.

Jason Fues, who resides at 620 Prairie Avenue, stated he is a parishioner at St. Petronille's, and his children go to school at St. Petronille's. Mr. Fues stated he is a concerned parent as this development would guarantee an increase in cars near the students and the parishioners. Mr. Fues stated no one can say what the traffic impact will be on the school from this proposed building. Mr. Fues stated everything possible needs to be done out of this development to ensure the safety of the kids. Mr. Fues stated a review of the development should be done to ensure they have reduced all risks possible.

Marc Giovingo, who resides at 655 Hillside Avenue, asked if the traffic studies were done while the Taylor Avenue Underpass was closed. Professional Engineer Daubert stated the underpass closed as of August 15th, and the traffic study was done on August 29th. Mr. Giovingo stated businesses come and go in the community, and they need to ensure there will be an immediate financial impact from the businesses which will be a positive impact for the community as well.

John Svalenka, who resides at 415 Kenilworth Avenue, stated he supports the project. Mr. Svalenka stated there are buildings in the downtown that are similar to this building with similar height as well. Mr. Svalenka stated this would be a chance to gain parking in the downtown, and restaurants could be accommodated even with narrower sidewalks.

Steve Horvath, who resides at 473 Sunset Court, stated 73% of his taxes go to the schools. Mr. Horvath stated Wheaton and Lombard have lots of retail, but Glen Ellyn does not have the same retail dollars. Mr. Horvath stated preservation needs to meet progress as neighboring towns have all had similar developments which have had positive impacts on the community. Mr. Horvath stated there has been a large development boom in the past 5 years, and this development is needed to provide a living sector that Glen Ellyn does not currently have.

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Kelli Christiansen, who resides at 445 Turner Avenue, stated this will be a pivotal development in the Village, and this development will be adjacent to a National Historic District. Ms. Christiansen stated the 20-foot height variation would create a canyon at the gateway to the Village and would change the character of the Village. Ms. Christiansen stated there would be increased traffic which would be a safety concern. Ms. Christiansen stated the building says nothing about Glen Ellyn, and they would lose an opportunity for the development to say something about Glen Ellyn.

Kenneth Kloss, who resides at 350 Ridgewood Avenue, stated it sounds like the safety concerns will be addressed. Mr. Kloss stated the plan being offered here is common to other towns. Mr. Kloss stated Wheaton just won an award for a building that that is 3 stories tall. Mr. Kloss stated he passed out a map that proposes a land exchange with St. Petronille's. Mr. Kloss stated 4 foot wide corridors and a single bank of elevators is not a luxury building. Mr. Kloss stated this site is too small for the proposed development, and a 4-story solution would be better. Mr. Kloss asked if underground parking was looked into for this development.

Maureen Aspell, who resides at 10360 S. Central Avenue in Oak Lawn, stated she is the principal of St. Petronille's School. Ms. Aspell stated she is responsible for the safety and well-being of the students and families at St. Petronille's School, and they move 460 students a day. Ms. Aspell stated there will be many moving pieces in a short window of time. Ms. Aspell stated when the development is completed, St. Petronille's will lose an important egress. Ms. Aspell stated she is concerned about the safety of everyone, and she is looking to the Village and the developer to help St. Petronille's address any safety issues.

Sharon Wussow, who resides at 519 Western Avenue, stated she is a former Architectural Review Commissioner. Ms. Wussow stated she likes the quality materials that the developer is proposing to use as these materials will stand the test of time. Ms. Wussow stated the development's proposal fits the needs that the Village has suggested, and she does support this development somewhat. Ms. Wussow stated she would prefer a 4-story building as the proposed mass is too great. Mr. Wussow stated they do need to improve the south façade as it is devoid of any architectural elements.

Amy Murphy, who resides at 180 N. Park Boulevard, stated she has 2 children at St. Petronille's School. Ms. Murphy stated she is concerned with the exit/entrance to the building to the parking garage. Ms. Murphy stated there needs to be solid gates installed that the parish cannot afford to install. Ms. Murphy stated she is pro-development, but this building will be too big and too massive in this location. Ms. Murphy stated they need to find a different location

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for this building. Mrs. Murphy read an excerpt from the 2001 Glen Ellyn Comprehensive Plan about buildings being a minimum of 2 stories tall and a maximum of 3 stories tall. Ms. Murphy asked for a show of hands for anyone that is concerned about the building height, and over 30 hands were raised between the 3 rooms.

Bernie Botheroyd, who resides at 20 Walnut Road, stated kids leave Glen Ellyn and then they come back, and this feels like it is higher in Glen Ellyn than in other communities. Mr. Botheroyd stated people his age do not want to leave Glen Ellyn, but want housing that is on one floor and is in town which is very limited as of now. Mr. Botheroyd stated condos or apartments that are self-sufficient are a need in the Village.

James McDonnell, who resides at 871 Crescent Boulevard, stated his wife teaches at St. Petronille's, and his children attend school there as well. Mr. McDonnell stated he has built four home in Glen Ellyn, and each of these homes had to be built according to code in order to preserve the historic look of the community. Mr. McDonnell stated the zoning and height variances being requested for this building are incongruent with the Village as the taxpayers and residents have to play by the rules so the developers should too. Mr. McDonnell stated this building will be much higher than the buildings close to it, and this building will be too big and too tall. Mr. McDonnell stated the Plan Commissioners are good stewards of the Village and need to protect the integrity of the Village. Mr. McDonnell stated the development should be appropriately scaled.

Tim O'Shea, who resides at 655 Pleasant Avenue, stated he is a former Village Trustee and is for economic development. Mr. O'Shea stated this is the second time this property has come before the Plan Commission, and this building might not be perfect, but it is good. Mr. O'Shea stated the developer has put forth a good plan. Mr. O'Shea stated he loves the charm of Glen Ellyn, but the Village does need to accept. Mr. O'Shea stated the Village is losing development to other communities. Mr. O'Shea stated the Village will gain parking with this development, and he supports this development.

Eleanor Saliamonas, who resides at 626 Newton Avenue, stated she objects to the development. Ms. Saliamonas stated she agrees with the 2001 Comprehensive Plan, and a 3-story building would be attractive and inviting. Ms. Saliamonas stated she would like to see a 3-dimensional version of this development to help understand the scale. Ms. Saliamonas stated she is concerned about no affordable housing in Glen Ellyn. Ms. Saliamonas stated she is against the height variances, but does like the high-grade windows. Ms. Saliamonas asked if solar panels were considered for the building. Ms. Saliamonas stated a little more care and planning needs to go into this development as the building should be no more than 4 stories maximum.

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Charlie McCluskey, who resides at 16 Newton Avenue, stated his parents are looking to downsize, and this type of housing is lacking. Mr. McCluskey stated young educators could be looking to reside in the community in this building. Mr. McCluskey stated this is a chance to revitalize the community, and a space for parents and senior citizens to stay in Glen Ellyn would be good.

James Gizzo, who resides at 521 Bryant Avenue, stated this building would serve a necessary function and be a solution. Mr. Gizzo stated he has friends and colleagues who want to live in Glen Ellyn, and a place like this would be good. Mr. Gizzo stated he supports this project.

James Steinke, who resides at 558 Revere Road, stated Glen Ellyn has charm with its narrow streets and a feeling of community. Mr. Steinke stated this building is out of scale to the downtown and Glen Ellyn in general. Mr. Steinke stated the building should only be 3 to 4 stories. Mr. Steinke stated the exterior is better, but this could be a building in any town. Mr. Steinke stated the building should mirror more of the architecture already used in Glen Ellyn.

Yavor Goranov, who resides at 730 Euclid Avenue, stated this development is totally wrong for the community as the building is generic and out of scale and character. Mr. Goranov stated this building would be like a Trojan horse with other buildings then asking for bigger and bigger variations. Mr. Goranov stated the Village should not rush this development, and it should be done right. Mr. Goranov stated they should reject this project and go back to the drawing board. Mr. Goranov stated there is a unique opportunity on this site to create a public space or square.

Mark Senak, who resides at 306 Taylor Avenue, stated he is a current Village Trustee. Attorney Jones asked if Mr. Senak was speaking as a resident or as a Trustee. Mr. Senak stated he is speaking as a resident. Commissioner Mulherin stated he thought the Trustees would not be speaking. Commissioner Heming-Littwin stated she was in a meeting with Village President McGinley where President McGinley stated the Plan Commission can decide on this topic.

Mr. Senak stated he is not at the meeting as a Trustee and apologizes if he offends anyone. Chairperson Loch asked if Mr. Senak had participated in meetings with the developer. Mr. Senak stated he has had meetings with the developer and with residents to get information on this proposed project. Mr. Senak stated projects are vetted under the Village Code and must be compliant to the Village Code. Mr. Senak stated if the developer can comply then the Special Use permit should be granted; however, if the developer cannot satisfy the requirements then the application should be denied. Mr. Senak stated he urged the Plan Commission to find the

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appropriate Findings of Fact if the Village Code is satisfied and entitles the developer to variances.

Julie Mackey, who resides at 1812 Wakeman Court in Wheaton, stated she is in favor of the project as presented. Ms. Mackey stated this will be a modern, progressive downtown development which will help different population densities. Ms. Mackey stated this project would also help all the businesses thrive and help with taxes. Ms. Mackey stated people are afraid of change, but she thinks it will benefit the Village.

Kathy Cornell, who resides at 678 Forest Avenue, stated she likes positive change, but she does not see this development as positive change. Ms. Cornell stated this building will be too massive, too huge and too tall at the top of the hill. Ms. Cornell stated the variances are too big. Ms. Cornell stated she sees the quality in the building, and a 2 or 3 story development would be appropriate. Ms. Cornell stated this project in this location is not appropriate.

Marc Cella, who resides at 546 N. Grant Street in Hinsdale, stated he is a commercial developer and has known Larry Debb for 45 years. Mr. Cella stated he knows Mr. Debb builds great projects and the Village is lucky to have this development come forward.

Chris Wilson, who resides at 537 Phillips Avenue, stated she is active in historic preservation around the Village, and she feels this building will be too large and too high. Ms. Wilson stated millennials are attracted to the historic downtown, and they do not want to see a generic building, but want character. Ms. Wilson stated she supports the idea of a 3-dimensional model. Ms. Wilson stated the Village should not put something up that they will be sorry for in years to come.

Scott Shoub, who resides at 711 Duane Street, stated he is a business owner at 498 Hillside Avenue, and he has concerns for the safety of the children at St. Petronille's. Mr. Shoub stated he is also concerned about the traffic patterns in town, and he is not sure if the Village's infrastructure is equipped for an additional 107 units. Mr. Shoub stated he is in support of development and progress, but it needs to be the right development.

Renie Atchison, who resides at 66 Forest Avenue, stated they do not have enough variety in housing in Glen Ellyn. Ms. Atchison stated she is a realtor, and her clients need a place to go. Ms. Atchison stated her mom needs a place in town that is 1 level. Ms. Atchison stated her clients need and want condos. Ms. Atchison stated she wants development to happen, but the scale for this proposed building is too much. Ms. Atchison asked why exceptions are being given

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to commercial developments when single family homes are not getting these. Ms. Atchison stated she would prefer a 3 story development.

Chairperson Loch thanked everyone for being at the meeting and participating.

Commissioner Mulherin moved, seconded by Commissioner Heming-Littwin, to close the public hearing at 10:09 p.m. The motion carried unanimously by voice vote.

Mr. Debb asked to address a few items that came up. Mr. Debb stated he understands the height is an issue, but this is due to the parking. Mr. Debb stated the parking lot will only be unavialble for 4 months. Mr. Debb stated he thinks this building will be a plus for the existing restaurants and businesses in town. Mr. Debb stated the variances being requested were brought up by the staff. Mr. Debb stated they are not required to have the parking, but they are doing this for the benefit of the community. Mr. Debb stated safety and the children are very important to them.

Chairperson Loch stated deviations for a PUDs are very different from residential variances and it is not uncommon for commercial developments to have this number of requests.

Comments from the Plan Commission

Commissioner Heming-Littwin thanked the developer for wanting to be a part of Glen Ellyn and for the public for coming out tonight. Commissioner Heming-Littwin stated she reviewed the entire project proposal. Commissioner Heming-Littwin stated she has seen development in town that people have been against. Commissioner Heming-Littwin stated the Village is about people and not a building. Commissioner Heming-Littwin stated this property has been looked at by multiple developers. Commissioner Heming-Littwin stated Plan Commission has to weigh if a development would be good for the Village overall.

Commissioner Heming-Littwin stated she is in favor of this as it is in line with the Comprehensive Plan and the 2009 Strategic Downtown Plan. Commissioner Heming-Littwin stated the developer does not have to provide parking, but is doing this anyways. Commissioner Heming-Littwin stated the shadowing effect will be minimal. Commissioner Heming-Littwin stated this development will increase sales tax revenue. Commissioner Heming-Littwin stated she knows change is difficult, and the downtown needs to grow and change so it can continue to be a vibrant place. Commissioner Heming-Littwin stated if they do not move forward with this development, there may not have a developer interested in this property ever again. Commissioner Heming-Littwin stated she knows that the Village staff and developer will ensure the children at St. Petronille's will remain safe.

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Commissioner Hartweg stated he supports this plan and would like to see the timing and how the businesses and restaurants could be affected. Commissioner Hartweg stated the developer has done a good job on this. Commissioner Hartweg stated they will need to coordinate the timing of this construction with the Civic Center parking garage construction.

Commissioner Mulherin stated he totally supports the plan. Commissioner Mulherin stated this project will accommodate the needs of the public. Commissioner Mulherin stated people do want to see 4 stories. Commissioner Mulherin stated this property has been vacant for a long time, and the area needs revitalization. Commissioner Mulherin stated McChesney closed in 2013. Commissioner Mulherin stated this property is in the Downtown TIF District, and this project will help to spread out the tax responsibility. Commissioner Mulherin stated he would like to see more 2 bedroom units.

Commissioner Vondruska stated the big variance is the height. Commissioner Vondruska stated retail is suffering, and towns around Glen Ellyn are adapting to changes. Commissioner Vondruska stated he wants to see the charm and history preserved, but also attract people to town. Commissioner Vondruska stated the Village is more than the architecture in this town. Commissioner Vondruska stated Glen Ellyn has gotten the reputation of not being development-friendly. Commissioner Vondruska stated the height in that specific area is tough. Commissioner Vondruska stated he supports the overall project.

Commissioner Barry asked if there was an analysis done for the cost of underground parking. Mr. Debb stated there was. Village Planner Purvis stated this was looked at, and underground parking would have added approximately \$3,000,000 to the project. Village Planner Purvis stated underground parking would also have less parking spaces than are proposed currently due the ramping required to underground. Commissioner Barry stated he concurs with Commissioner Vondruska as Commissioner Barry does have some concern with the 65 feet height. Commissioner Barry stated he supports this project.

Commissioner Saeed thanked the petitioners for coming to Glen Ellyn to develop as residential such as this is a need in Glen Ellyn. Commissioner Saeed stated this building will be a wonderful and great asset. Commissioner Saeed stated he does fully support the project, but he is concerned about the height as well.

Commissioner Fanella thanked the petitioners for working with the Village and then staff for vetting this project and answering all of her questions. Commissioner Fanella stated she is in favor of this project as it will be a good fit for the Village. Commissioner Fanella stated she

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concur with Mr. O'Shea's statement that we cannot let perfect get in the way of the good. Commissioner Fanella stated she would like to see Plan B substituted for Plan A and agrees with the suggestion that the parking stalls for the residents be numbered. Commissioner Fanella stated she agrees with the suggestion that the developer donations be paid at the time of permitting and that the developer will need to work closely with the Village on streetscape elements.

Commissioner Rodemann stated this project has come a long way as his concerns over coming north on Main Street have been improved. Commissioner Rodemann stated it would be good for the developer to continue to work with staff to mitigate the mass of this project. Commissioner Rodemann stated the challenge is to make this a great, big building.

Chairperson Loch stated she supports this project as it will revitalize the downtown. Chairperson Loch thanked the developer and the Village staff for working closely with St. Petronille's. Chairperson Loch stated she agrees with Ms. Wussow's suggestion of some uplift on the south side elevation.

Commissioner Heming-Littwin moved, seconded by Commissioner Hartweg, to recommend 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

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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.

After conducting a public hearing and deliberating on the request of John Kosich and Larry Debb, owners of the property located at 400 N. Main Street, for approval of a Special Use Permit for a Preliminary Planned Unit Development for a mixed use development including 107 apartments, 8,844 square feet of first floor commercial space and a two-story parking garage to be located at 400 & 418-424 N. Main Street on the northwest corner of Main Street and Hillside Avenue, the Plan Commission makes the following findings of fact in regard to the request:

1. The proposed use will be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code, because the proposed development will develop a key site listed in the Comprehensive Plan, which currently consists of a vacant storefront and a surface parking lot with a mixed use development providing first floor commercial uses, ground level, structured public parking and residential units which are all appropriate uses for the downtown. The Comprehensive Plan suggests this block would be an ideal location for a new mixed-use retail, residential and/or parking project to anchor the south end of the downtown.
2. The planned unit development 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 because the development will be constructed of high quality materials consisting mostly of brick and stone, as called for in both the Comprehensive Plan and the Village's Design Guidelines, and the proposed use of the building, including first floor commercial and residential on the upper floors, is fitting for Main Street and the general area of the site. The property is currently under-utilized, and the development will be an improvement.
3. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses of the property because the proposed use being retail and residential is appropriate for the site and the downtown area. None of the anticipated tenants will use hazardous materials or be a nuisance to the surrounding neighborhood.
4. The proposed use will be served adequately by existing public facilities and services such as highways, street, police, fire protection, drainage structure, refuse disposal, water, sewers and schools because the site is already adequately serviced by existing utilities and local services.

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5. The proposed use 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 because the development includes the construction of a public garage that the Village will own at the completion of the project which will be more valuable than the existing asphalt surface parking lot because the lot will be constructed with concrete and will be covered. The project will be beneficial to the Village's economic welfare by providing an increase in sales tax and property tax revenues, and the additional residents will patronize downtown businesses and restaurants.
6. The use will not involve 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 and odors because the proposed development traffic volume can be accommodated by the existing road network and will not produce excessive noise, smoke, fumes, glare or odors. The uses proposed on the site are compatible with existing uses in the zoning district.
7. The development 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 because the approaches will allow additional opportunities for ingress and egress on Hillside Avenue and Glenwood Avenue which can better distribute traffic to the surrounding public streets. Additionally, a stacking space of 18 feet has been provided at the entrance to the residential garage to keep traffic from queueing onto Hillside Avenue while waiting for the garage door to open. Furthermore, pedestrian warning beacons are proposed at each garage entrance to warn pedestrians of vehicles exiting from the site.
8. The development will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief since no additional impervious surface will be added to the site, and the project will be engineered to provide adequate storm water drainage from the site.
9. The development will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community since the site includes a vacant storefront and a surface parking lot, and there are not scenic or historic features of importance on the subject property.

This recommendation is subject to the following conditions:

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1. Elements of the streetscape design shall match the streetscape design selected by the Village Board in 2019.
2. Trees shall be a minimum of 4 to 6 in diameter.
3. Site Plan B shall automatically be submitted if the 3 feet of alley is acquired without amendment to the PUD.
4. The bike racks on Hillside Avenue shall be moved to a new location that the Village deems to be most appropriate.
5. The 2nd floor residential parking stalls shall be numbered and assigned by unit.
6. Developer donations for taxing bodies in the amount of approximately \$169,219.00 shall be paid prior to issuance of a building permit.
7. The Village shall analyze what traffic calming devices might be most appropriate on Hillside Avenue near the Glenwood Avenue intersection.
8. Hillside Avenue shall be converted to 2-way traffic on Hillside Avenue between Main Street and Glenwood Avenue.
9. The developer shall install signage limiting turning movements from Hillside Avenue and Glenwood Avenue parking garage exits Monday through Friday from 7:45 a.m. to 8:30 a.m.

The motion carried with nine (9) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Hartweg, Berry, Fanella, Mulherin, Rodemann, Saeed and Vondruska and Chairperson Loch voted "yes."

Trustee's Report

Trustee Pryde stated many of the Village's Public Works' projects have finished well. Trustee Pryde stated there was a ribbon-cutting today for the Taylor Street Underpass. Trustee Pryde stated there will be an upcoming meetings on the updates to the Comprehensive Plan and a possible new train station. Trustee Pryde stated in February, the Village Board will be looking at early information on a possible parking lot design for the proposed Civic Center garage.

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Chairperson's Report

Chairperson Loch did not present a report.

Staff Report

Village Planner Sterrett stated there will be a Plan Commission Meeting on Thursday, January 10th.

Other Business

None

Adjournment

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Fanella, to adjourn the meeting at 10:50 p.m. The motion carried unanimously by voice vote.

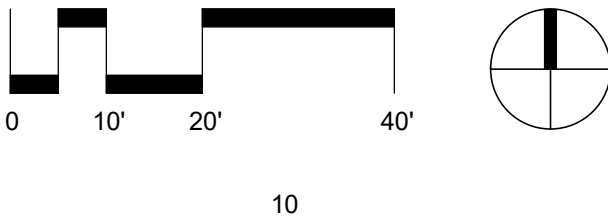
Respectfully Submitted,

Debbie Solomon
Recording Secretary

Reviewed by
Planner Kelly Purvis

Building Summary - Glen Ellyn Hillside and Main										Apex 400								
Floor Areas		Net Areas						Parking Counts		Residential Counts								
Gross	Area	Corridor		Res. Lobby, Amenities, Corridor		Res. Leasing	Parking & Loading	Dwelling	Public	Residential	Studio	Conv	1BR	2BR	Total	Average	EFF	Floor
33,026	33,026	3,124	479					29,423			2	4	18	9	33	892	89%	5
33,026	33,026	3,124	479					29,423			1	5	17	9	32	892	89%	5
65,710	65,710	3,085	218				53,549	8,658		130			7	2	9	984	74%	2
66,935	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			
											9%	12%	56%	27%				

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



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C:\Users\hpum\Documents\18024 - Glen Elyn Apartments - hpum.vr

11/27/2018 4:55:18 PM

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CONSULTANT:

18024

APEX 400
Apartments
400 Main Street

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

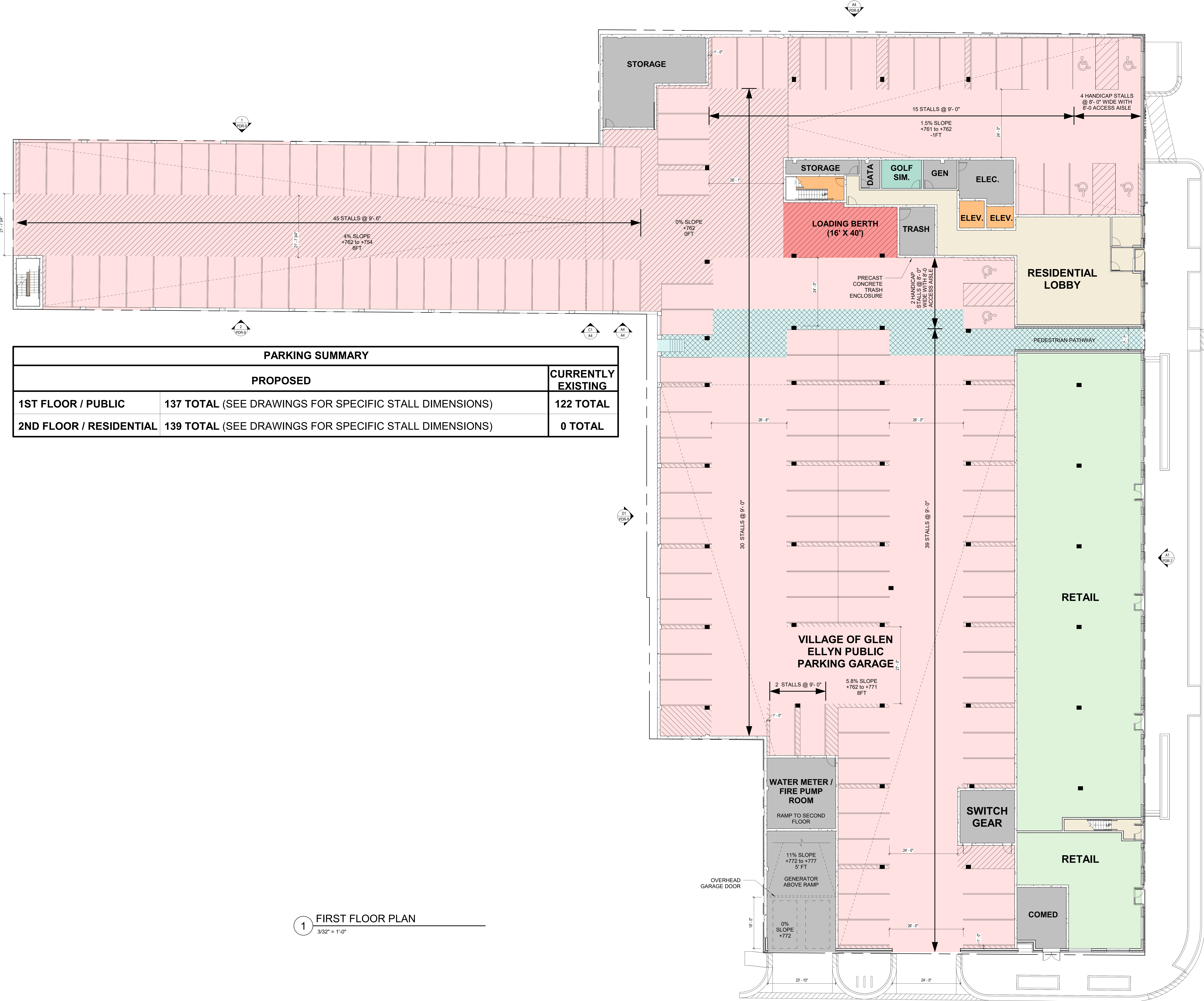
MISSNER GROUP
1700 E Higgins Rd,
Des Plaines, IL 60018

5	P&D Review Part 5	11/19/18
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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FIRST FLOOR
PLAN - OPTION A

PDR-2



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



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





MATERIAL LEGEND

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



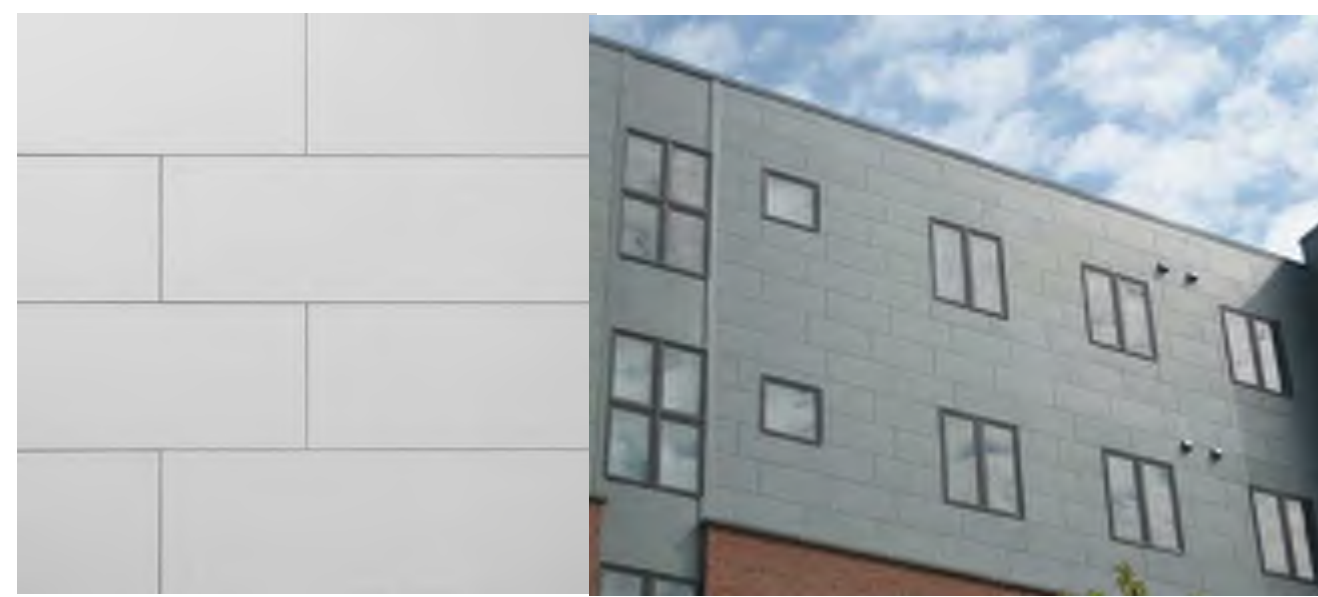
FACE BRICK (COLOR 1)
MFR: SIOUX CITY
COLOR: NAPA VALLEY
FINISH: SMOOTH IRONSPOT



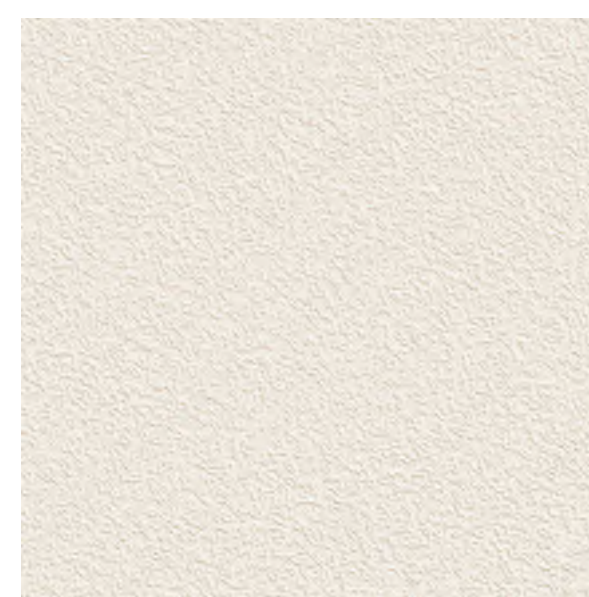
FACE BRICK (COLOR 2)
MFR: SIOUX CITY
COLOR: BEIGE GRAY/EARTH TONE
FINISH: VELOUR



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



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

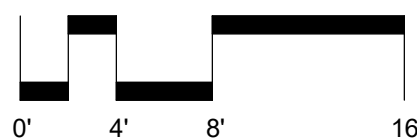
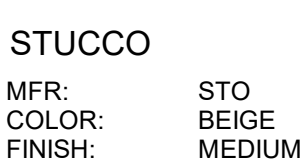
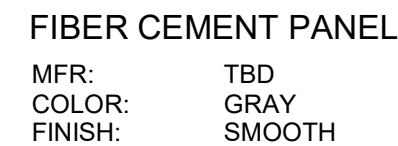
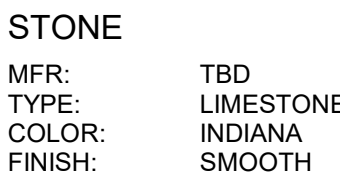
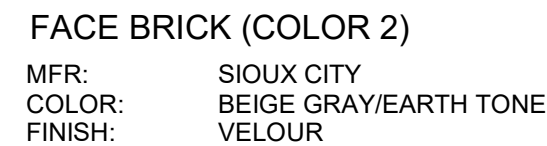
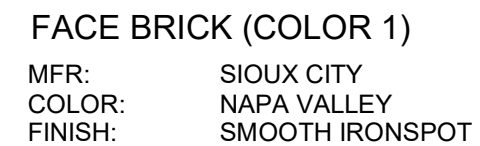


STUCCO
MFR: STO
COLOR: BEIGE
FINISH: MEDIUM



#	DESCRIPTION	DATE
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

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T.O. CORNICE
64' - 2 5/8"

06 ROOF
55' - 6 5/8"

05 FIFTH FLOOR
44' - 6 5/8"

04 FOURTH FLOOR
33' - 6 5/8"

03 THIRD FLOOR
22' - 6 5/8"

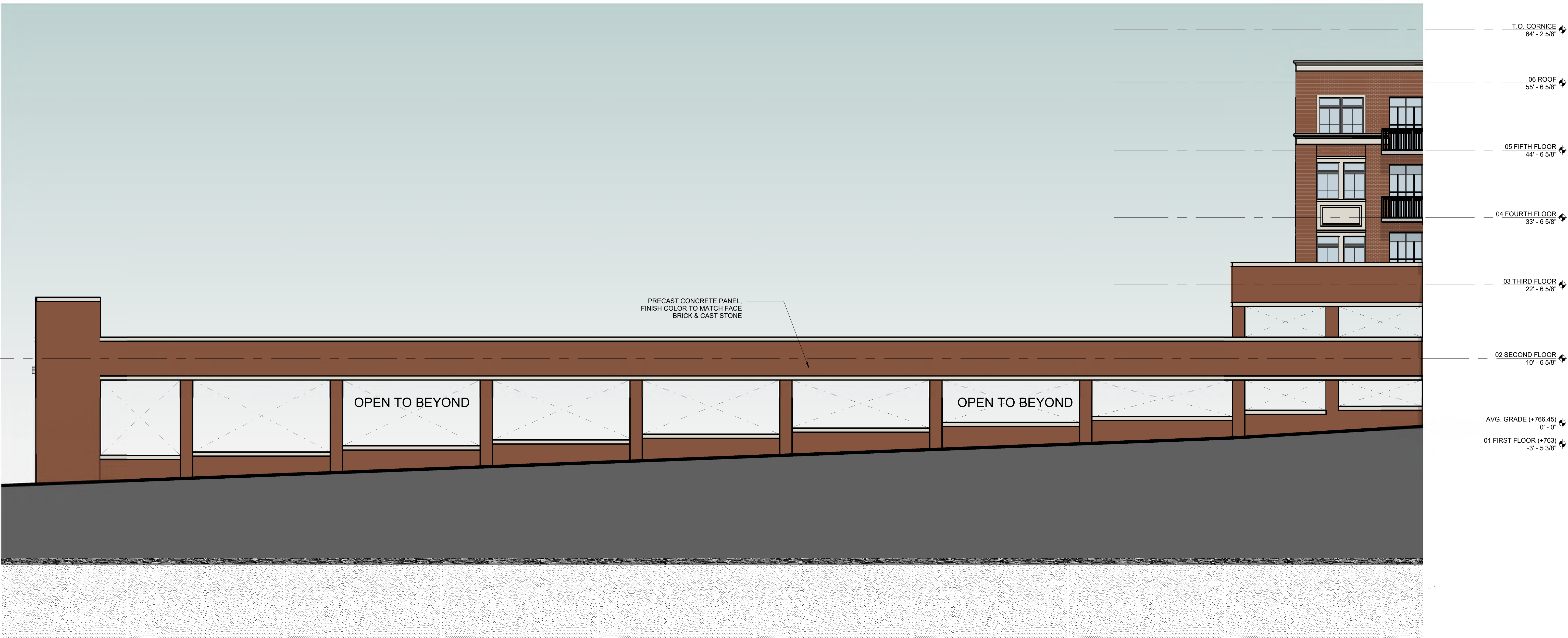
02 SECOND FLOOR
10' - 6 5/8"

AVG. GRADE (+766.45)
0' - 0"

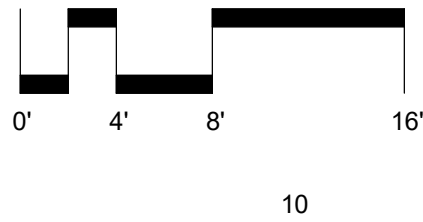
01 FIRST FLOOR (+763)
-3' - 5 3/8"



2 NORTH ELEVATION - LOT 5
1/8" = 1'-0"



1 SOUTH ELEVATION - LOT 5
1/8" = 1'-0"



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1312.569.9100
1312.563.1919

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	11/19/18
#	DESCRIPTION	DATE

LOT 5 NORTH &
SOUTH
ELEVATIONS

PDR-9

CONSULTANT:

18024

APEX 400
Apartments
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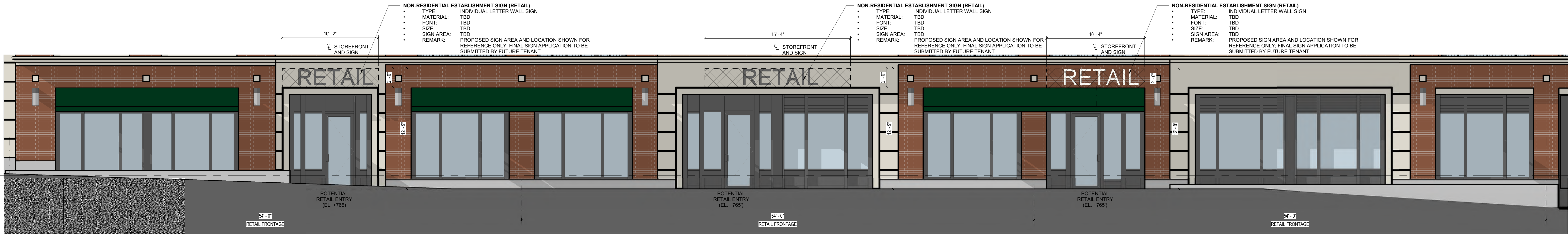
- RESIDENTIAL DEVELOPMENT IDENTIFICATION SIGN**
- TYPE: INDIVIDUAL LETTER WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: TBD
 - SIGN AREA: 35 SF
 - REMARK: NON-ILLUMINATED

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

03 THIRD FLOOR
22' - 6 5/8"

METAL CANOPY
(50 SF MARQUEE AREA AT SOUTH SIDE)

9' - 7 5/8"

+/- 2' - 0 5/8"

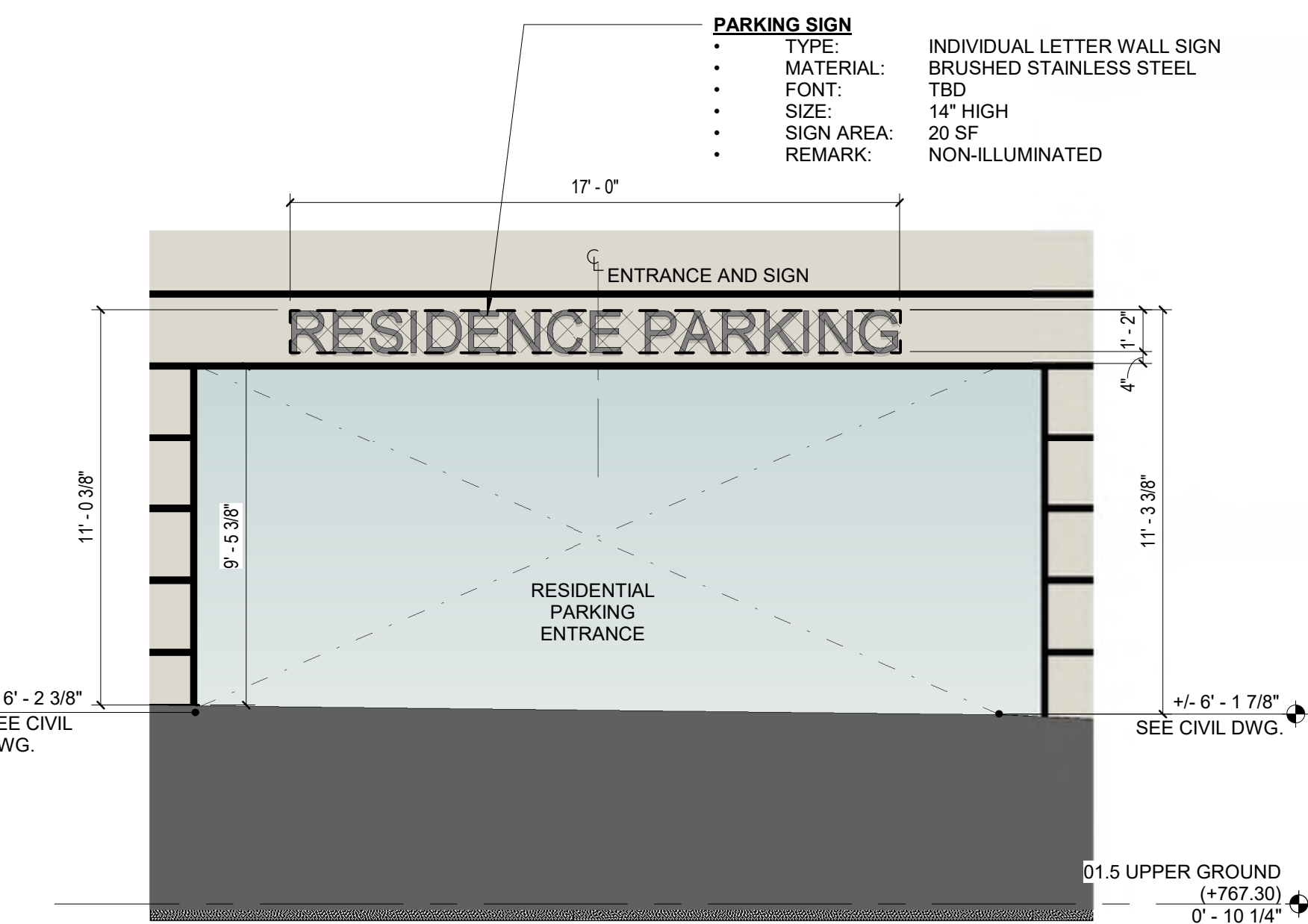
SEE CIVIL DWG.

01.5 UPPER GROUND
(+767.30)

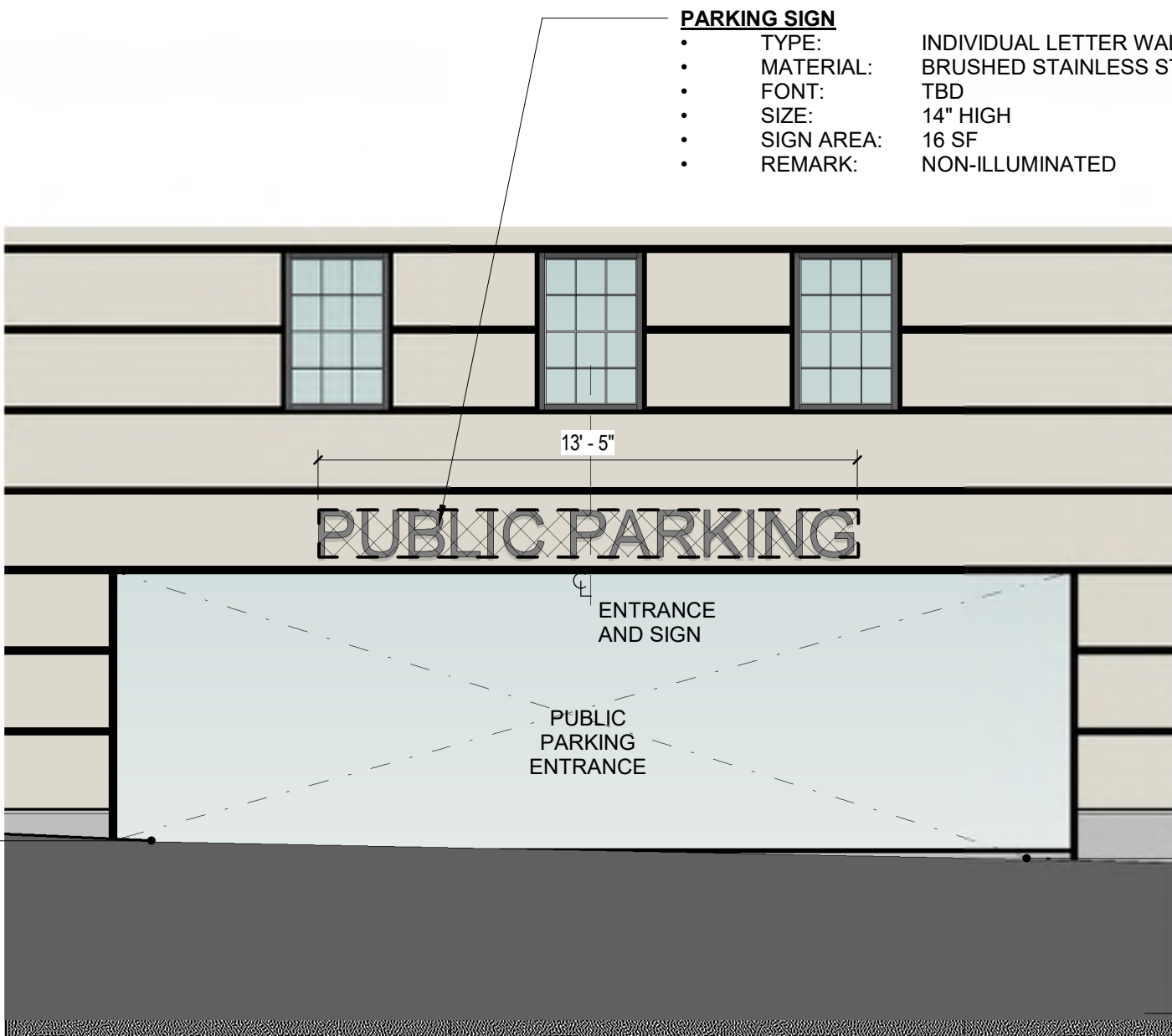
0' - 10 1/4"

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

+/- 6' - 1 7/8"

SEE CIVIL DWG.

01.5 UPPER GROUND
(+767.30)

0' - 10 1/4"

A3 PUBLIC PARKING SIGN - SOUTH

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

03 THIRD FLOOR
22' - 6 5/8"

METAL CANOPY
(32.6 SF MARQUEE AREA AT EAST SIDE)

9' - 7 5/8"

+/- 2' - 0"

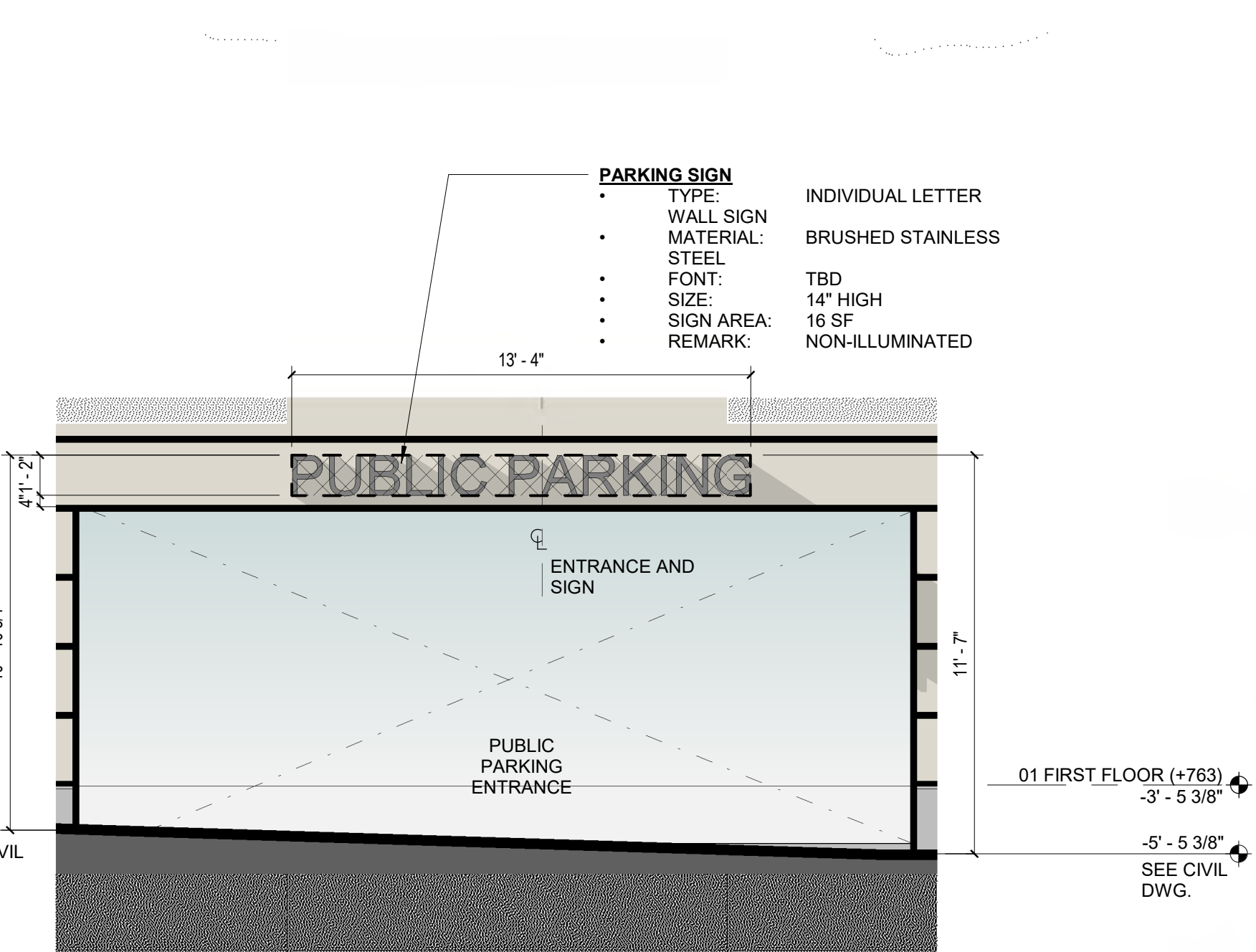
SEE CIVIL DWG.

01.5 UPPER GROUND
(+767.30)

0' - 10 1/4"

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

1/4" = 1'-0"



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

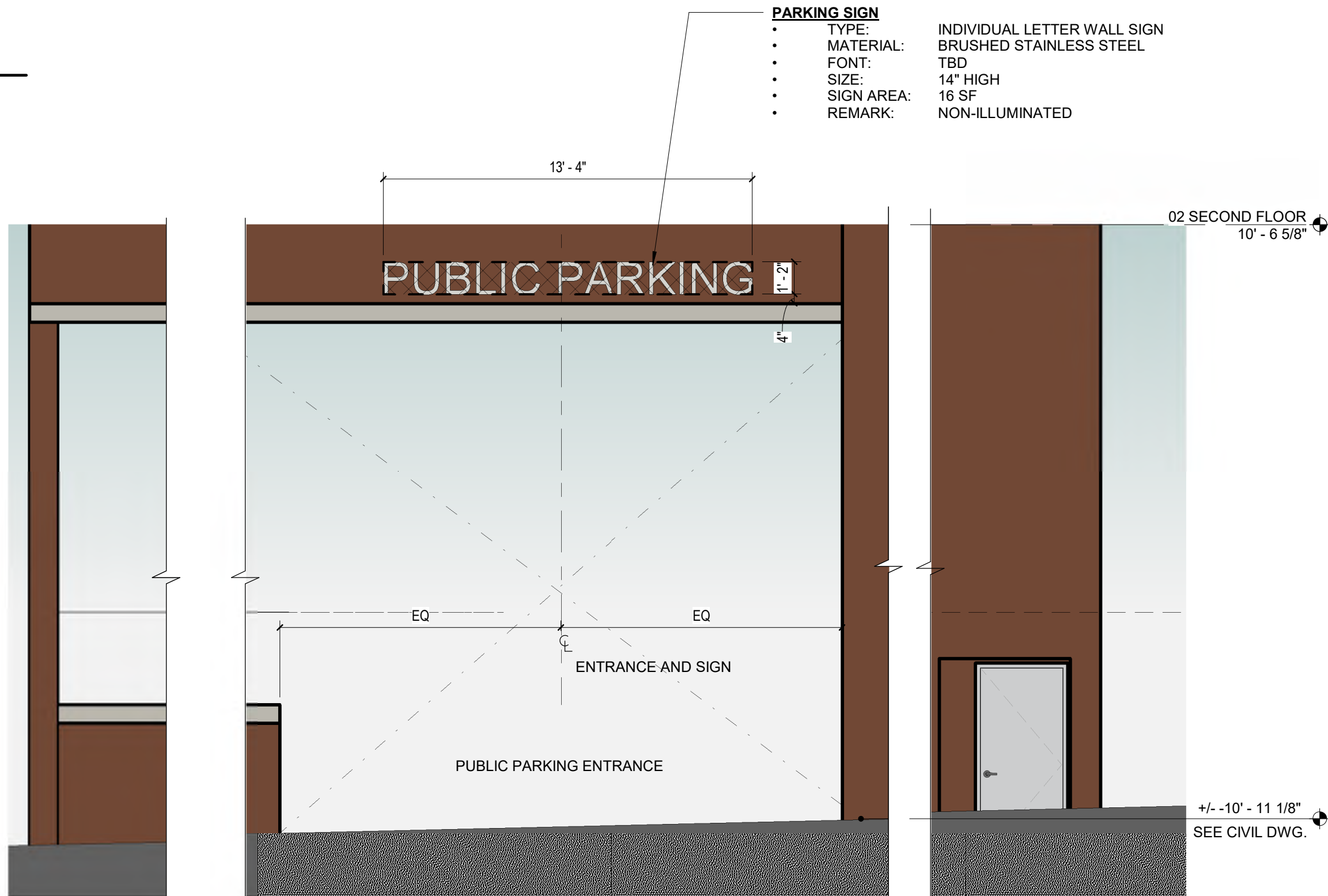
- INDIVIDUAL LETTER**
- TYPE: WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: 14" HIGH
 - SIGN AREA: 16 SF
 - REMARK: NON-ILLUMINATED

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

SEE CIVIL DWG.

A6 EAST ELEVATION

1/4" = 1'-0"



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

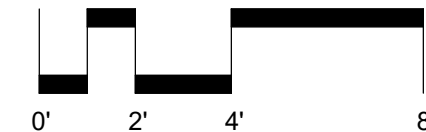
- INDIVIDUAL LETTER WALL SIGN**
- TYPE: WALL SIGN
 - MATERIAL: BRUSHED STAINLESS STEEL
 - FONT: TBD
 - SIZE: 14" HIGH
 - SIGN AREA: 16 SF
 - REMARK: NON-ILLUMINATED

+/- 10' - 11 1/8"

SEE CIVIL DWG.

A8 PUBLIC PARKING SIGN - WEST

1/4" = 1'-0"



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

DESCRIPTION DATE

EXTERIOR
SIGNAGE

PDR-10

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



SOUTH ELEVATION



EAST ELEVATION

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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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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RENDERINGS
AND STREET
ELEVATIONS

PDR-17

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



1 PERSPECTIVE AT THE CORNER OF HILLSIDE
AVE. AND MAIN STREET

5	P&D Review Part 5	11/18/18
4	P&D Review Part 4	11/01/18
#	DESCRIPTION	DATE

RENDERINGS

PDR-18

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



1 EYE-LEVEL PERSPECTIVE AT RESIDENTIAL
ENTRY ON MAIN STREET

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-19



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



CONSULTANT:

18024

APEX 400
Apartments
400 Main Street

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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	11/19/18
4	P&D Review Part 4	11/01/18
#	DESCRIPTION	DATE

RENDERINGS

PDR-20

ACH	16	1 gal.	Achillea 'Moonshine'	Moonshine Yarrow	Container
ALL	52	1 gal.	Allium 'Summer Beauty'	Summer Beauty Allium	Container
CMK	12	1 gal.	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	Container
HLG	38	1 gal.	Heimercolis '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

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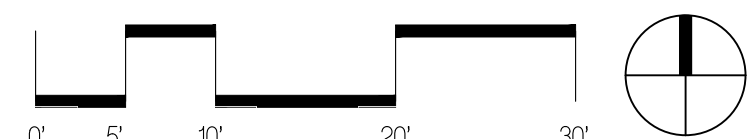
$$3/32" = 1'-0"$$

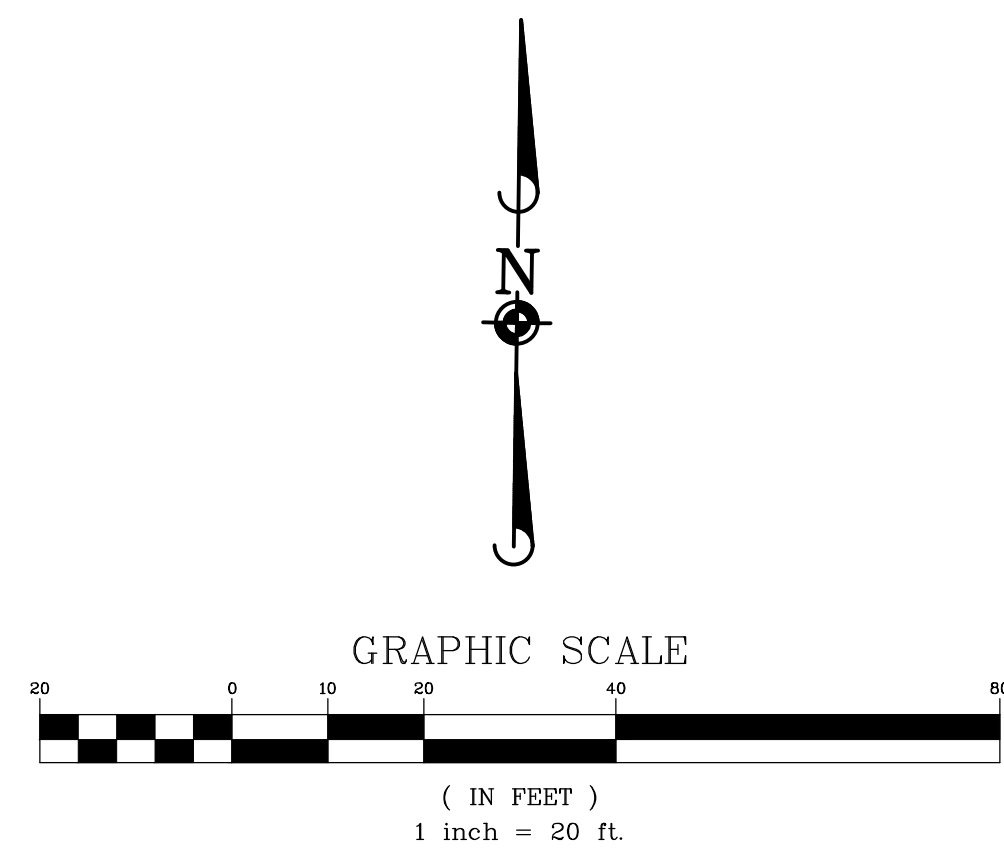
Key	Qty.	Ornamental Grasses and Groundcovers	Common Name	Remarks
		Size Botanical Name		
ACH	16	1 gal. Achillea "Moonshine"	Moonshine Yarrow	Container
ALL	77	1 gal. Allium "Summer Beauty"	Summer Beauty Allium	Container
AWB	36	1 gal. Aster dumosus "Wood's Blue"	Wood's Blue Aster	Container
CMK	9	1 gal.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

3



(


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


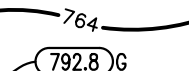


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19-01-16	<u>GRADING PLAN LEGEND</u>
	PROPOSED 1 FOOT CONTOURS
F.F.	PROPOSED SPOT ELEVATION
G/F	PROPOSED FINISHED FLOOR ELEVATION
P	PROPOSED GRADE AT FOUNDATION
T/C	PROPOSED PAVEMENT ELEVATION
T/W	PROPOSED TOP OF CURB
T/WALL	PROPOSED TOP OF WALK
M/E	PROPOSED TOP OF WALL
G	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:**
1. RETAINING WALL DESIGN TO BE PROVIDED BY OTHERS.
 2. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
 3. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
 4. MEET EXISTING GRADE AT PROPERTY LINES UNLESS NOTED OTHERWISE.
 5. CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SODDING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
 6. 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.
 7. 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 DETERMINE THE EXISTENCE OF UTILITIES. THE CONTRACTOR SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
 8. 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.
 9. ALL UNPAVED AREAS DISTURBED BY GRADING OPERATIONS SHALL BE REFINED 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZER TO ALL EXPOSED SOILS PRIOR TO STARTING OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
 10. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS SHOWN ON THE UNPAVED CONDITIONS PLAN ON CS-31-1B. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY EXISTING CONDITIONS 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 SURVEYOR OR A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
 11. TRANSITIONS FROM DEPRESSIONED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 2H:1V UNLESS OTHERWISE NOTED.

APEX 400

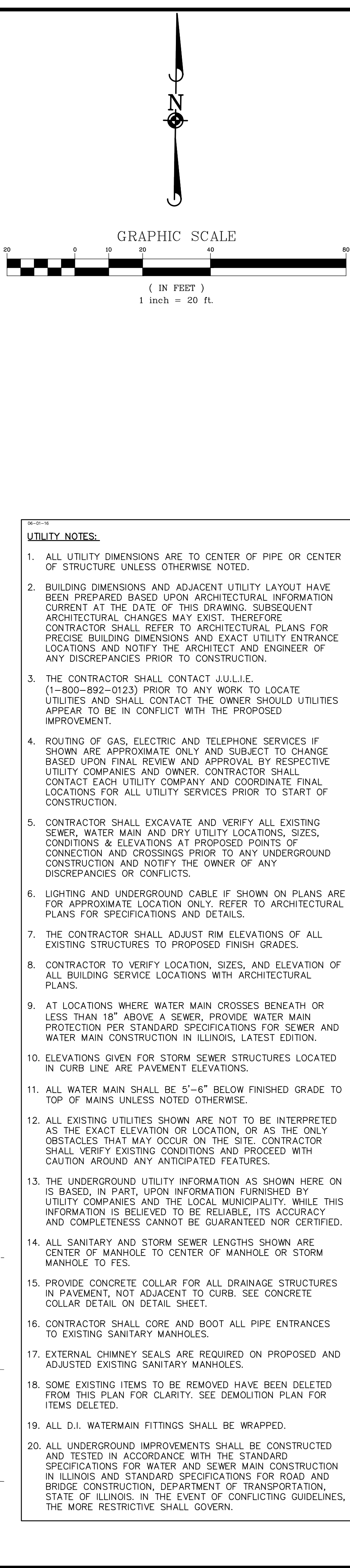
VILLAGE OF GLEN ELLYN, ILLINOIS

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

SHEET

2 OF **3**

WWWGEILO1



Manhard
CONSULTING LTD.

800 Woodbine Parkway, Vernon Hills, IL 60061 ph:847.654.4500 fax:847.694.0095 manhard.com

Construction Managers • Environmental Consultants • Landscape Architects • Planning

APEX 400

VILLAGE OF GLEN ELLYN, ILLINOIS

PRELIMINARY UTILITY PLAN

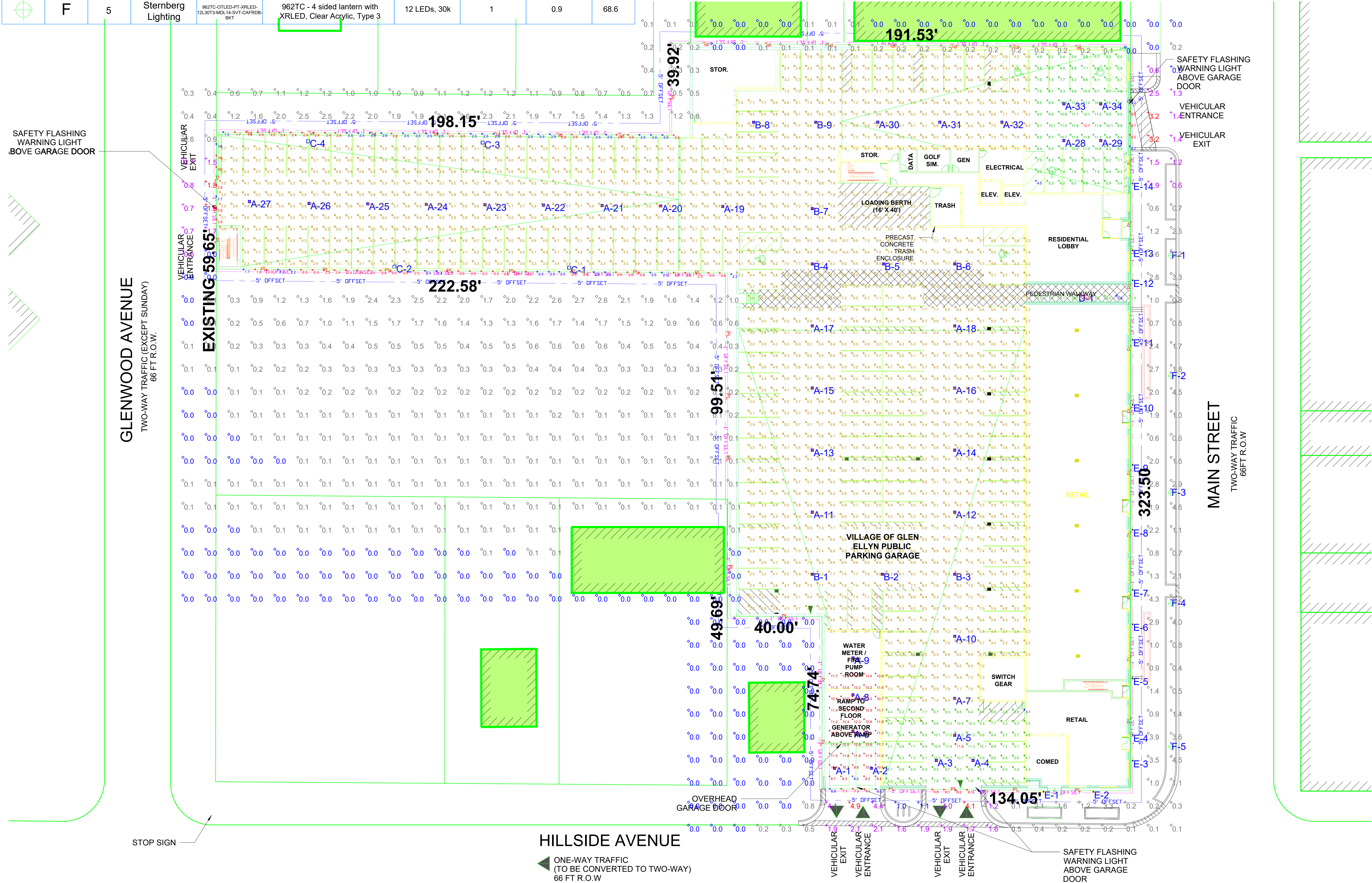
PROJ. MGR.: <u>FF</u>		
PROJ. ASSOC.: <u>CRM</u>		
DRAWN BY: <u>MH</u>		
DATE: <u>06-19-18</u>		
SCALE: <u>1"=20'</u>		
SHEET 3 OF 3 WWWGEILO1		

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:

**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**



VILLAGE OF GLEN ELLYN

Exterior Appearance Review Application Packet

Planning & Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370

**EXTERIOR APPEARANCE REVIEW
APPLICATION**

Please complete and return this form to the Planning and Development Department, 535 Duane St.,
Glen Ellyn, IL 60137. If you have questions, please phone: 630.547.5250

I. APPLICATION INFORMATION:

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

C. Project Name: **Apex 400**

D. Project Description:

The project will consist of 107 rental units, 142 public parking spaces, 8,844 sq. ft. of ground floor retail space and 148 parking spaces for the apartment units.

E. Address of Property: **400-424 Main Street, Glen Ellyn**

F. Permanent Index No.: _____ G. Zoning: **C5A and C5B**

H. Name of Applicant: **Lawrence Debb & John Kosich**

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

J. Phone No. (Business): **312-424-3997** (Home) **N/A**

K. (Mobile) **312-953-2493** _____ (Other) _____

L. Fax No.: **312-424-8365** _____

M. E-mail Address of Applicant: **ldebb@gspdevelopment.com** _____

N. Name of Property Owner: **400 Main LLC**

O. Address of Property Owner: **1111 E. Touhy, Suite 230, Des Plaines, IL 60018**

P. Phone No. (Business): **312-424-3997** (Home) **312-953-2493**

Q. E-Mail Address of Property Owner: **ldebb@gspdevelopment.com** _____

II. CONFORMANCE WITH APPEARANCE REVIEW GUIDELINES:
(You may attach separate sheets as needed to answer any of the following questions)

R. Please explain why the proposed architectural style was chosen.

Please see attached sheet.

S. Provide information about the architectural style and exterior materials of the buildings in the surrounding area:

Please see attached sheet.

T. Please explain how the project complies with the Appearance Review Guidelines:

Please see attached sheet.

U. Please explain why any deviations from the Appearance Review Guidelines are proposed:

We are not asking for any deviations from the guidelines.

Signature:



Date:

11-1-18

K.
In working with staff and Village Trustees, we have created an architectural design that is compatible with the general character of downtown Glen Ellyn and common 20th century “main street” architecture found throughout the rail line suburbs of Chicago. The architecture is characterized by masonry detailing, punched windows, and a variety of materials and massing changes.

In the tradition of the “commercial block” building, our design reflects a customary division between Base, Middle, and Top, with more robust stone masonry detailing at the base, brick masonry in the middle and lighter materials at the top. Likewise, the overall massing of the building on Main Street is divided into three parts along its length, with two slightly taller areas at the north and south ends, with the area in the middle setback several feet about the first floor. Each of these facades employ variations in material and color to break down the overall scale of the building along Main and Hillside.

S.

The existing context is defined by various building styles, heights and massing, from Tudor, Colonial, and Neo-Classical revival commercial buildings, to one, two, and three-story mid-century commercial with minimal detailing. Masonry detailing varies from timber-framed Tudor, to smooth limestone with carved detail, to simple painted brick.

Storefronts within many of the commercial buildings have been tailored over time to meet the branding and functional requirements of each individual tenant, with signage, lighting and awnings embellishing individual buildings or tenants.

T.

We have reviewed the Appearance Review Guidelines, and where applicable, have incorporated these guidelines into our design.

- 1.1 We are using the same brick color as nearby buildings
- 1.15 We are maintaining the rhythm of the street by keeping the same setback and improving the landscaping.
- 1.2 We are using earth-toned brick and stone
- 1.55 Our parapet walls have a defined top which frames the building.
- 1.6 Our entrances are well lit, open and readily identifiable.
- 1.7 All sides of our building relate to the principal elevation. We do not use “token” brick on any of the elevations.
- 1.83 No roof top HVAC units will be seen by adjacent properties.
- 1.9 We have articulated the building by breaking the plane of the building using off sets, step backs and built-in balconies.
- 2.1 We have landscaped the street sides of the building which will enhance the project and buffer utilitarian views.
- 2.2.1 Light fixtures will not allow light projection to the sky.
- 3.2.2 Our upper floor windows are smaller than the first floor windows and use solid trim to define the openings and differentiate them from the surrounding wall surface.
- 3.8 All utilities are underground.
- 3.9 All entrances have large glass areas and are pedestrian oriented.
- 4.2 Parking, loading, and truck pickup areas are screened from public view.
- 4.3 Pedestrian pathways are clearly and attractively defined using landscaping, pavement textures and lighting. These design elements will enhance the comfort and safety of pedestrians using the sidewalks.
- 5.2 Our architecture reflects the classical taste and architectural style of the 19th and early 20th century. The red brick, the large brick balcony columns, the insets, the roof line, all combine to capture the feel of 19th century architecture. We have used these old styles to combine them with a modern look and feel. Old styles reemerged but always on a focus of the modern.
- 5.3 All parking is hidden inside the building.

- 7.1 Masonry is used on all sides of the building including the upper floors.
- 7.2 Balconies are partially wrapped by the building structure.
- 7.3 The entry is readily identifiable and lit for attractiveness and security.
- 7.4 Parking is behind the first floor of the building and will not be seen by the public.

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

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,

A handwritten signature in blue ink, appearing to read "Lawrence Debb", is written over the printed name.

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
IL-CT-FWET-01080.225243-SPS-72306-1-18GNW768004GV

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

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

AFFIDAVIT OF AUTHORIZATION

CLEAR PAGE

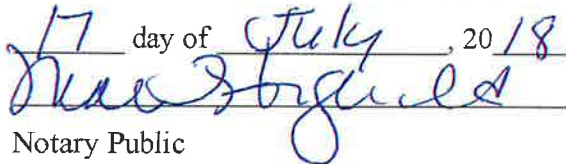
I, John Kosich owner of the property described as:

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



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

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.

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*

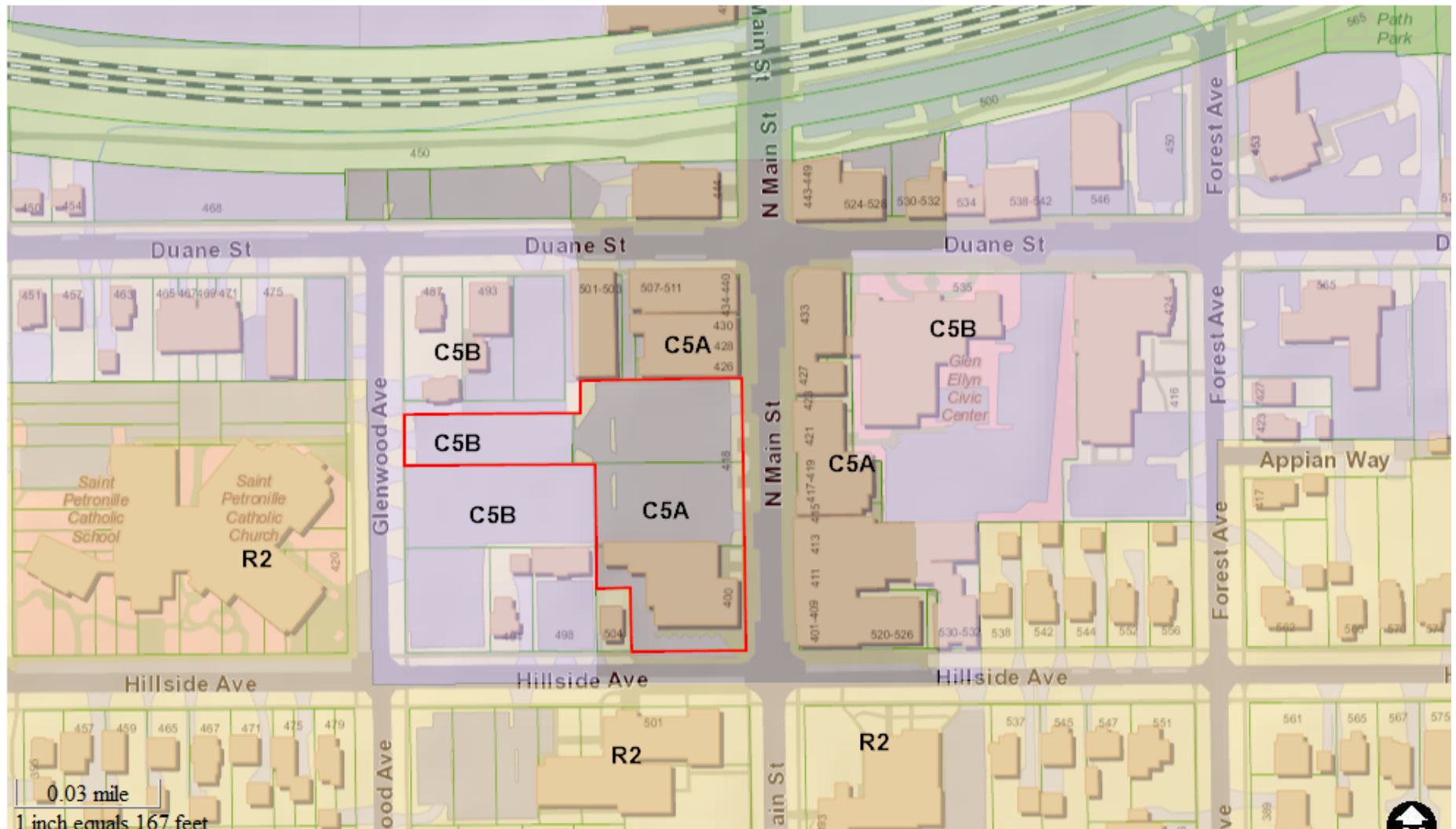
*Subject to using Option A or B for the site and second floor plan
- f. 5,765 sf of common areas (maintained open space)

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.



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



Aerial View



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.

ALTA/NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION

SHEET INDEX

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

05-11-327-023

18,659 SQUARE FEET (0.428 ACRES)

400 NORTH MAIN STREET, GLEN ELLYN

BASIS OF BEARINGS

SURVEY PREPARED FOR

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



NOT TO SCALE

SURVEYOR'S NOTES

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.

FLOOD HAZARD NOTE:

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 SPECIAL FLOOD HAZARD AREA. THE METRIC FEATURE 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.

SURVEYOR CERTIFICATE:

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.

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



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

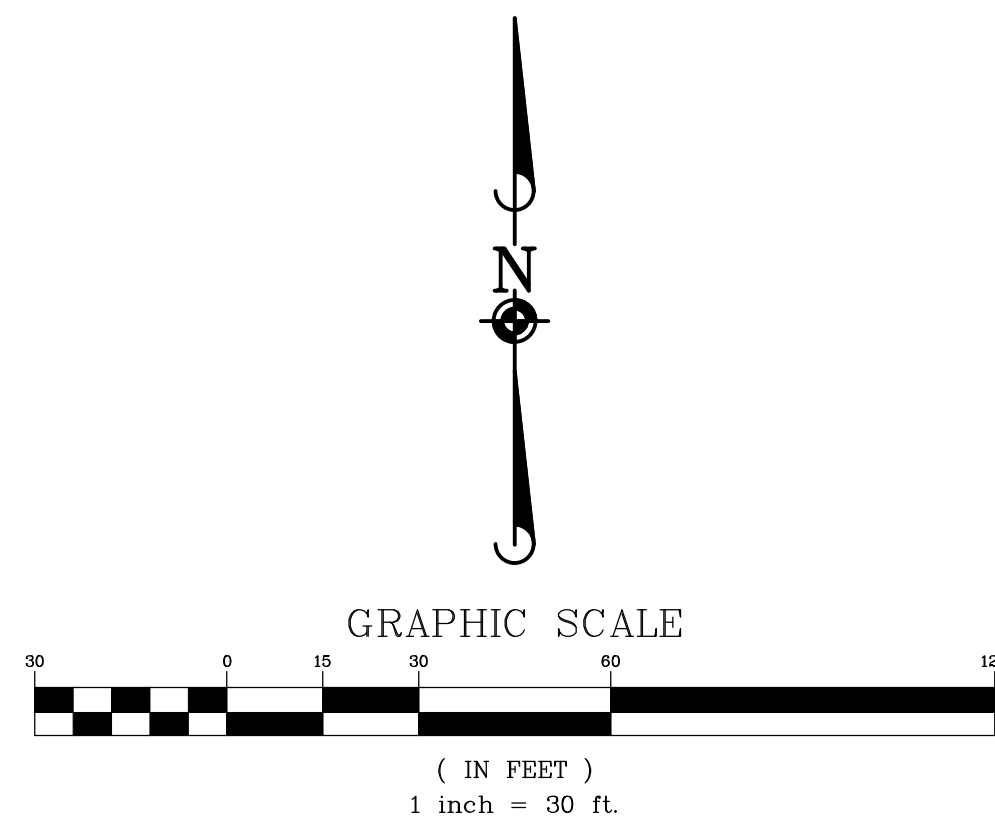
PROJ. MGR.: FF
PROJ. ASSOC.: ERV
DRAWN BY: SJK
DATE: 05/31/18
SCALE: N/A

SHEET

1 OF 3

WWWGEILO1

ALTA/NSPS LAND TITLE SURVEY



LEGAL DESCRIPTION

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.

[illegible]

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

PROJ. MGR.: FF
PROJ. ASSOC.: ERV
DRAWN BY: SJK
DATE: 05/31/18
SCALE: 1" = 30'

SHEET

2 OF 3

WWWGEILO1

LEGAL DESCRIPTION

(IN FEET)
1 inch = 20 ft.

LEGEND

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

LEGEND

- [illegible]

[illegible]

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

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

SHEET
3 OF 3
WWWGEILO1

ALTA/NSPS LAND TITLE SURVEY

(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.

LEGAL DESCRIPTION

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

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

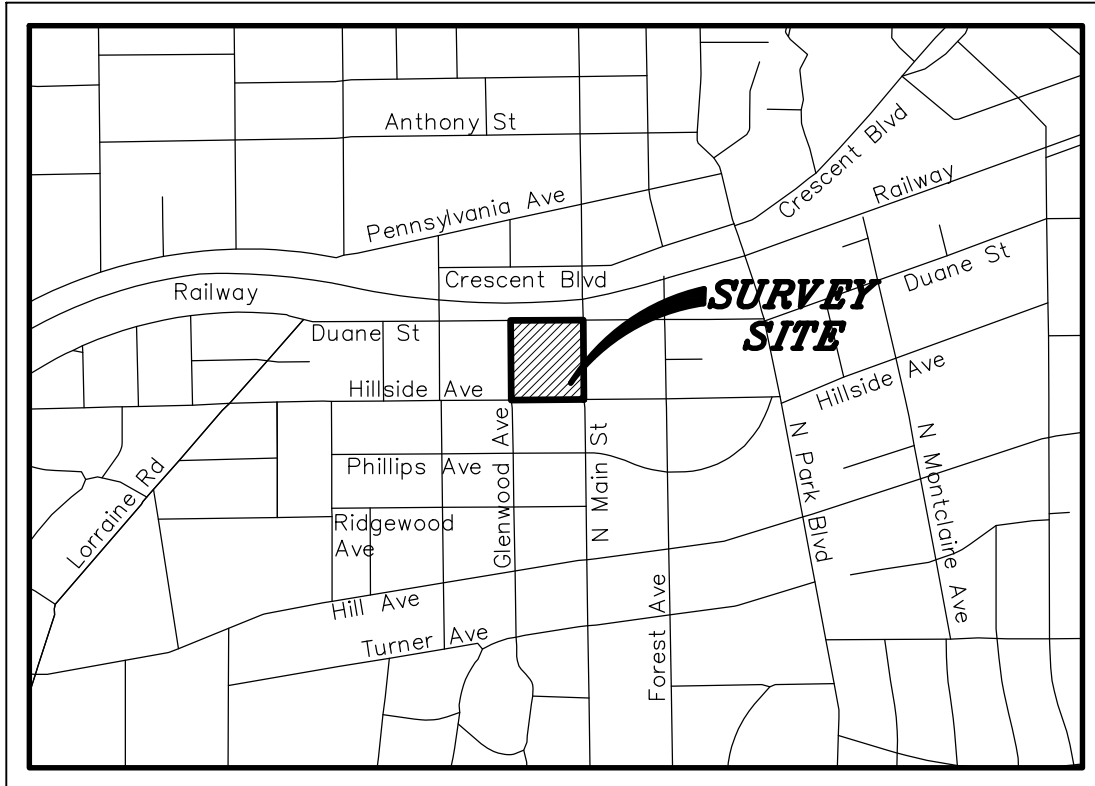
COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE
COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES,
AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION
SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

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 ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY. PLANIMETRIC FEATURES OUTSIDE OF THE FLOODPLAIN ARE NOT GUARANTEED BY THE SURVEYOR. THE SURVEYOR'S PROPERTY WILL OR WILL NOT FLOOD, APPROXIMATE LOCATIONS OF FLOOD ZONES HAVE BEEN SHOWN HEREON BASED ON THE CURRENT FLOOD INSURANCE RATE MAPS.

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.

NOT TO SCALE



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

[illegible]

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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

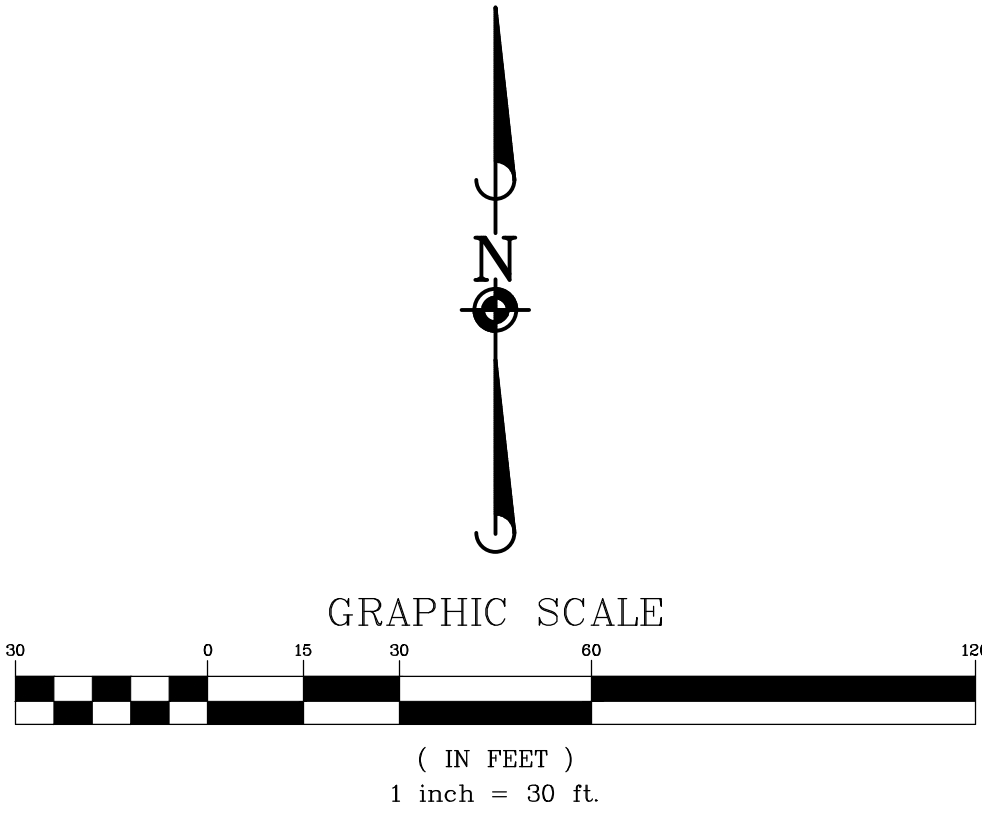
SHEET

1 OF **3**

WWWGEILO1

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PARCEL 1:
THE EAST 175 FEET OF LOT 1, 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 86055, 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 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
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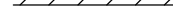
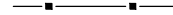
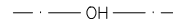
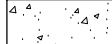
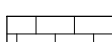
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PARKING SUMMARY

LEGEND

NORTH MAIN STREET

GLENWOOD AVENUE

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

	= EX. TRAFFIC SIGNAL CONTROL BOX
	= EX. HANDHOLE
	= EX. TELEPHONE MANHOLE
	= EX. TELEPHONE MANHOLE
	= EX. TELEPHONE PEDESTAL
	= EX. TELEVISION MANHOLE
	= EX. TELEVISION PEDESTAL
	= EX. UTILITY POLE
	= EX. LIGHT STANDARD
	= EX. STREET LIGHT
	= EX. GROUND LIGHT
	= EX. BOLLARD LIGHT
	= EX. SIGN
	= EX. BOLLARD
	= EX. FLAG POLE
	= EX. FIRE SIAMESE/ALARM BOX
	= EX. AIR CONDITIONING UNIT
	= EX. PARKING METER
	= EX. MONITORING WELL
	= EX. HANDICAPPED PARKING
	= EX. NUMBER OF PARKING STALLS
	= EX. BITUMINOUS PAVEMENT
	= EX. CONCRETE
	= EX. AGGREGATE
	= EX. BRICK

LOT 2
2 STORY BRICK AND CONCRETE

PART OF
LOT 3

HILLSIDE AVENUE

[illegible]

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424 N. MAIN ST
GLEN ELLYN, ILLINOIS
ALTA/NSPS LAND TITLE SURV

ROJ. MGR.:	<u>FF</u>
ROJ. ASSOC.:	<u>ERV</u>
DRAWN BY:	<u>SJK</u>
DATE:	<u>06/26/18</u>
SCALE:	<u>1" = 20'</u>

SHEET

3 OF 3

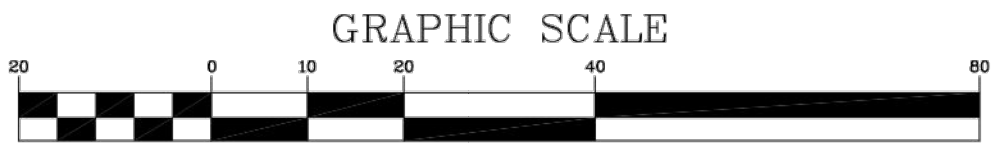
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acket Pg. 340

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

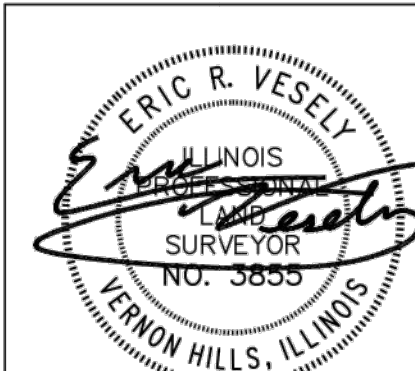
SITE BENCHMARK #1:
WEST ARROW BOLT ON HYDRANT LOCATED ON THE WEST SIDE OF MAIN STREET MORE PARTICULARLY LOCATED APPROXIMATELY 35 FEET WEST OF THE CENTERLINE OF MAIN STREET AND APPROXIMATELY 170 FEET SOUTH OF THE CENTERLINE OF DUANE STREET.

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

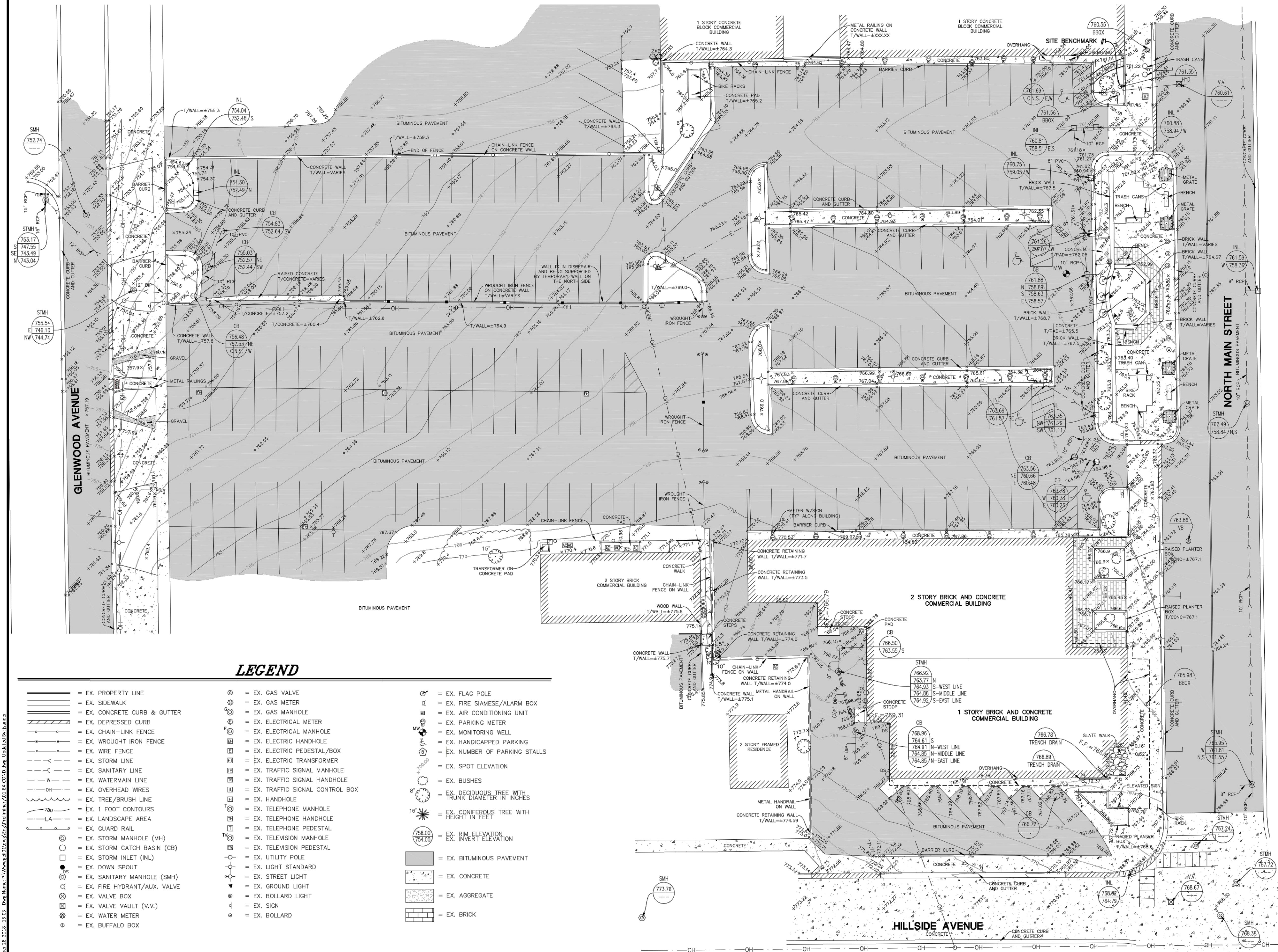


DATE: JUNE 15, 2018
EXPIRES: 11/30/18

LEGEND

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

- | | |
|--|---------------------------|
| | = EX. BITUMINOUS PAVEMENT |
| | = EX. CONCRETE |
| | = EX. AGGREGATE |
| | = EX. BRICK |



DRAWN BY	
REVISIONS	
DATE	

Manhard CONSULTING LTD.
800 Westmonte Parkway, Suite 300, Oak Brook, IL 60151
Cell: 630.584.1000 Fax: 630.584.1001
Civil Engineers • Surveyors • Wetland Engineers • Wetland Scientists • Planners
Construction Managers • Environmental Scientists • Landscape Architects

APEX 400
VILLAGE OF GLEN ELLYN, ILLINOIS
EXISTING CONDITIONS

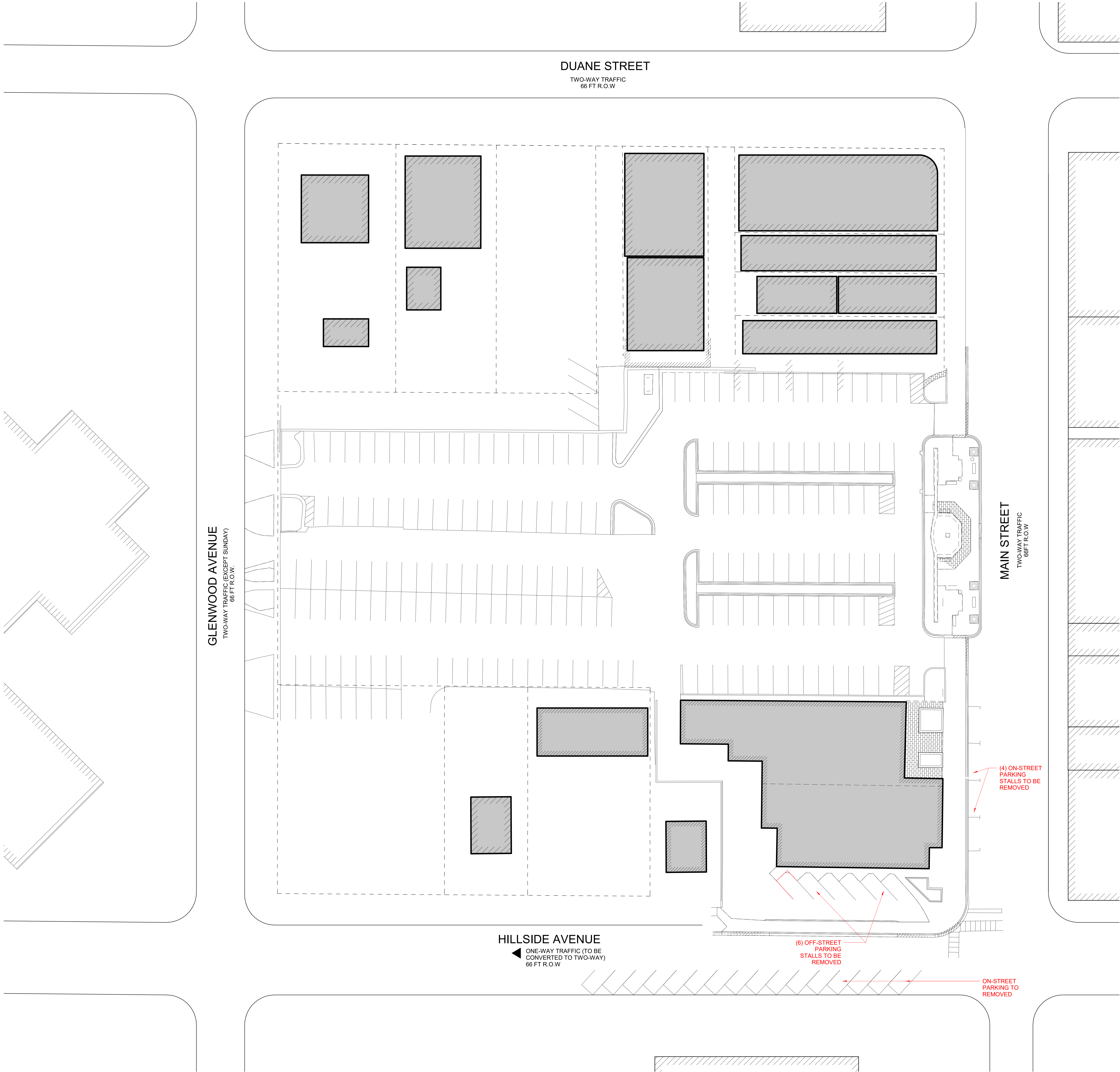
PROJ. MGR:	FF
PROJ. ASSOC:	CRM
DRAWN BY:	SJK
DATE:	06-19-18
SCALE:	1"=40'

SHEET
1 OF **3**
WWWGEI01

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C:\Users\hpsum\Documents\18024 - Glen Elyn Apartments - hpsum.rvt

11/20/2018 6:04:21 PM



1 ON-STREET PARKING DEMOLITION PLAN

FitzGerald
912 W. Lake St. 1312-563-9100
Chicago, Illinois 7312-563-1919
www.fitzgeraldassociates.net

CONSULTANT:

18024

**APEX 400
Apartments**
400 Main Street

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

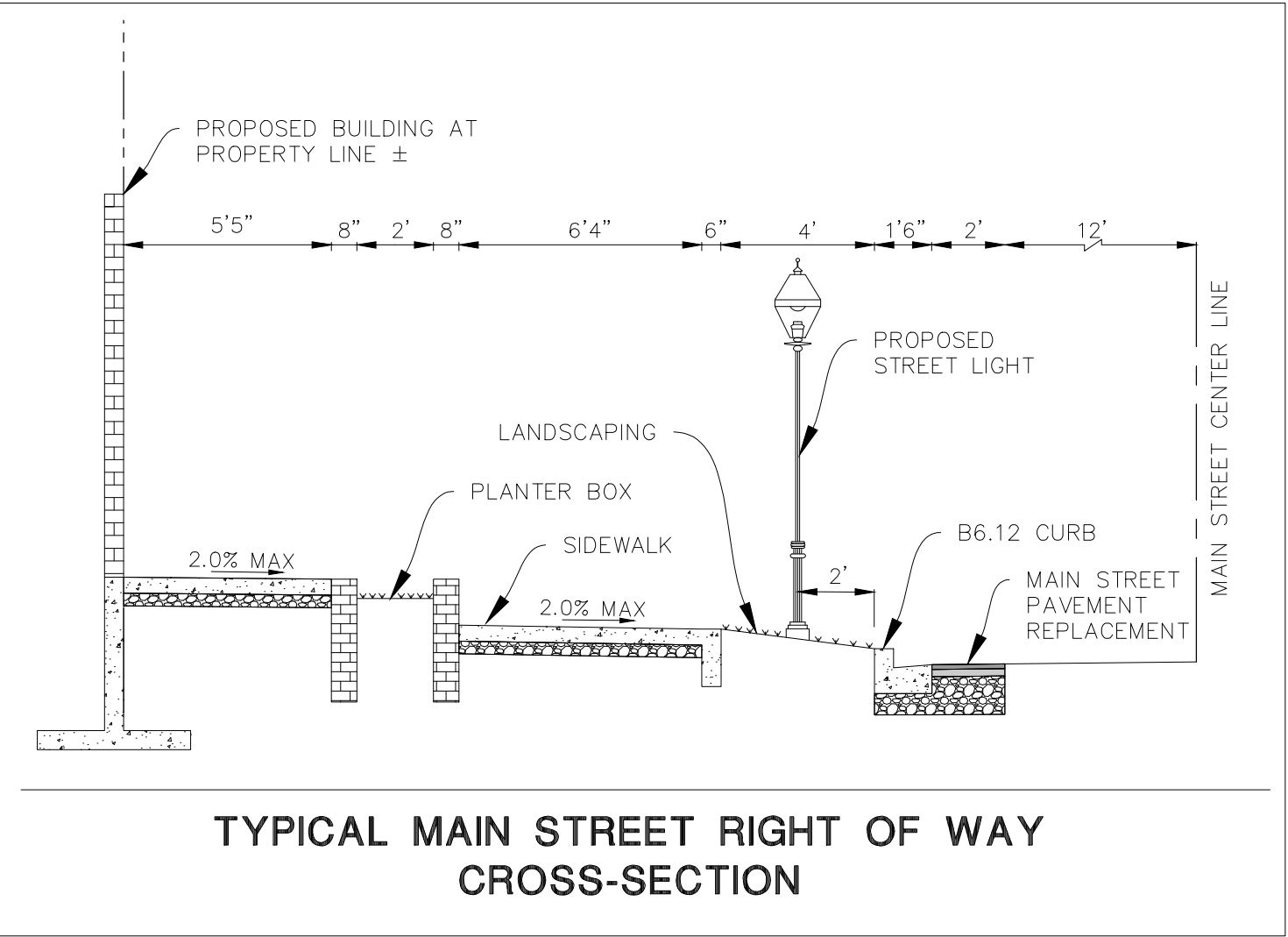
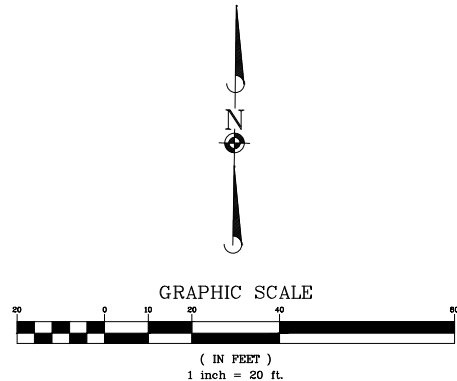
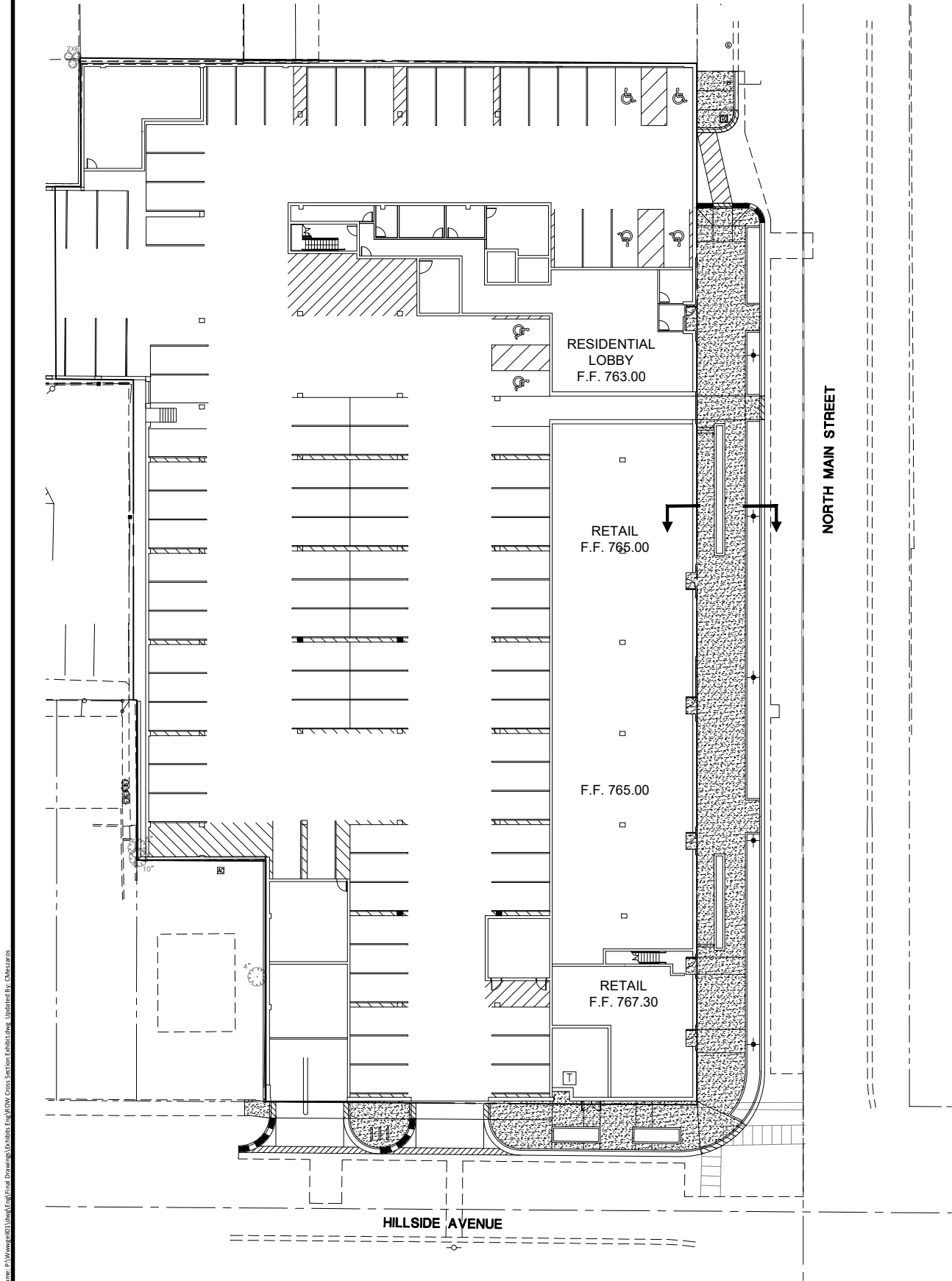
MISSNER GROUP
1700 E Higgins Rd.
Des Plaines, IL 60018

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

#	DESCRIPTION	DATE
---	-------------	------

ON/OFF-STREET
PARKING
DEMOLITION
PLAN

PDR-0



PUBLIC IMPROVEMENTS LIST

- SIDEWALK, PLANTER BOXES, AND LANDSCAPING WITHIN THE R.O.W ALONG THE WEST SIDE OF MAIN STREET, WITHIN THE EXTENTS OF THE PROPERTY
- RELOCATING 3 EXISTING VILLAGE OF GLEN ELLYN STREET LIGHTS, AND ADDING 2 ADDITIONAL STREET LIGHTS, WITHIN THE R.O.W ALONG THE WEST SIDE OF MAIN STREET, WITHIN THE EXTENTS OF THE PROPERTY
- SIDEWALK, BIKE RACK, AND LANDSCAPING WITH THE R.O.W ALONG THE NORTH SIDE OF HILLSIDE AVENUE, WITHIN THE EXTENTS OF THE PROPERTY
- 2' OF PAVEMENT AND CURB REMOVAL AND REPLACEMENT WITHIN THE R.O.W ALONG THE WEST SIDE OF MAIN STREET, AND THE NORTH SIDE OF HILLSIDE AVENUE, WITHIN THE EXTENTS OF THE PROPERTY

October 30, 2018 - 16:57 Day Name: d:\working\2018\1657\1657.dwg Drawing Path: d:\working\2018\1657\1657.dwg Cross Section Exhibit: d:\working\2018\1657\1657.dwg Updated By: C:\Users\...



APEX 400	
VILLAGE OF GLEN ELLYN, ILLINOIS	
RIGHT-OF-WAY CROSS SECTION EXHIBIT	
PROJ. MGR.: FF	
PROJ. ASSOC.: CRM	
DRAWN BY: REH	
DATE: 06-19-18	
SCALE: 1"=20'	
SHEET	
1	OF 1

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Marvik 3 Surface Downlight

**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.

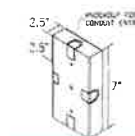
This smart mechanical modern designed luminaire with cylindrical body provides a stylish solution to wall mounted cylinders.

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)

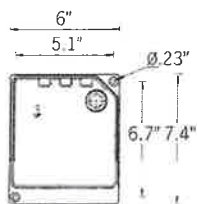
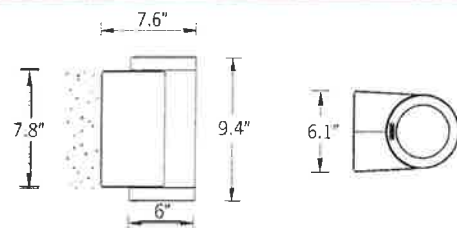
SCE
Surface Conduit Entry



RPA
Round Pole Adapter



B
Baffle



Mounting Detail

Marvik Product Family

UMV-30001



UMV-30011



Marvik 3 Surface Downlight

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

--	--	--

ADDITIONAL OPTIONS

- | | |
|---------------------------------|---------------------------------|
| NAT - Natatorium Rated | RPA - Round Pole Adapter |
| 4MP - 4" Mounting Plate | B - Baffle |
| DIM - 0-10v Dimming | AMB - Turtle Friendly Amber LED |
| SCE - Surface Conduit Entry Box | |

Jet 41 Cylindrical Ceiling Downlight

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

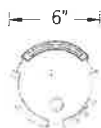
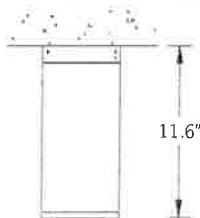
A range of square and cylindrical shaped surface exterior downlight luminaires utilizing various LEDs and specialized optics providing beam distributions for downward lighting requirements. The luminaires are designed for all areas of interior and exterior lighting. Low copper content die-cast aluminum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



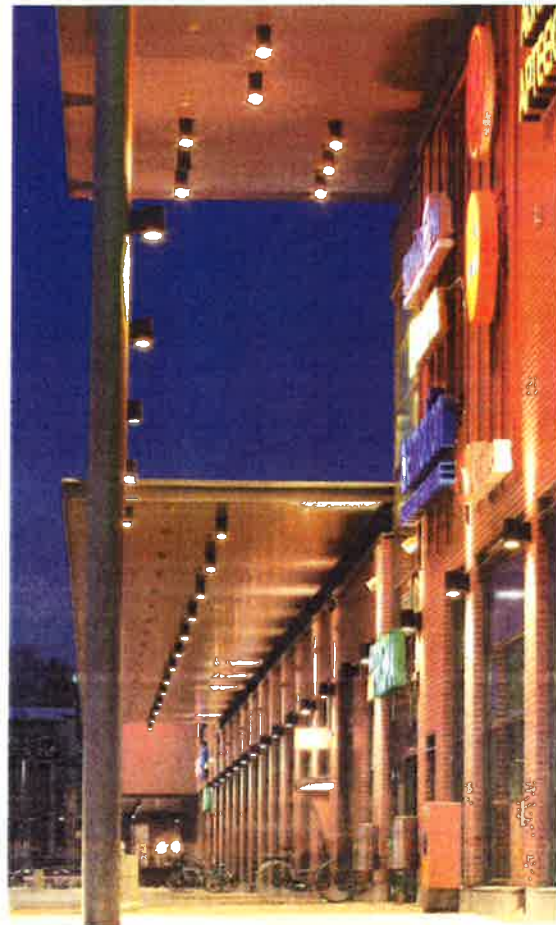
UJE-95091 [4"]



UJE-95111 [6.3"]



UJE-95121 [6.3"]

Additional Options (Consult Factory For Pricing)SCE
Surface Conduit EntryA80181
Semi-Recessed Ring

Jet 41 Cylindrical Ceiling Downlight

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

Integra Realty Resources
Chicago

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Chicago, IL 60601

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Office Email chicago@irr.com
www.irr.com



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.

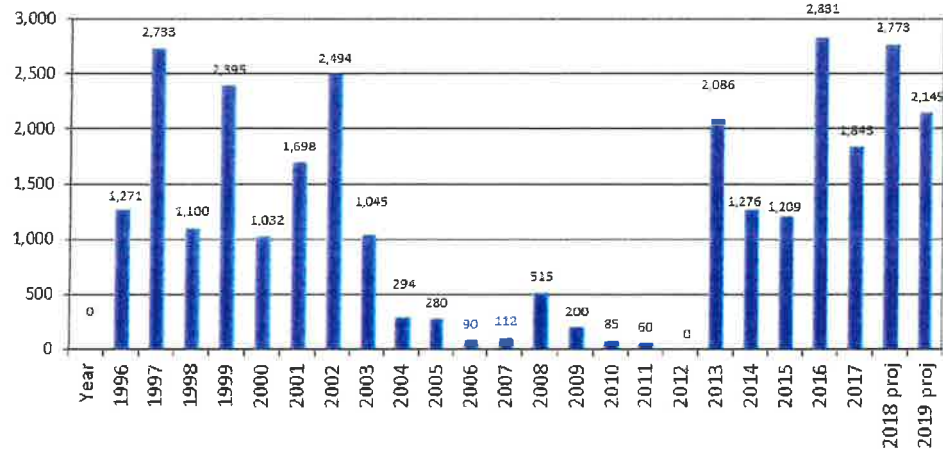
Suburban Apartment Development Trends

September 21, 2018

Page 2

Suburban Chicago Apartment Unit Deliveries: 1996-2019

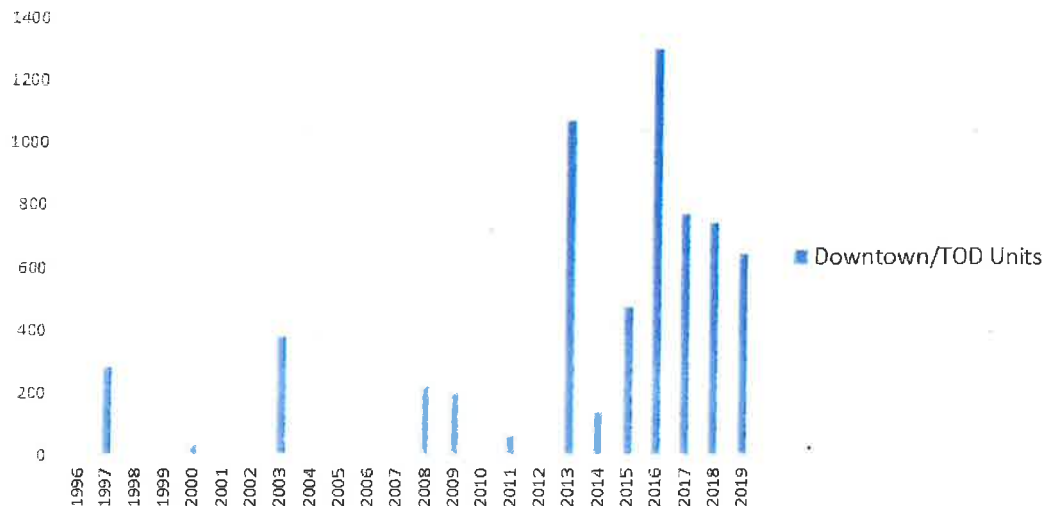
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While much of this development has occurred in typical suburban locations, there has been a more recent trend towards locating rental apartment units in the suburban downtowns where the rent levels are sufficient to support the higher development costs 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

Suburban Apartment Development Trends

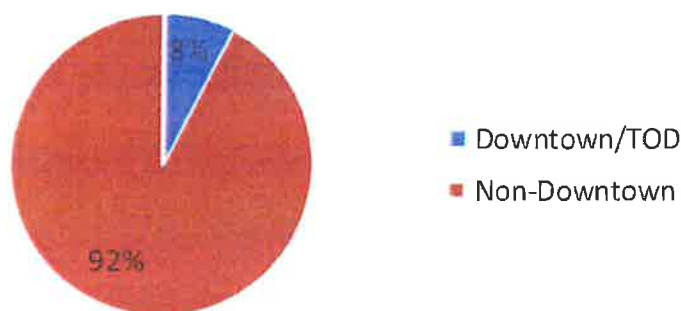
September 21, 2018

Page 3

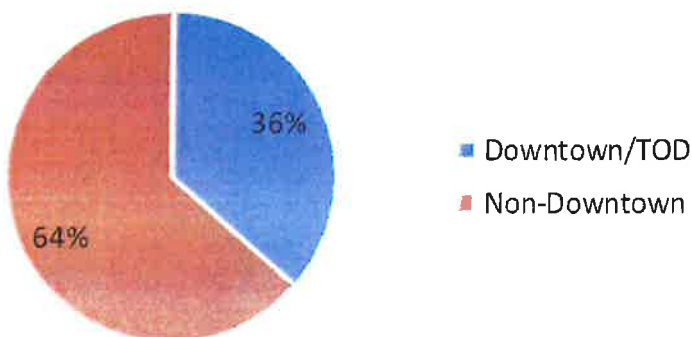
1996 to 2012, 15,404 rental apartment units were developed, and only 8% of these units were located in buildings with suburban downtown/TOD locations. However, of the 14,163 units which have been developed since 2013, 36% of these units are located in suburban downtown/TOD locations. These unit count 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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Suburban Apartment Development Trends

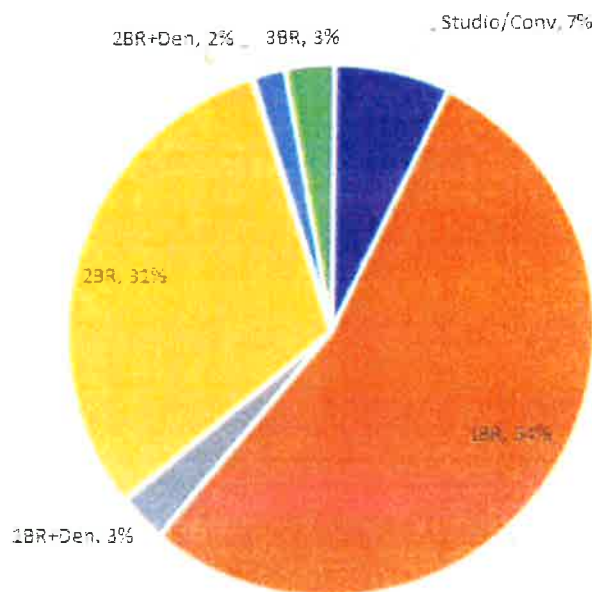
September 21, 2018

Page 4

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
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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
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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
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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

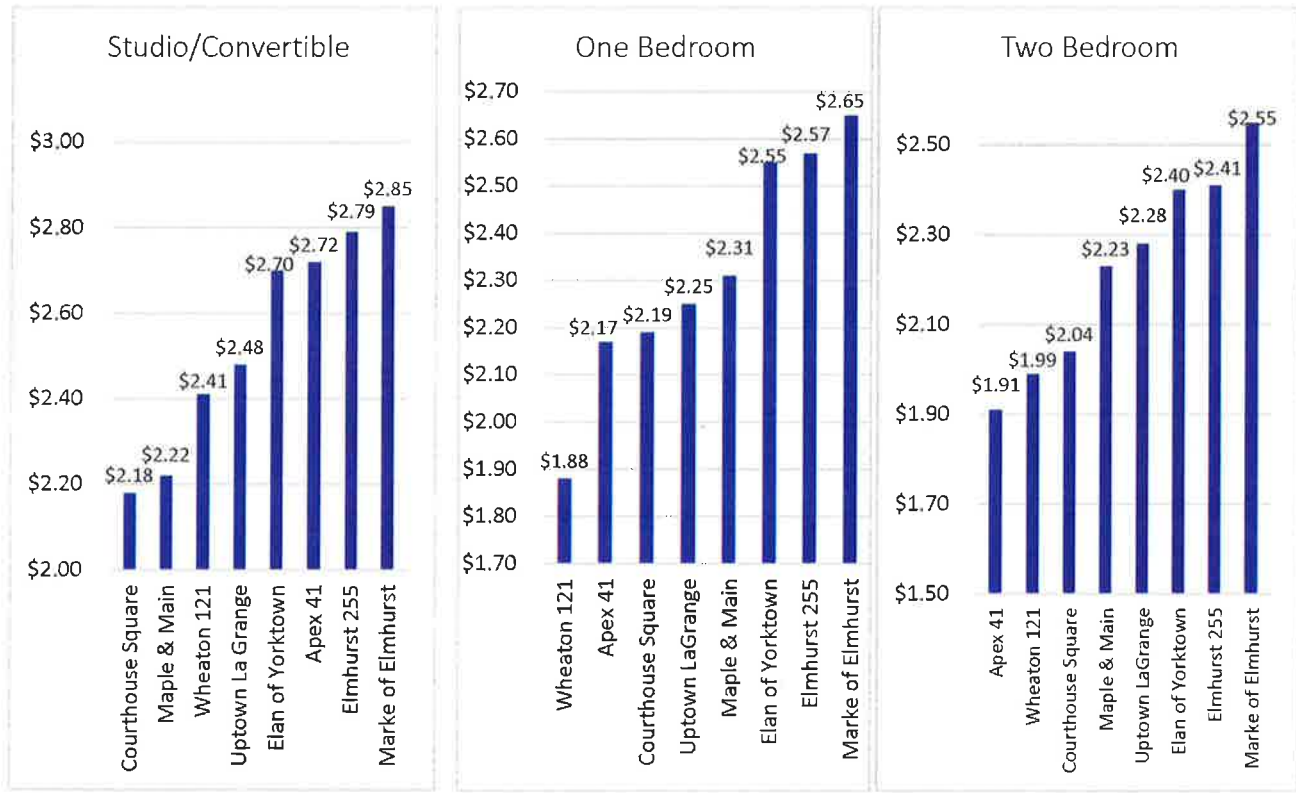
7. Elan Yorktown, Lombard

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

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

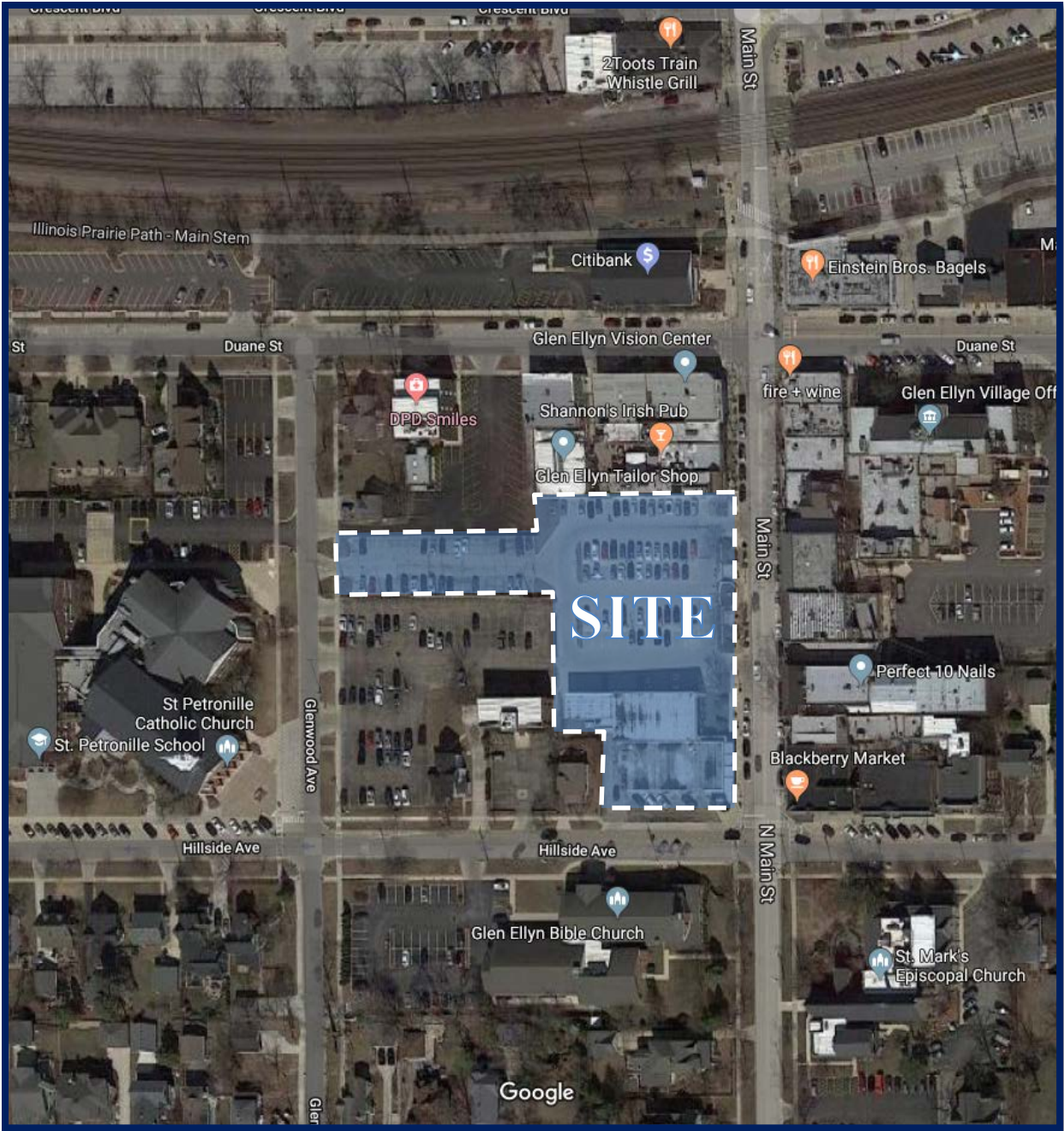
Traffic capacity analyses were conducted for the weekday morning, weekday afternoon and weekday evening peak hours for the following conditions:

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



Aerial View of Site Location

Figure 2

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.

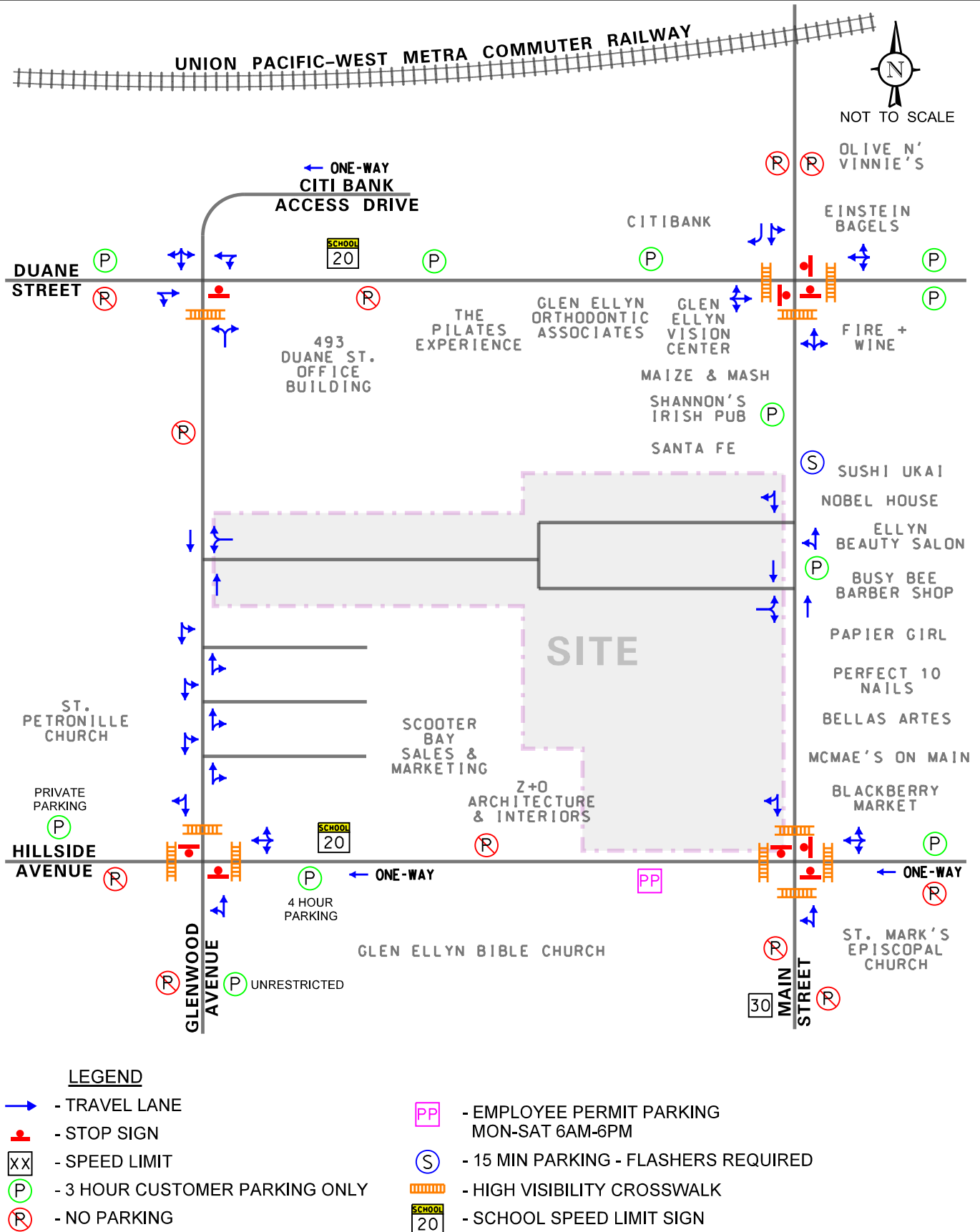
Site Location

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

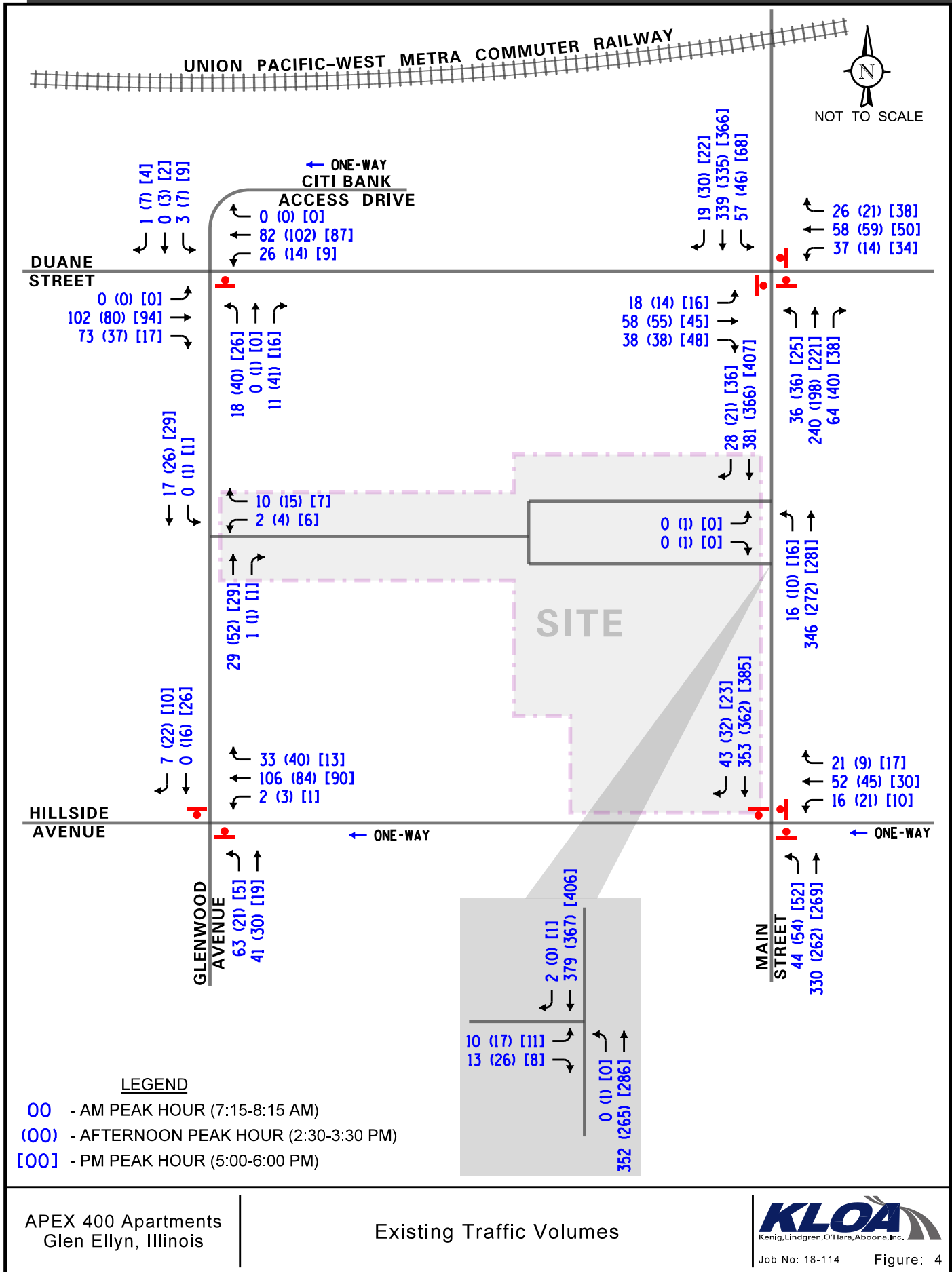
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Wednesday, August 29, 2018, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (2:30 P.M. to 6:00 P.M.) peak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

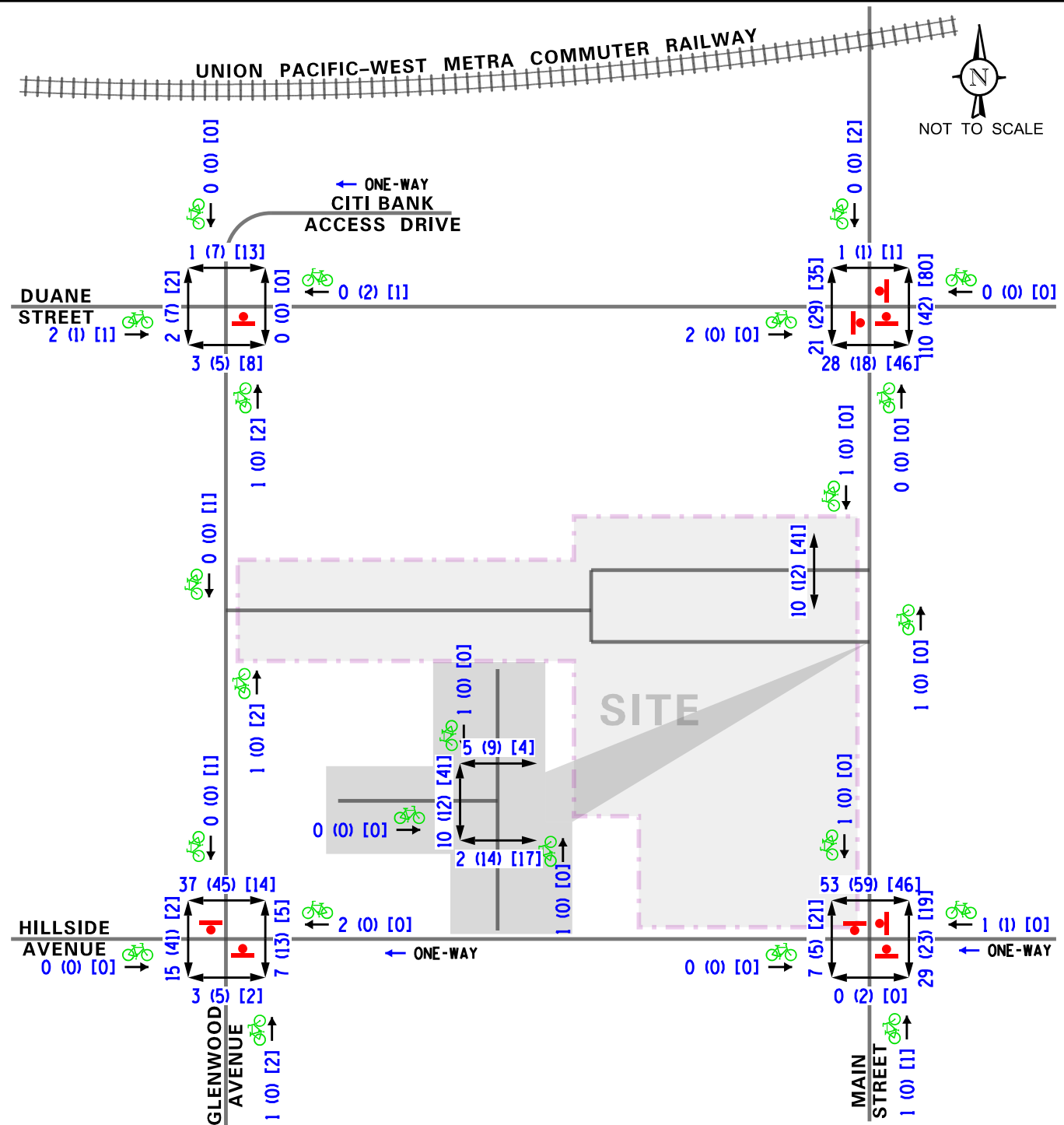
- Main Street with Hillside Avenue
- Main Street with Duane Street
- Hillside Avenue with Glenwood Avenue
- Duane Street with Glenwood Avenue
- Main Street with Parking Lot Access Drives
- Glenwood Avenue with Parking Lot Access Drive

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.





APEX 400 Apartments
Glen Ellyn, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes

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

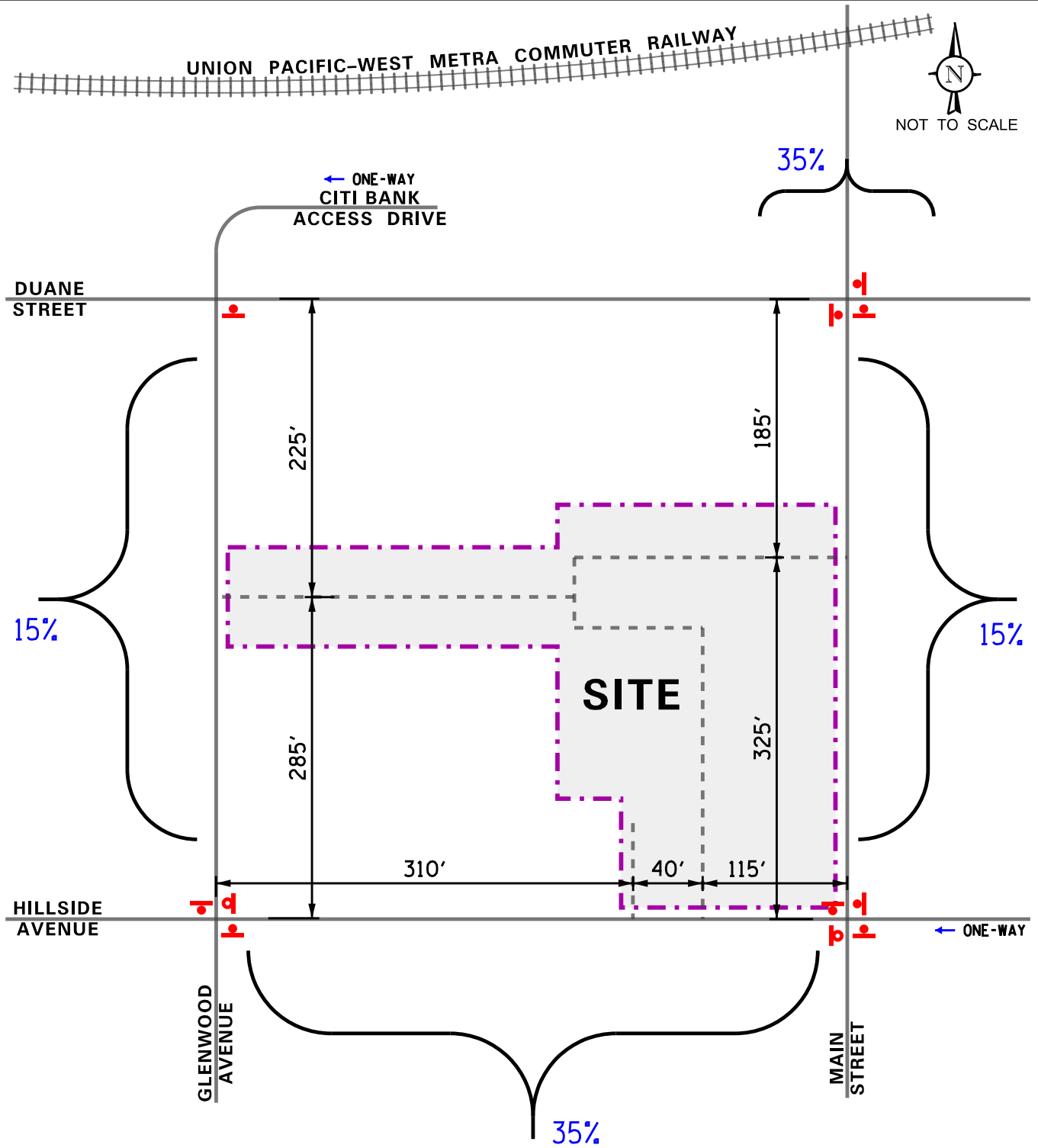
The directions from which residents of the apartment units and patrons of the commercial space will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated 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.



APEX 400 Apartments
Glen Ellyn, Illinois

Estimated Directional Distribution

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Job No: 18-114 Figure: 6

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

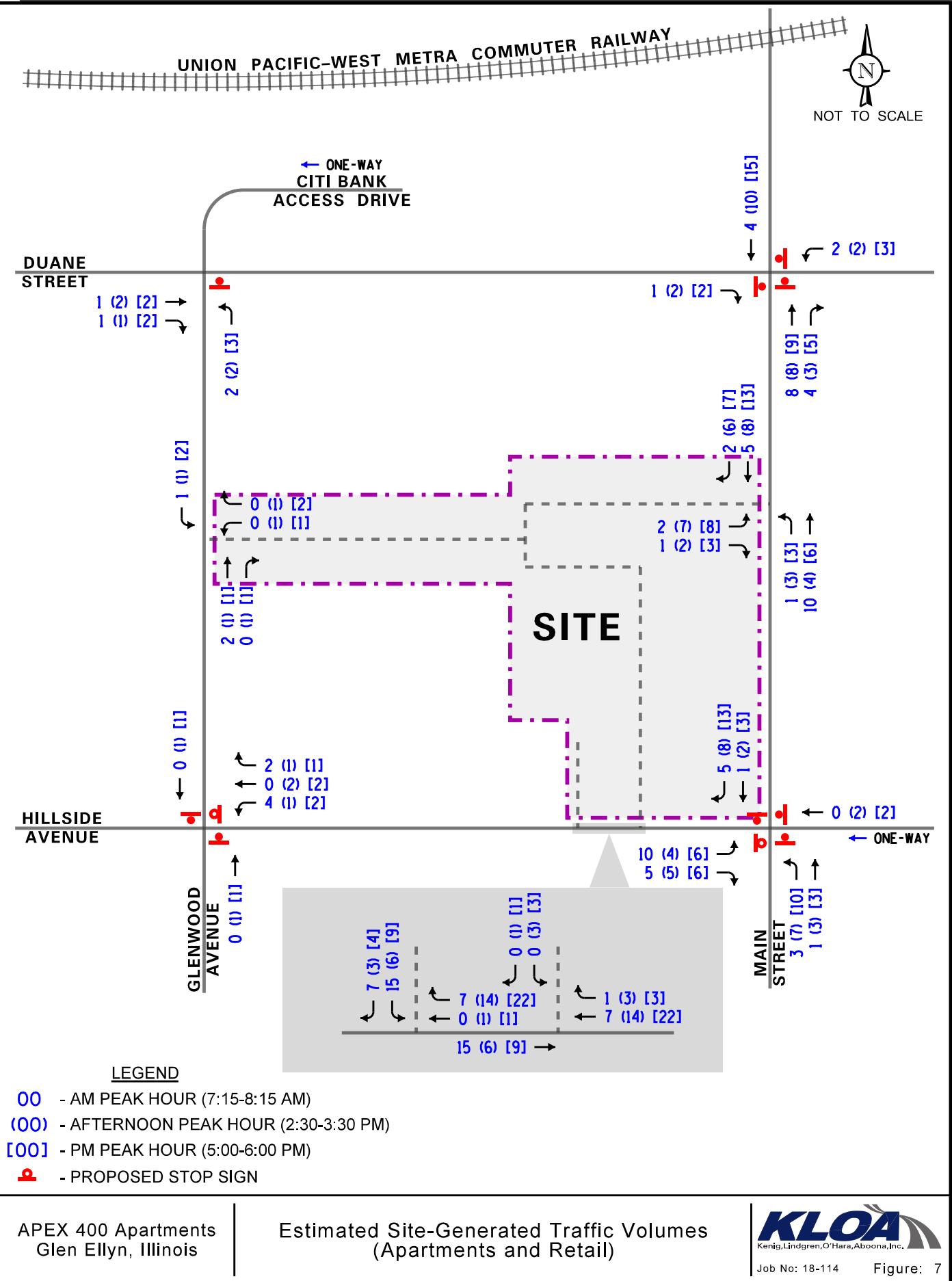
As previously indicated, the proposed ground floor parking garage will be reserved for public use and the two existing access drives on Main Street will be combined into a single access drive. As such, the existing traffic volumes at the intersection of Main Street with the southerly public parking lot 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.

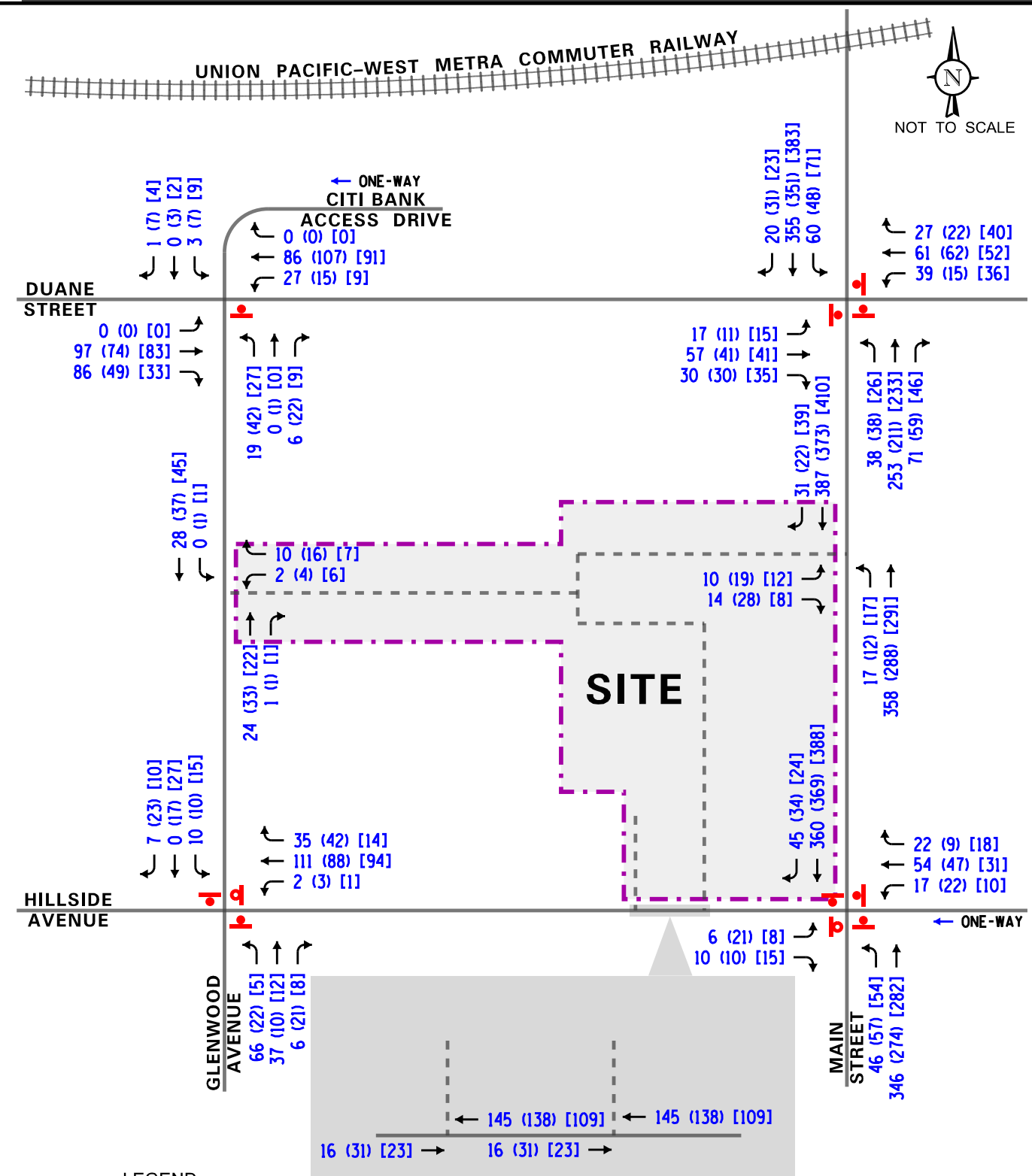
Furthermore, the existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan 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**.

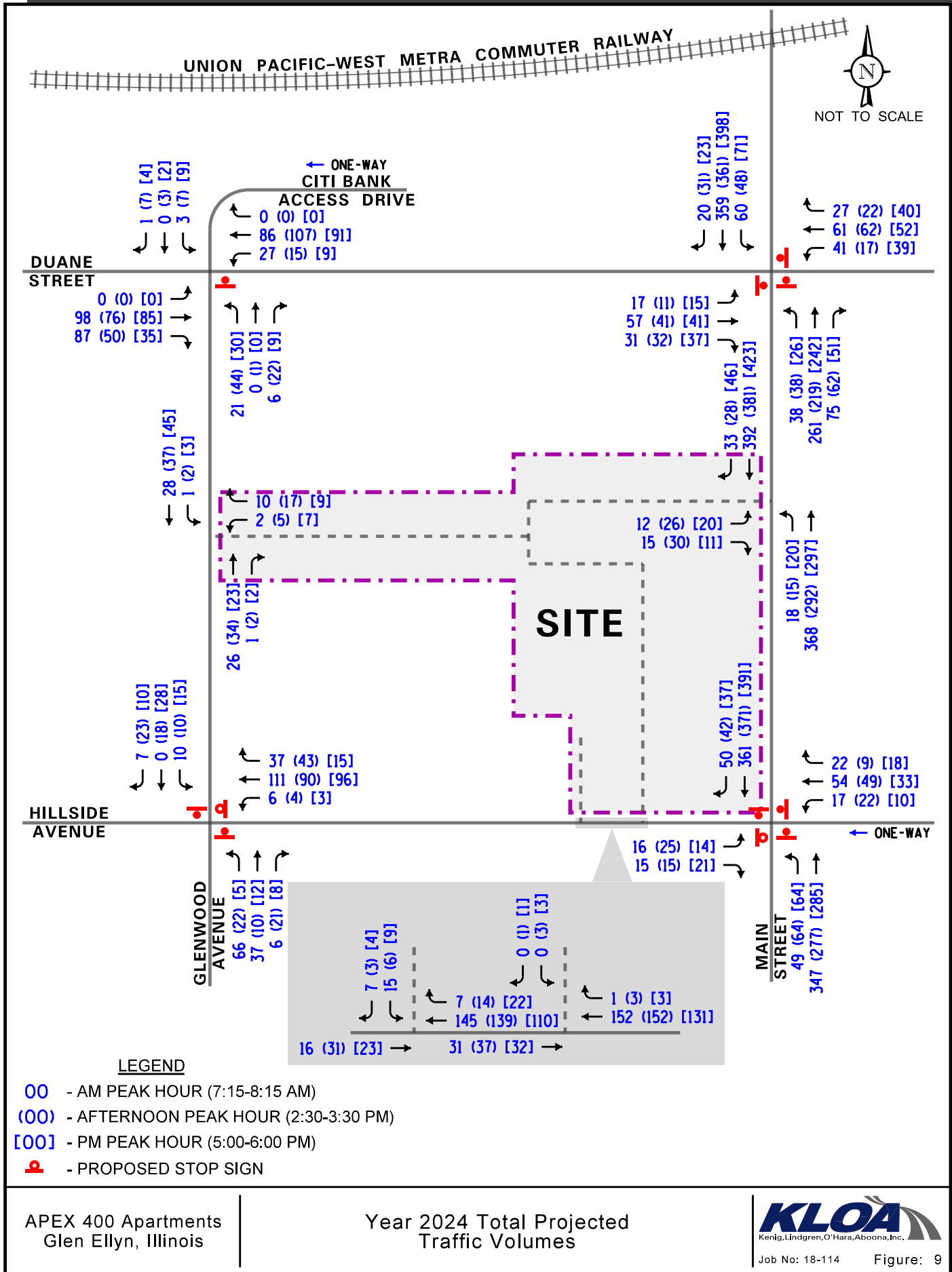




APEX 400 Apartments
Glen Ellyn, Illinois

Year 2024 Background Traffic Volumes

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Job No: 18-114 Figure: 8



APEX 400 Apartments
Glen Ellyn, Illinois

Year 2024 Total Projected
Traffic Volumes

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Job No: 18-114 Figure: 9

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 intersections 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 spaced 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						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		
7:00 AM	0	0	0	0	5	0	0	1	6	2	5	9	1	13	79	0	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	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	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	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	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	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	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	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	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	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	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
Hourly Total	0	0	0	0	2	0	0	11	24	3	10	38	0	32	132	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	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	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

Rosemont, Illinois, United States 60018
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Count Name: Main Street with Hillside Avenue
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Start Date: 08/29/2018
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Turning Movement Peak Hour Data (7:15 AM)

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			
7:15 AM	0	0	0	0	1	0	0	5	9	7	8	21	0	8	98	0	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	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	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	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	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	-	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	-	0.579	0.842	0.000	-	-	0.882	0.000	0.000	0.981	0.597	-	0.934	0.939	
Lights	0	0	0	0	-	0	1	15	51	21	-	88	-	42	316	0	-	-	358	0	0	346	43	-	389	835	
% Lights	-	-	-	-	-	-	100.0	93.8	98.1	100.0	-	97.8	-	95.5	95.8	-	-	-	95.7	-	-	98.0	100.0	-	98.2	97.1	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	-	2	6	0	-	8	0	0	1	0	-	1	9		
% Buses	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	4.5	1.8	-	-	2.1	-	-	0.3	0.0	-	0.3	1.0		
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	-	0	5	0	-	5	0	0	4	0	-	4	10		
% 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	1.2		
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	-	0	2	0	-	2	0	0	1	0	-	1	3		
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	-	0.5	-	-	0.3	0.0	-	0.3	0.3		
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	-	0	1	0	-	1	0	0	1	0	-	1	3		
% 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	0.3		
Pedestrians	-	-	-	-	7	-	-	-	-	-	29	-	-	-	-	-	0	-	-	-	-	-	-	53	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	



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Count Name: Main Street with Hillside Avenue
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Start Date: 08/29/2018
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Turning Movement Peak Hour Data (2:30 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		
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	
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	-	-	-



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Count Name: Main Street with Hillside Avenue
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Start Date: 08/29/2018
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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	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
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
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
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Count Name: Main Street with Duane Street
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Start Date: 08/29/2018
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Turning Movement Data

Start Time	Duane Street Eastbound						Duane Street 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	
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	-	2	0	0	2	1	-	3	0	3	9	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	-	1.1	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	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	-	0.3	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	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	-	0.3	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	-	-



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: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Duane Street Eastbound						Duane Street 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	
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	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Main Street with Duane Street
Site Code:
Start Date: 08/29/2018
Page No: 4

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Duane Street Eastbound						Duane Street 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	
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
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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						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	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
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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	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
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Count Name: Hillside Avenue with Glenwood Avenue
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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	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	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	-	-	



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Count Name: Hillside Avenue with Glenwood Avenue
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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	-	-	



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Count Name: Hillside Avenue 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	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	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
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
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	-	0.0	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	-	-



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Count Name: Duane Street with Glenwood
Avenue
Site Code:
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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	47					
7:15 AM	0	0	26	6	0	32	0	1	19	0	0	20	0	9	0	3	1	12	64					
7:30 AM	0	0	16	3	0	19	0	2	30	0	0	32	0	4	0	0	1	4	56					
7:45 AM	0	0	25	35	1	60	0	13	17	0	0	30	0	2	0	3	0	5	95					
Hourly Total	0	0	86	45	1	131	0	17	87	0	0	104	0	16	0	9	3	25	262					
8:00 AM	0	0	35	29	1	64	0	10	16	0	0	26	0	3	0	5	1	8	101					
8:15 AM	0	0	19	0	0	19	0	1	17	0	0	18	0	4	0	3	0	7	46					
8:30 AM	0	0	20	0	1	20	0	2	17	0	0	19	0	3	0	1	0	4	47					
8:45 AM	0	0	17	1	0	18	0	2	16	0	0	18	0	4	0	9	2	13	51					
Hourly Total	0	0	91	30	2	121	0	15	66	0	0	81	0	14	0	18	3	32	245					
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
2:30 PM	0	0	21	3	0	24	0	1	24	0	0	25	0	1	0	2	0	3	56					
2:45 PM	0	0	14	20	2	34	0	7	30	0	0	37	0	6	1	9	1	16	94					
Hourly Total	0	0	35	23	2	58	0	8	54	0	0	62	0	7	1	11	1	19	150					
3:00 PM	0	0	22	12	2	34	0	6	25	0	0	31	0	11	0	8	2	19	86					
3:15 PM	0	0	23	2	3	25	0	0	23	0	0	23	0	22	0	22	2	44	96					
3:30 PM	0	0	18	1	0	19	0	1	21	0	0	22	0	4	0	5	0	9	52					
3:45 PM	0	0	22	2	0	24	0	1	16	0	0	17	0	3	0	2	4	5	48					
Hourly Total	0	0	85	17	5	102	0	8	85	0	0	93	0	40	0	37	8	77	282					
4:00 PM	0	0	21	3	0	24	0	1	25	0	0	26	0	3	0	2	0	5	59					
4:15 PM	0	0	28	1	1	29	0	0	19	0	0	19	0	3	0	4	4	7	61					
4:30 PM	0	0	25	1	0	26	0	1	29	0	0	30	0	8	0	3	1	11	70					
4:45 PM	0	0	18	3	0	21	0	1	22	0	1	23	0	9	0	2	3	11	59					
Hourly Total	0	0	92	8	1	100	0	3	95	0	1	98	0	23	0	11	8	34	249					
5:00 PM	0	0	16	4	0	20	0	3	19	0	0	22	0	12	0	5	1	17	62					
5:15 PM	0	0	20	5	0	25	0	4	20	0	0	24	0	3	0	4	2	7	60					
5:30 PM	0	0	24	0	0	24	0	0	23	0	0	23	0	6	0	3	0	9	61					
5:45 PM	0	0	34	8	2	42	0	2	25	0	0	27	0	5	0	4	5	9	81					
Hourly Total	0	0	94	17	2	111	0	9	87	0	0	96	0	26	0	16	8	42	264					
Grand Total	0	0	483	140	13	623	0	60	474	0	1	534	0	126	1	102	31	229	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	-	-	-					
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	4.5					
Lights	0	0	475	137	-	612	0	59	461	0	-	520	0	122	1	102	-	225	1423					
% Lights	-	-	98.3	97.9	-	98.2	-	98.3	97.3	-	-	97.4	-	96.8	100.0	100.0	-	98.3	98.0					
Buses	0	0	2	0	-	2	0	0	3	0	-	3	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	0.3					
Single-Unit Trucks	0	0	2	0	-	2	0	1	7	0	-	8	0	0	0	0	-	0	10					

% Single-Unit Trucks	-	-	0.4	0.0	-	0.3	-	1.7	1.5	-	-	1.5	-	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	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	-	-	-



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: 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	-	-



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: 4

Turning Movement Peak Hour Data (2:30 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		
2:30 PM	0	0	21	3	0	24	0	1	24	0	0	25	0	1	0	2	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	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	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	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	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	-	-	-



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: 5

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	-	-

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				Int. Total			
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru		Right	Peds	App. Total
7:00 AM	0	1	1	5	2	0	0	80	0	80	0	66	0	1	66	148
7:15 AM	0	1	0	1	1	0	0	105	2	105	0	89	1	1	90	196
7:30 AM	0	0	1	2	1	0	0	90	0	90	0	94	1	0	95	186
7:45 AM	0	2	2	1	4	0	0	62	0	62	0	99	0	0	99	165
Hourly Total	0	4	4	9	8	0	0	337	2	337	0	348	2	2	350	695
8:00 AM	0	7	10	6	17	0	0	95	0	95	0	97	0	4	97	209
8:15 AM	0	3	3	6	6	0	0	41	2	41	0	95	0	1	95	142
8:30 AM	0	0	3	4	3	0	1	72	2	73	0	105	0	2	105	181
8:45 AM	0	3	5	4	8	0	0	70	3	70	0	98	0	3	98	176
Hourly Total	0	13	21	20	34	0	1	278	7	279	0	395	0	10	395	708
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	3	4	3	7	1	0	72	3	73	0	78	0	0	78	158
2:45 PM	0	3	3	3	6	0	0	62	5	62	0	89	0	3	89	157
Hourly Total	0	6	7	6	13	1	0	134	8	135	0	167	0	3	167	315
3:00 PM	0	6	6	4	12	0	0	69	3	69	0	93	0	3	93	174
3:15 PM	0	5	13	2	18	0	1	62	3	63	0	107	0	3	107	188
3:30 PM	0	1	5	1	6	0	0	70	3	70	0	80	0	1	80	156
3:45 PM	0	0	3	5	3	0	0	76	3	76	0	94	0	3	94	173
Hourly Total	0	12	27	12	39	0	1	277	12	278	0	374	0	10	374	691
4:00 PM	0	0	1	10	1	0	0	89	2	89	0	97	0	0	97	187
4:15 PM	0	3	3	1	6	0	0	56	3	56	0	84	0	2	84	146
4:30 PM	0	3	3	3	6	0	0	64	4	64	0	112	0	5	112	182
4:45 PM	0	1	2	2	3	1	0	60	0	61	0	41	0	2	41	105
Hourly Total	0	7	9	16	16	1	0	269	9	270	0	334	0	9	334	620
5:00 PM	0	1	2	8	3	0	0	85	2	85	0	102	0	0	102	190
5:15 PM	0	3	1	8	4	0	0	69	7	69	0	105	1	1	106	179
5:30 PM	0	5	1	15	6	0	0	54	5	54	0	79	0	3	79	139
5:45 PM	0	2	4	10	6	0	0	78	3	78	0	104	0	0	104	188
Hourly Total	0	11	8	41	19	0	0	286	17	286	0	390	1	4	391	696
Grand Total	0	53	76	104	129	2	2	1581	55	1585	0	2008	3	38	2011	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	3643
% Lights	-	98.1	100.0	-	99.2	100.0	100.0	97.2	-	97.2	-	98.2	100.0	-	98.2	97.8
Buses	0	0	0	-	0	0	0	13	-	13	0	14	0	-	14	27
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.8	-	0.8	-	0.7	0.0	-	0.7	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	26	-	26	0	17	0	-	17	43
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	1.6	-	1.6	-	0.8	0.0	-	0.8	1.2

[illegible]



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: 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	-



Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
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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	-	654
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	95.1	-	95.1	-	97.3	-	-	96.6
Buses	0	0	0	-	0	0	0	4	-	4	0	6	0	-	10
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.5	-	1.5	-	1.6	-	-	1.5
Single-Unit Trucks	0	0	0	-	0	0	0	9	-	9	0	3	0	-	12
% 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	-



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: 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	-	-
PHF	0.000	0.550	0.500	-	0.792	0.000	0.000	0.841	-	0.841	0.000	0.929	0.250	-	0.916
Lights	0	11	8	-	19	0	0	286	-	286	0	386	1	-	692
% Lights	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	99.0	100.0	-	99.4
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	-	0.1
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	-	0.4
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

BUILDING SUMMARY

Building Summary - Glen Ellyn Hillside and Main										Apex 400								
Floor Areas		Net Areas						Parking Counts		Residential Counts								
Gross	Area	Corridor	Comedor, elev. est.	Meach	Basalt	Res. Lobby, Amenity, Corridor, Leasing	Parking & Loading	Dwelling	Public	Residential	Studio	Condo	1BR	2BR	Total	Average	Eff.	Floor
33,024	3,124	475						29,423			2	4	16	9	33	892	89%	4
36,506	3,311	475				3,942		28,774			1	5	17	6	32	886	79%	3
65,710	3,085	218						8,850		130				7	9	984	74%	2
66,935	1,454	2,795	8,844			1,823	52,084			130								
235,203	14,098	4,405	8,844	5,765	165,613	66,473			130	130	5	13	40	27	107			
										130	130	5	12%	56%	27%			

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

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

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 Seperate (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.

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							

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						

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
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Future Vol, veh/h	0	0	16	346	381	28
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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
----------------------	-----	-----	-----

Stage 1	439	-	-
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Stage 2	420	-	-
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Critical Hdwy	6.4	6.2	4.1
---------------	-----	-----	-----

Critical Hdwy Stg 1	5.4	-	-
---------------------	-----	---	---

Critical Hdwy Stg 2	5.4	-	-
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Follow-up Hdwy	3.5	3.3	2.2
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Pot Cap-1 Maneuver	329	622	1117
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Stage 1	654	-	-
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Stage 2	667	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	322	622	1117
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Mov Cap-2 Maneuver	322	-	-
--------------------	-----	---	---

Stage 1	641	-	-
---------	-----	---	---

Stage 2	667	-	-
---------	-----	---	---

Approach	EB	NB	SB
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HCM Control Delay, s	0	0.4	0
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1117	-	-	-	-
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HCM Lane V/C Ratio	0.016	-	-	-	-
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HCM Control Delay (s)	8.3	0	0	-	-
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HCM Lane LOS	A	A	A	-	-
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HCM 95th %tile Q(veh)	0	-	-	-	-
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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	-

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	0	-	0
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

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.

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	0	223	228	-	-	201	229
Stage 1				-	-	-	5	5	-	-	196	-
Stage 2				-	-	-	218	223	-	-	5	-
Critical Hdwy				4.1	-	-	7.15	6.5	-	-	6.5	6.2
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.15	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.545	4	-	-	4	3.3
Pot Cap-1 Maneuver				1630	-	-	726	675	0	0	699	815
Stage 1				-	-	-	-	-	0	0	742	-
Stage 2				-	-	-	778	723	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1622	-	-	676	641	-	-	663	780
Mov Cap-2 Maneuver				-	-	-	676	641	-	-	663	-
Stage 1				-	-	-	-	-	-	-	708	-
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						

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						

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
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Lane Configurations						
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Traffic Vol, veh/h	1	1	10	272	366	21
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Future Vol, veh/h	1	1	10	272	366	21
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	90	90	90	90	90	90
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Heavy Vehicles, %	0	0	0	5	3	0
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Mvmt Flow	1	1	11	302	407	23
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	743	419	430
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Stage 1	419	-	-
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Stage 2	324	-	-
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Critical Hdwy	6.4	6.2	4.1
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Critical Hdwy Stg 1	5.4	-	-
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Critical Hdwy Stg 2	5.4	-	-
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Follow-up Hdwy	3.5	3.3	2.2
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Pot Cap-1 Maneuver	386	638	1140
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Stage 1	668	-	-
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Stage 2	738	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	381	638	1140
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Mov Cap-2 Maneuver	381	-	-
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Stage 1	660	-	-
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Stage 2	738	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s	12.6	0.3	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
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Capacity (veh/h)	1140	-	477	-
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HCM Lane V/C Ratio	0.01	-	0.005	-
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HCM Control Delay (s)	8.2	0	12.6	-
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HCM Lane LOS	A	A	B	-
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HCM 95th %tile Q(veh)	0	-	0	-
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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
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	-
Stage 1	956	-	-
Stage 2	992	-	-
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

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	-	-	

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

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.

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1634	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1631	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

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						

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	-	-	-	-	

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
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	-
Stage 1	992	-	-
Stage 2	993	-	-
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

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	-	-	

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

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.

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

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	WBT	SBLn1						
Capacity (veh/h)	622	-	-	1310	-	638						
HCM Lane V/C Ratio	0.056	-	-	0.026	-	0.008						
HCM Control Delay (s)	11.1	-	-	7.8	0	10.7						
HCM Lane LOS	B	-	-	A	A	B						
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	0						

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	-	-	

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	0	39	0
Stage 1	39	-	-	-	-	-
Stage 2	43	-	-	-	-	-
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	925	1038	-	-	1584	-
Stage 1	989	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	924	1038	-	-	1584	-
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	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

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	-	-	-	-

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							

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												
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.

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

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						

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
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	-	-

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						
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
Stage 1	49	-	-
Stage 2	105	-	-
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	842	1025	-
Stage 1	979	-	-
Stage 2	924	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	827	1025	-
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
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

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	201
Stage 1	-	-	162
Stage 2	-	-	39
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1428	-	792
Stage 1	-	-	872
Stage 2	-	-	989
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1428	-	792
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

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

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

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.												

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

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						

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	-	-	

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
Stage 1	28	-	-
Stage 2	62	-	-
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	915	1053	-
Stage 1	1000	-	-
Stage 2	966	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	912	1053	-
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
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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

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	118	91	28	Yes
Wheaton 121	Wheaton	306	400	1.31	Yes	Yes	52	124	81	49	Yes

**JAMES J. BENES AND ASSOCIATES, INC.**

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MEMORANDUM

Date: November 26, 2018

To: Kelly Purvis, Planner
Village of Glen EllynFrom: Daniel H. Schoenberg, PE
Project EngineerRe: 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.

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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.

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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

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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.

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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--

FIGURE 7-3: Common Parking Dimensions

Angle (in Degrees)	Base Module	Vehicle Projection	Aisle Width	Single- Loaded Module	Wall to Inter- lock (8' 6")	Interlock to Interlock (8' 6")	Curb to Curb	Overhang	Width of Stall							
									8' 3"		8' 6"		8' 9"		9' 0"	
									Width Projection	Interlock	Width Projection	Interlock	Width Projection	Interlock	Width Projection	Interlock
Θ	M ₁	VP	A	M ₂	M ₃	M ₄	M ₅	o	WP	i	WP	i	WP	i	WP	i
30	41' 2"	15' 1"	11' 0"	26' 1"	37' 6"	33' 10"	38' 8"	1' 3"	16' 6"	3' 7"	17' 0"	3' 8"	17' 6"	3' 9"	18' 0"	3' 11"
35	43' 0"	16' 0"	11' 0"	27' 0"	39' 6"	36' 0"	40' 2"	1' 5"	13' 5"	3' 5"	14' 10"	3' 6"	15' 3"	3' 7"	15' 8"	3' 8"
40	44' 10"	16' 11"	11' 0"	27' 11"	41' 7"	38' 4"	41' 8"	1' 7"	12' 10"	3' 2"	13' 3"	3' 3"	13' 8"	3' 4"	14' 0"	3' 5"
45	47' 0"	17' 7"	11' 10"	29' 5"	44' 0"	41' 0"	43' 6"	1' 9"	11' 8"	2' 11"	12' 0"	3' 0"	12' 4"	3' 1"	12' 9"	3' 2"
50	48' 6"	18' 2"	12' 2"	30' 4"	45' 9"	43' 0"	44' 8"	1' 11"	10' 9"	2' 8"	11' 1"	2' 9"	11' 5"	2' 10"	11' 9"	2' 11"
55	50' 0"	18' 8"	12' 8"	31' 4"	47' 7"	45' 2"	45' 10"	2' 1"	10' 1"	2' 4"	10' 5"	2' 5"	10' 8"	2' 6"	11' 0"	2' 7"
60	51' 6"	19' 0"	13' 6"	32' 6"	49' 4"	47' 2"	47' 2"	2' 2"	9' 6"	2' 1"	9' 10"	2' 2"	10' 1"	2' 2"	10' 5"	2' 3"
65	53' 0"	19' 2"	14' 8"	33' 10"	51' 2"	49' 4"	48' 6"	2' 3"	9' 1"	1' 9"	9' 5"	1' 10"	9' 8"	1' 10"	9' 11"	1' 11"
70	54' 0"	19' 3"	15' 6"	34' 9"	52' 7"	51' 2"	49' 4"	2' 4"	8' 9"	1' 5"	9' 1"	1' 5"	9' 4"	1' 6"	9' 7"	1' 6"
75	55' 0"	19' 1"	16' 10"	35' 11"	53' 10"	50' 10"	50' 2"	2' 5"	8' 6"	1' 1"	8' 10"	1' 1"	9' 1"	1' 2"	9' 4"	1' 2"
90	59' 0"	18' 0"	23' 0"	41' 0"	59' 0"	59' 0"	54' 0"	2' 6"	8' 3"	0' 0"	8' 6"	0' 0"	8' 9"	0' 0"	9' 0"	0' 0"

All dimensions are rounded to the nearest inch.

Recommendations assume (1) one-way traffic for angles less than 90 degrees, and two-way traffic for 90-degree parking; (2) double-loaded aisles; and (3) a design vehicle that is 6' 7" by 17' 3".

1. In structures, or in lots where at least 30 percent of the stalls have guides or curbs, 1 foot (0.3 meters) may be deducted from the aisle width and the corresponding module.

2. In stalls that are adjacent to walls, columns, or other obstructions that might interfere with door opening or turning movement into the stall, add at least 10 inches (25 centimeters) to the width of the stall.

developed a series of equations that modeled the movement of a vehicle into a parking space. These equations are still in use, although they have been refined over the years to more accurately simulate the relationship between the aisle and a parking space. The combination of these equations and practical experience has led to a set of recommended minimum dimensions for modules that provide an acceptable level of comfort for the turning movement. (See the shaded portion of Figure 7-3.)

Parking and traffic consultants have long recommended that the geometrics of the parking space and drive aisle be based on the rotation of the design vehicle to a desired angle, rather than on rotation of the actual parking space dimensions. Because the design vehicle is smaller than the dimen-

sions of the parking space, the actual resulting width of the drive aisle is greater, since the distance from the back of the parked vehicle to the end of the parking space can be utilized as additional width to the drive aisle. In simple terms, the drive aisle is the space between two vehicles parked directly opposite each other, not the distance between the parking space lines painted on the floor. By taking this approach, the consultant can achieve a more efficient parking layout (i.e., less surface area per vehicle) with slightly narrower drive aisles while not compromising the level of comfort for drivers.

As noted earlier, recommended stall widths vary depending on the level of turnover. By starting with the module dimensions recommended in Figure 7-3 and adjusting the

3. In stalls that are adjacent to curbs or islands, add at least 10 inches (25 centimeters) to the width of the stall to reduce the risk of tripping.

4. Aisle width may be increased by up to 3 feet (0.9 meters) to provide a higher level of comfort.

5. Light poles and columns may protrude into a parking module a maximum of 2 feet (0.6 meters), as long as they do not encroach on more than 30 percent of the stalls. For example, either a 1-foot (0.3-meter) encroachment on both sides of the aisle, or a 2-foot (0.6-meter) encroachment on one side only, would be acceptable.

6. Where columns, light poles, or other obstructions encroach on more than 30 percent of the stalls in the bay, interlock reductions cannot be taken.

7. For each 1-inch (2.5-centimeter) addition to the width of the stall—to a maximum stall width of 9 feet (2.7 meters)—3 inches (7.6 centimeters) can be deducted from the module without decreasing turning comfort.

stall widths according to user needs, the designer can ensure comfortable parking dimensions.

It is important to note that the dimensions listed in this chapter are recommended minimums. Depending on the characteristics of the site and the users, it may be prudent to provide larger spaces and modules. Generally, parking consultants have found that to maintain the desired level of comfort it is preferable to increase stall width and decrease module length. Patrons appreciate the additional stall width and barely notice a tighter module. It is recommended that for each additional inch (2.5 centimeters) added to the width of a stall, the size of the module should be decreased by three inches (7.6 centimeters).⁵

Figure 7-3 lists some recommended dimensions for parking facilities. Figure 7-4 provides further definitions of the terms used in Figure 7-3. Note that the only dimension that varies by stall width is the interlock dimension. An interlock occurs with angled parking when two stalls in adjacent modules perfectly align, creating a herringbone pattern. The overlap of one of the stalls into the other's module is the interlock dimension.

In the case of parking lots, the recommended minimum dimensions assume no physical restrictions. When a curb stop is not provided, as is the case in the middle of a shopping center lot, vehicles occasionally pull too far into the parking space, which reduces the aisle width in the adjacent mod-

SOURCE:
URBAN LAND INSTITUTE
DIMENSIONS OF
PARKING
5TH ED. 2010

**JAMES J. BENES AND ASSOCIATES, INC.**

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

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

MEMORANDUM

Date: January 7, 2019

To: Staci Springer, AICP
Director of Planning and Development
Village of Glen EllynFrom: Thomas Adomshick, P.E., PTOE
PresidentRe: 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 January 4, 2019, 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: Main Street traffic counts in the 2012 CBD Traffic Study are different than the 2018 Traffic Impact Study (TIS). Are the traffic counts in the TIS flawed?

The Traffic counts in the November TIS are not flawed. The 2012 CBD Study used October 2010 traffic counts. The Study looked at many CBD intersections north and south of the tracks and determined the overall Downtown peak hours based upon the aggregate volumes. The TIS used August 2018 traffic counts. Its scope included those intersections bounding the block in which the development is located. Since it included school traffic, it has slightly different peak times. At Main-Duane the AM total peak traffic approaching the intersection from all directions, increased 2.2% per year. In the PM peak, it increased 0.1% per year. At Main-Hillside, the total AM peak approach volume increased 3.3% per year, and decreased 0.9% per year during the PM peak.

The Chicago Metropolitan Agency for Planning (CMAP) is the accepted source of projected regional daily traffic volumes in the Chicagoland area. We understand their methodology considers many factors including but not limited to population, employment, and potential areas of land use development as parameters in their projections. They project volumes to the year 2040, which is then averaged to an annual increase. In the 2010 CBD study vehicular trip growth projections were not available from CMAP. Growth was estimated at about 0.5% per year using CMAP population and employment projections. CMAP's current trip projection is about 0.8% increase per year.

The 2010 counts and projections were made during the recession. In 2010 the national unemployment rate was 9.3%. In 2018 it was 3.9%. This could explain an unexpected increase in AM peak traffic which is influenced by commuter trips.

400-412 Main Street
January 7, 2019

There may be other factors at work during the PM peak. In 2018, there were nearby commercial vacancies not present in 2010. On-line shopping is also a factor. These factors contribute to lower growth rates.

The recent past trends of trip growth are not indicators of future growth. CMAP projections are the accepted basis of future projections and we have no grounds to doubt their predictions.

Concern: Traffic counts were performed in good weather. Vehicular counts may increase in inclement weather.

In the morning peak period, a total of 13 pedestrians are crossing the west leg northbound and 27 pedestrians are crossing the north leg westbound. These 40 walkers are probably students arriving at the school. Note that we only total the two crossings to avoid double-counting the pedestrians across the intersection. Mid-afternoon, 27 pedestrians are crossing the west leg southbound and 35 are crossing the north leg eastbound. These 62 walkers are probably students leaving the school. We counted 11 pedestrians approaching the school by foot across the intersection during the evening peak.

Assuming half of the pedestrians are driven in poor weather and very conservatively assuming each student is driven individually and not car-pooled, we evaluated the performance of the Glenwood-Hillside intersection in good and bad weather for the morning, midday and evening peak periods. We used a commonly accepted analytical tool, HCS7, which is different from the analytical tools used in the TIS, but which gives similar results. The levels of service for Glenwood-Hillside do not change in bad weather at any peak period.

We do not have directional pedestrian information for the Duane-Glenwood intersection, but if we very conservatively assume all pedestrians crossing the west and south legs are students either approaching or leaving the school, the total number of walkers is very small. A maximum of five people in the morning, twelve in the midday and ten in the evening peak are involved. In bad weather this correlates to a maximum of six cars in an hour which would not affect the level of service for this intersection.

In our opinion, the analysis in the TIS is appropriate in good and bad weather conditions.

Also note if the section of Hillside from Glenwood to Main Street is converted to two-way operation, it is unlikely traffic from the development would choose to approach the Hillside-Glenwood intersection. School walking patterns should not change as a result of this development.

Concern: Traffic analyses did not include Christmas or Easter.

Accepted traffic engineering practice analyses normal traffic patterns. Special events that occur infrequently over the course of the year are not used as the basis for normal traffic evaluation and design. Holiday observances at religious institutions are considered special events.

Concern: Is the TIS Accurate?

We have reviewed the earlier versions of this document (June 28, September 14 and November 16) and had issues with some of the earlier assertions and information. We find the methodology of the November 29, 2018 version to be reasonable and in accordance with prevailing standard practice. We concur with its conclusions.

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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.

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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

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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.

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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--



5	P&D Review Part 5	11/19/18
#	DESCRIPTION	DATE

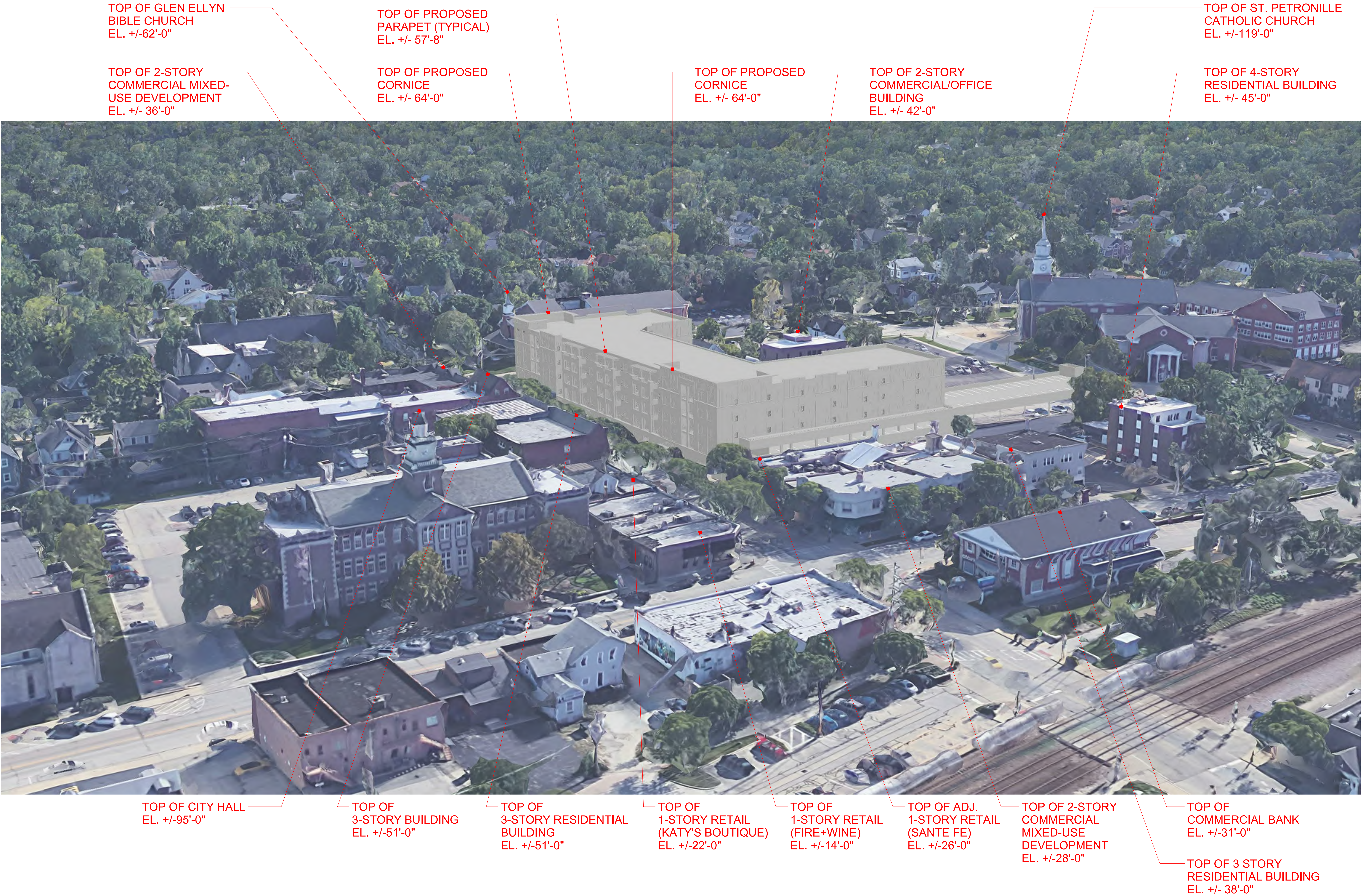
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3D ILLUSTRATION: APPROXIMATE BUILDING HEIGHT** OF SURROUNDING BUILDINGS

** NOTE: CONTEXT BUILDING HEIGHTS ARE APPROXIMATE BASED ON GOOGLE EARTH (WITHIN INCHES OF HEIGHT)



CONSULTANT:

18024

APEX 400
Apartments
400 Main Street

CLIENT:
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MISSNER GROUP
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Des Plaines, IL 60018

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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SITE CONTEXT -
AERIAL

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 Ave.



6 Story
519 Main Street

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Apartments

400 Main Street



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MCGOVERN FLATS , HIGHLAND PARK, IL



CENTRAL STREET, EVANSTON, IL

SAMPLE BUILDINGS

PDR-15

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COMPARISON OF PLANNED DESIGN VERSUS 45 FEET HIGH BUILDING - AT SPRING EQUINOX 3/20 & FALL EQUINOX 9/23

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

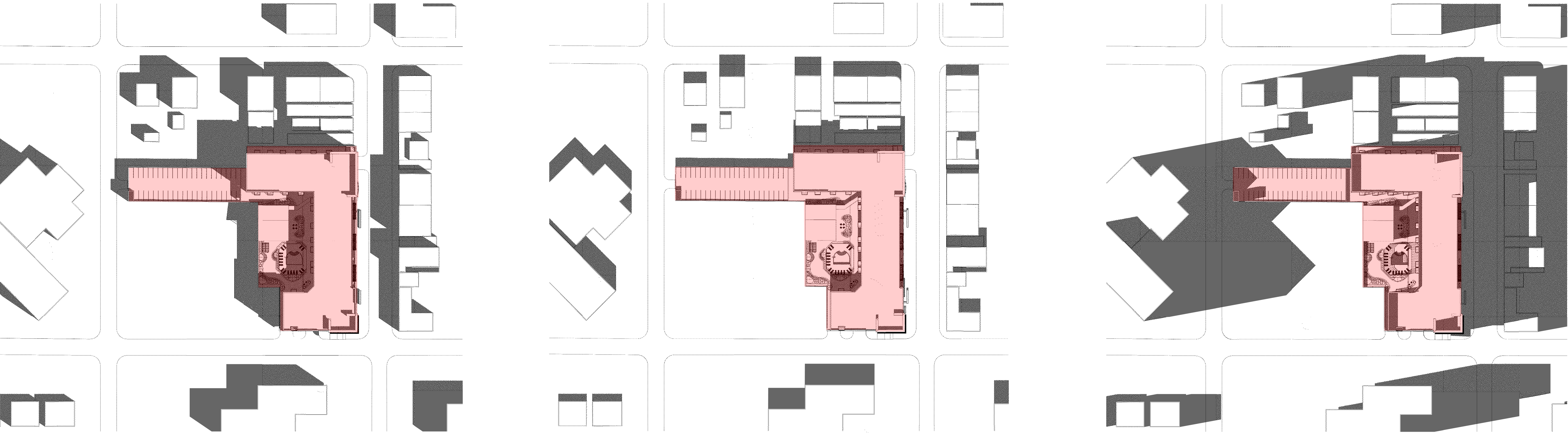
9AM

12PM

5PM

PLANNED
DESIGN

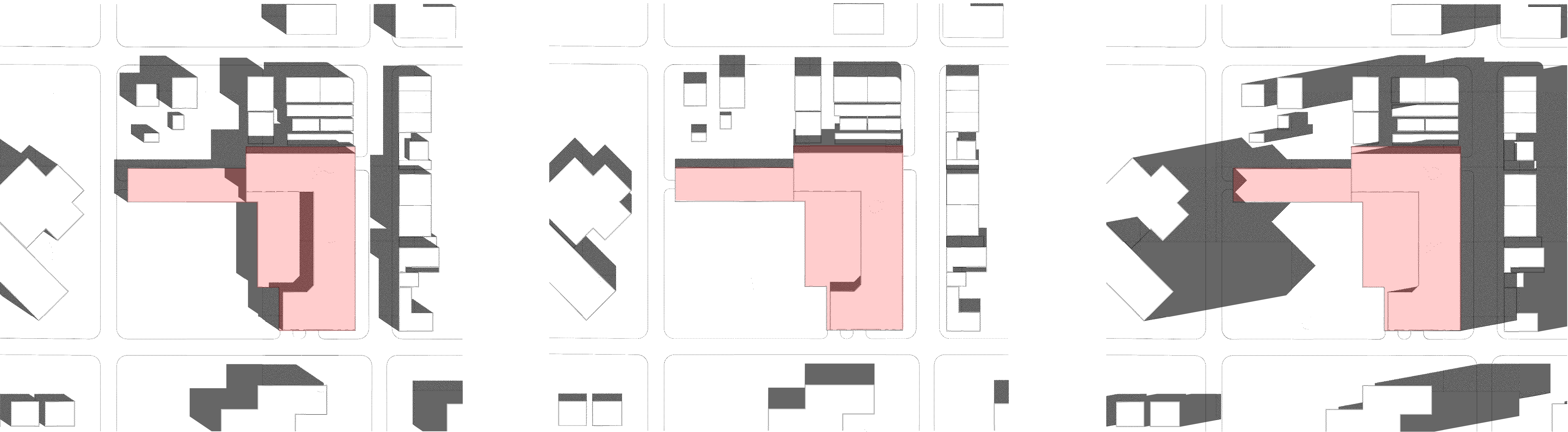
FULL SHADOW CAST OVER
MAIN STREET AT 3:00 PM



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.

45 FT HIGH
PERMITTED
BUILDING

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



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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COMPARISON OF PLANNED DESIGN VERSUS 45 FEET HIGH BUILDING - AT SUMMER SOLSTICE 6/21

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9AM

12PM

5PM

PLANNED
DESIGN

FULL SHADOW CAST OVER
MAIN STREET AT 3:50 PM

45 FT HIGH
PERMITTED
BUILDING

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

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SUN STUDY
COMPARISON
- AT SUMMER
SOLSTICE

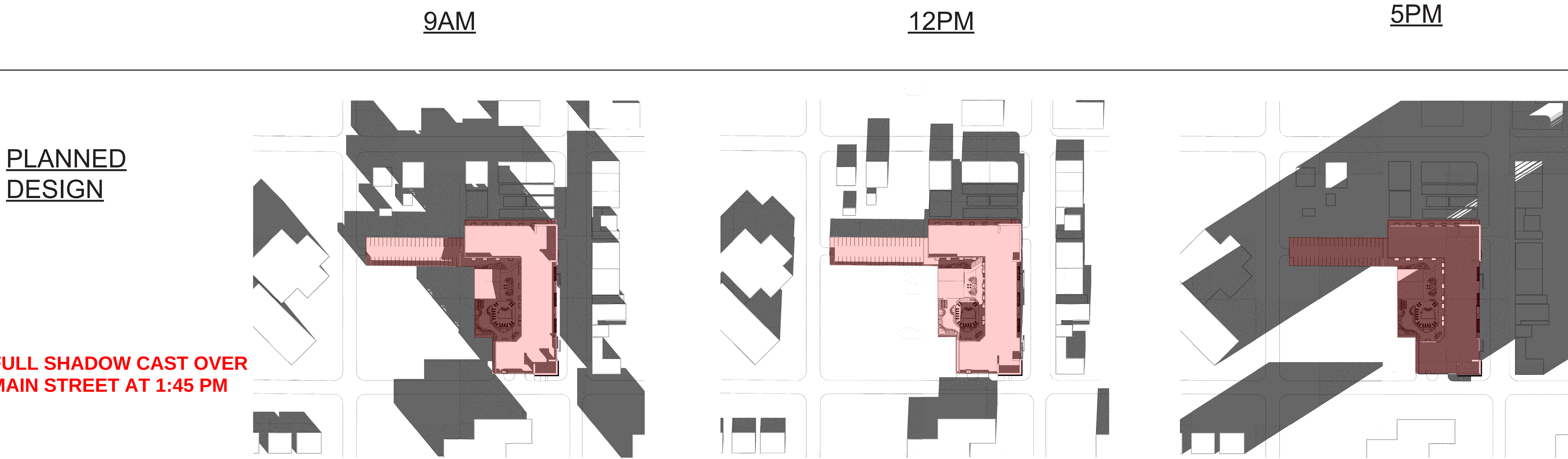
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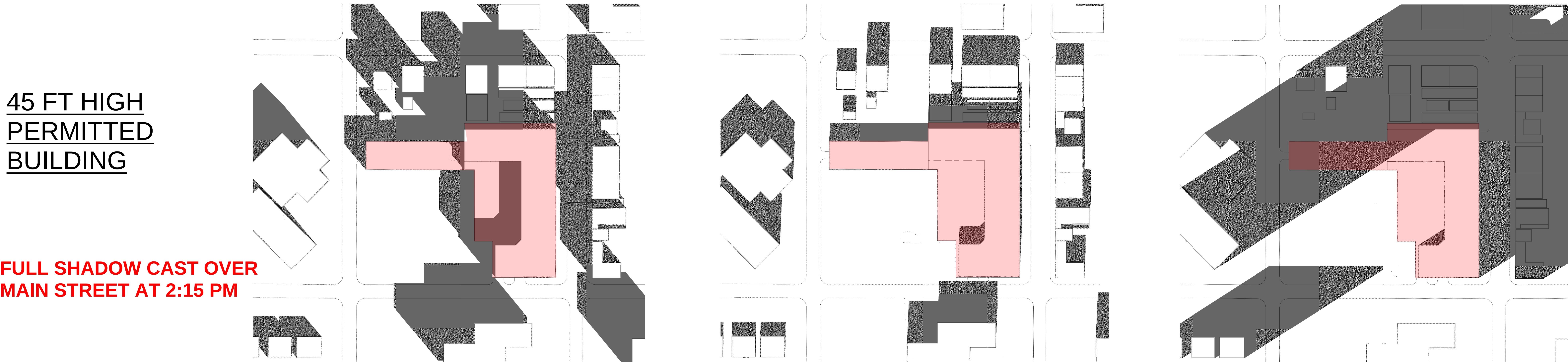
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COMPARISON OF PLANNED DESIGN VERSUS 45 FEET HIGH BUILDING - AT WINTER SOLSTICE 12/22

(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



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

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SUN STUDY
COMPARISON
- AT WINTER
SOLSTICE

COMPARISON OF PLANNED DESIGN VS EXISTING BUILDING - AT WINTER SOLSTICE 12/21

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

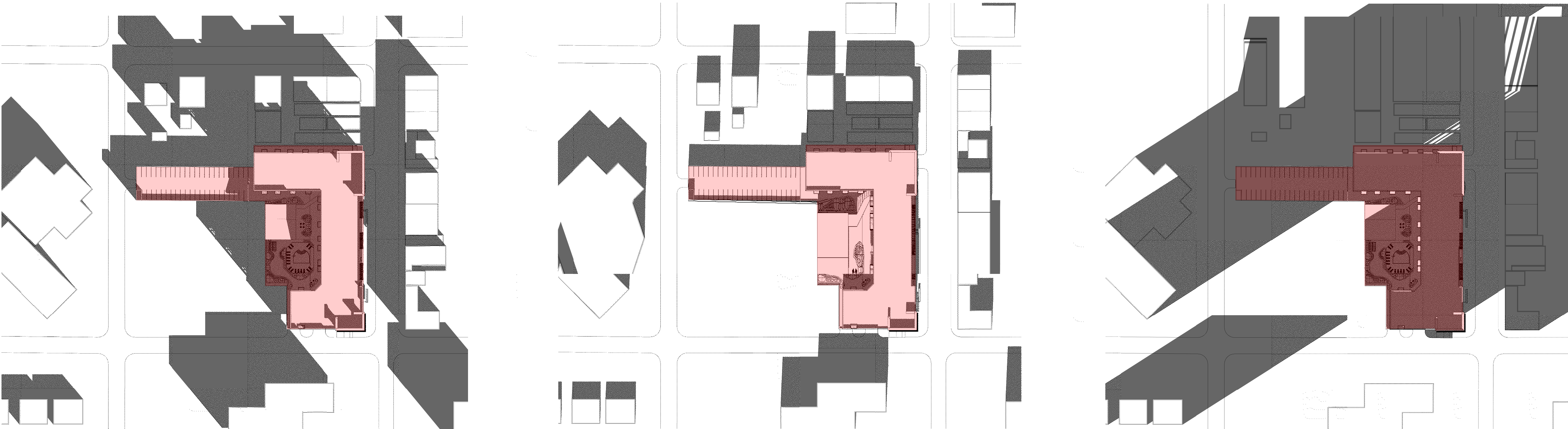
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12PM

5PM

PLANNED
DESIGN

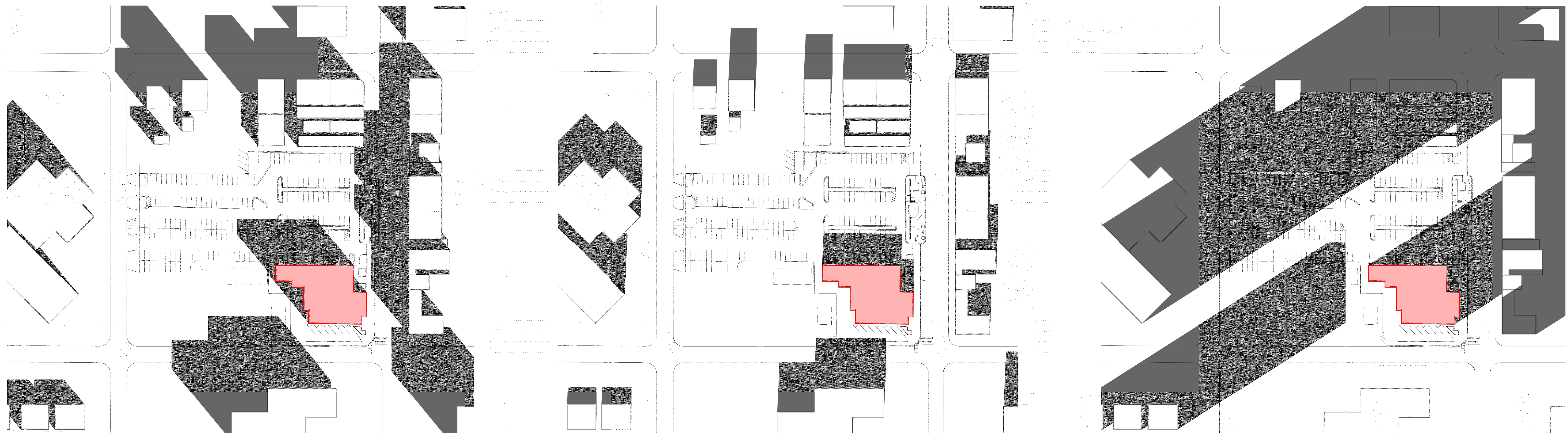
FULL SHADOW CAST OVER
MAIN STREET AT 1:45 PM



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.

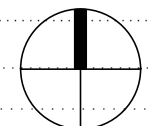
EXISTING
BUILDING

FULL SHADOW CAST OVER
MAIN STREET AT 3:00 PM



CONCLUSION:WINTER SOLSTICE - 1 HOUR & 15 MINUTES DIFFERENCE BETWEEN 65FT BUILDING VS EXISTING BUILDING

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH



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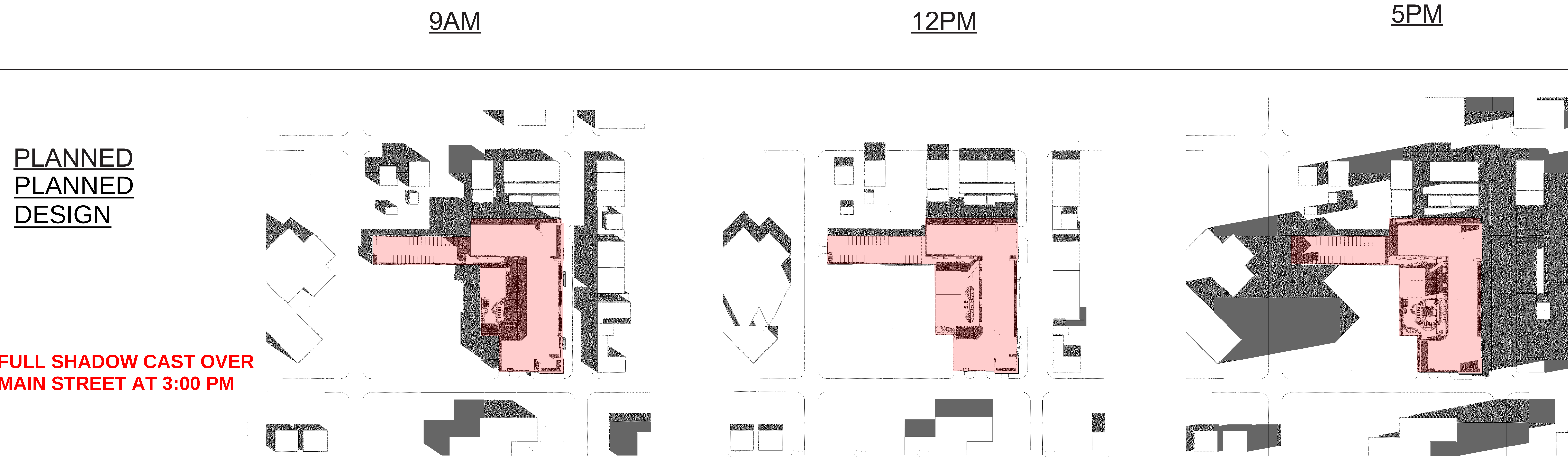
5 P&D Review Part 5 11/19/18
DESCRIPTION DATE

SUN STUDY -
EXISTING
BUILDING

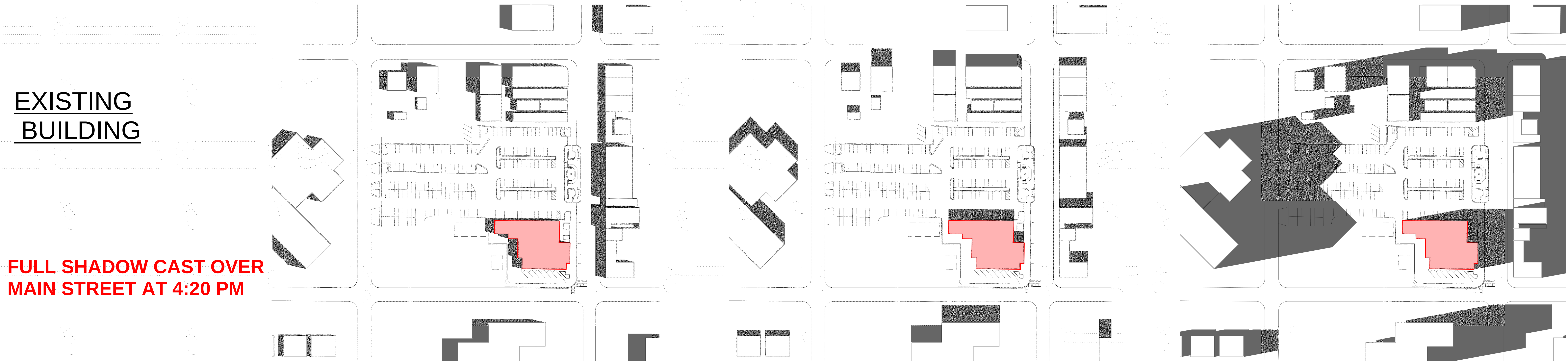
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COMPARISON OF PLANNED DESIGN VS EXISTING BUILDING - AT SPRING EQUINOX 3/20 & FALL EQUINOX 9/23

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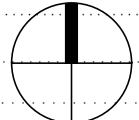


Note, the shadow from the morning sun in the east is cast over the parking lot to the west of the proposed building and neighboring rooftops and has no impact on the street zone.



CONCLUSION:SPRING/FALL EQUINOX - 1 HOUR & 20 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS EXISTING BUILDING

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH



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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

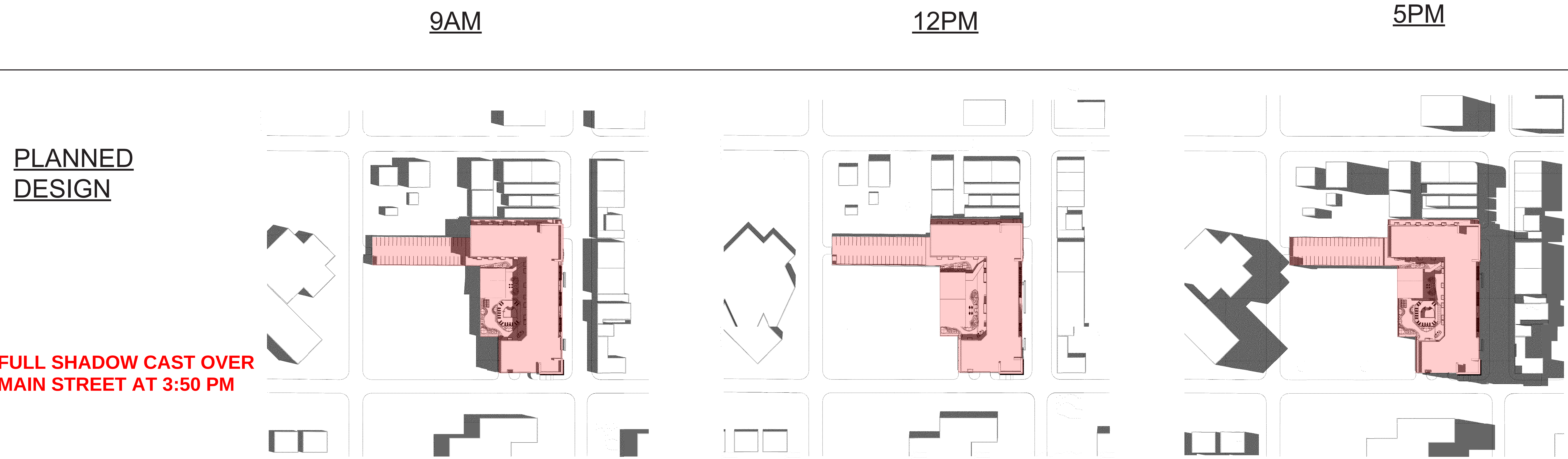
5	P&D Review Part 5	11/19/18
#	DESCRIPTION	DATE

SUN STUDY -
EXISTING
BUILDING

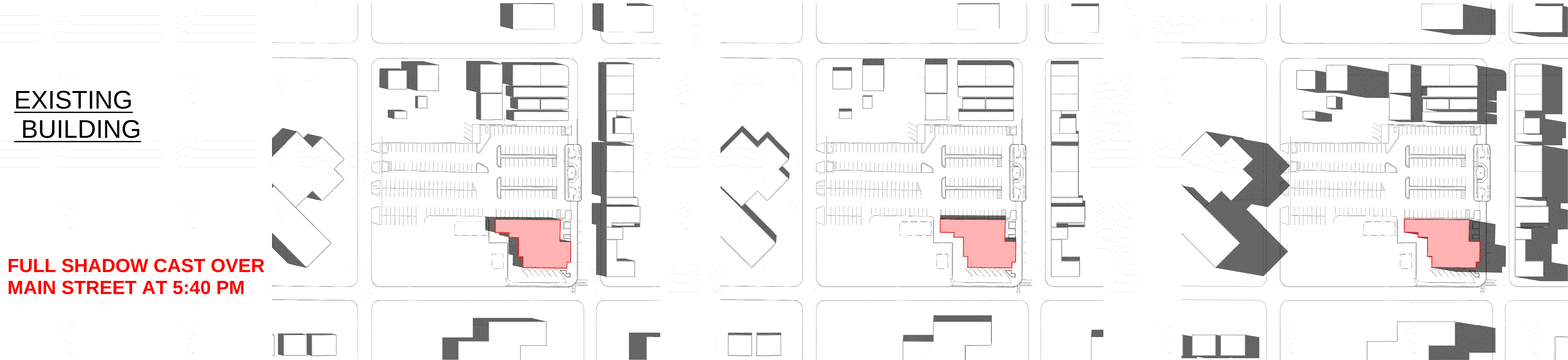
PDR-12.1

COMPARISON OF PLANNED DESIGN VS EXISTING BUILDING - AT SUMMER SOLSTICE 6/21

(SUN STUDIES ARE COMPUTER GENERATED, WHICH ARE BASED ON THE LONGITUDE & LATITUDE LOCATION OF GLEN ELLYN, ILLINOIS)

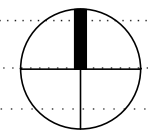


Note, the shadow from the morning sun in the east is cast over the parking lot to the west of the proposed building and neighboring rooftops and has no impact on the street zone.



CONCLUSION:SUMMER SOLSTICE - 1 HOUR & 50 MINUTE DIFFERENCE BETWEEN 65FT BUILDING VS EXISTING BUILDING

** NOTE: CONTEXT HEIGHTS ARE APPROXIMATE, BASED ON GOOGLE EARTH





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.

IDNR Project Number: 1811168

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**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

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.

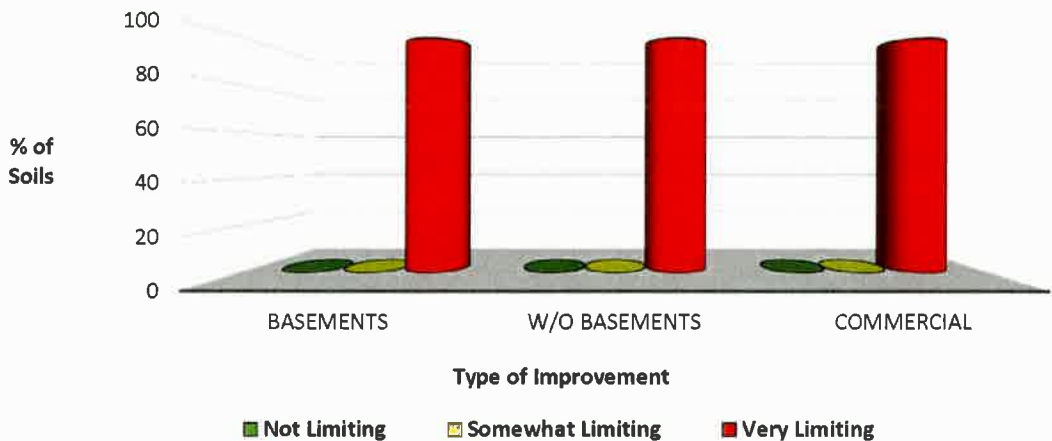
Aquifer Sensitivity: This site is classified as having a very limited potential for aquifer contamination. (See page 8.)

Topography and Drainage: Please refer to page 9 for information regarding site topography and drainage.

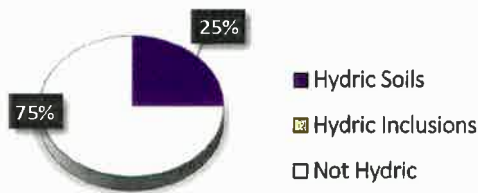
Stormwater: See page 10 for information regarding stormwater management.

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

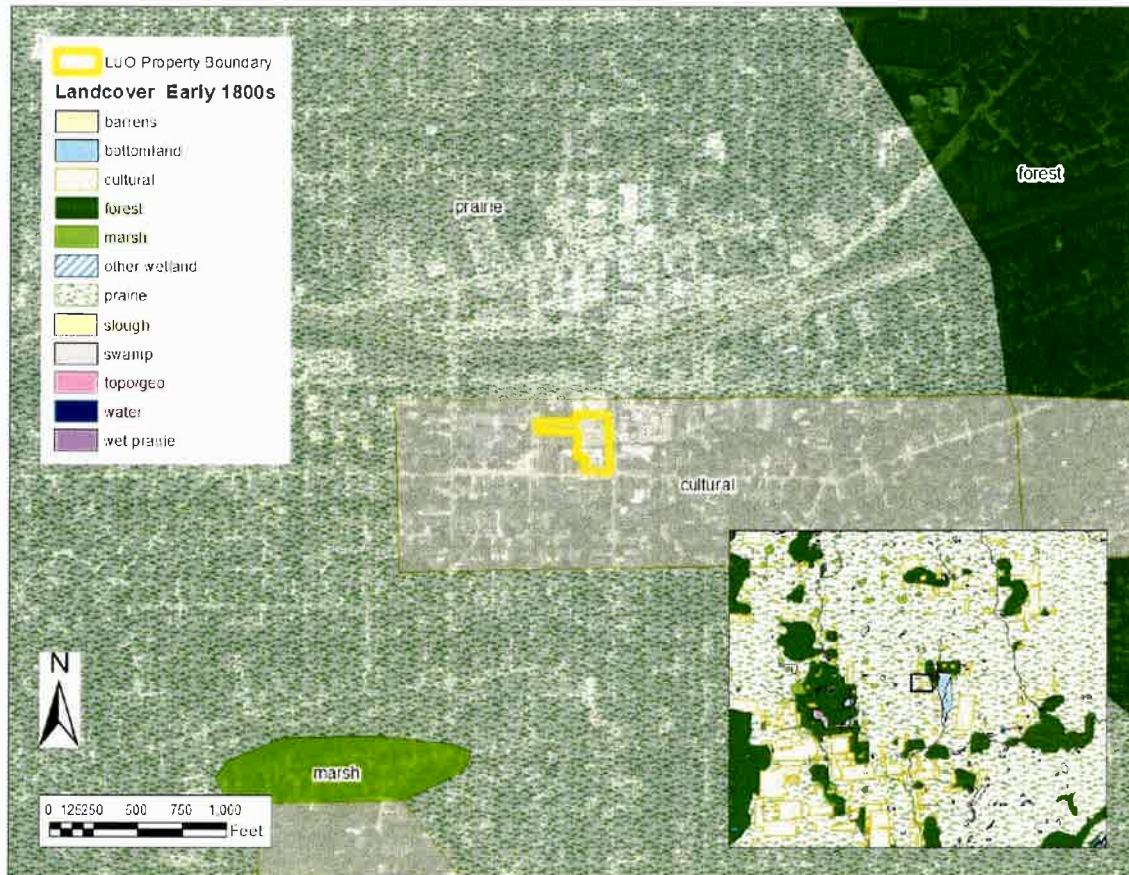


Figure 1: Land Cover in the Early 1800's

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 or 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/arccgis/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.

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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

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.

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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>

STAFF REPORT

TO: Glen Ellyn Plan Commission
FROM: Kelly Purvis, Planner
DATE: January 3, 2019
FOR: January 7, 2019 - Plan Commission Public Hearing
SUBJECT: 400 & 418-424 North Main Street – Larry Debb & John Kosich
Public Hearing to review the proposal for a planned unit development featuring 107 luxury apartment units with 8,844 sf of first floor commercial space

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).

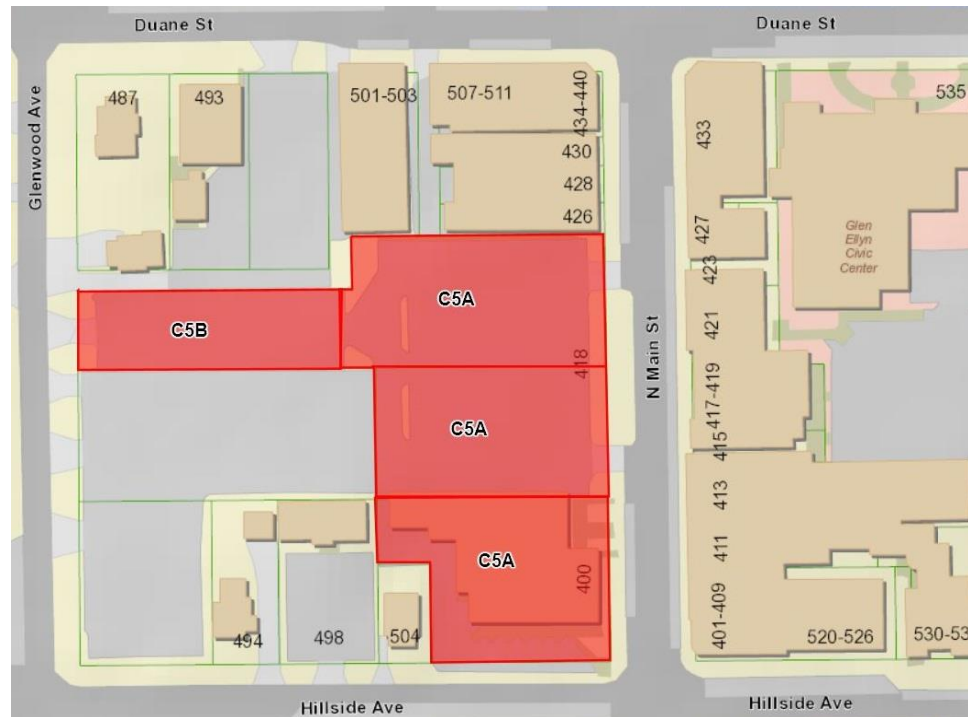
Discussions related to the sale or conveyance of the Village-owned parking lot will be considered by the Village Board.

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 geometric changes to the roadway 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

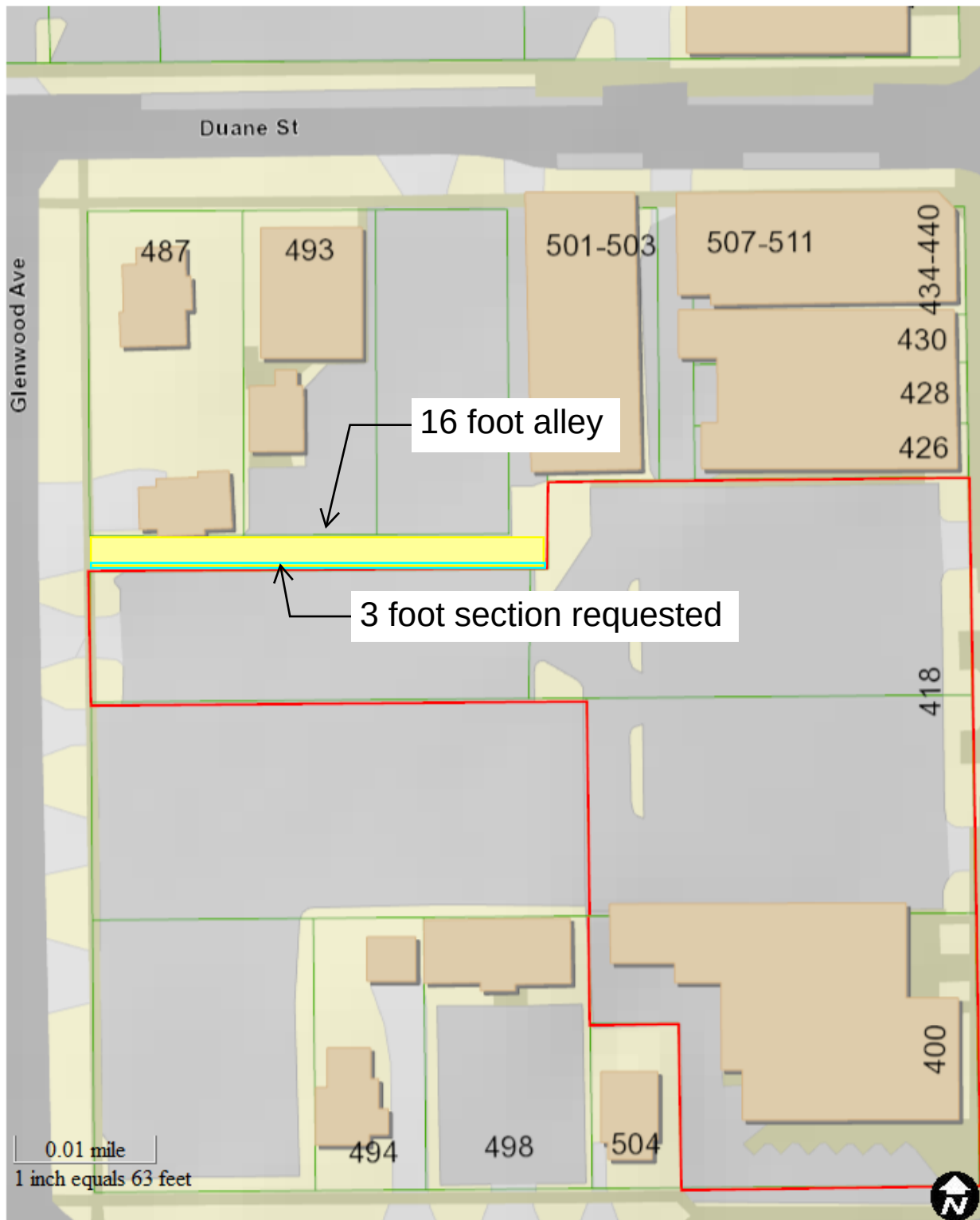
- Memo from the Village's Traffic Engineer, Response to St. Petronille Concerns, dated 12/18/18
- Public Comment Received by Village Staff

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



Alley Exhibit



Map created on November 30, 2018.

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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. These properties should eventually be replaced with new development.

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.

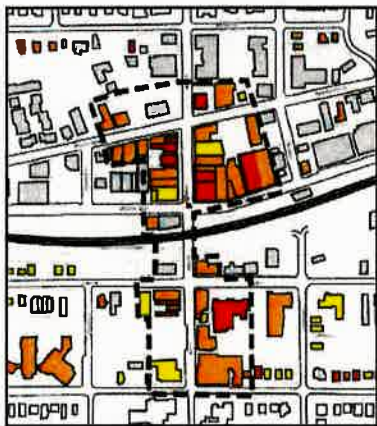


Figure 32: Historic Downtown District. Source: Town Builder Studios and BauerLatoza Studio

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)

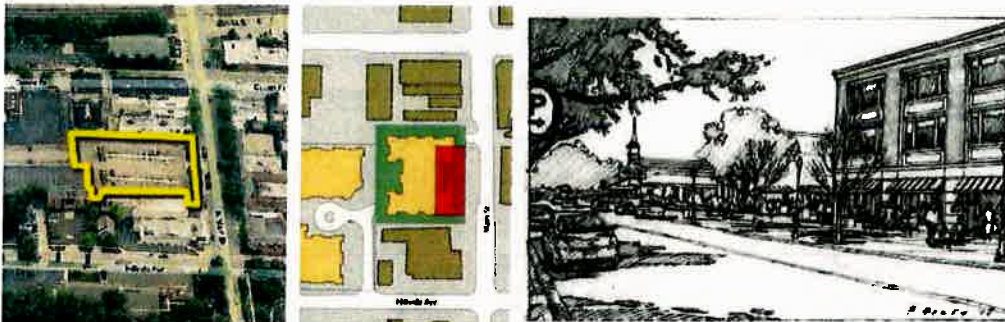


Figure 57: South Main Mixed-Use Development Area, Concept Plan, and Perspective Sketch
Source: maps.live.com with edits by Town Builder Studios, and Town Builder Studios.

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

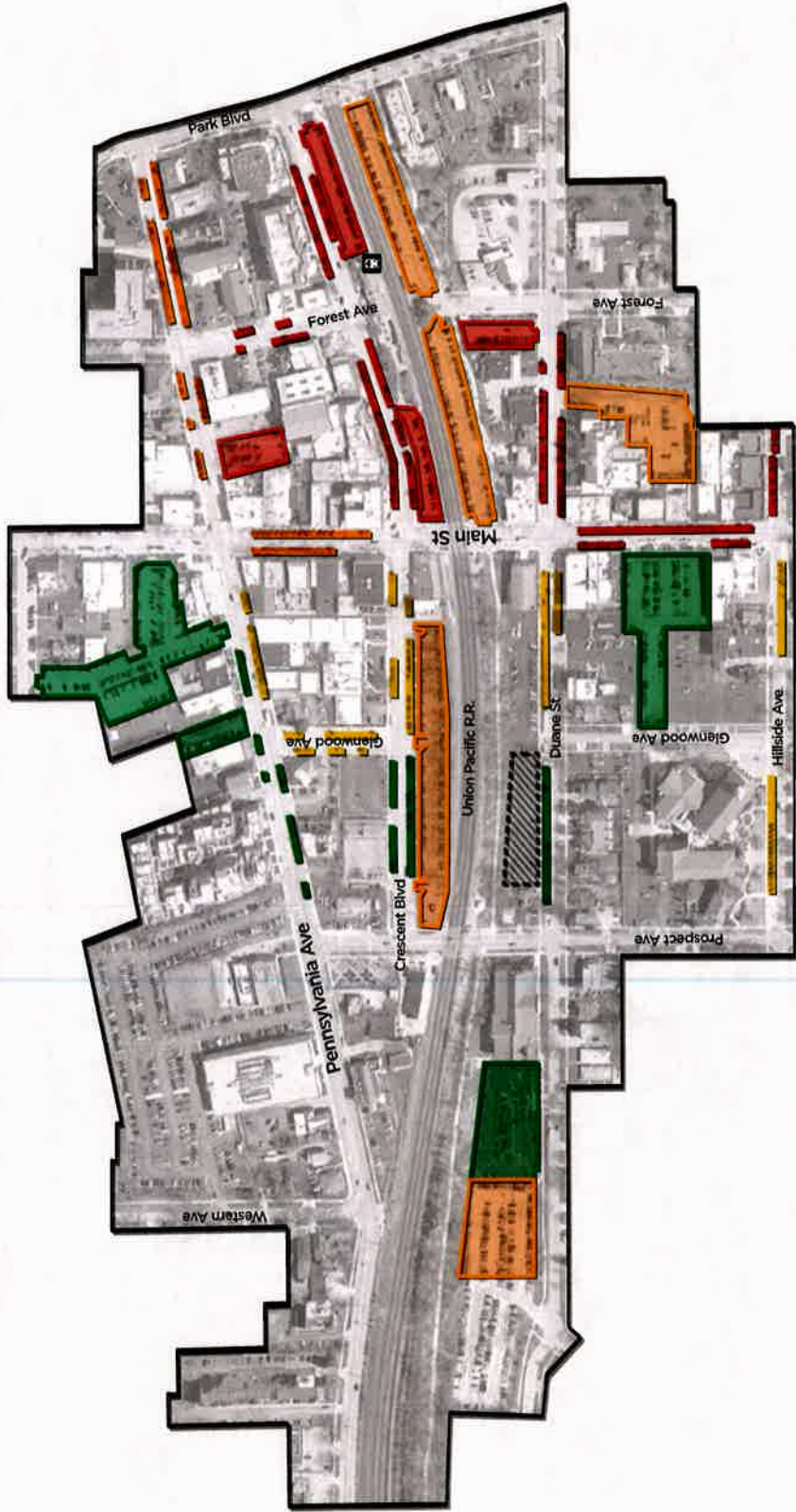
Tax Increment Financing (TIF)



Figure 58: Private Residential Area and Concept Plan

Source: [maps.live.com](https://www.maps.live.com) with edits by Town Builder Studios, and Town Builder Studios.

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY



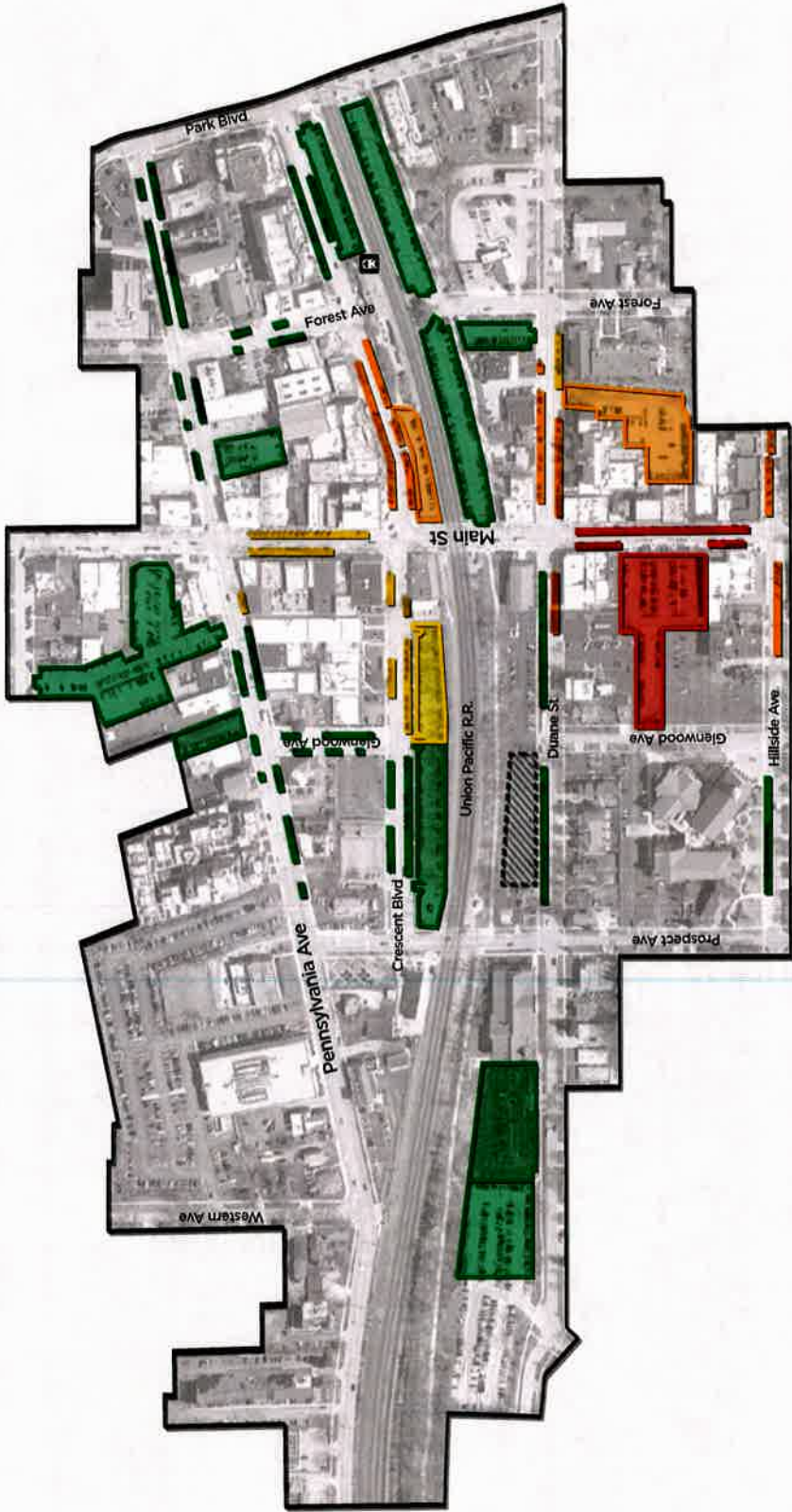
Village of Glen Ellyn // Streetscape & Parking Analysis

data from 2009 Downtown Plan and 2012 Traffic Study



Section 04 Parking Recommendations

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

Section 04 Parking Recommendations

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.

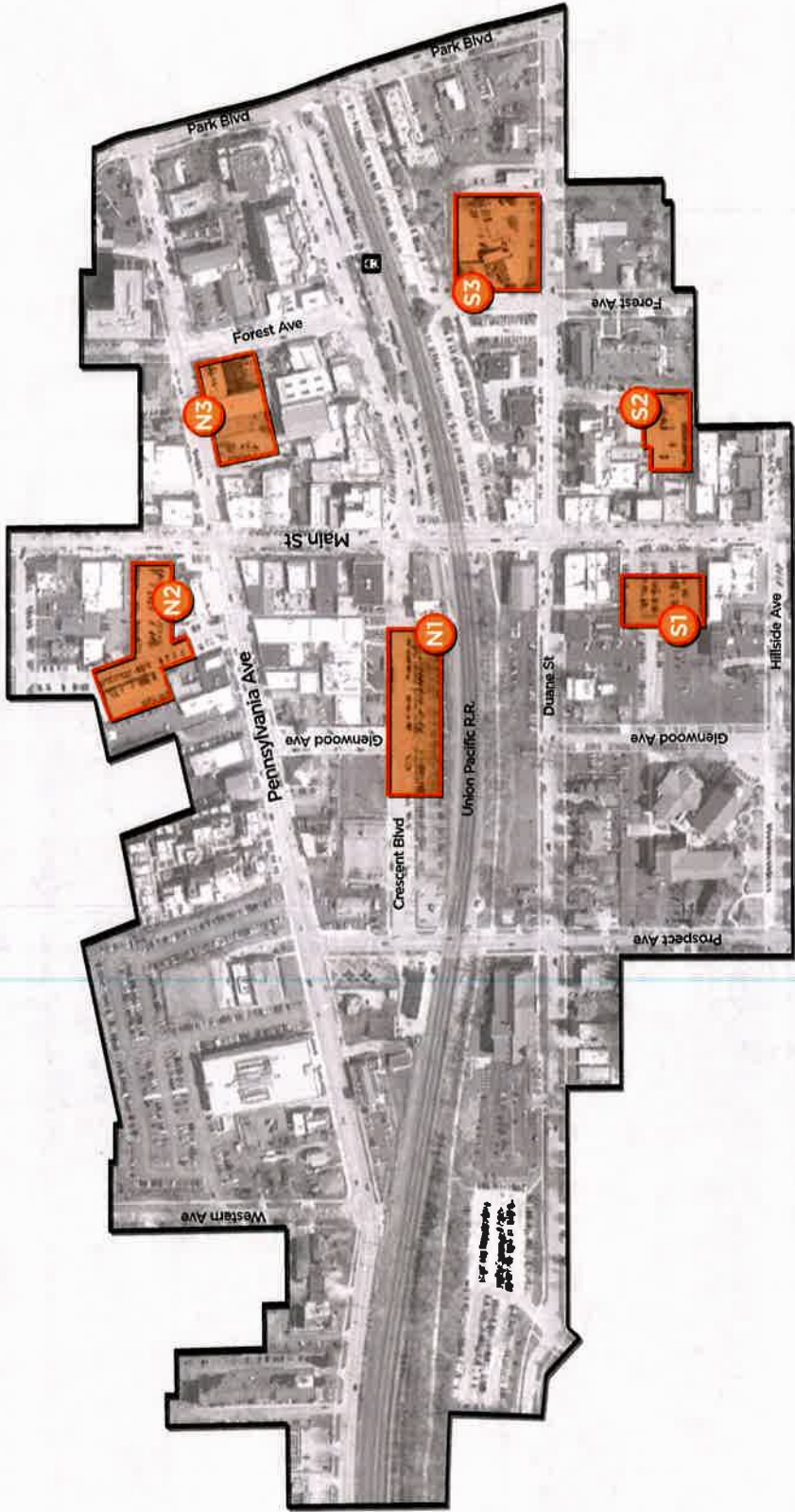
Construction on private property should seek to include additional private development/uses that will offset the loss of tax revenue resulting from the replacement of the existing use. A standalone parking deck owned and operated by the Village would be devoid of property tax revenue. For Village owned/controlled 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.

Section 04 Parking Recommendations

POTENTIAL PARKING STRUCTURES



Legend

- Study Area Boundary
- Potential Parking Structures

Section 04 Parking Recommendations

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 (AFIIS) 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.

***Summary of changes requested by staff for the Apex 400 development:
(In all cases, the developer has agreed to these requests, except as noted)***

***Prepared by Planning & Development Department
January 16, 2019***

General Site:

1. Staff requested a pedestrian walkway through the first floor parking lot from St. Petronille's parking lot to Main Street.
2. The developers moved all residential amenities from the first floor to the third floor and increased commercial square footage from 5,500 sf to 8,844 sf as requested by the Plan Commission at the pre-application meeting.
3. Staff requested the public trees be planted at 40 foot on center rather than every 25 feet to give the tree canopies sufficient room for growth as required by Code and Public Works.
4. Staff requested spandrel glass be used on the first floor garage windows on Hillside Avenue instead of open, metal grates.
5. Staff requested a mid-block crossing that would align with the pedestrian walkway and existing mid-block crossing.
6. Staff asked that all compact spaces, which are not permitted by Code, be removed from both levels of the parking garage plans.
7. Staff requested that none of the public parking spaces on the first floor be smaller than 9 feet in width.
8. Staff asked that Hillside Avenue be converted to two-way traffic from Glenwood Avenue to Main Street to improve circulation around the development and minimize potential impacts with St. Petronille School. A stop sign is being considered at the corner of Glenwood and Hillside Avenue subject to meeting required warrants.
9. Staff suggested adding a condition requiring signage to restrict turning movements exiting on Hillside and Glenwood Avenues during morning school drop-off.
10. Staff requested an 18 foot vehicle stacking space between the residential overhead garage door and the sidewalk to prevent cars from overhanging into the public right-of-way when waiting to enter the garage for residential parking.
11. Staff requested flashing beacons to warn pedestrians of exiting vehicles at all garage exits.
12. Staff requested that an "Option B" site plan be created (in case additional alley property can be acquired).
13. Staff requested sun studies to show a comparison of shading on Main Street due to a 45 ft. versus 65 ft. building.
14. Staff requested height exhibits be provided as part of the submittal packet.
15. Staff requested parking ratio information from transit oriented developments in other communities.
16. Staff requested the developers replace all public parking on-site and provide parking for the residential units as well.

Appearance of the building:

17. Staff asked for premium materials to be used in the construction of the project, including brick and stone.
18. Staff recommended that architecture of the building reflect certain aspects of downtown buildings (example, design of building at northwest corner of Main Street and Crescent Boulevard and storefront appearance of northeast corner of Hillside Avenue and Main Street) as suggested by the former and current HPC Chairmen.
19. Staff requested a large cornice be added to the building and carried all the way around the entire building as suggested by the former and current HPC Chairmen.
20. Staff requested additional architectural detailing on the building including the stone accents.

21. Staff requested that the all metal siding be removed from the design.
22. Staff requested the metal awnings be removed and replaced with cloth to blend more effectively with other downtown storefronts.
23. Staff requested that some architectural variation be provided on the west elevation so that the back of the building would look more like the front. Metal panels were removed and replaced with brick and an additional panel of fiber cement was added to the rear façade.
24. Staff requested that balconies be incorporated into the building, rather than projecting. The developer accommodated this request on the south elevation of the building and made the balcony support columns more substantial on the east elevation (facing Main Street) so they appear more recessed into the structure.
25. Staff requested that all lighting proposed on the exterior of the building be dark sky compliant.
26. Staff requested that all additional street lights match the existing design of the streetlights downtown.
27. Staff asked the developer to remove all visible vents from the façade of the building. The developers were able to hide the vents behind pillars/patios on Main Street and Hillside Avenue. Vents on the back of the building will be painted to match surrounding materials so they are less visible, but could not be hidden from view completely.
28. Staff asked the developers to have all signage meet Code so that no sign variations would be required as part of the approval process.

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Main\Main 400 & 418, Kosich, SUP, PUD, CONS, EA\PC Public Hearing\Summary of Changes to the Development.docx





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,

A handwritten signature in cursive script, appearing to read "Maureen Harton", written in dark ink.

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	Corinne
Alyssa Vasquez			Alyssa
Victoria Fiore ^{Maize & Mash}	413 N. Main St Apt 22 Glen Ellyn		Victoria
M and Em's	460 N. Main St.	Kin Fuller	Kin
Jayne Boutique	476 N. Main St.	Beth Maroney	E. A. Maroney
bench 492	492 N Main St	Kathryn Alcock	K Alcock
		Jennifer Seifert	Jennifer
Natalie Smith			
Michael Perich	485 N. Main	Michael	

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 $\frac{1}{2}$ current street or S. Main
parking lot spaces.

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

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

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





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 your for your consideration.

James C. Burdett

Vice President, Associate General Counsel



p: 312-274-2031

m: 630-853-7827

e: jburdett@spplus.com

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Chicago, IL 60601

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Connect with Us: [linkedin.com/company/sp_plus](https://www.linkedin.com/company/sp_plus)

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Kelly Purvis

From: THOMAS BRINKWORTH <tbrinkw@yahoo.com>
Sent: Thursday, December 06, 2018 1:01 PM
To: Kelly Purvis
Subject: New Development

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

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

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 tomorrows 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

Name:
John Van Tassel

Address:
571 Anthony Street
Glen Ellyn

Message:
I am very excited about the new proposed Giesche project. It will bring a new positive vibrant setting that is much needed for our downtown.

File Upload:

Kelly Purvis

From: Mark Franz
Sent: Friday, December 28, 2018 9:38 AM
To: Staci Springer; Kelly Purvis; Bill Holmer; Diane McGinley
Subject: FW: Protect Main St

FYI

Thanks.

Mark



From: Elicia Viola [mailto:emv1920@gmail.com]
Sent: Thursday, December 27, 2018 11:48 PM
To: Darci Bertrand; Kirstin schiff; Lexie Wold; PJ Cardona; Steph Harman
Cc: Allie Beyer; Amanda Pope; Amy Read; Andy Majernik; Ann VanSeters; Anne & Scott Stratton; Antonia Arcely; Barbara Arentsen; Betsy & Jeff Edwards; Bill Sailor; Bob Burrows; Cheney, Judy; Christine Giunta; Cori Cheek; Dale Todd; Dan Williams; Daniela Devincenti; Dave Mook; David & Cindy Plate; Debbie White; Denise Agger; Donna Blatchford; Doug Robson; Duvall, MaryEllen; Ed Kolar; Elaine Metzger; Elisa Kirtland; Elizabeth List; Erin Farrell-Moroni; Foth Dave & Didi; Gina Houghton-Larsen & Grace; Greg Mongolis; Greta Noland & sons; Harvey Ehlers; Hugh Walborn; Iverson, Daniel B; Jean Eichenberger Buckton; Jennifer Armijo; Jennifer Lindstrom; Jennifer Sellers; Jenny & Dean Fischer; Jesse White; Jim Ellis; Jim Rospond; Jim Springer; Joan Lapish; Joan Looi; John & Noah Pottebaum; John Helledy; John Mulherin; John Stanescki; Julia Eisinger; Julia Kling; Julia diLiberti; Karen & Sophia Koenig; Karen C. Akers; Karen Mahan; Karen Schreck & Family; Kate Coffey; Kathy Bayert; Katie Scherer; Kay & Jay Strayer; Kay Hutchcroft; Kendra & Dan Joyner Miller; Lafontaine Bill; Lara Briggs; Laura Anderson; Lee E. Anderson; Lisa Crank; Lisa Henderson; Lisa Leahy; Lucy DelMonico; Maggie Callaghan; Margaret & Patrick Calkins; Marianne Button & family; Marie Gildersleeve; Mark Franz; Mark Peterson; Mark Priebe; Mark Winter; Mary & Molly Molloy; Mary Beth Sackett; Mary Kay Mutz; Maslowsky Beth & Matt; Matt Springer; Melinda Mahr; Melinda Post; Melissa & Dave Laker; Melissa Douaire; Michele Tews; Mike Hewitt; Mikie Burke-Hoeh; Nancy Ardell; Nancy Ellis; Nicole Baedke; P.J. Cardona; Pam & Bob Pole; Pam Keller; Paul Elsesser; Paula Barnett; Pete Wroblewski; Phil Andres; Polly & George Bradshaw; Richard Jones; Rob Weber; Ron Yurcus; Russ Graunke; Ruth Graunke; Sandy Byrne; Sharon Hupp; Sharon Sailor; Steve Arentsen; Steve Jungling; Sue & Bob Mancini; Susan King; Susan Thurber-Jones; Susie Halford; Tamara Cross; Tami Condie; Ted Harman; Tina Rudins; Tom Drouin; Tom Pulver; Will Sackett
Subject: Protect Main St

Have you seen this?



VIEW PERSPECTIVE AT THE CORNER OF
ELM AND MAIN STREET

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.

Kelly Purvis

From: Staci Springer
Sent: Friday, January 04, 2019 4:34 PM
To: Kelly Purvis
Subject: FW: Apex Apartment Proposal

Staci

From: Mark Franz
Sent: Friday, January 4, 2019 3:32 PM
To: Staci Springer
Subject: FW: Apex Apartment Proposal

Thanks.

Mark



From: msenak@glenellynvb.org [<mailto:msenak@glenellynvb.org>]
Sent: Friday, January 04, 2019 1:15 PM
To: Mark Franz
Subject: Fwd: Apex Apartment Proposal

Sent from my iPhone

Begin forwarded message:

From: Linda Breclaw <linda.breclaw@gmail.com>
Date: January 4, 2019 at 1:05:27 PM CST
To: msenak@glenellynvb.org
Subject: Apex Apartment Proposal

Dear Trustee Senak,

January 4, 2019

As a Glen Ellyn resident of 35 years, I am writing to express my concern about the proposed apartment complex at the site of the former Giesche Store store. I am particularly concerned about the 5-story height dwarfing other buildings adjacent and across from it. It's one thing to have condo and apartment buildings of several stories on the perimeter of the central business district, but not on Main Street. If it is to be built at that location, I strongly feel that a maximum height of 3 stories should be a standard to blend with the existing architecture.

Glen Ellyn needs parking and housing (though I would prefer condos that would appeal to baby boomers downsizing), but it would be a shame to forever change the charm of our current downtown (which is just a few precious blocks) with such a high and imposing building that bears no architectural link to the rest of downtown

Thank you for your consideration.

Linda Breclaw

856 Crescent Blvd.

Glen Ellyn, IL 60137

January 7, 2019

Re. The Apex 400 Development Project planned for the Giesche's property and public parking lot

We are strongly opposed to the Apex 400 Development Project as constituted. We believe the "Gateway to Glen Ellyn" should remain appealing to its citizens as well as visiting patrons. The project's five-story height, block long width and its lack of style need to be significantly amended such that it meets village standards that were granted to the north side of downtown.

Our vision for any development on Main Street needs to adhere to six practical preservation rules:

1. Historical Main Streets have an intrinsic value. The heart and spirit of the Glen Ellyn community is symbolized by its Main Street. We have a beautiful downtown that could be improved at the Giesche site. Provide a Stylistic Benchmark for development that expresses the character of our downtown.
2. When developers build a huge complex on our Main Street, folks may not initially understand what is being destroyed. Remember, Glen Ellyn's future lies in its ties to the past. Once a modern and out of scale development is built, there is no going back.
3. New businesses prefer old buildings and newer ones that replicate the past. New restaurants, pubs and start-up businesses thrive in buildings that fit in with the community.
4. Old buildings and their newly designed facsimile counterparts attract people. The older looking developments are more interesting, they are warm, homey and reassuring to the townspeople who chose Glen Ellyn as their home.
5. Traditional looking buildings are reminders of Glen Ellyn's culture and simplicity. Though modern complexities can exist within the new developments, our Tudor-Revival facades create a sense of permanency and heritage.
6. Regret goes only one way. Preservation of Glen Ellyn is like traveling down a one-way street. There is no chance to turn around to save our historic nature once it's gone.

Need for Appropriate Scale

Apex 400 is extremely out of scale for Glen Ellyn.

Tudor-Revival style architecture was adopted by the village of Glen Ellyn following the “Plan for Glen Ellyn” drafted in the mid 1920’s. Many commercial buildings within the district were designed and built during the 1920’s and 1930’s in the Tudor Revival style. The best known of these Tudor buildings included the Glen Theater constructed along Crescent Boulevard in 1926-1927.





Crescent Boulevard today, home to successful contemporary businesses.

Further examples during this Golden Age of Construction are the buildings across the street from the Giesche Building.



The Tudor Revivals are now home to the successful Blackberry Market/Café, McMaes, and two new restaurants.

To maintain this appreciation of scale and style would preserve our sense of community.

Blair Kamin, architectural writer for the Chicago Tribune, recently wrote an article on this subject entitled, Lincoln Yards Plan Needs to Scale Down. In the article, Kamin writes about Chicago's need to properly scale new developments. "It would be dramatically out of scale with its surroundings, piercing the delicate fabric of the community. It also would be out of character with its environment, more Anytown than Ourtown. What kind of town are we building? We are not impressed by the developer's decision to give a rather meaningless "haircut" (façade) to the proposed high rise". <http://graphics.chicagotribune.com?lincoln-yards-reaction-kamin/index.html>

Glen Ellyn has built on its history before and it can do it again

Successful Glen Ellyn Development that was inspired by its history and style:



Glen Ellyn's Tudor Revival Library



Gen Ellyn's Renovated Boathouse, our gem on the lake



The Glenbard West addition



The proposed Glen Ellyn railroad station

What are other communities doing?

The Ten Best Chicago Suburbs for 2019 <https://www.homesnacks.net/best-chicago-suburbs-127331/>

- | | |
|--------------------|--------------------|
| 1. Western Springs | 6. River Forest |
| 2. Wilmette | 7. Hinsdale |
| 3. Winnetka | 8. Kenilworth |
| 4. Deerfield | 9. Clarendon Hills |
| 5. Glencoe | 10. Northbrook |

What makes a desirable community in Illinois?

In each of these communities, Historic Downtowns and Main Streets are built to scale. Significant housing demand requires a unique quality of life and part of that falls to Village Planners and Trustees.

Wilmette (#2) and Glenview (#20) are but two communities that have learned how to blend the historic buildings with the new.



Wilmette's original Tudor Revival

New Wilmette Apartment Development



Two of Glenview's new developments that properly scale buildings and blend the community's history to modern times

Preserve Glen Ellyn's Main Street

When the Glesche property is redeveloped, insure that it coexists with the rest of Main Street, both in Style and Scale.

If necessary, seek grants through the State and Village to insure building facades maintain the Tudor Revival design found throughout our downtown.

Without the preservation of Main Street, Glen Ellyn will lose the charm which has become its symbol. With such loss, property values and business success will likely stagnate. Remember a planning decision such as this cannot be overturned once the project is built.



Respectfully submitted to Glen Ellyn's Trustees and City Planners

Jeff and Laurie Blei

242 Forest Avenue

Glen Ellyn

lj84@aol.com

Form Name : Contact

Date Submitted : 01/07/2019 07:59:38 AM ~~~~~

Name:

Kevin Williams

Address:

764 Lincoln Ave. Glen Ellyn

Message:

Dear Plan Commission: Please encourage the Apex 400 development. It looks fine to me-not necessarily my style, but I'm not the builder and I'm sure the condos will sell out. I've seen lots of negative comments on social media about this, but there are many of us in favor who are not participating in the on-line attacks. I don't think people understand that there aren't developers beating down our doors to build here. How long does Giesche, MacChesney, etc. need to stay empty? People talk about this new development ruining downtown, but having large, empty spaces for years in our downtown is horrible. Plus, there are already plenty of 5-6 story buildings around the perimeter of our CBD, including on our northern gateway on Main. I have no doubt that this development will be successful and will bring new people into our downtown to frequent our businesses and increase our tax base. It seems as though we've lost several developments over the last few years besides Giesche and MacChesney proposals (apartments near the library and restaurants on Roosevelt); let's not lose this one. Thanks.

File Upload:

Kelly Purvis

From: John Sterrett
Sent: Tuesday, January 08, 2019 9:56 AM
To: Kelly Purvis; Staci Springer
Subject: FW: Giesch site proposal

FYI

John

From: Eileen McArdle [mailto:emcardle@wasteaudit.com]
Sent: Monday, January 07, 2019 6:10 PM
To: John Sterrett
Subject: Giesch site proposal

Good evening,

I would like to express my objection to the proposed ,Giesche site that is going to be reviewed this evening. I find that the proposed plan, as I have seen, is too dense and not architecturally in keeping with the character of Glen Ellyn. 5 stories is too high and the deign does not reflect the charm and architectural details of the other historic buildings on the street. I also see that the majority of the parking is for the apartment renters and not for the visitors of the village to use, which we need. An additional **15 spots** is not what the village needs.

The Giesche site is a gateway into Glen Ellyn and the design should be reflect the character, charm and historic significance of the surrounding buildings. The village website defines downtown Main Street with low height standard, this proposal does not meet this criteria.

I feel as if the Village should carefully consider these items as this structure will reflect on the village for the next 100 years. Getting input from the residents and architectural groups is paramount.

Sincerely,
Eileen McArdle (resident for 23 years)
591 Hillside Ave
Glen Ellyn, IL

Sent from Mail for Windows 10

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:

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

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](tel:630.547.5371) | F: [630.547.5370](tel: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

On Tue, Jan 8, 2019 at 10:42 PM Justin Casazza <Justin.Casazza@egonzehnder.com> wrote:

Diane & Bill,

I hope all is well and that you had a great holiday break. Bill, good seeing you last night at the planning commission meeting. Diane, not sure if you'll remember me – we met while I was getting a lice check a few weeks ago... Good news – the family is now all clear on that front! As a quick reminder we live at 386 N. Main – the yellow house just south of the Bible Church.

While disappointed at the direction this development seems to be taking, I would really love to maintain a positive dialogue on this. I was glad to see that it seems St. Pets and a number of local businesses have had a fair bit of input – that suggests the developer wants to work with the community. That said, it does feel like there is a fairly strong resident sentiment against the development as proposed – and I'm not sure that voice has found an effective or unified platform. While there will always be people who do not support this, I know we can build a broader base of support than what exists today. Clearly we have a vested interest in this given how close we live. As a result of our proximity, many neighbors have raised the issue to us. It has been suggested we look into law suits, media involvement, etc. Truthfully that is not our style and to me seems divisive and negative – we have no desire to go down that route.

Instead, we would love to have a say (not just us, but the broader community in the area) on modifications that could make this development more appealing. It has come a long way since May, but the height issue remains – and it seems even residents in favor of the development are opposed to the height. Being relatively new to Glen Ellyn, I am still learning the protocol here, but is there a way for the residents within the immediate neighborhood (maybe defined as something like Ridgewood to Hillside, and Park to Prospect) to have a meaningful forum with the trustees and/or the developer? Whatever rules would need to be set I'm sure we could accommodate (i.e., limited number of speakers, small group of “representatives” in the room, etc).

Either way, the neighbors around us have some great ideas that I do think could make a positive impact here – and take this development from a major controversy to something that at least a majority of people (us included) could support. A few of the better ones I've heard include:

1. Eliminate Retail. This instantly reduces the height to very close to the current regulation. Realistically, with empty storefronts already on Main St, it's not clear why we need more retail at that spot? I'd leave it to the developers to figure out the design, but I could imagine a first floor of very nice duplex-down units, with 2-3 floors of luxury apartments on top. You could even add a corner retail unit if desired to maintain some level of mixed use.
2. Small Courtyard at Corner of Main and Hillside. This provides a “warmer” and more welcoming look as an entrance to the south side of downtown. It would also allow for additional greenery and/or a restaurant patio. While this would likely eliminate a few units (not more than 3), it would also create an additional corner on the building, which adds some character to more units.
3. Setback after 1-2 Stories. Similar rationale as above, and alleviates the “tunnel” feel on Main Street.

I know this is all easier said than done, but any one of these alterations (or others that are being discussed among neighbors) would make many of us supporters. The developers are asking for a very large variation on height – one that will dramatically impact the look and feel of the town for decades. Before passing anything, it would be great to talk through what can be done to get more people on board with this. The formality of the planning commission meeting did not seem to lend itself to this type of two-way dialogue.

Thanks – and let me know what you think. We would love to discuss at any point – and happy to organize a neighbors meeting if that is possible. I'm very confident there are compromises we can make to reach a more positive outcome for more people – while still allowing the developer to make money. Looking forward to continuing the discussion!

Best,

Justin & Jacquelyn Casazza

386 N Main St

On Mon, Jan 14, 2019 at 10:33 PM Justin Casazza <Justin.Casazza@egonzehnder.com> wrote:

Diane & Bill,

Following up on the below, we were able to have a neighbors meeting this past weekend. Bill, we were hoping to have one this week with you as well, but competing travel schedules meant we had to do it Saturday (I'm in New York now). In any event, it was a good meeting. There remains considerable opposition to the development, though we tried to maintain a positive vibe. There is a lot of passion about this and a concern that the necessary consideration is not being taken. While the site has been empty for some time, this does have the feeling of major compromise (for relatively small gain), rather than ensuring we get the right development.

As a quick summary, there were a few themes that emerged:

Broad Concerns

1. Park Ridge Clone. It's easy to poke at the developer when you are on the other side, but in truth it was very disappointing to see the article in the Tribune from a few weeks ago where GSP/Larry Debb is proposing the exact same building in Park Ridge (literally the same picture). This further exacerbates the concern that this is a generic building that doesn't fit into a very charming and unique village. Hence the suggestions below about how to make this a better fit with the town. <https://www.chicagotribune.com/suburbs/park-ridge/news/ct-prh-euclid-development-proposals-tl-1220-story.html>
2. Comprehensive Plan. We are now ten years removed from the 2009 Comprehensive Plan. It is our understanding that this was the last comprehensive plan conducted. Before we make a decision that will transform the downtown, does it not make sense to revisit and renew this plan? In truth, the plan CLEARLY does not call for this type of building. It calls for multiple smaller buildings. That said, even so it seems prudent to have another one done as the past decade has certainly brought quite a bit of change! We are relying on pre-recession data – for both housing and retail.
3. Revenue. This takes me beyond my area of expertise, but if the numbers presented to the Planning Commission were accurate, it seems this development will bring with it a net benefit of \$400k in tax revenue? I know that is real money, but it does feel fairly small relative to the resident opposition and risk of failure. Especially when a smaller development would also bring tax revenue (so we're really not looking at a gain of \$400k, but the difference between \$400k and a smaller development). Based on the disruption and negative impact to the town's aesthetic, we would have expected a larger number. If I'm reading the 2017 Comprehensive Financial Report correctly, that seems to be less than 1% of annual village revenue?
4. Retail. It seems that one argument in favor of the development is that it will revitalize retail. This seems to be a flawed argument. The retail that has left – family hardware store, small real estate office, family grocery store, etc – is unfortunately struggling in any town right now. People don't buy these things on Main Street anymore, they buy them on Amazon, Instacart and Roosevelt Road. There are a number of HIGHLY successful retailers on that same block. Blackberry Market recently expanded; Olive and Vinnie's opened a second location in town; Fire and Wine opened a second location in Naperville based largely on their success here; Nobel House and Sushi Ukai are moving in. The retail that has

closed is closing all over the country. Retail is successful when it sells something people in the area want to buy – which has been proven by the successful retail examples above! As a counter, the large apartment complex across from the train station currently has empty retail on the ground floor – suggesting that simply adding an apartment building does not ensure retail success.

Proposed Alterations to Development

This includes the three I sent previously just to keep track. These are all standalone ideas – not necessarily meant to be all be combined together (though you could imagine some combinations).

1. Eliminate Retail. This instantly reduces the height to very close to the current regulation. Realistically, with empty storefronts already on Main St, it's not clear why we need more retail at that spot? I'd leave it to the developers to figure out the design, but I could imagine a first floor of very nice duplex-down units, with 2-3 floors of luxury apartments on top. You could even add a corner retail unit if desired to maintain some level of mixed use.
2. Small Courtyard at Corner of Main and Hillside. This provides a "warmer" and more welcoming look as an entrance to the south side of downtown. It would also allow for additional greenery and/or a restaurant patio. While this would likely eliminate/reduce in size a few units (not more than 3), it would also create an additional corner on the building, which adds some character to more units.
3. Setback after 1-2 Stories. Similar rationale as above, and alleviates the "tunnel" feel on Main Street. It also serves to better match the feel of the buildings across the street by having the appearance of level height. To make this appealing to the developer, you could consider adding an additional story set very far back for a couple of "penthouse" units.
4. Pitched Roof Design. To better match the surrounding area, it should be a very easy fix to eliminate the massive concrete block at each top corner and replace with a pitched roof (and potentially dormer windows for charm).
5. Corner Townhouses. This would reduce units, but adding a townhouse on each corner (likely lower in height) would again soften the drastic rise in height, while allowing for a couple of single-family homes in the development. Given the prices of the units across from Barone's, these would seemingly be highly sought after and profitable. This also adds some resident ownership, which feels like a critical element to keep the developers in check.
6. Require a % of units to be condo/non-rental. There is a concern that we have no way to enforce "condo-quality" finishes if there is no resident ownership in the building.
7. Change mix of units. 70% of the units being one bedroom or smaller seems very strange – and not consistent with the type of resident they are trying to attract. Empty nesters will not be downsizing into units that small. Millennials typically want roommates. This mix doesn't seem right for either demographic, which GSP claims is their core.

Apologies for the lengthy email, but I'm doing my best to summarize concerns and suggestions into one spot for simplicity! Please let me know if helpful to discuss any of the above. You have an concerned community here that is hoping to be heard. As a relevant aside, not a single resident we've spoken with

had heard of the community meeting at Blackberry – I know that you'll never get 100% satisfaction on community involvement, but it does seem as though resident neighbors have been largely overlooked on this.

Best,

Justin

Kelly Purvis

From: Staci Springer
Sent: Wednesday, January 16, 2019 9:08 AM
To: Kelly Purvis
Subject: FW: Apex development

For VB packet.

Staci

From: The Martins [mailto:themartins@tmc2.com]
Sent: Tuesday, January 15, 2019 5:53 PM
To: Staci Springer; Meredith Hannah
Subject: Apex development

As a long time Glen Ellyn resident and business owner I want to share my views on the Apex development.

I know that there is some very vocal opposition to this project. I've lived in this town since I was 15 years old.

There has ALWAYS been opposition to any kind of change. Loud, vocal, opposition. Whether it was the tunnel, the addition to the high school, the floral clock... loud vocal opposition.

We have 3 big issues.

- We need a larger tax base. Everyone complains about this.**
- We need more parking. Everyone complains about this**
- We have a big ugly empty building at the entrance of the business district on Main St. Too many empty buildings. Everyone complains about this.**

More people complain about these things than the 130 people who came to the village meeting.

This development would address and help all 3 issues.

The first attempt to develop this space fell through. We were fortunate enough to get a second chance. I seriously doubt there will be a third.

You will never be able to satisfy everyone. Please weigh the greater good and long term benefits of this project against the unreasonable, unrealistic, opposition. Do the right thing. It will not be as unpopular as you may fear.

Thank you for your consideration.

Sue Martin

TMC Squared
450 Duane St Glen Ellyn IL 60137
Hours: Mon - Fri 9am-6pm, Sat 10am-2pm
630 942 8622
www.tmc2.com

Form Name : Contact

Date Submitted : 01/19/2019 08:06:29 AM ~~~~~

Name:

Barb Isaac

Address:

195 Forest ave

Message:

Please change the architectural design of this building! Make it fit into our charming village!

File Upload:

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.



January 20, 2019

President McGinley
Village Board of Trustees
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

Dear President McGinley:

Glen Ellyn as we all know it is rapidly fading away!

It was 1962 and an advertising assignment brought me to a place I'd never been before, Glen Ellyn's downtown. As I pulled into town I couldn't believe my eyes, here was an absolutely unspoiled, wonderfully charming downtown, like something I had seen in a historic Currier & Ives print from the mid-nineteenth century. It was definitely love at first sight! I came home and told my wife that when we were ready to buy a home I found the perfect place where we would want to spend the rest of our lives. Shortly after, we drove out together and toured the entire town, amazed at what we saw; the hilly, tree-lined streets, beautiful Lake Ellyn, the wonderful mix of early architectural styles surrounding Glen Ellyn's historic Town Center, with a number of these early homes still standing right in the downtown.

In 1965, we bought a home in Glen Ellyn, settled in, and thought we had died and gone to heaven. We've always had a strong interest in history as well as early historic architecture. When the Village bought Stacy's Tavern in 1968, we got together with a group of like-minded folks and founded the Glen Ellyn Historical Society. We volunteered to work on the restoration of Stacy's Tavern, and were most fortunate to meet and work with the late local architect Jerry Perkins, the multi-talented restoration carpenter, Dieter Rowe, and one of the most knowledgeable restoration experts in Illinois, the late Ron Nelson.

It was Ron Nelson who taught us about the value of historic preservation. Ron told us about the many towns where he had worked on historic restoration projects throughout Illinois. He said most emphatically, that the towns that embraced historic preservation had seen incredible success, and found the dramatic impact that preservation had in contributing to the economic vitality of their business districts. Ron also mentioned that Glen Ellyn, with all of its small-town charm, its historic business district, and the many well-preserved historic and architecturally significant homes, including Stacy's Tavern,

would provide a wonderful opportunity to take advantage of these same aforementioned benefits; which would act as magnet in attracting Heritage Tourism.

Fast forward to today. As former chairperson of Glen Ellyn's Historic Preservation Commission, I have witnessed the ravaging of many of the our historic neighborhoods, as well as the constant pressure to make major changes to our downtown to make it something it was never meant to be or should be. With the economic vitality of our business district being extremely important to all residents, our Historic Preservation Commission started working with the Illinois Historic Preservation Agency in Springfield, who is in charge of electing buildings and towns to the National Register of Historic Places. Just a few years ago we were fortunate to have the National Register Committee elect Glen Ellyn's downtown to the National Register, naming two separate districts due to the railroad tracks splitting the downtown. The committee set the North Historic District from Pennsylvania to the tracks and the South Historic District from the tracks to Hillside Avenue. I attended the election meeting and heard the National Register Committee say that they were impressed that Glen Ellyn had done an outstanding job of protecting the historic and architectural integrity of its business district and sincerely hoped that the town would continue to be vigilant in that regard.

The Village was approached by a developer who wanted to build a five-story building on one of the highest points in the entire downtown, on the site of the former Giesche Shoe Store. This is the same site where a previous development had failed within the past few years. When Tim Loftus and myself met with Village Staff several months ago to preview the building, the first thing I said was, don't build a five-story building on that site. My second comment immediately following was whatever is built in our Town Center needs to be an exceptional architectural design, and not "Anywhere USA," which is what most developers bring to the table. The recently revised elevation isn't any better! In addition, the building is way too tall and too massive for the proposed site.

Why build this building? The developer said it was necessary to bring more people to our Village to support the retail businesses. If you live in Glen Ellyn you are certainly well aware that our downtown is surrounded by thousands of residents who live directly adjacent to our business district. These residents have always supported our retail district. If in doubt, visit the south end of our historic district on a Friday or Saturday night, and witness the hundreds of folks visiting the restaurants, or visit Marcel's or Marche and see the tremendous response they have had to their innovative business approach. If you open the right type of retail establishment or the right kind of restaurant, you will be successful in Glen Ellyn! You most certainly don't need to build a five-story apartment complex to get enough retail customers!

In regard to the building design, the developer told us how they were incorporating some architectural design elements from Chicago buildings. We don't want or need Chicago design elements, what we do need is a building of realistic size, perhaps three or four stories at the most, as well as outstanding architectural design. Nobody in Glen Ellyn wants a building that looks like the same old, boring and ugly architecture, which is typical of what most developers present to a community, hoping that nobody will notice.

But guess what, hundreds of us who are involved in historic preservation noticed immediately that the building is a poor design!

I challenge anyone who lives in Glen Ellyn to stand on the corner of Main Street and Hillside Avenue, to look down the hill at our incredibly charming, historic and unspoiled business district, and tell me that a massive five-story building won't completely overwhelm our South Historic District and radically change the entire complexion of our downtown!

I've studied historic preservation principles for over forty years and learned a lot, and when I didn't have enough information on a particular point, I asked the experts for help. I've passed along much of this information to the Village Boards and Village Staff, including one of the single most important studies pertaining to the economic vitality of business districts. The National Trust for Historic Preservation published a booklet entitled, *New Directions in Heritage Tourism*, following a national survey that asked: When you travel, what is your favorite thing to do? The vast majority of those polled, answered that they liked to visit historic sites, historic communities and historic museums! The booklet also states that communities that have ignored the principles of historic preservation within their towns have lost out.

I've only covered the tip of the iceberg in my letter. There are numerous other important factors to be considered such as increased serious rush hour traffic snarls, the potential danger to the school children of St. Petronille, and the detrimental effect it will have on existing businesses.

I respectfully request that the Village Board reconsider the entire proposal for the five-story building at Main and Hillside, taking as much time as needed to do a complete review of the serious repercussions that this development will have on the Village of Glen Ellyn. And it would be most considerate if the Village Board, whom we elected to represent us in good faith, would think about the citizens of this Village, the vast majority of who are totally against the proposed building. It would also behoove the Village Board to listen to the recommendations of the preservation experts, including the National Trust for Historic Preservation, who advise against overly tall and massive buildings in a historic downtown!

Sincerely,



Lee & Judy Marks

PS: It was interesting to note at the Plan Commission meeting, when they asked the people in attendance to please raise their hands if they thought the proposed building was too high, 99% shot their hands up immediately! And of course, this was totally ignored by the commission members!

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.

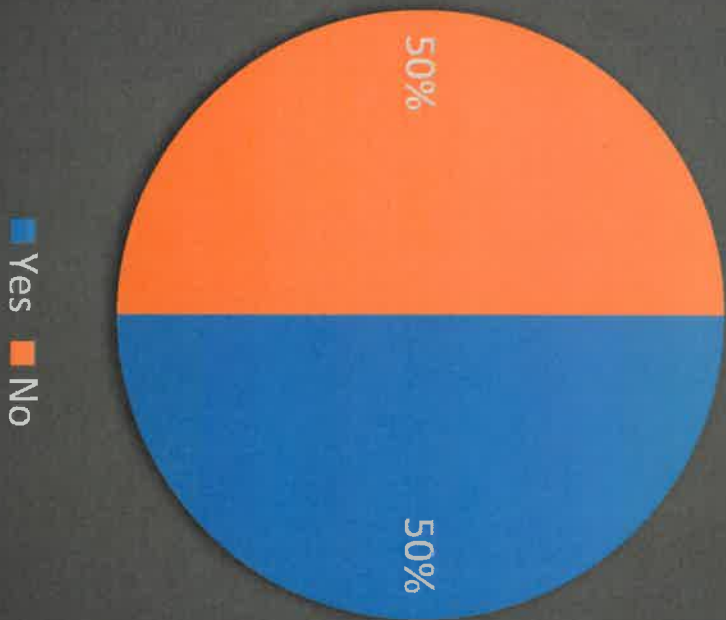
The scale of this development is too massive for the space. I am not opposed to development, but I am opposed to THIS development because of its mass and the impact it will have on the surrounding area. I would favor a 2-3 story development. It is not my duty, nor the village's, to accommodate a development 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.

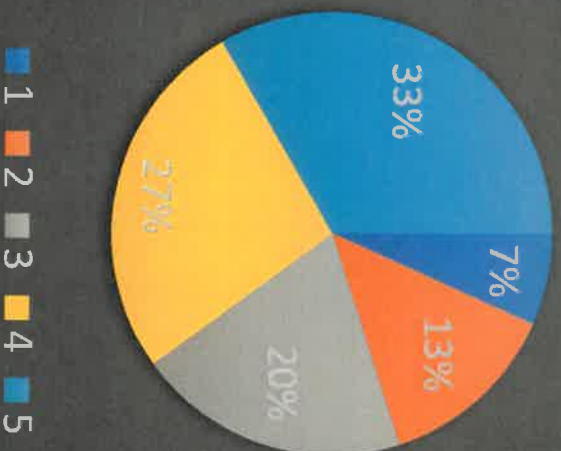
I feel if more restaurants go in, then we are diluting the marketplace. Somewhere enough is enough and you are just spreading out the business like in many small downtown districts. Good for Village and property taxes, bad for existing businesses.

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

Is your business in the Central Business District?

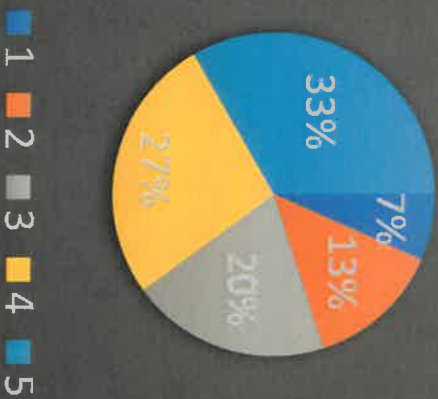


**Do you believe the effects of the population growth of the 107 units, featuring studio to 2-bedroom apts, will positively impact the economic growth to your business?
(1 Negative - 5 Positive)**



Currently the Main Street lot includes 80 spaces for public use.

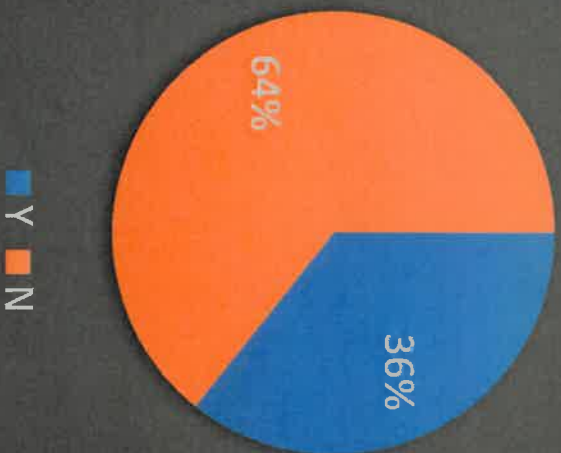
With the proposed development, and with the village not anticipating any permit parking usage in the structure containing 137 spaces, this development will increase public parking to 57 additional public parking spaces. With the 8,844 square feet of additional commercial property, do you think the Apex 400 Development's parking garage will have a positive impact on public parking? (1 Negative - 5 Positive)



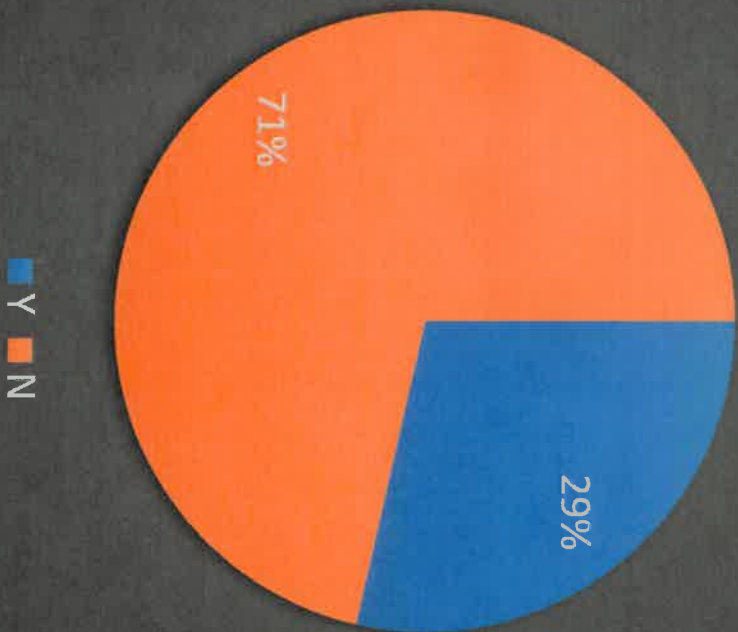
Apex 400 Development is estimated to bring in \$375,000 in new property tax. Do you feel with this increased village income will lower the risk of your business being taxed in the near future?
(1 Negative - 5 Positive)



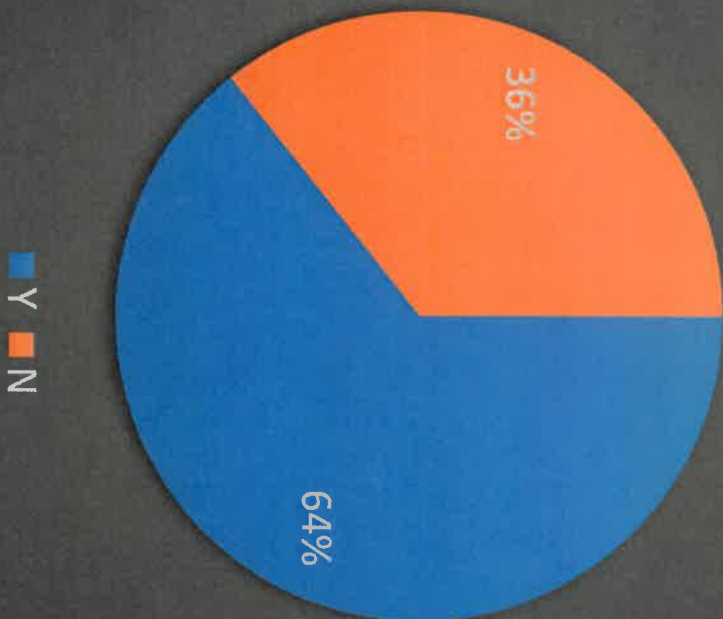
The Village and the developer have each conducted a traffic study analysis. Details are available on-line at the above link. Do you believe the traffic will negatively affect your business.



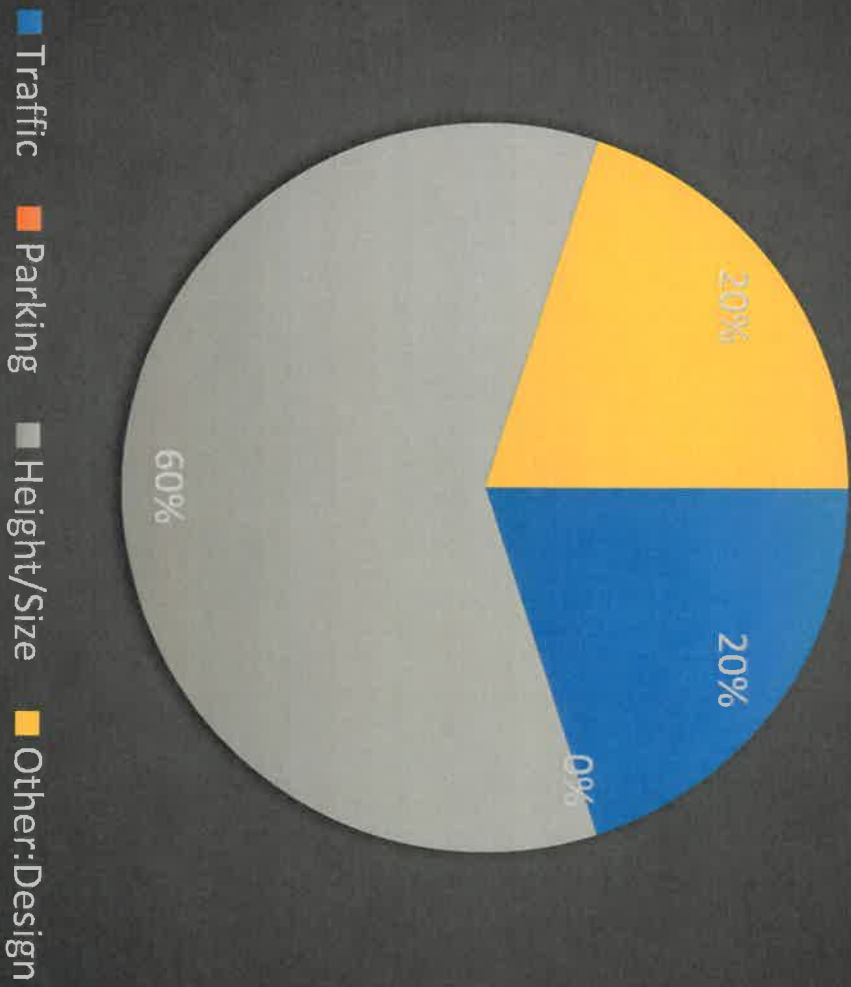
If you feel the 5-level Apex Development is too high, would you prefer a 4-level building with no public parking.



Do you support the Apex 400 Development?



No - Please offer the most impactful reason:



Please submit any additional comments you would like us to forward to the Village Board.

yes/No	
no	The exterior design of the building does not fit in the look of the village. The developer of the parking garage found a way to design the exterior of this to fit in with the Civic Center. Apex 400 is too tall for the
no	I support a development as spelled out in the downtown strategic plan. 3 stories with both retail and housing. It keeps the historic character of the downtown and also promotes growth. Why do we waste money on planning if we refuse to follow it.
yes	We need something there and it will help our small businesses with out creating the need for more parking. We need more parking for employees.
yes	It needs to look a little more like the rest of the buildings in Glen Ellyn. We should also look in to digging below for more parking. Maybe several levels. It would be cheaper then building our own lot.
no	3 stories at most
no	It's a poor use of the land and will not enhance the Village in any way.
no	I think wither a 5-story or 4-story building are too tall. 5-story is taller than anything in that area. The height will be an eyesore.
no	45' high max on any building in C5A
yes	GE already has 5 story buildings; the lot has been empty too long, with financial loss to owner and the Village; more residents bring in more dollars to downtown.
yes	More customers would be nice. Gieche is an eye sore
no	The height is not in keeping with the character of the downtown.
no	Needs to fit in with Historic Downtown Glen Ellyn
as	The market for luxury up scale apartments is hot. This project will definitely bring a positive impact to the local business community, bringing new residents and customers to Glen Ellyn. The parking garage will visually make customers aware of more parking in the immediate area.
as	Please work with the developer on the architecture of the building. I would like to see the architectural style of the facade blend with the architectural integrity of downtown GE
as	I have heard negative comments about the look of the building but we all have different opinions about architecture and this more modern look seems to be the look of the future. Others have said we shouldn't have 5 story building in Glen Ellyn but we already have other 5 story buildings.
as	This Development will help the storefronts, help finance the village and provide needed housing. I realize residents do not like change nor the look, but facades are an easy modification if needed.
as	floor plan shows 1 elevator at end of building - should be located more in center to for safety reasons, etc.
as	It is clear that there are residents who do not want the change of the downtown. However they do not have businesses downtown. We need the economic development to help our business thrive in a time of amazon and delivery services. We need foot traffic on our sidewalks and parking for our customers. This is how we make our living and support our family.
as	please build!



Save Main Street Glen Ellyn—Stop Apex400 Development

<https://www.thepetitionsite.com/594/998/248/save-main-street-glen-ellyn%E2%80%94stop-apex400-development/>

Author: Citizens for Glen Ellyn Preservation
Recipient: Glen Ellyn Village Board

Petition:

The Village of Glen Ellyn is considering a mixed-use development to encompass the site of the former Giesche Shoe store and the Village-owned parking lot at 418–424 N. Main Street. The building would include 8,844 square feet of first floor commercial space and 107 luxury apartment units on the second through fifth floors as well as a two-story parking garage that would incorporate public parking on the first floor only and residential parking on the second floor. The parking intended for public use would replace the existing parking on the site to include a total of 137 public parking spaces. The development requires a 20-foot height variance in order to build to 65 feet high, approximately 40 percent taller than current Village ordinance allows—so tall, bulky, and inappropriately designed that it would dwarf all existing buildings on the block and would destroy the appeal of the charming southern gateway to the Village's historic downtown commercial area. We oppose this development, which would permanently and negatively alter the character of Glen Ellyn and set an unwanted precedent regarding height and other variances, and so we urge the Village Board to reject the proposal for Apex400 brought forth by GSP Development and 400 Main, LLC.

	Name	From	Comments
1.	Jeff Buccola	Glen Ellyn, IL	I think this project design is way to big and tall for this particular location, that it would fit better somewhere off of main st. Any project along the main corridor of our historic downtown should be in alignment with the character that we have all worked so hard to maintain.
2.	Kelli Christiansen	Glen Ellyn, IL	
3.	Laura Ekelund	Lombard, IL	I worked here as one of my first jobs out of high school, Glen Ellyn and Wheaton need more family friendly places. Not more condos.
4.	Elena Nichol	Glen Ellyn, IL	The scake abd styke if this will overwhelm the syrret, magnufy the traffic and parkingg issues peole have. It us akso i furiatibg that the development commission was dissolved and rh7s is getting shoced dien oyr throats
5.	lisa sharring	Glen Ellyn, IL	
6.	Elicia Viola	Glen Ellyn, IL	We don't need annoversized commercial box as the entry to our village
7.	Davida Dempsey	Glen Ellyn, IL	
8.	Amanda Hedquist	Glen Ellen, IL	
9.	Courtney Marunda	Glen Ellyn, IL	Not opposed to development of this area, but opposed to this particular design that is not in character with our downtown!
10.	Becky Beilfuss	Glen Ellyn, IL	I am not opposed to redeveloping this corner, but I am opposed to redeveloping it the wrong way. What is erected at the corner will surely stand there for generations to come. We should be thoughtful and strategic about preserving about the choices we make for this cornerstone of our downtown - the heart of the Village. The proposed APEX project casts a looming shadow over the Village, and it is sorely out of place as proposed. Surely these smart developers can look beyond their wallets and work with out citizens to develop something more in size, scope and character of Glen Ellyn.
11.	Russ Ward	Crystal Lake, IL	It is especially important to me because in 1973 the village purchased the land where the parking lot is from my family. We had owned it since 1906. I am not opposed to the development of this property but the proposed development will bring no benefit to the residents of the village and it will seriously degrade the downtown shopping district. It is far too tall and the height variance should not have been granted.
12.	elise b	glen ellyn, IL	so glad someone is looking into doing SOMETHING with a bit of the vacant space in glen ellyn. i think something that sets back SIGNIFICANTLY from main street and perhaps <i>(continues on next page)</i>

	Name	From	Comments
12.	elise b	glen ellyn, IL	<i>(continued from previous page)</i> steps up to higher stories (base of building be 2 stories to mirror the other side of the street), then further west from main, it can step up to 3 or 4 stories. this enables balconies/outdoor areas for the residents of the building, while NOT creating a canyon entering the shopping district. also, there are so many vacant commercial spaces already, it seems overly optimistic that more commercial space is what this town needs.
13.	Andrew Johnson	Lombard, IL	
14.	Alicia Rasnic	Glen Ellyn, IL	
15.	Dean and Virginia Page	West Covina, CA	It will lose the charm of the town GE I was raised in
16.	Jeff Burke	Glen Ellyn, IL	It'll take away the charm of the small town feel. I also own a business right across the street and the construction will hurt us.
17.	Jonathan Hovde	Glen ellyn, IL	
18.	Lo Sedall	Glen Ellyn, IL	
19.	Florence Wright	Glen Ellyn, IL	I have lived in GE since 1974 and this is my home. I raised my children here and worked for 15 years at Glenbard West. I remember the realtor telling us when we moved into our house about the charm of this Village and keeping it that way as being a big plus to the Village Board, etc. I would hate to loose that charm and see this go through.
20.	Matt Moore	Aurora, IL	Grew up in GE and we need to preserve some of the history.
21.	Donna Mills	Glen Ellyn, IL	
22.	Nancy Anderson	Genoa City, WI	My parents grew up and raised their family in Glen Ellyn. I am opposed to ANY project like this that does not fit with the character and feel of the village. I feel there is a better use for this site and other ways to raise revenue. I feel the residents opinions on the project should be considered fairly. Strong feelings against this project.
23.	Matthew McClure	Glen Ellyn, IL	The proposed development, in terms of scale and style, would destroy the charm of this block. Also, I'm unconvinced it would be a financial net positive for the Village and its residents.
24.	Judy Bresolin	Glen Ellyn, IL	We don't need any more apartments or condos in town. Glen Ellyn is finally bringing new shops and restaurants to town so we desperately need parking. A parking garage on this property is what we need!!!
25.	Shauna Lynch	Aurora, IL	
26.	Patricia Mueller	Sandwich, IL	I work at the salon across the street and this will ruin our business. there will be NO WHERE for our clients to park. build a parking garage there instead!!!

	Name	From	Comments
27.	Carl Cepuran	Glen Ellyn, IL	Development that is harmonious and keeping with the character of the village is important toward maintaining the quality of life and property values. Scale, density and architecture must be sensitive to the laws, codes, and aesthetics of the village.
28.	Jessica Valerio	Glen Ellyn, IL	Totally inappropriate for the location
29.	Char Stastny	Winfield, IL	
30.	Barb Lemme	Glen Ellyn, IL	
31.	Tim Loftus	Glen Ellyn, IL	This development is neither sympathetic or complementary in size or character to the National Register of Historic Places District that it will share on two sides. Glen Ellyn deserves better than this. I would expect to see this in downtown Naperville, Elmhurst, or Oak Park, not in Glen Ellyn. Why can Geneva build a 3 story mixed use at the end of 3rd Street or Hinsdale build a 2 story at Garfield and 1st in their historic downtown district, but we are not capable of doing something similar.
32.	Christina Motz	Glen Ellyn, IL	It is very important to preserve the unique village feel that we have in Glen Ellyn. The building being proposed appears generic and imposing. I would love to see something residential built but with more sensitivity to the character of our town. Once it is built, it is there for good.
33.	Zak Wilson	Glen Ellyn, IL	They are pushing this through way too quickly. The developer tried to sell almost the exact same building to Park Ridge, and they turned them down. It is just too big a building for that space. It does not fit in at all. This property needs serious thought on what we should do with it. We need to plan for something that will be around 50 to 100 years. Not something that is going to be out of date in 10 to 15 years.
34.	Madeline Motz	Glen Ellyn, IL	Gieche is a very interestingly designed building in the heart of Glen Ellyn that adds to the charm of our town. If someone would buy it, it would have so much potential to be something enriching to the citizens of Glen Ellyn. Tearing it down would be a shame.
35.	Kay Loftus	Glen Ellyn, IL	
36.	Caroline Curtis	Glen Ellyn, IL	Glen Ellyn is a special town and should have a building /development that is THOUGHTFULLY designed for the site on which it will sit. Not designed by a developer who is shopping an already configured design from town to town, seeing where they can plop it down. No. How many architects do you have on the board? They should not allow this. Glen Ellyn can do better.
37.	Elisabeth Dorsey	Glen ellyn, IL	The proposed building would look ridiculous and would destroy the character of the town. It is out of proportion. I would endorse a shorter building.
38.	Douglas Zimmer	Glen Ellyn, IL	

	Name	From	Comments
39.	Suzanne Carty	Glen Ellyn, IL	
40.	Charles Sullivan	FLOSSMOOR, IL	
41.	Donna Loftus	Glen Ellyn, IL	Our Village is too small for this large land mass. It will destroy the charm and character of the entry corridor on Main Street and overpower the other businesses. In addition, we don't need luxury unaffordable rental units. Affordable housing will keep more people in town, and patronizing local businesses.
42.	Dan Marks	Glen Ellyn, IL	
43.	Bonnie Hansen	Glen Ellyn, IL	
44.	Irenae Holdridge	Hudson, FL	
45.	John Crouch	Rockaway, NJ	Preservation of the character and charm of Glen Ellyn.
46.	Jim Campbell	Glen Ellyn, IL	The size/scale of the project is dramatically out of proportion to the current streetscape. Moreover, there is not enough fiscal nor parking benefit for residents. In fact the proposed downsized parking spaces are out of proportion to the vehicles in the community.
47.	Nancy Norem	Glen Ellyn, IL	I have lived in GE for 48 years. This will be a huge issue for parking. It is not needed. Who will live in theses expensive apartments. A better location would be on Crescent Blvd. Less commotion will be good for GE.
48.	Amy Cooney	Glen Ellyn, IL	
49.	john rasnic	Glen Ellyn, IL	Not enough parking with two years of NO parking for those businesses on that section of downtown. Need car access from Main as well as more parking. If we get this monstrosity, lets at least get something out of it!
50.	Kristin Stuffelbeam	Lakeview, AR	Because it's important to community, the people who live there. And to the historical quaintness of this very special village.
51.	Brian Collie	Glen Ellyn, IL	
52.	Barb Newberg	New Lenox, IL	The sheer height and volume of the structure renders it out of character with the south gateway to the village business district. The traffic impact and obstruction of afternoon sun to the building across the street are additional negative factors.
53.	Kathleen Connolly	Wayne, IL	With a good architect and a little village leadership/fortitude a much better architecturally compatible answer could be developed. They are reuniting the beauty of the town.
54.	Susan Stears	Lisle, IL	I grew up in Glen Ellyn - seeing what Lisle did with a huge apartment complex downtown, if Glen Ellyn does this, the beauty of the downtown will be ruined.
55.	Lance Fair	Glen Ellyn, IL	Our town is unique and beautiful. Dont ruin it with a monstrosity that doesnt have any place in it

	Name	From	Comments
56.	Karyn (Shelley) Hovde	Glen Ellyn, IL	
57.	Evans Lyne	Glen Ellyn, IL	
58.	Colleen McGavock	Glen Ellyn, IL	
59.	Stacey Harvey	Glen ellyn, IL	Maintaining the integrity of our town is important for current residents and future residents. This project is not within an appropriate scope to maintain the feel of the village. As a realtor in the area, I can speak to the fact that people specifically choose Glen Ellyn over other communities because of its small town feel and a downtown that isn't over commercialized.
60.	Michael McLochlin	Glen Ellyn, IL	
61.	Andrea Kammes	Glen ellyn, IL	Giesche's sitting empty for 4+ years is definitely an eye sore but an apartment building (any building) of this magnitude is not the answer.
62.	Michael Caulfield	Lake Barrington, IL	Change is good, but this is not a good look for our beloved downtown GE
63.	Justin Casazza	Glen Ellyn, IL	
64.	Jan Archambault	Glen Ellyn, IL	
65.	Robert Murray	E. Peoria, IL	Lived in three places in GE. Went to St. Pets and GBW. Please do something but make it relevant to such an iconic suburban village.
66.	Roger Kohler	Stanley, WI	I was born in Glen Ellyn in 1959 lived there until 2003 moved for my job my baby brother was born there he is buried there . Glen Ellyn is my hometown I'm proud of it, I understand things change I agree something has to be done on that site but it needs to fit in with the surroundings as far as looks and the height the design is very drab it doesn't fit the feel of the town if people on the board look at it can they in all honesty say they really like this design and how big and boxy it is I don't think so please save the town and redesign it with a little more class and make it fit this beautiful town thank you
67.	Robert C. Beilfuss	Glen Ellyn, IL	Much too large a building/project at that location.
68.	Sue Langguth	Glen Ellyn, IL	I have lived in GE almost all my life. The size of this building is not appropriate in that location. Let it be built in the commuter lot next to the library and put the commuter lot on main street.
69.	Patrick Cronan	Glen Ellyn, IL	Too big, will ruin feel if the town.
70.	David P	Glen Ellyn, IL	Will deteriorate the overall charm and integrity of this great town.
71.	Reyna Larson	Glen Ellyn, IL	The preservation of Glen Ellyn's historic downtown charm is important to all that live here. I find this project unnecessary and infuriating. Please let Glen Ellyn be Glen Ellyn.
72.	Victoria Devlin	Glen Ellyn, IL	I live here

	Name	From	Comments
73.	Lisa Hoy	Glen Ellyn, IL	It will destroy the small town feel. It will create major congestion! It will look awkward!
74.	Mary A.	Glen Ellyn, IL	Who's going to occupy 107 1/2 bedroom apartments? This building will bring in very tax revenue. Right when you enter town heading north all you will see are two large garage openings for the parking garage and an over sized, sun depelting stale building. No charm, nothing significant about it regarding our town and it's history. And for 18 months plus there will be no parking in town for shops and restaurants to survive. It seems so unnecessary when something quaint and cheerful could be the corner of entering our lovely village. And why do violations seem to be getting rushed through so quickly?
75.	Joyce Jackson	Glendale heights, IL	
77.	Anne Gould	Glen Ellyn, IL	This is important to me because I value our downtown - its historic nature, its scale, its charm. This is the wrong site for an apartment building. Three developers have tried; they all say it can't be done in less than 5 floors (while providing public parking and retail). This is primarily about scale on the primary streets with shops. At that large scale on a primary shopping and dining street, it detracts from and forever changes the small town historic character of our village. Secondly, it is about architectural style. However, even if it was a replica of the Glen Ellyn Hotel, it's the wrong scale for the site. Using both the Giesche lot and the village Main Street parking lot to build one building creates a building that occupies about 75% frontage of the west side of the Main Street block. Even at three floors, it would be massive. Can we develop separately with a retail and garage building on the village lot, and a business on the Giesche lot?
78.	Matt Stolfa	Oak Park, IL	I was born and raised in Glen Ellyn, attended St. Pet's, etc. with family and friends still there. The proposed development does not fit.
79.	Matt McCollum	Glen Ellyn, IL	
80.	Jeffrey Blei	Glen Ellyn, IL	We must save the historic character of Glen Ellyn. The sheer size, scale and breadth is simply too behemoth for our community. Our children and our children's children will thank us!
81.	JOHN CAVANAGH	Glen Ellyn, IL	Proposed building is way out of character for surrounding buildings. Needs to be scaled back.
82.	Jay VanHousen	Glen Ellyn, IL	I live in GE. This building size and arch doesn't make sense.
83.	Michael Church	Glen Ellyn, IL	
84.	Ellen Brannegan	Glen Ellyn, IL	
85.	Lisa May	Glen Ellyn, IL	We moved here recently for the character & believe this project can only ruin the character of the village. Why not make a smaller more beautiful structure that blends in and does not disrupt parking for current residents?

	Name	From	Comments
86.	Alicia Hopper	Glen Ellyn, IL	
87.	James Murphy	Glen Ellyn, IL	As a condo owner in the Central Business District, I can attest to the amount of traffic our 39 unit condo generates. 107 units plus retail will add thousands of additional cars coming and going on the very small part of Main St. The traffic study was done in early August which is the lowest period of the year - school is out, people on vacations. It will cripple downtown. Further we have 1.75 parking spaces per unit vs the 1.3 that is proposed. They will definitely need more spaces which will further exacerbate parking. This should go to Referendum.
88.	Christopher Zubb	Glen Ellyn, IL	Why the variance exception on height? It will dwarf the east side of the street, ruining the quaint streetscape that embodies Glen Ellyn.
89.	Caroline Prichard	Glen Ellyn, IL	The new building would be an eyesore and take away from Glen Ellyn's charm.
90.	Tom Zurawski	Wheaton, IL	
91.	Karen Stringer	Glen Ellyn, IL	Not every small town has to put up large, towering mixed use buildings. You are definitely taking away from the charm of the downtown. Perhaps use a different space like the old grocery store instead of Main Street
92.	Dana Rice	Glen Ellyn, IL	I echo the sentiments of many of my fellow residents. One of Glen Ellyn's main attributes is its charming downtown. Frankly, it's one of the main reasons my family and I decided to move here over other suburbs (e.g., Naperville). In the over 8 years I've lived here, I can't think of any other proposal that threatens the Village's charm more than this. It simply cannot be approved.
93.	Patrick Ryan	Glen Ellyn, IL	
94.	Christa Mannion	Glen Ellyn, IL	Building is too large for this site
95.	Brian May	Glen Ellyn, IL	The proposal is a monstrosity and poorly thought out plan. It needs better inspired ideas than the 5 story behemoth.
96.	Mary Carlson	Glen Ellyn, IL	The building height is not in keeping with the downtown architecture.
97.	Jennifer Greenwalt	Glen Ellyn, IL	
98.	Therese Krantz	Glen Ellyn, IL	
99.	Maggie Miekina	Glen Ellyn, IL	
100.	Live On Main	Glen Ellyn, IL	This is too big for the space. Why do they keep trying to put this in. It's been turned down 2x already. Will it bring tax revenue to help home owners?
101.	Fred Zubb	Chicago, IL	

	Name	From	Comments
102.	Anne Prichard	Glen Ellyn, IL	I am concerned about the mass of the building overwhelming the area, especially how it may impact the light in the area. It is so hulking and generic looking, too. Could we please have some architectural standards?
103.	Peggy Browning	Southlake, TX	As a former, long-time family resident of GE (40 + years), I recognize the importance that the village culture has in maintaining community and connection. A building of this type is not aligned with the history, present or future of Glen Ellyn. Bring development that supports, not detracts from long standing charm and culture of Glen Ellyn. Other historic towns have done this successfully.
104.	Michael H	Sherman Oaks, CA	It's important because I grew up in Glen Ellyn. I lived there from 1954 through 1975, returning often to visit family. The rendering and description of the proposed project does in no way fit the Village. It's a Village - not a city.
105.	Lynn Nu	Warrenville, IL	I grew up in Glen Ellyn and my mom lives there and I don't want to see the look and charm of the town destroyed.
106.	Jennifer Ohlinger	Wheaton, IL	It's important to preserve Glen Ellyn's historic charm and support the shop owners / risk takers / neighbors who would be negatively impacted by this project and parking issues.
107.	Steve Langford	Glen Ellyn, IL	
109.	Lisa Miller	Glen Ellyn, IL	There are much better uses for the Gieshes space. A cocktail lounge type restaurant with dancing would be fun. Putting a large building on this land will destroy the esthetic beauty coming into town. We need to preserve the history. Those of us who grew up in Glen Ellyn and got our shoes from Gieches hold dear and fond memories. If we keep destroying the buildings built in the 50s, 60s, 70s we are totally destroying a whole segment of history from Glen Ellyn's timeline. Parking is a big problem already keeps our family from using downtown restaurants as much. For Christ sake, when are we going to have the class and wisdom to say, enough is enough with all this growth and expansion?
110.	Carolyn Anderson	Glen Ellyn, IL	
111.	Pamela Lund	Glen Ellyn, IL	I grew up in the Wheaton/Glen Ellyn area and have resided in Glen Ellyn for 48 years. While i would love to see this site developed, i feel it would best serve the community to keep our small town historic feel during this development. Once that feel is gone and a variance has been permitted, it will open the door for more negative change. Glen Ellyn needs parking to accomodate patrons of current stores and restaurants. With a look enhancing our town, not negating it .
112.	Liz Dawson	Glen Ellyn, IL	The sheer scale and height of this building would destroy the south entrance to Glen Ellyn's historic down town. If a precedence is set for height variances which building and/or (continues on next page)

	Name	From	Comments
112.	Liz Dawson	Glen Ellyn, IL	<i>(continued from previous page)</i> block would be next to make this ridiculous building look like it fits? Today Glen Ellyn's charm makes it a destination village for visitors and residents. Has anyone looked at the revenue loss from visitors who will stop coming to a down town that looks like Anytown, USA?
113.	Stephanie Dorsey	Glen Ellyn, IL	I feel that the building as it has been proposed is too large and much too tall for that location. I feel that the Village has compromised the integrity of our downtown for the sake of just putting something, anything in that space. And if the developer needs to put something that large there just to make it profitable, then it's definitely the wrong developer for the Village to do business with and the wrong spot for a development of this kind.
114.	Susan Scown	Glen Ellyn, IL	I lived in Glen Ellyn before the ugly Giesche's store was built in its current site. (It was in another spot before that.) I think the updated Apex design is not bad (and much better than the Giesche's store) but, at five floors, is way too big and will overwhelm Main St. The height variance explanation by the developer makes it sound like it won't make much difference, but this is only if you are reckoning the height difference from the current zoning regulations of four floors rather than from the two floors in the neighborhood as it is currently.
115.	Karen Bretz	Glen Ellyn, IL	It is best to preserve for others to enjoy. Doesn't fit our village....on this block in particular. Plus, the sweet spot for this town is the need for two bedroom condos not "high-end" rentals that inevitably will be vacant and then we'll see them reduce price and bring less desirable tenants. Do you want creeps living next door to St. Pets?
116.	Thomas Mesch	Glen Ellyn, IL	
117.	Trang Green	Glen Ellyn, IL	
118.	Matthew Todd	Glen Ellyn, IL	
119.	Margaret McGuffey	Kingwood, TX	Glen Ellyn has charm!. The preserved look of downtown Glen Ellyn is a major part of the village's character. The proposed building, inappropriately designed to blend in with the historic character of downtown Glen Ellyn, would be an eyesore! It is mind boggling to think someone could be shortsighted enough to destroy the beauty of this century+ year old village with architecture that is completely out of character with the other buildings downtown.
120.	David Blei	Glen Ellyn, IL	Building is too big for that space and takes away from the charm of the town. We need parking not rentals!
121.	Lorraine Leonard	Glen Ellyn, IL	
122.	Michele T	Glen Ellyn, IL	
123.	Nicole Lysaght	Glen Ellyn, IL	

	Name	From	Comments
124.	Ken Marz	Glen Ellyn, IL	Maintain character of downtown. Insufficient parking is still an issue. Focus instead on Mc Chessmeyer/Miller property. Tear down shoe store and convert space into a town square. Finally, review traffic patterns.
125.	Heather Blasko	Glen Ellyn, IL	
126.	Kim Lloyd Eichenauer	Glen Ellyn, IL	
127.	Justin Ullman	Glen Ellyn, IL	
128.	Lynn McIntyre	Glen Ellyn, IL	This is such a quaint lovely village. Building this monstrosity right on Main Street would kill the ambiance and atmosphere of this town much less keep any chance of sunlight out. I work in this town almost directly across from the location. The parking is already inadequate and what provisions being implemented are still inadequate. The fact that the Village would pass this proposal is heart breaking.
129.	Pierre Biset	Glen Ellyn, IL	The current project is far too aggressive (it's a monstrosity). In my opinion the old buildings are what makes the downtown beautiful. If I wanted this I would have moved to any of the other generic / strip mall laden Chicago land suburbs. We do not need this. Not only is the current plan an eye sore that does not fit the character to Glen Ellyn at all. Not to mention the increased traffic and congestion through our neighbor hoods. We need change but not this change. How about something that fits the charm of our downtown and half the size? Is 50 units not enough?
130.	Ellen Estes	Glen Ellyn, IL	
131.	Regina Harty	Glen Ellyn, IL	Destroys the look of downtown Glen Ellyn. We don't need more retail in a town with so many empty stores already. Parking and traffic issues.
132.	Jonathan Schmit	Glen Ellyn, IL	
133.	Michelle Kieseewetter	Bloomington, IL	
134.	Britta Albrecht-Tello	Glen Ellyn, IL	Too tall, bad aesthetics, and too densely populated for location
135.	Barbara Munroe	Glen Ellyn, IL	The proposed plan is NOT keeping with the style and quaintness that makes our downtown so special. The pride of living amongst the beautiful architecture of days of old, will be flattened if this hideous monstrosity is approved. Don't sell us out. Please.
136.	Jordan Paulius	Glen Ellyn, IL	
137.	Gail Farney	Missoula, MT	I grew up in Glen Ellyn. It's quaint village charm is very important to me. I want it to keep its small town feeling forever

	Name	From	Comments
138.	Kelley Kalinich	Glen Ellyn, IL	I am support of development at this location, but not this development. The structure is too large and will negatively impact the culture and environment in a negative manner.
139.	Andrea Kammes	Glen Ellyn, IL	
140.	Christina Carter	Lombard, IL	I went here as a little kid with my parents.
141.	Deb Connor	Glen Ellyn, IL	Because the Villqge Board doesn't actually consider what is best for residents they are only thinking of what creates revenue or taxes. Perhaps it's actually time to think about those of us to live here and more apartments retail etc when they can't wven decide on parking. It's ridiculous
142.	Diana Martinez	Glen Ellyn, IL	I feel this is too tall and too big. This project takes almost an entire block of Main Street that is virtually only 2 blocks long? There will be no net gain in parking and it changes the entire composition of the downtown. The retail is very small and the style will forever change the charm of our downtown.
143.	Ian Dawson	Glen Ellyn, IL	The site needs to be developed, but the proposed building in too large, out of scale with the surrounding buildings. The zoning regulations on height are being ignored as are the recommendations from the other village plan (Granacki). The zoning regulations should be applied consistently irrespective of residential or commercial projects.
144.	William Peterson	Glen Ellyn, IL	
145.	Laurie Carney	Carol Stream, IL	
146.	Keith Carlo	Elgin, IL	
147.	karen winter	Glen Ellyn, IL	This building will destroy our sweet downtown
148.	Zackery Welch	Glen Ellyn, IL	
149.	Mary Ellen Duvall	Glen Ellyn, IL	I want to preserve the historic feel of the Village. Architecture should match and decrease the height of the building!
150.	Richard Joslyn	Wheaton, IL	I used to live in Glen Ellyn. Graduated from Glenbard West. Used to work at the pharmacy across the street and have been going to Busy Bee barber shop for over 40 years. The development is too big and two stories too high. It will ruin Glen Ellyn.
151.	Sharon Brady	Ignacio, CO	
152.	Zlatka B	Glen Ellyn, IL	It would be too big. We don't need a big monster in our town.
153.	Daenon Scobee	Glen Ellyn, IL	I live one block from the proposed development. I'm concerned with the additional traffic, how it will effect St Pets school's activities, and is there a need at this location for this type of development.
154.	Steve Seaney	Glen Ellyn, IL	
155.	Daniel Kolcz	Glen Ellyn, IL	
156.	Joan Ruddy	Glen Ellyn, IL	There is no place to park in this town now - AND it is an eyesore.

	Name	From	Comments
157.	Chris Novak	Glen Ellyn, IL	Lots of profits to the developer, but few for Glen ELLYN. Will limit parking too much for other downtown businesses, and turn Main Street into a canyon with tall buildings on both sides.
158.	JoAnne Marks	Glen Ellyn, IL	
159.	MARY BETH Nelms	EN ELLYN, IL	I would like to protect the quaint integrity, of our village.
160.	John Zefeldt	Carol Stream, IL	Because I grew up in Glen Ellyn and it's still my favorite town anywhere. I still spend a lot of time in GE and want to move back one day. That new building just doesn't fit. Don't ruin this great town.
161.	Aileen McKenna-Burke	Wheaton, IL	live in the area
162.	Hilary Fife	Glen Ellyn, IL	
163.	April Sedall	Glen Ellyn, IL	It is an inappropriate way to develop that corner...too big, ugly and increased congestion near churches and small businesses will hurt rather than help our local economy.
164.	Mark McMurray	Glen Ellyn, IL	The structure being proposed is a monstrosity that will tower over Main St and detract from the appeal of Glen Ellyn. That site is on top of the hill and with 20 ft height variance will forever ruin the Hillside and Main st intersection. There are other ways to make up the revenue with less square footage that should be considered.
165.	Donald Burke	Glen Ellyn, IL	Way too big for that small of an area
166.	Jennifer Schmit	Glen Ellyn, IL	
167.	Timothy McKeown	Glen Ellyn, IL	Too big and out of character in design
168.	Jo Turner	Glen Ellyn, IL	
169.	Kristin Nichols	Glen Ellyn, IL	This is even worse than the last proposal. Ugly, not appropriate for Main Street, and even more scary: short term studio and one bedroom rental units that will likely sit EMPTY.
170.	Michael Gettle	Glen Ellyn, IL	I want a building that is more cohesive with the existing buildings.
171.	Jennifer Week	Chicago, IL	The proposed structures do not match the look of the rest of the town and will ruin it's appeal.
172.	Mary Hinz	Glen Ellyn, IL	It is too much building for the space. It will also change the character of Glen Ellyn in a negative way.
173.	Dale Todd	Glen Ellyn, IL	
174.	Jean Jeske	Glen Ellyn, IL	
175.	Jacqueline Meller-Vogt	Glen Ellyn, IL	

	Name	From	Comments
176.	Kenneth Slauf	Glen Ellyn, IL	Providing the variance as required for this project is more than should be allowed. Any developer with money and attorneys will be able to continue this troubling trend in suburban development. I have reviewed the GE financials and don't see how the "projected" revenue will possibly compensate for all the negatives (including diminished parking) that Apex400 presents to GE residents.
177.	Genell Scheurell	Chicago, IL	Glen Ellyn's historic downtown is legendary. The size of this project will destroy that character, and worse yet, make it look like every other downtown in the western suburbs of Chicago. The local government's absence of valuing the historic character of the Village is what motivated us to move out of Glen Ellyn.
178.	Shawn Wigle	Glen Ellyn, IL	
179.	Joseph Schumacher	Glen Ellyn, IL	This does nothing to improve the livability of Glen Ellyn for current residents.
180.	Lynn LaPlante Allaway	Glen Ellyn, IL	This is my community and it affects our local businesses negatively.
181.	Richard Hill	New Orleans, LA	As a former resident of the area, lived in Lombard for 27 years, in fact our house was built by Thor Giesche, we in Lombard envied Glen Ellyn's bustling, small town feel of its downtown space...this large-scale project is meant to do one thing...make \$\$\$ for the developer, the residents of Glen Ellyn be damned...growth is inevitable in such an neighborhood, and can be a welcomed event and strengthens a community, but growth for the benefit of a few, and for just the sake of profit can become a blight. Your community deserves better.
182.	Kathy Hibmer	Wheaton, IL	Having lived in GE , in a Historical Sears Home, for over 30 years , throwing up massive condos is devastating to me!! The charm of GE is all of the historical sites of the village, homes, Buildings, and the streets!,not to see how many more large unattractive buildings to be put up so we look like the suburbs that were created by homes being built!! If you want that look, moved to Bolingbrook, Bloomingdale, or whatever other towns don't have a historical downtown! Obviously, the people on the board don't have the love and devotion to the GE PROPLE IN this beautiful village! Once again \$ Motivates their decision! REALY? They can't you come up with a better idea !!
183.	Karen Gruden	Wheaton, IL	I was born and raised in Glen Ellyn. This proposed abomination of what is intended to replaced Giesche would change the entire look and feel of our village forever. Something like this should NEVER be built on Main Street. It dwarfs the buildings whose architecture is the bedrock of our town. It is similar to a building in Wheaton, which looks like a prison, but at least it is not on a Main Street in the (continues on next page)

	Name	From	Comments
183.	Karen Gruden	Wheaton, IL	<i>(continued from previous page)</i> middle of town. I am against this plan in the strongest possible way.
184.	Tim Dierkes	Glen Ellyn, IL	The proposed five-story building is simply too tall. It will ruin the aesthetic of the south entrance to our downtown for generations to come. It will also create traffic problems for residents.
185.	Mary Frank	Bartlett, IL	I lived in Wheaton on the Glen Ellyn boarder for more than 40 years. A building like this would destroy the entire charm of this city. It should not be built as planned. It should be scaled way down in size.
186.	Rick Tiberghien	Glen Ellyn, IL	
187.	Michael Hoy	Solon, ME	This project is inappropriate and out of scale.
188.	Rebecca Lemme	Glen Ellyn, IL	This development is not in keeping with the feel of downtown and would detrimentally change this village and the future of local business there. I vehemently oppose this development.
189.	John F	Glen Ellyn, IL	While I am encouraged that the site is under consideration for redevelopment, which is thoroughly needed, I do believe the current Apex proposal does not fit in adequately with the architecture of downtown Glen Ellyn. Perhaps a change in design which incorporates the look of downtown Glen Ellyn and set backs as the development rises would help.
190.	Tonia Duff	Ft Myers, FL	
191.	Laurie Kolcz	Glen Ellyn, IL	Glen Ellyn is a VILLAGE. This proposed structure does not fit in with the charm of the village. Residence pay a lot of money to live in this community to enjoy the ambiance. At least have it look like the building fits in with the rest. Please keep GE the unique village that it is and not turn it in to every other generic town. Thanks
192.	Debbie Briggs	Glen Ellyn, IL	Any development should fit the nature and scale of the buildings in the area. This development would dwarf the other buildings and change the quaint nature of the downtown area. There must be better ways to effect change downtown.
193.	jennifer Andersson	Lombard, IL	
194.	Donald Peterson	Glen Ellyn, IL	I saw more relatable design that would match the town! The one that is being promoted is hideous for this town!
195.	Susan Keller	Glen Ellyn, IL	It will drastically change the charm and image of our town.
196.	Lenore Macafee	San Juan Capistrano, CA	I lived in Glen Ellyn most of my life and raised our children there. It is a beautiful place and it's charm must be protected and preserved.
197.	Cristy Gaffney	Saint Paul, MN	
198.	Amy Wloszek	Glen Ellyn, IL	

	Name	From	Comments
199.	Timothy Hannum	Middletown, CT	Hope to preserve the architectural compatibility of downtown Glen Ellyn. As a resident of the Village throughout the 1960s I don't want to see the character of the community destroyed due to lack of objectivity by developers.
200.	Elizabeth Callaway	Glen Ellyn, IL	
201.	Jill Paulus	Wheaton, IL	I would like to see more parking minus the apartments, and a preservation of zoning code as is. I moved to Glen Ellyn over 20 years ago, because I thought Naperville grew too much.
202.	Jamie Cnota	Elk Grove Village, IL	
203.	Andrea L Hacker	Glen Ellyn, IL	Traffic!!!
204.	Lisa Becker	Glen Ellyn, IL	
205.	Brian Kennedy	Glen Ellyn, IL	It is a wildly inappropriate structure for our Village. It might not be quite as bad as a casino, but it is way at that end of the spectrum.
206.	Jo Ellen McKillop Dickie	Glen Ellyn, IL	
207.	Alan Lanning	Glen Ellyn, IL	
208.	Jodey Schonfeld	Glen Ellyn, IL	
209.	Beth Lanning	Glen Ellyn, IL	Preserve our village
210.	Kathleen Williams	Rochelle, IL	I grew up in Glen Ellyn and I don't want the Village's charm to be desecrated by a big, ugly building.
211.	Gail Kimen	Glen Ellyn, IL	Will drastically change the character of the downtown, add to traffic, etc
212.	Janice Davis	Glen ellyn, IL	
213.	Nancy Thomas	Huntersville, NC	I grew up in Glen Ellyn. Part of the beauty of the town is that there are no Behemoth buildings that only add to the alienation of people than the smaller, friendlier buildings. The very idea is horrifying!!
214.	Mary Zilly	Canton, IL	It would take away the small town charm and atmosphere of Glen Ellyn
215.	Jan Hugg	Glen ellyn, IL	Parking is already a huge problem in Glen Ellyn. This development would be far too dense and aggravate rather than resolve the already existing problem.
216.	Bill Bulman	Glen Ellyn, IL	
217.	Ted Miller	Glen ellyn, IL	Not in scale to rest of town
218.	Alicia Sitley	Glen ellyn, IL	Take time to make the right decision; it will benefit the Village for decades to come.
219.	Janice Watson	Glen Ellyn, IL	We need to keep the beautiful town of Glen Ellyn free from things like this. It will trash our town!!!
220.	Pat Stark Conly	Mt. Airy, MD	

	Name	From	Comments
221.	Tim Bateman	Chicago, IL	Having been a 20-year resident of Glen Ellyn until recently, I am concerned the Village will allow a huge, variance-busting megastructure in its downtown to dominate and lead to the diminution of what we always loved as a distinctive and warm downtown
222.	Ellen Pieper	Glen Ellyn, IL	This proposed building is WAY too large and not staying with the distinct village character we know Glen Ellyn to exhibit. In fact this is hideous. It is also Not the right location for so much new traffic. There is already major traffic build up on the South side of the tracks when there is a train —sometimes going as far back as Ridgewood Ave. I am very disappointed in our Village Board.
223.	Joanie S	Wheaton, IL	This proposed development will negatively impact the quaint downtown area with its large scale and increased traffic.
224.	Elizabeth Carty	Glen Ellyn, IL	While we did not live in Glen Ellyn proper, my sons attended St. Petronille school during a 13 year span. During that time, we fell in love with the charm of the town...not only the small, unique shops & restaurants, but also the picturesque, historic & Capra-esque qualities Glen Ellyn embodies. PLEASE do not spoil this gem of a town by building a monstrosity at its threshold! This will truly take away from its character!
225.	Kim Parsons	Downers Grove, IL	
226.	Austin Waters	Mission, KS	I think this project would really change the downtown for the worse.
227.	David Quam	Glen Ellyn, IL	
228.	Dale Anderson	Genoa City, WI	I strongly oppose this project! This building does not belong in downtown Glen Ellyn.
229.	Nichol Moore	Glen Ellyn, IL	The old Gieshe building could be repurposed. Even divided as is or a banquet facility maybe? I don't feel that more luxury apartments are what Glen Ellyn needs to refresh the area or to build more revenue for the town. I also feel the Apex 400 proposal would create a larger problem with parking than we already have in the downtown shopping and dining areas.
230.	Jeff Westrom	Glen Ellyn, IL	There is a parking issue already downtown Glen Ellyn. We need a parking garage to hold many more cars than currently, not more people with nowhere to park
231.	Ellen Hampson	Glen Ellyn, IL	there is way too much traffic on Main st now why do we need to add more residents??
232.	Katherine Cornell	Glen Ellyn, IL	Having a beautiful and welcoming historic downtown attracts home-buyers, shoppers and visitors. This proposed building will have exactly the opposite effect. It is completely inappropriate for the location - over-sized, unattractive and would overwhelm the rest of the downtown, especially this gateway block. In addition, the small number of renters (continues on next page)

	Name	From	Comments
232.	Katherine Cornell	Glen Ellyn, IL	<i>(continued from previous page)</i> would be too minimal to make a difference to our downtown merchants except to cause more traffic congestion. The proposed building would be fine in Chicago on Rush Street but it is very wrong for Glen Ellyn.
233.	Rob Pieper	Glen Ellyn, IL	I attended the planning committee meeting this past week with great optimism — finally something going into the deserted Giesche space! Would it address some of my concerns relating to traffic, safety, housing mix, and building materials? For me, the developer did a sufficient job here. However, when I saw the renderings, my heart sank. The building is WAY too large for that location. It will forever change the character of our town. And, it seems generic. I ask that the board back to the previous long term city plans for guidance AND create a comprehensive description of what the village of Glen Ellyn is and probably define what we it is NOT. As much as I hear comparisons, we are NOT Elmhurst, Wheaton, Hinsdale or Oak Park. Those who want those communities, choose to live there. I for one am willing to wait for the right opportunity — even if it means additional years walking past a vacant building.
234.	Linda Greivell	Glen Ellyn, IL	Preserve the look and feel of the village. The downtown was a huge selling point for why I purchased a home here 2 years ago.
235.	Justin Everly	Glen Ellyn, IL	
236.	Liam Carty	Glen Ellyn, tm	Not to scale - proposed renderings are way too large given other buildings in town. I don't object to development, but please, something with charm.
237.	Katie Cairns	Glen Ellyn, IL	
238.	Patrick Mcgavock	Glen Ellyn, IL	This is my hometown and still home to my family. The giesche building should turn it's charming building into a bed and breakfast or dinner. There is plenty of apartment living in downtown GE!! Give the space to a small business. There is always room for growth in this community.
239.	Denise Sheehan	Glen Ellyn, IL	
240.	Hillary Pennington	North Aurora, IL	
241.	Vyonne Scheiwe	Glen Ellyn, IL	This doesn't fit the streetscape. It need to be a smaller development
242.	Elizabeth Zubb	Glen Ellyn, IL	
243.	Lori Spreitzer	Glen Ellyn, IL	Love downtown and Giesche shoe. Please keep!! My parents lived in Glen Ellyn for 44 years, I was raised there, my brother raised his family there and still lives in town. I routinely return numerous times a year for family <i>(continues on next page)</i>
244.	Heidi Martin	Elmhurst, IL	
245.	Janet Reynolds	Antioch, IL	

	Name	From	Comments
245.	Janet Reynolds	Antioch, IL	<i>(continued from previous page)</i> get-togethers. What makes the village a place people want to live and raise their families is that it has retained a viable downtown with a solid small town community feeling. The Apex 400 development is too large, too tall and does not architecturally fit in with the neighborhood or business area. It would end up destroying the east side of Main Street business district, blocking off the sun and shrouding it in perpetual shadowy gloom. The brick and concrete jungle box style Apex building would be so dominant it would become what defines the village in a very detrimental manner. Few towns still have an intact business district nearing 100 years old and it needs to be protected. Do not give a height variance. Enforce the height code of the village and require a building facade that compliments the area that is being build in instead of doing irrevocable damage.
246.	Lee Mathieu	Glen ellyn, IL	Born and raised in Glen Ellyn
247.	Lisa Estes	Glen Ellyn, IL	Structure is too big!
248.	Sigita Redman	Glen Ellyn, IL	Preserve our small town feel.
249.	Dave Redman	Glen Ellyn, IL	It looks like that monstrosity built on York Rd in Elmhurst, it's too big blocking sun, too tall compared to neighboring buildings, plain without character, we don't need studio and 1 bedroom units in Glen Ellyn. Keep the small town character and build smaller. All the developer cares about is bigger means higher profits, sacrificing our towns quant character.
250.	Thomas Lampert	Glen Ellyn, IL	The Apex 400 is far too dense for downtown Glen Ellyn. It would make it almost impossible to get through downtown Glen Ellyn via Main Street due to the increased traffic. Traffic would be backed up for blocks, even with no trains.
251.	Jill Hillgoth	Glen Ellyn, IL	
252.	Jim Spreitzer	Glen ellyn, IL	
253.	Christina Samatas	Glen Ellyn, IL	The village needs to do a better job of understanding the needs of the community while also preserving the charm and appeal. This building, in particular, has no curb appeal, is off in scale and only adds to the parking problem.
254.	Lawrence Pecorella	Glen Ellyn, IL	
255.	Bernadette Laszewski	Glen Ellyn, IL	
256.	Susan Cristiano	Glen Ellyn, IL	Do not change the character of Glen Ellyn by building such a large complex in the center of town. It is not suitable for this location and would permanently damage the existing town look and style. Scale is too large for site and would dwarf existing nearby buildings and stores, retail and churches etc. It would make the rest of the town miniature to this enormous monumental building.

	Name	From	Comments
257.	Kathleen Rodgers	Glen Ellyn, IL	
258.	Terri Persino	Glen Ellyn, IL	
259.	Rachel Knopp	Chicago, IL	
260.	ALISON PARK	Glen Ellyn, IL	This is not in keeping with the feel of our village and cheapens the character that many have worked hard to preserve
261.	John Wolaver	Glen Ellyn, IL	It does not fit in the architecture of our town. It looks like it was dropped there from Chicago by a a tornado. It is a wall (Trump would love it) of bricks attacking the street.
262.	Sheila King	Glen Ellyn, IL	
263.	Catherine Voigt	Glen Ellyn, IL	Too big, too dense, and not in keeping with the character of the downtown area.
264.	Barb Isaac	Glen Ellyn, IL	Change the building design. Keep the village quaint.
265.	Kelli Felker	Plymouth, MI	Glen Ellyn is my hometown and so charming! This monstrosity would take away that charm. Please do not build it as it is currently designed! Come up with a design that carries the charm that this wonderful small town oozes. Make it be a positive for the town, rather than an eyesore!!
266.	Dave Willhite	Centennial, CO	My family has been part of Glen Ellyn for over 50 plus years! We feel the building is way out of proportion, for the rest of the buildings close by, along with the extra traffic on our two lane downtown roads , will just not fit in!
267.	Edie Cooper	Centennial, CO	My family has lived there - and many menebers still live there - for over 50 years. My parents are buried there....and I visit often. The 2 lane Main Street is not equipped to support the inevitable traffic that this complex would ensue. It would make driving, parking and walking in town an unpleasant - if not impossible experience.
268.	Jennifer Pembroke Johnson	Glen Ellyn, IL	It is out of scale with the landscape of the town. This is not the vision I have for the Village - didn't move here to live in Naperville.
269.	Kaely Rhear	Glen Ellyn, IL	
270.	Jeremy Samatas	Glen Ellyn, IL	I have personally been in their other buildings in the area and they are not the quality we have come to expect in Glen Ellyn. The design leaves a lot to be desired and would severely compromise the look of our downtown.
271.	Ali Langtry	Glen Ellyn, IL	
272.	Catherine Petsinger	Racine, WI	I spent my whole life in Glen Ellen and come there often and it's special and historical! Any changes would ruin the special feelings of my hometown...
273.	David Creech	Glen Ellyn, IL	

	Name	From	Comments
274.	Christy Troyer	Glen Ellyn, IL	The proposed height of the building is significantly higher than the current building code allows. Allowing the development to proceed as proposed would significantly alter the appearance of our beloved downtown. I think this is a dangerous precedent to set.
275.	Kathleen Cipriani	Tomah, WI	Glen Ellen is my home town. The city scape is what makes it the quant and special place it is! It is what draws people there. If people want to live in a high rise they would stay down in the city. Yes this will bring more tax dollars to the township but Glen Ellen is about families! High rises are about single people. Schools and parks and activities draw families to Glen Ellen. I do not live there any longer but many of my friends still do and I come "home" as often as possible. I come for homecoming, parades and activities please don't take that feeling away!!!!
276.	Anne Frentzos	Winfield, IL	Grew up there. Parents still living in the same house i grew up in. Hate to see another small town ruined by over development. No need for it!
277.	Jacquelyn Casazza	Glen Ellyn, IL	The current proposal is out of character, scale and size with the downtown. Let's develop this site in a thoughtful way that has clear financial and aesthetic benefits for Glen Ellyn for years to come!
278.	Pasquale C	Glen ellyn, IL	As a long time resident of Glen Ellyn I am proud of the historic character of our town and feel that the proposed building will not only detract from the downtown as the architecture is not in keeping with the nature of the downtown, it will reduce parking available to restaurants and hurt that business and will involve the destruction of an interesting building on the corner that could be repurposed.
279.	Maureen Colalillo	Glen Ellyn, IL	
280.	Rhonda Krey	Advance, NC	
281.	Roberta Wheatley	Glen Ellyn, IL	
282.	Helene Lane	Glen Ellyn, IL	Changes the character of a unique, warm, and lovely community.
283.	Mary Ellen Mazza	Glen Ellyn, IL	don't feel the building fits with the rest of our historic town I don't want a giant apartment complex destroying our downtown. The planned architecture doesn't fit into the charm of GE. Way. Too. Big and Ugly.
284.	Agnes Dierkes	Glen ellyn, IL	
285.	Douglas Carty	Glen Ellyn, IL	
286.	Andrea Knapp	Glen Ellyn, IL	
287.	Melanie Kline	Glen Ellyn, IL	This project will dominate the landscape of our village in a way that will destroy the charm that makes it "a down town to remember".
288.	Erica Pepper	Plainfield, IL	
289.	Claudia Schafer	GLEN ELLYN, IL	

	Name	From	Comments
290.	Katie Green	Glen ellyn, IL	Glen ellyn is too crowded . Not another eyesore.
291.	Maren Woodlock	Dyer, IN	I love Glen Ellyn's downtown and don't want it to lose it's small town charm.
292.	Kim Severyns	Glen Ellyn, IL	I have lived here for 53 years & this does not blend in with our village!!
293.	Michael Eisnach	Glen Ellyn, IL	This is far too tall and will dramatically impact the visual appeal of downtown. Interesting that the Village is fine with the height of this development being drastically taller than surrounding structures but when we wanted to make our fence a foot taller so all portions of the fence matched (increase from 3 to 4ft), that was denied.
294.	Page Poris	Geneva, IL	Lived in Glen Ellyn - value the aesthetics of the downtown.
295.	Amy Rogers	Wheaton, IL	I grew up in Glen Ellyn, my parents still live there, and I frequent shopping and dining there since I live right next door in Wheaton. I have always loved the charm of Glen Ellyn's Downtown and lack of chains and luxury appointment buildings that have been the trend recently in other nearby towns.
296.	Martha Casazza	Chicago, IL	Our children live in GE, and we love visiting the charming downtown and its shops and restaurants. The building as proposed would take away the GE charm that attracts city dwellers like us. Developing that property is a good idea but not as proposed.
297.	Mary Abbey	Cedar Rapids, IA	I grew up in Glen Ellyn from 1956 until I went to college in 1965. I have visited Glen Ellyn about every 5 years because this was the greatest place when I was a child. Its charm and beauty would be lost with a structure that is to be built on Giesche's site. I also worked at Webb's Drug Store across the street.
298.	Caitlin Ramos	Glen Ellyn, IL	
299.	Christine Hunter	Bartlett, IL	It will detract from the area and doesn't fit in with the hometown feel of the village
300.	Patrick Colalillo	Glen Ellyn, IL	
301.	Tammy Lyons	Glen Ellyn, IL	
302.	Kristi Tolman	Glen ellyn, IL	We, the citizens of Glen Ellyn, need to ensure that any development adds to the charm and character of our town.
303.	Nancy Lundquist	Des Plaines, IL	
305.	Sarah Whitridge	Hobe Sound, FL	It is where I grew up and it means a lot to keep it as it should be.
306.	Heather Liay McCauley	Glen Ellyn, IL	We moved to Glen Ellyn 9 years ago because it was a small, friendly suburb with a lovely, historic and quaint downtown area that we could walk to and enjoy. We already have traffic issues and certainly parking problems in our little 27,000 person village. Tearing down an entire block of (continues on next page)

	Name	From	Comments
306.	Heather Liay McCauley	Glen Ellyn, IL	<i>(continued from previous page)</i> unique history to put up a characterless monstrosity is not in the best interest for residents or local businesses. I support historic preservation and would prefer to see something that is less obtrusive and more aesthetically in line with existing downtown GE structures. I beg our village council to rescind approval for this project.
307.	Corinna Weckerle	Glen Ellyn, IL	
308.	Ginger Boskelly	Bloomington, IL	
309.	Diana Foth	Glen Ellyn, IL	
310.	Meghan Ansell	Glen Ellyn, IL	
311.	Heather Mees	Glen Ellyn, IL	I believe that the small town character of downtown Glen Ellyn is the reason why so many people (my husband and me included) moved here and I don't want to lose that. We just finished a lengthy and expensive preservation of our own historic home, to prevent it being torn down, and I would like to see our town put the same consideration into what happens to its downtown.
312.	Jeff Ksiazek	Glen Ellyn, IL	
313.	Nancy Bell	Glen Ellyn, IL	This development will ruin the character of our town. Furthermore, parking is already almost as bad as Naperville. We need more parking just to support existing commerce and population. There is no advantage to adding this development to our downtown area.
314.	Jolita Paradnyte	Glen ellyn, IL	It's important as I live in Glen Ellyn. I don't agree with tasteless buildings just to generate taxes. It can be done in a different setting.
315.	Karen Schwieters	Montgomery, IL	I grew up in unincorporated G E. I love to visit the town and see downtown still looks like I remember. There's no need for an oversized building o be there.
316.	Judith Bryan	Montgomery, TX	
317.	Johanna Koehler	Glen Ellyn, IL	
318.	Lawrence Casazza	Chicago, IL	Develop a building that is proportionate to the charming village that is Glen Ellyn, not one that overwhelms it.
319.	Mike Wilson	Glen Ellyn, IL	NO NO NO NO. One NO for each generation of Wilson's who have lived here.
320.	Bradley Evans	Glen Ellyn, IL	I echo the numerous comments that accurately convey that the scale and footprint is just too big...we have restrictions on how large a house can be on an existing lot...seems we should extend the same common sense to OUR downtown
321.	Amy Colo	Glen Ellyn, IL	We moved here for the charm and this does not fit the charm of the downtown. Realistically this will not lower my taxes so I'm fully against this.

	Name	From	Comments
322.	Jen Kitun	Glen Ellyn, IL	While I am all for further developing downtown Glen Ellyn, I do believe that a building that is 40% taller than everything around it is not right for the area.
323.	Nat Truitt	Glen Ellyn, IL	
324.	Anna Wroble	Glen Ellyn, IL	
325.	Susanne Riley	Glen Ellyn, IL	
326.	M J	Glen Ellyn, IL	I feel the height is way too much for the streetscape. I don't buy the argument that it needs to be that big to be profitable. Donating the Main St lot is not a wise move here.
327.	Susan Measures	Somis, CA	The feel of the town will change. Keep Glen Ellyn cozy and inviting.
328.	Laura Everly	Glen Ellyn, IL	
329.	Robert Margetts	Glen Ellyn, IL	The new structure is an eye sore and doesn't benefit the public in the downtown public area
330.	Sonja Melton	Glen Ellyn, IL	
331.	Alice Brainerd	Cockeysville, MD	As a Glenbard alumna, I hope to see the charm of Main St continue as is. This development would open the door to changing the historic neighborhood.
332.	Christine Heidkamp	Glen Ellyn, IL	Development & growth needs to happen in GE. But this is the absolute opposite of the kind of development we need. Too large. Too many new parking issues with the new tenants, visitors, etc... Strain on the schools. Not smart.
333.	Donna White	Wayne, IL	
334.	David Brainerd	Glen Ellyn, IL	Granting variations to zoning ordinances to developers is creating a very slippery slope. Do not allow this unless you do not care about the character of your village.
335.	Maha Engesser	Glen Ellyn, IL	
336.	Karen Quam	Glen Ellyn, IL	Glen Ellyn deserves a better building in its downtown business district. The Architecture should fit the location in style and scale. This Apex 400 building is overly massive and cookie cutter in design. The 5 story building will overwhelm the lot and other nearby buildings. It is tragic to see this happen without an Architectural Review Board.
337.	Nancy Lake	Frederick, MD	
338.	Kristi Kovich	Glen Ellyn, IL	
339.	Julie Justice	Glen Ellyn, IL	This development would be better suited in a different location vs the heart of GE Removing - 137 spots will effect the experience of dining and shopping - supporting local business if parking is not available or convenient
340.	Tiffany Ruddle	Glen Ellyn, IL	We are facing a real estate downturn, and I fear we will be looking at a large block of unsold condos. The parking situation is not acceptable; the developer is not correct that (continues on next page)

	Name	From	Comments
340.	Tiffany Ruddle	Glen Ellyn, IL	<i>(continued from previous page)</i> people living in this suburb will not have cars. Most of the target demographic of this development have cars, even in downtown Chicago. Let's look at options our community needs and think creatively. What about a new EC center for district 41?
341.	Kim Propst	Glen Ellyn, IL	This rendering totally destroys the charm of downtown Glen Ellyn and dwarfs everything around it...awful. And I don't buy that it is adding parking to a downtown already in need.
342.	Ann Still	Glen Ellyn, IL	57 year residents of GE. We want progress but this idea goes beyond progress into the start of deterioration. Must re-think & re-do this!
343.	Caitlin Leman	Wheaton, IL	
344.	corinne sciacqua	glen ellyn, IL	I want to preserve the beauty and appeal of my city of Glen Ellyn.....
345.	John Wheatley	Glen Ellyn, IL	The historic look of the city is important to me. Why would we want to change it.
346.	Katharine Bertani	Glen ellyn, IL	To save our charming town
347.	Kelly Archambault	Glen Ellyn, IL	Born & raised in Glen Ellyn. I want to preserve the historical beauty of downtown
348.	William Quam	Glen Ellyn, IL	The project is out of scale with the business district. The design submitted by the developer made no attempt to coordinate the design with the existing architecture of the downtown district. I am a 90 year old Architect living in Glen Ellyn and I was on the board of the Arts and Preservation Board 40 years ago and we would never have allowed this project to move forward.
349.	Errol Hepburn	Cheltenham, gb	I've been to Glen Elly many times, I have friends who live there, and it's my favourite village town period. I love what they did with the new library, Why can they bring back the old wooden Glen Ellyn hotel that is adorned in all the history books of the pretty village, and of course it will be built out of brick stone . Yes it would be big but it would be beautiful and within keeping to the village, and the historical society wouldn't have to keep harping on about that hotel cause a beautiful clean new update of that building would be back, and with loads of character and Glen Ellyn charm.
350.	Kathy Burke	Glen Ellyn, IL	
351.	Katie Fina	Glen Ellyn, IL	
352.	Eric Bluhm	Glen Ellyn, IL	Way too high. Does not address parking. Building is just big and blah. Not at all in character with rest of downtown. And where will festivals be held?
353.	Mike Stachowiak	Glen Ellyn, IL	
354.	Heidi Dirkmaat	Glen Ellyn, IL	We need parking not more retail or apartments!

	Name	From	Comments
355.	Billy Poltrock	Glen Ellyn, IL	
356.	Jessica Clark	Glen ellyn, IL	Not a good fit for what community needs
357.	Jay Dirkmaat	Glen Ellyn, IL	Keep GE quaint and beautiful!! I just wish the city council would honor our history and the reason we moved here. They should be renovating the old Geishe building. Why don't they build parking at the old McChesney lot which is close to Main and out of sight??? The gas station on Geneva was another example of them not listening to the people who live here. We don't want a 5 story monstrosity anchoring our downtown area.
358.	Michelle Falck	glen ellyn, IL	
359.	Kathleen Beckett	Glen Ellyn, IL	
360.	Donald Wittmuss	Glen Ellyn, IL	Too massive for location, is not aesthetically pleasing...Creates an ugly gateway to the south entrance to the downtown.
361.	Julie Gonzalez	Glen Ellyn, IL	
362.	Sarah Kraus	Glen Ellyn, IL	
363.	Thomas Voltaggio	Glen Ellyn, IL	My family has lived in Glen Ellyn for 58 years. This development is another iteration of the vision for this site that was overwhelmingly rejected a few years back. Our downtown needs a comprehensive strategic plan prepared by a firm with national credentials in urban planning. We have issues which include parking, retail development, housing density in the CBD, proper re-development of the train station, and a host of other related challenges. The lack of a real plan, prepared under the guidance of a professional urban planning firm, opens the door to the "tunnel vision" mindset that has dominated the landscape in our village in recent years. The residents of this town need to be heard, as we're the ones who ultimately pay the price for poor planning.
364.	Anna Dunne	Glen Ellyn, IL	Destroys quaintness or current landscape and doesn't add any partaking value. Also, ingress/egress from St Pets parking lot creates increased traffic flow towards school where lots of children are present.
365.	Farah Davis	Glen Ellyn, IL	I moved to Glen Ellyn because it was a cute small town with a great down two, and it didnt have the big buildings and large hustle and bustle that Naperville and Elmhurst do. This building will be taking away charm and potential buyers.
366.	Christine White	Glen Ellyn, IL	
367.	Heide Bentley	Glen Ellyn, IL	The currently planned concrete & glass block helps destroy the attractive home town atmosphere. Smaller scale buildings with gabled roofs are more suitable for creating and maintaining an attractive town vision.

	Name	From	Comments
368.	Kelly Burgess	Glen ellyn, IL	Takes away from downtown charm. Many storefronts still vacant as is and these will likely be, too. Would rather have a small market/grocery there. This complex would better fit where the old Mcchesney and Miller was
369.	Beth Kane	Glen Ellyn, IL	Like the idea of apartments. Architecture needs to fit the town. 40% higher than the village currently allows is ridiculous and cutting off St Pets parking lot as a parking option doesn't make sense with the parking shortage.
370.	Nina Weinland	Glen Ellyn, IL	
371.	Lisa Peasley	Glen Ellyn, IL	
372.	Mairead Resch	Glen Ellyn, IL	I don't feel like the proposed project fits with the character and charm of the town. It's scale is far too big
373.	Jennifer Powell	Parker, CO	Glen Ellyn is a lovely town... I was in class of 1988 at GW. I'm sure there are better things that could be done with this
374.	Ann Green	Fort Collins, CO	I went to Glenbard, although I do not live in GE now, i do not loke this proposrd change. Upgrade, maybe, but let's keep downtown GE as downtown. Very historical. This has been done here, in Fort Collins, CO, where I live now. Check out the website. Old Town Fort Collins is just that, althoygh 'modern'.
375.	Nathaniel Crail	Glen Ellyn, IL	It's way to big and would ruin the character of the downtown.
376.	Joyce Hothan	Glen Ellyn, IL	This project does not fit well and make sense for the space and our needs in our community.
377.	Kristen Hackman	Glen Ellyn, IL	The proposed development is too large for its location, both in height and land area. It will dwarf the south side of downtown. It does not provide enough additional parking to solve our current parking problem. There must be a better option that is still financially viable.
378.	Gary Still	GlenEllyn, IL	Doesn't fit community's needs
379.	Jessica Magnesen	Glen Ellyn, IL	
380.	Pete Loughlin	Glen Ellyn, IL	
381.	Norma Heger	Glen Ellyn, IL	It will ruin our small town look and feel. This is NO place for a building of this size. Do not destroy our Main Street.
382.	George Allen	Scottsdale, AZ	I lived in GE for 15 years and was also involved with Citizens for GE Preservation. GE is a unique beautiful village and this proposal is so wrong for many reasons.
383.	Karen Baker	Bay Billage, OH	Don't take away the charm of Glen Ellyn There are few small charming towns left.
384.	Sandra Venturoni	Glen Ellyn, IL	A much better site for these luxury apartments/retail/parking would be the site currently occupied by an unsightly roofing company on Duane Street west of the library. That property is a nuisance and an eyesore in need of a serious do-over. The town could have its new apartments, increased revenue (continues on next page)

	Name	From	Comments
384.	Sandra Venturoni	Glen Ellyn, IL	<i>(continued from previous page)</i> and parking, and beautify a residential area that currently looks like a dump! Something else more in tune with our pretty town could be done with the Giesche property.
385.	Fayette Wernick	Glen Ellyn, IL	
386.	Colleen Bluhm	Glen Ellyn, IL	I have been a resident of Glen Ellyn for 17 years, 13 of which were spent living very close to the CBD. I love this town for it's charm and history. GE has a special place in my heart because this is where my father grew up. He loved being able to show me all his favorite places in town. Even though the names may have changed many of the structures remained the same. I am very much in favor of more retail, more restaurants, growth is good. However, it should be appropriate for both the land it inhabits and how it blends with the character of its surroundings. The Apex 400 building will not blend in. It will stand out like an out of place monstrosity. Requesting a 40% increase over the required height variance says to me that the developer is only trying to make as much money as possible and could care less what they do to the beauty of our sweet town. Not to mention the impact it will have on traffic. Have the builder go back to the drawing board and come up with a plan that takes into account the aesthetics and height of their proposed development.
387.	Karen Phillips	Glen Ellyn, IL	
388.	ERIN TWOMEY	Glen Ellyn, IL	
389.	Sue Rauch	Glen Ellyn, IL	This building is way too big for our beautiful downtown and their is safety concerns with the corner of hillside and Main . This huge building garage is not giving any more parking spots to people who are shopping or eating downtown. That is what are downtown needs in order for people to shop in town. When this building goes up there will be no parking while it is being constructed. So the business downtown will suffer.
390.	Colleen Vick	Ridgefield, CT	We lived in Glen Ellyn for 15 years. We have wonderful memories. This would totally ruin this town. DO NOT make the same mistakes other towns have done only to bring in revenue. Please
391.	Sheryl Grever	Glen Ellyn, IL	Because this is a monster of a building for a small quant village like Glen Ellyn. It will over take every other building on Main Street. Apex builders build these complexes in cities like Clearwater Florida and in Lombard by Yorktown mall. These are completely different dynamics than our small village. We are not Naperville, Wheaton or Elmhurst. Those are all Cities. We are a village !! Please stop this or alter it to fit the historical buildings that it will share Main Street with!! The planning commission had its mind made up well before <i>(continues on next page)</i>

	Name	From	Comments
391.	Sheryl Grever	Glen Ellyn, IL	<i>(continued from previous page)</i> the public hearing. That was apparent when more than half the public participate were against this building. Why can't residents get variances when they build homes, yet this company is being granted many, many variance. Somethings not right !!
392.	Cheryl Dodd	Glen Ellyn, IL	I have seen the same type of buildings as the Apex400 in the downtowns of other villages I have lived in. They still are about 1/2 filled and the festivals that used to occur in those locations were moved to other locations and now no longer occur because they weren't downtown. This building is way too large to be built there. Why are builders not held to the same standards and regulations as the homeowners that live in this village?
393.	Margaret Peter	Glen Ellyn, IL	Glen Ellyn has always been a special downtown. This project can still happen with a few architectural changes and keep the downtown character we all love.
394.	Lindsey DeKuiper	Glen Ellyn, IL	Aside from losing parking space, I think the proposed build is out of line from our quaint village feel. The charm of Glen Ellyn is that we don't have this kind of thing. I think a different building that offers both retail and residential space AND meshes with our downtown can certainly be devised! Please do not push this approval through.
395.	Tony Romano	Glen Ellyn, IL	
396.	Diana Patterson	Glen Ellyn, IL	Parking/aesthetics
397.	Matt Grever	Glen Ellyn, IL	
398.	Mia Kodzik	Wauwatosa, WI	Glen Ellyn needs to continue it's "quaint" feel!
399.	Dawn Jackman	Glen Ellyn, IL	
400.	Amanda Cyzen	Glen Ellyn, IL	I love our town and this monstrosity is an affront to our way of living.
401.	Eva Bongiovanni	Glen Ellyn, IL	
402.	Julie Halperin	Glen Ellyn, IL	
403.	Rebekah Crail	Glen Ellyn, IL	
404.	Tyler Rynes	NAPERVILLE, IL	
405.	Michael Rynes	NAPERVILLE, IL	
406.	Jenni Anderson	Glen Ellyn, IL	
407.	sarah cavanagh	glen ellyn, IL	
408.	James Nolan	Glen Ellyn, IL	
409.	Andrew Triegeer	Glen Ellyn, IL	This is way better than that gas station up at 5 corners which is an obvious trustee-public-service-career-ender, but still out of proportion for the town. I suggest this development be de-scaled to compromise between those who wish to develop Glen Ellyn and those who do not.

	Name	From	Comments
410.	Sara Schroeder	Glen Ellyn, IL	We need redevelopment in several spots in Glen Ellyn, for sure. This site and the McChesney location. But the height, design and size of this structure are the wrong approach. This also does nothing to resolve the parking issue downtown on the south side of the tracks.
411.	Jim Heighway	Chesterland, OH	Born and raised in Glen Ellyn
412.	Lisa Brooks	Glen Ellyn, IL	
413.	Julie Spiller	Glen ellyn, IL	Setting a precedent on variances. Impact on businesses during the 1-2 year build. Parking will be located where during the build?
414.	Amy Finn	Glen Ellyn, IL	I live on the other side of St. Mark's church on Main Street and will not only see this new development from my front but also have to live with the implications every day. I moved to Glen Ellyn a year and a half ago with my family being drawn to the unique charm... this goes against the regulations Glen Ellyn has in place to keep that charm. I may have well moved to Naperville. I understand the need for a development on this property but this proposal is wrong.
415.	Matt Strothoff	Glen Ellyn, IL	
416.	Colin Markey	Glen Ellyn, IL	
417.	John B	Warrenville, IL	This thing looks way out of scale for downtown Glen Ellyn. It needs to be re-thought out.
418.	Kurt Schroeder	Glen Ellyn, IL	
419.	Renee Molloy	Glen Ellyn, IL	
420.	Joy DeWitt	GLEN ELLYN, IL	
421.	Patrick Carty	Glen Ellyn, IL	
422.	Scott Leadaman	Wheaton, IL	
423.	Maria Gavryuk	Glen Ellyn, IL	This doesn't fit Glen Ellyn's aesthetics at all. It's too tall and frankly ugly.
424.	Millie Sessions	Glen Ellyn, IL	
425.	Patty Cavanagh	Glen ellyn, IL	It needs to be in proportion to the existing buildings. I'm for the expansion but not at that size
426.	Gary Lynch	Aurora, IL	
427.	John Mammoser	Glen Ellyn, IL	Safety and it's too big / tall for this location. Adversely changes the character of the downtown.
428.	Lynn Vogelsinger	Glen Ellyn, IL	It DOES NOT go with the feel of the village.
429.	Thomas Vogelsinger	Glen Ellyn, IL	Over-development for the area..
430.	Weldon Johnson	Glen Ellyn, IL	Development is ill proportioned for space and village.
431.	Kelly Skilton	glen ellyn, IL	Beuase i want glen ellyn to maintain its small town charm
432.	Sue Allgaier	Glen Ellyn, IL	
433.	Janet Schwartz	Glen Ellyn, IL	

	Name	From	Comments
434.	Stephanie Benner	Wheaton, IL	
435.	Jean Hamilton	Glen Ellyn, IL	
436.	Kathy Treland	Glendale Heights, IL	
437.	Tom Porzelt	Glen Ellyn, IL	It's a monstrosity
438.	Suzanne C	Glen Ellyn, IL	
439.	Sean Chinski	Glen Ellyn, IL	
440.	Jen Kinney	Glen Ellyn, IL	Because I want to keep the quaint feel to our charming city.
441.	Heidi Verbiscer	Glen Ellyn, IL	The height of the development as well as the town selling a prime real estate asset is not good for the long term. Additionally, is there a want for small apartments that cost more to rent than a small home in this town? Is that sustainable?
442.	Amy Bendigkeit	Glen ellyn, IL	Not fitting with the character of the village
443.	Tim Casper	Glen Ellyn, IL	We live and love Glen Ellyn and do not think that this will in anyway make the village better.
444.	Mary Albright	Glen Ellyn, IL	
445.	Julia Ogilvie	Glen Ellyn, IL	This plan completely disregards the historical and architectural integrity of Glen Ellyn. Additionally, as a resident who walks through downtown daily, this street corner is already congested.
446.	Curtis Spears	Florence, WI	Glen Ellyn will always be my hometown and I would hate to see Main Street so negatively altered.
447.	Meghan Meyer	Glen Ellyn, IL	The scale of this development is too large both in height and length - stretching all the way to Sante Fe Restaurant. Also, this in addition to the Civic center parking garage will create too much traffic and congestion in a very condensed area.

Resolution Regarding Effect of the Proposed Main Street Development Project Abutting the South Downtown Historic District

Per Title 2 - Boards and Commissions, of the Glen Ellyn Municipal Code

Chapter 13 – Historic Preservation Commission

2-13-1. - Purpose of provisions.

- (B) To safeguard the Village's historic and cultural heritage, as embodied and reflected in such areas, districts, places, buildings, structures, works of art and other objects determined eligible for designation by ordinance as "Glen Ellyn landmarks";
- (E) To protect and enhance the attractiveness of the Village to homeowners, home buyers, tourists, visitors, businesses and shoppers, and thereby to support and promote business, commerce, industry, and tourism and to provide economic benefit to the Village;

and

2-13-2. - Commission on Glen Ellyn Landmarks.

- (D) *Commission powers and duties:* The commission shall have and may exercise the following duties, powers, and responsibilities:
 - 9. To make recommendations to the Village Board concerning means to preserve, protect, enhance, rehabilitate and perpetuate landmarks and structures in landmark districts;
 - 14. To advise any Village department or agency concerning the effect of its actions, programs, capital improvements or activities on designated or potential landmarks;

It is hereby resolved that in order to faithfully carry out the duties entrusted to the Historic Preservation Commission, by the Village Board of Glen Ellyn, and as written in the Glen Ellyn Municipal Code under the above noted sections of the code, that the following recommendations be made to protect the integrity and the character of the existing Glen Ellyn Downtown, National Register Historic Districts, from the intrusion of any such developments that do not conform to the 2001 - Glen Ellyn Comprehensive Plan, the 2009 – Glen Ellyn Downtown Strategic Plan, and the current Glen Ellyn Zoning Code regarding size and character. That any such new developments outside the documented plans and codes created by several Village of Glen Ellyn Board of Trustees and its' citizens, that were designed to promote and preserve the distinct and unique character of the Downton Business District, as well as provide for both business and residential expansion for the benefit of the village, and to promote cultural heritage tourism, not be implemented in areas that abut said National Register Historic Districts.