Agenda
Village of Glen Ellyn
Plan Commission
Regular Meeting
Thursday, December 12, 2019
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

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

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of November 14, 2019 Plan Commission Draft Meeting Minutes

1. November 14, 2019 Plan Commission Draft Meeting Minutes

D. Public Hearing - Illinois Prairie Path - Zoning Map Amendment
Continued from the November 14, 2019 Plan Commission meeting

1. Illinois Prairie Path Zoning Map Amendment

E. Pre-application Meeting - 41-55 N. Park Blvd. - Glen Ellyn Food Pantry
Continued from the November 14, 2019 Plan Commission meeting

1. 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting

F. Public Hearing - 535 Duane St. & 423 N. Main St. - Civic Center Parking

1. 535 Duane Street & 423 N. Main Street | Glen Ellyn Civic Center Public Parking Garage | Planned Unit Development and Associated Special Uses

G. Trustee's Report

H. Chairman's Report

I. Staff Report

J. Other Business

K. Adjournment

This note provides you with information regarding what happens to a petition after it has appeared before the Plan Commission. After the Commission makes a recommendation on a petition, the meeting minutes are prepared. Then, the petition, along with the meeting minutes and all pertinent material, is scheduled for consideration by the Village Board. The Village Board meets on the second and fourth Monday of each month at 7:00 p.m. in a meeting room on the third floor

of the Civic Center, 535 Duane Street. Questions regarding petitions scheduled for review by the Village Board should be directed to the Planning and Development Department at (630) 547-5250.

cc: Glen Ellyn Plan Commission
Bill Enright, Plan Commission Liaison Trustee
Mark Franz, Village Manager
Bill Holmer, Assistant Village Manager
Staci Springer, Community Development Director
Kelly Purvis, Planner
Katie Ashbaugh, Planner
Lori Gloude, Administrative Assistant
Lindsey Kaminsky, Executive Assistant
Brian Baltudis, Facilities Supervisor
David Harris, Glen Ellyn Park District
Eric DePorter, School District 41
Dawn Bussey, Glen Ellyn Public Library
Emily Tammaru, Community Consolidated School District 89
Chris McClain, Glenbard School District 87

Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/12/19 07:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Minutes
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4276) DOC ID: 4276

November 14, 2019 Plan Commission Draft Meeting Minutes

ATTACHMENTS:

- November 14, 2019 Plan Commission Draft Meeting Minutes (PDF)

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
NOVEMBER 14, 2019

Call to Order

The regular meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:03 p.m. Plan Commissioners Phillip Hartweg, John Mulherin, David Rodemann and Jamie Vondruska were present. Commissioners Lloyd Berry, Angela Fanella, Tracy Heming Littwin and Mohammed Saeed were excused. Also present were Community Development Director Staci Springer, Village Planner Kelly Purvis, Village Planner Katie Ashbaugh, Associate Planner Cole Jackson 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 June 20, 2019 Special Plan Commission Minutes

Commissioner Mulherin moved, seconded by Commissioner Vondruska, to approve the minutes of the October 10 Regular Plan Commission minutes. The motion carried unanimously by voice vote.

Chairperson Loch explained the changes on the meeting's agenda as the Plan Commission would only be considering the Zoning Text Amendments.

Public Hearing – Illinois Prairie Path – Zoning Map Amendment

On the agenda was a public hearing to review a Zoning Map Amendment for the Illinois Prairie Path.

PUBLIC HEARING – ILLINOIS PRAIRIE PATH

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING A ZONING MAP AMENDMENT FOR THE ILLINIOS PRAIRIE PATH.

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

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Commissioner Mulherin moved, seconded by Commissioner Vondruska, to continue the public hearing to the next regularly scheduled Plan Commission Meeting on December 12, 2019. The motion carried unanimously by voice vote.

Public Hearing – Zoning Text Amendments

On the agenda was a public hearing to review the proposed 2019 Zoning Code text amendments prepared by staff.

PUBLIC HEARING – ZONING TEXT AMENDMENTS

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING THE PROPOSED 2019 ZONING TEXT AMENDMENTS PREPARED BY STAFF.

Commissioner Rodemann moved, seconded by Commissioner Hartweg, to open the public hearing at 7:07 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Sworn in for the Village were Village Planner Purvis and Associate Planner Jackson.

Associate Village Planner Jackson provided an overview of the proposed 2019 Zoning Text Amendments and stated they would review each section then have the Plan Commission discuss, hear public comment and vote on each set of amendments separately.

Amendments #1 & #2

Associate Planner Jackson stated Amendments #1 and #2 will amend the definition of Beauty/Barber Shop to include permanent makeup and create a definition for permanent makeup. Associate Planner Jackson stated permanent makeup is also known as microblading, and many beauty salons are now offering this treatment. Associate Planner Jackson stated a person has to be State-licensed to do microblading.

Plan Commission Questions

Commissioner Vondruska asked how the staff came up with the definition. Associate Planner Jackson stated the staff based this definition off what the Village of Glenview did. Village Planner Purvis stated a person who does microblading does need to update their license annually in order to stay in business. Village Planner Purvis stated the current definition in the code calls out that a permanent makeup business is not allowed.

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Public Comment
None

Commissioner Mulherin moved, seconded by Commission Vondruska, to amend the Zoning Code to amend the definition of Beauty/Barber Shop to include permanent makeup and create a definition for permanent makeup. The motion carried unanimously by voice vote.

Amendments #3, #5, #6, #7 & #8

Associate Planner Jackson stated there has been concern from the residents around tobacco and vape shops, and there are currently 3 vape shops in the Village. Associate Planner Jackson stated this would amend the Code to clearly define tobacco, vape and smoke shops and limit their location to commercial districts with a special use only.

Plan Commission Questions

Commissioner Vondruska asked if this would include a cigar shop as well. Village Planner Purvis stated it would; when staff requested information from legal counsel, it was recommended that vape shops and tobacco shops, including any tobacco related products be regulated the same way.

Commissioner Hartweg asked what process was done for the current vape shops that came to the Village. Village Planner Purvis stated there currently is no process required as these uses are allowed by-right in certain districts.

There was discussion regarding the standards and buffer zones for these types of shops. Village Planner Purvis stated the staff can provide buffer maps for boundaries if this helps. Commissioner Mulherin stated it feels like the Village could be singling out a certain product for consideration.

Commissioner Rodemann asked what the standards will be for how close these shops can be to schools. Commissioner Mulherin stated without standards, he feels uncomfortable with the approach on this. Chairperson Loch asked what other communities have done. Village Planner Purvis stated she did not have this information, but there has been a lot of concerns voiced by the residents, which is why the amendment has been proposed.

Public Comment

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Anne Gould, who resides at 609 Newton Avenue, asked if a customer in a vape shop is allowed to consume on site. Associate Planner Jackson stated they should not be smoking on the premises.

The Plan Commission agreed to continue this discussion to the next regularly scheduled Plan Commission meeting so the staff can provide more research to the Plan Commission.

Amendment #4

Associate Planner Jackson stated this will amend the Code to allow the Community Development Director to automatically zone property Conservation Recreation (CR) upon annexation to the Village. Associate Planner Jackson stated Conservation Recreation is the most restrictive zoning district and only allows open space uses and passive recreation areas.

Plan Commission Questions

There were no questions from the Plan Commissioners.

Public Comment

None

Commissioner Rodemann moved, seconded by Commissioner Mulherin, to amend the Zoning Code to allow the Community Development Director to automatically zone property Conservation Recreation (CR) upon annexation to the Village. The motion carried unanimously by voice vote.

Amendment #9

Associate Planner Jackson stated this would amend the Code to clarify that accessory structures within 10 feet of the principal structure must adhere to the required setback of the principal structure. Associate Planner Jackson stated this text amendment would clarify that the accessory structures on a lot must meet the required setback in the zoning district, whether or not the principal structure conforms to the required setback for the district.

Plan Commission Questions

There were no questions from the Plan Commissioners.

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Public Comment

None

Commissioner Mulherin moved, seconded by Commission Vondruska, to amend the Zoning Code to clarify that accessory structures within 10 feet of the principal structure must adhere to the required setback of the principal structure. The motion carried unanimously by voice vote.

Amendments #10 & #12

Associate Planner Jackson stated this would amend the Code to further clarify requirements for dumpster enclosures. Associate Planner Jackson stated these amendments are meant to clarify that any property other than a single family property is required to enclose dumpster/refuse areas on the lot.

Plan Commission Questions

There were no questions from the Plan Commissioners.

Public Comment

None

Commissioner Vondruska moved, seconded by Commission Mulherin, to amend the Zoning Code to further clarify requirements for dumpster enclosures. The motion carried unanimously by voice vote.

Amendment #11

Associate Planner Jackson stated this would amend the Code to clarify that the accessory structure chart in Section 10-5-5(B)4 applies to both attached and detached encroachments. Associate Planner Jackson stated the regulations in this section are intended to apply to all obstructions in yards, not just those that are detached from the principal structure.

Plan Commission Questions

There were no questions from the Plan Commissioners.

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Public Comment

None

Commissioner Vondruska moved, seconded by Commission Mulherin, to amend the Zoning Code to further clarify requirements for dumpster enclosures. The motion carried unanimously by voice vote.

Amendment #13

Associate Planner Jackson stated this would amend the Code to include requirements for landscaping maintenance. Associate Planner Jackson stated this will help to empower staff to ensure that properties continually upkeep the health and variety of plant materials as approved by the Village Board.

Plan Commission Questions

There were no questions from the Plan Commissioners.

Public Comment

None

Commissioner Hartweg moved, seconded by Commission Mulherin, to amend the Zoning Code to include requirements for landscaping maintenance. The motion carried unanimously by voice vote.

Amendment #14

Associate Planner Jackson stated this would amend the Code to change the limitations on light pole heights. Associate Planner Jackson stated the language in this section of the Code is unclear as to whether light poles can be the same height as the proposed building or if the poles can be the maximum height that a building is permitted to be. Associate Planner Jackson stated staff is recommending a maximum height of 20-foot light poles in residentially zoned districts and 25-foot light poles in all other zoning districts.

Village Planner Purvis stated this does not include light poles in the right-of-way, and she did find that the standard for light poles in the right-of-way is generally 25 feet in height.

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Plan Commission Questions

There were no questions from the Plan Commissioners.

Public Comment

None

Commissioner Mulherin moved, seconded by Commission Vondruska, to amend the Zoning Code to change the limitation on light pole heights. The motion carried unanimously by voice vote.

Amendment #15

Associate Planner Jackson stated this would amend the Code to eliminate the lot coverage limitation for planned unit developments in the Central Business District. Associate Planner Jackson stated this section of the Zoning Code contradicts the district regulations for the C5 zoning districts which allow for commercial structures to be built to the limits of their lot lines when they are not located next to residential properties.

Plan Commission Questions

There were no questions from the Plan Commission on this.

Public Comment

Anne Gould stated this text amendment seems to be a substantive change to the Zoning Code, and she feels this should be tabled so the properties within a certain zone that might be affected can be notified. Chairperson Loch stated she is going to take issue with the discussion of the idea of substantive change. Chairperson Loch stated based on what staff is recommending, the district regulations already allow them to do this, and elsewhere in the Zoning Code, there is a contradiction to this so the staff is trying to make this consistent with the PUD code. Ms. Gould stated she feels this is a substantive change due to 65% lot coverage going to 100% lot coverage and said there is precedence for this.

Village Planner Purvis stated Glen Ellyn's Code does not require, based on substantive changes that the public notice be different. Village Planner Purvis stated the whole Village was notified of these text amendment changes via newspaper to which Ms. Gould stated according to the

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

State of Illinois case she is referring to, the newspaper notification is considered insufficient for this type of change. Village Planner Purvis stated Glen Ellyn's Code requires for a text amendment that the Village send notice via newspaper which was done for these amendments.

Plan Commission Deliberation

Commissioner Rodemann stated he feels C5A and C5B are different, and he has some concerns about this text amendment. Village Planner Purvis asked if Commissioner Rodemann would be fine with just C5A in this text amendment to which Commissioner Rodemann stated he would be. There was a discussion regarding the differences between C5A and C5B.

Commissioner Rodemann moved, seconded by Commission Mulherin to amend the Zoning Code to eliminate the lot coverage limitation for planned unit developments in the C5A Zoning District. The motion carried unanimously by voice vote.

Commissioner Mulherin moved, seconded by Commissioner Hartweg, to close the public hearing at 8:00 p.m. The motion carried unanimously by voice vote.

Commissioner Mulherin exited the meeting.

Trustee's Report

None

Chairperson's Report

Chairperson Loch stated the Illinois Prairie Path public hearing and the Pre-Application for the Glen Ellyn Food Pantry would be on the December 12, 2019 Plan Commission agenda.

Staff Report

Village Planner Purvis stated at the December 12th meeting, the Civic Center Parking Garage would be on the agenda as well, and the discussion regarding Architecture Review may be on hold until the January meeting when more Plan Commission Members are in attendance.

Other Business

None

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Adjournment

Plan Commissioner Hartweg moved, seconded by Plan Commissioner Vondruska, to adjourn the meeting at 8:03 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary

Reviewed by,
Staci Springer
Community Development Director

Attachment: November 14, 2019 Plan Commission Draft Meeting Minutes (4276 : November 14, 2019 Plan Commission Draft Meeting Minutes)

Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/12/19 07:00 PM
Department: Plan Commission
Department Head: Katie Ashbaugh
Category: Public Hearing
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4257) DOC ID: 4257

Illinois Prairie Path Zoning Map Amendment

PETITIONER: The petitioner is DuPage County.

REQUEST: Zoning Map Amendment to rezone two parcels of County Highway 47/Illinois Prairie Path (Prairie Path) to CR Conservation Recreation District.

LOCATION/ ZONING: The two parcels are currently developed and used as part of the Prairie Path for recreational purposes and are zoned R-4 in unincorporated DuPage County. The surrounding zoning and land uses are shown on the attached map (Attachment 3).

PUBLIC NOTICE: Notice of the public hearing was published in the October 24, 2019 edition of the Daily Herald and a placard was placed on the property.

Notice of the public hearing for the November 14, 2019 Plan Commission meeting was erroneously not mailed to all property owners within 250 feet of the subject property; therefore, staff re-mailed notice of the public hearing to those that did receive the original notice and mailed a first notice to those that did not receive the original. Both notices included information that the November 14th public hearing would be continued to December 12th.

On November 14, 2019, the Plan Commission made a motion to open the public hearing and to continue it to the next regularly scheduled Plan Commission meeting, Thursday, December 12, 2019. No testimony was taken during the November 14th meeting.

COMP PLAN: The Comprehensive Plan does not specifically designate future land use for the subject properties. However, they are identified as part of the Prairie Path. The Plan does not make a specific recommendation related to existing bike trails and paths other than that their maintenance and upkeep is important (Attachment 10).

BACKGROUND: On September 24, 2019, the DuPage County Board voted in favor of filing a petition with the Village of Glen Ellyn to voluntarily annex the subject properties. In association with the petition to voluntarily annex the subject properties, the owner requests that the subject properties be rezoned to CR Conservation Recreation District upon annexation into the Village of Glen Ellyn. No changes to the existing conditions or use of the two properties are

proposed. The rest of the Prairie Path within Village limits is also zoned CR Conservation Recreation District.

COMMISSION ACTION: It is requested that the Plan Commission recommend that upon annexation, the subject portion of the Prairie Path be zoned CR Conservation Recreation District. In deliberating on this issue, the Plan Commission should consider the criteria in Section 10-10-13(E) of the Zoning Code for granting approval of a Zoning Map Amendment. Staff has prepared a draft motion recommending approval of the requested zoning for the properties (attached).

ATTACHMENTS:

1. Petitioner's Application for a Zoning Map Amendment
2. Aerial Photo
3. Location and Zoning Map
4. Plat of Annexation - Draft
5. Public Hearing Notice - Original
6. Public Hearing Notice - Corrected
7. Location Map for Public Hearing Notice - Corrected
8. List of Addresses for Public Hearing Notice - Corrected
9. Certificate of Publication
10. Transportation Policies of the 2001 Comprehensive Plan
11. Sections 10-4-3 and 10-10-13 of the Zoning Code
12. Draft Motion to Recommend Approval

CC: Staci Springer, Community Development Director
Kelly Purvis, Planner
Christopher Snyder, Director of Transportation/County Engineer, DuPage County, Petitioner

ATTACHMENTS:

- 1. Petitioner's Application for a Zoning Map Amendment (PDF)
- 2. Aerial Photo (PDF)
- 3. Location - Zoning Map (PDF)
- 4. Plat of Annexation - Draft(PDF)
- 5. Public Hearing Notice - original (PDF)
- 6. Public Hearing Notice - corrected (PDF)
- 7. Location Map for Public Hearing Notices - corrected (PDF)
- 8. List of Addresses for Public Hearing Notice – Corrected (PDF)
- 9. Certificate of Publication (PDF)
- 10. Transportation Policies of the 2001 Comprehensive Plan (PDF)
- 11. Sections 10-4-3 and 10-10-13 of the Zoning Code (PDF)

- 12. Draft Motion to Recommend Approval (PDF)

APPLICATION FOR ZONING MAP AMENDMENT

CLEAR PAGE

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

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Zoning Map Amendment described in this application.

Date Filed: **10/25/19** Application No: _____

Name of Applicant: **Christopher C. Snyder, P.E.**

Address of Applicant:

DuPage County
421 N. County Farm Road
Wheaton, IL 60187

Business Phone No.: **(630) 407-6910** Home Phone No.: _____

Mobile Phone No.: _____ Fax No.: **(630) 407-6901**

Property Interest of Applicant: _____

(Owner, Contract Purchaser, Owner Representative)

Name of Property Owner: **DuPage County**

Address of Owner:

DuPage County
421 N. County Farm Road
Wheaton, IL 60187

Phone No. (Business): **(630) 407-6900** (Home): _____

Mobile Phone No.: _____ Fax No.: **(630) 407-6901**

Address of Property: **Illinois Prairie Path/County Hwy. 47**

Legal Description of Property:

See attachment.

CLEAR PAGE

Lot Frontage: **N/A** Lot Area: **10.44**

Present Use: **Recreational path for public use by pedestrians, cyclists and other non-motorized vehicles.**

Requested Zoning: **CR - Conservation Recreation District**

Requested Use/Construction: **To maintain present use; no construction proposed.**

Estimated Date to Begin New Use/Construction: **12/10/19**

Name(s), Address(es), and Phone No(s). of Experts (architects, engineers, etc.):

Gentile & Associates, Inc.
Professional Land Surveyors
550 E. St. Charles Place
Lombard, IL 60148
(630) 916-6262

CLEAR PAGE

Narrative Statement evaluating the economic effects on 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, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-13 of the Zoning Code:

There will be no change to the present use of the property. The zoning designation requested is appropriate for this segment of the Illinois Prairie Path.

Discuss the Requested Zone Change with Respect to Each of the Following:

1. Identification of the existing uses of property within the general area of the affected property:

The use will remain the same. The zoning category requested is consistent with the purpose of the Prairie Path, as it provides for public recreational use. The incorporated parts of the Prairie Path also are zoned CR.

2. Identification of the zoning classification of property within the general area of the affected property:

The subject property is contiguous to other properties that are also zoned CR in the Village.

CLEAR PAGE

3. Determination as to the suitability of the property in question to the uses permitted under the existing classification or district and under the proposed classification or district:

The existing zoning, R-4, is a DuPage County zoning category that will no longer be applicable upon annexation into the Village of Glen Ellyn.

4. The trend or development, if any, in the general area of the affected property, including changes, if any, which have taken place since the date the affected property was placed in its present zoning classification or district:

No changes or development has occurred in the area.

5. The trend or development, if any, as to the proposed uses of property within the general area of the affected property, as represented on the Comprehensive Plan:

The present use is consistent with its representation in the Comprehensive Plan, as it as shown as a path and this zoning category will allow it to continue as such.

6. The length of time the property has been vacant as zoned, considered in the context of the land development and the area surrounding the subject property:

The properties have been used as its present use for many years and will likely not be developed as it is part of an extensive regional recreational trail system.

7. The extent to which property values are diminished, if at all, by the particular zoning restrictions:

The change in zoning designation will not affect property values, since the use of the property will remain the same.

Attachment: 1. Petitioner's Application for a Zoning Map Amendment (4257 : Illinois Prairie Path - Zoning Map Amendment)

CLEAR PAGE

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 entry in or upon the premises described in this application by any unauthorized 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.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

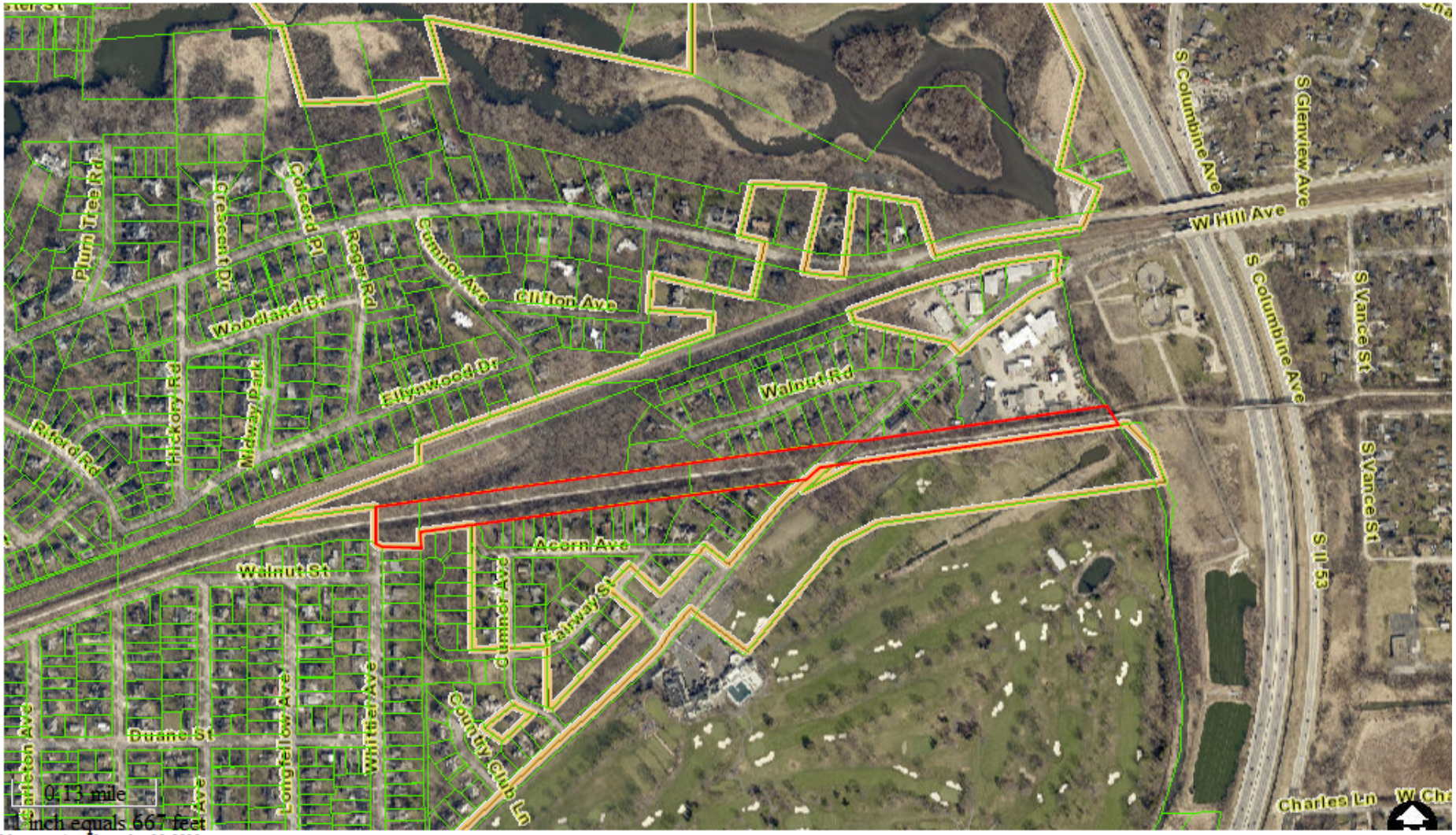
Date	Print Name	Signature of Applicant
10/25/2019	CHRISTOPHER SNYDER	Christopher Snyder

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

Attachment: 1. Petitioner's Application for a Zoning Map Amendment (4257 : Illinois Prairie Path - Zoning Map Amendment)

GIS consortium MapOffice™

Aerial Photo - IL Prairie Path



Map created on November 13, 2019.

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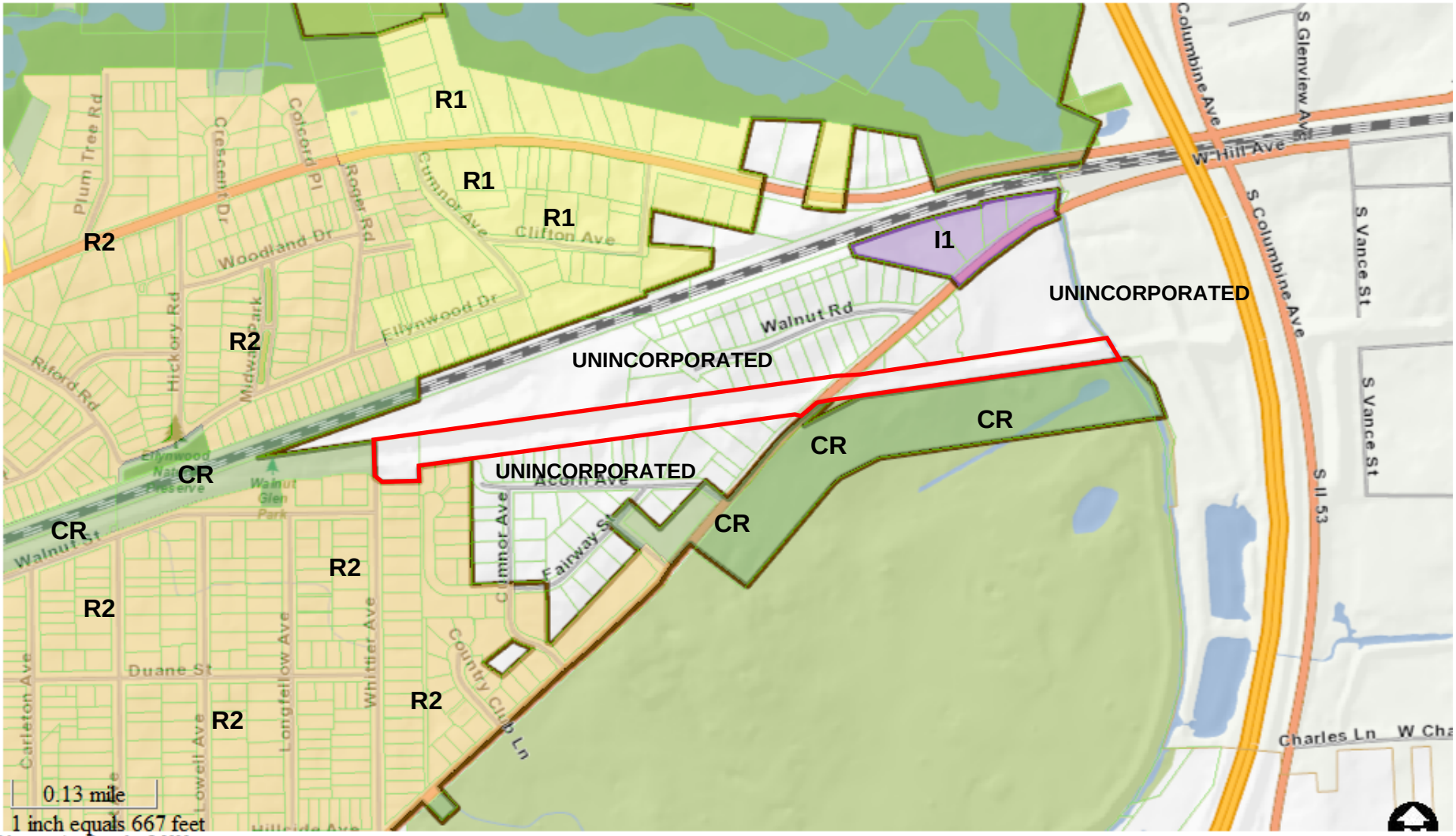
GIS consortium MapOffice™

Location & Zoning Map



Map created on December 5, 2019.

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PLAT OF ANNEXATION

TO THE VILLAGE OF GLEN ELLYN, ILLINOIS
OF
PORTIONS OF THE ILLINOIS PRAIRIE PATH

GRAPHIC SCALE
80 40 20 0 80 160 240
1" = 80'

AREA REPRESENTS CURRENT GLEN ELLYN VILLAGE LIMITS

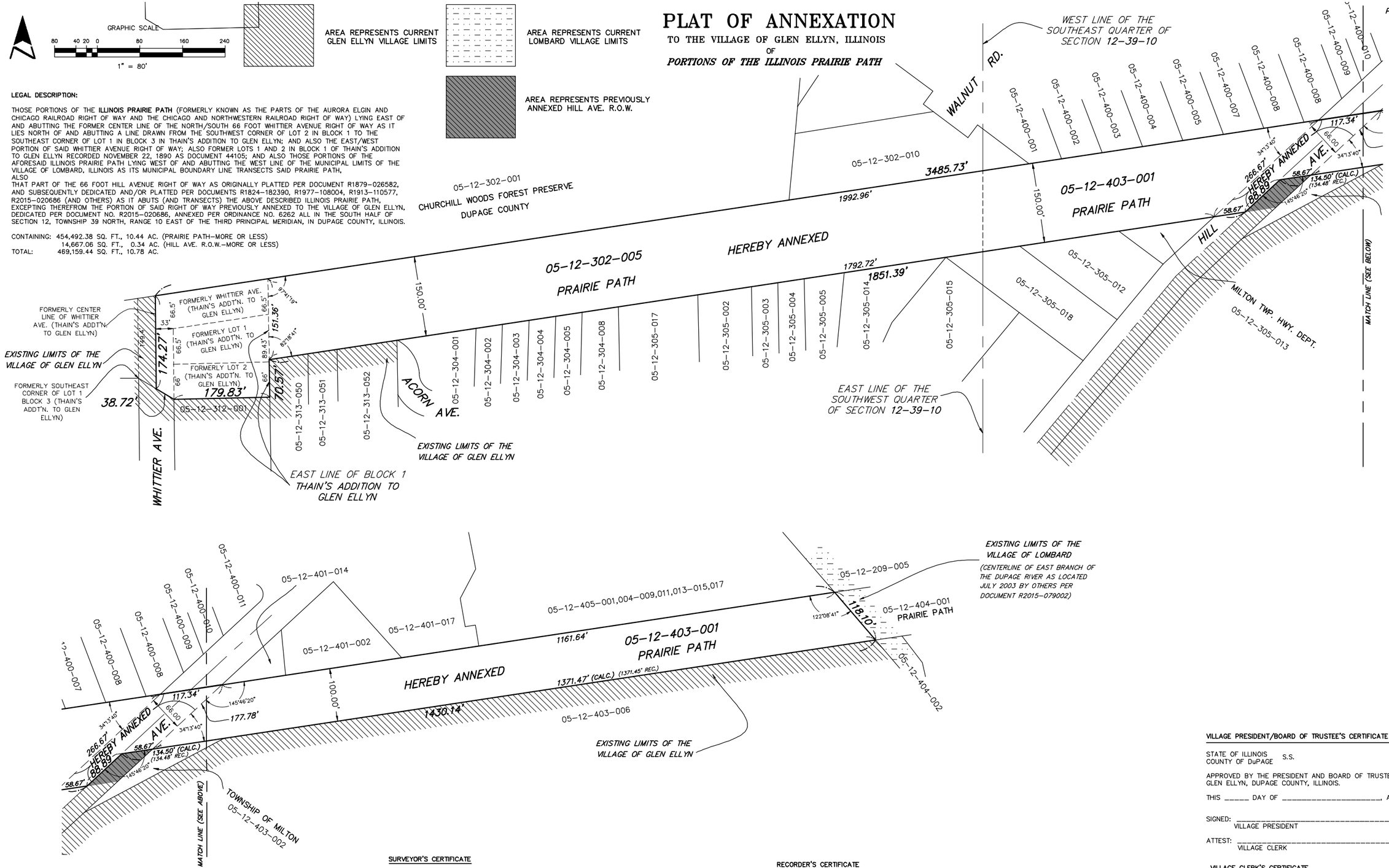
AREA REPRESENTS CURRENT LOMBARD VILLAGE LIMITS

AREA REPRESENTS PREVIOUSLY ANNEXED HILL AVE. R.O.W.

LEGAL DESCRIPTION:

THOSE PORTIONS OF THE **ILLINOIS PRAIRIE PATH** (FORMERLY KNOWN AS THE PARTS OF THE AURORA ELGIN AND CHICAGO RAILROAD RIGHT OF WAY AND THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING EAST OF AND ABUTTING THE FORMER CENTER LINE OF THE NORTH/SOUTH 66 FOOT WHITTIER AVENUE RIGHT OF WAY AS IT LIES NORTH OF AND ABUTTING A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 2 IN BLOCK 1 TO THE SOUTHEAST CORNER OF LOT 1 IN BLOCK 3 IN THAIN'S ADDITION TO GLEN ELLYN; AND ALSO THE EAST/WEST PORTION OF SAID WHITTIER AVENUE RIGHT OF WAY; ALSO FORMER LOTS 1 AND 2 IN BLOCK 1 OF THAIN'S ADDITION TO GLEN ELLYN RECORDED NOVEMBER 22, 1890 AS DOCUMENT 44105; AND ALSO THOSE PORTIONS OF THE AFORESAID ILLINOIS PRAIRIE PATH LYING WEST OF AND ABUTTING THE WEST LINE OF THE MUNICIPAL LIMITS OF THE VILLAGE OF LOMBARD, ILLINOIS AS ITS MUNICIPAL BOUNDARY LINE TRANSECTS SAID PRAIRIE PATH,
ALSO
THAT PART OF THE 66 FOOT HILL AVENUE RIGHT OF WAY AS ORIGINALLY PLATTED PER DOCUMENT R1879-026582, AND SUBSEQUENTLY DEDICATED AND/OR PLATTED PER DOCUMENTS R1824-182390, R1977-108004, R1913-110577, R2015-020686 (AND OTHERS) AS IT ABUTS (AND TRANSECTS) THE ABOVE DESCRIBED ILLINOIS PRAIRIE PATH, EXCEPTING THEREFROM THE PORTION OF SAID RIGHT OF WAY PREVIOUSLY ANNEXED TO THE VILLAGE OF GLEN ELLYN, DEDICATED PER DOCUMENT NO. R2015-020686, ANNEXED PER ORDINANCE NO. 6262 ALL IN THE SOUTH HALF OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING: 454,492.38 SQ. FT., 10.44 AC. (PRAIRIE PATH-MORE OR LESS)
14,667.06 SQ. FT., 0.34 AC. (HILL AVE. R.O.W.-MORE OR LESS)
TOTAL: 469,159.44 SQ. FT., 10.78 AC.



GENTILE & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-6262

PREPARED FOR: THE VILLAGE OF GLEN ELLYN
DRAWN BY: VAF
ORDER NO.: 18-20881
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

SHEET 1 OF 1

ORDERED BY: VILLAGE OF GLEN ELLYN
535 DUANE ST.
GLEN ELLYN, ILLINOIS 60137

RETURN TO: VILLAGE OF GLEN ELLYN
535 DUANE ST.
GLEN ELLYN, ILLINOIS 60137

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS
S.S.
COUNTY OF DuPAGE

WE, GENTILE AND ASSOCIATES, INC. HEREBY CERTIFY THAT THIS PLAT HAS BEEN PREPARED AT AND UNDER MY DIRECTION (FROM AVAILABLE RECORDS), OF THE PROPERTY DESCRIBED FOR THE PURPOSE OF ANNEXATION FROM THE VILLAGE OF GLEN ELLYN, ILLINOIS.

_____ MARCH 26, A.D. 2018

BY : _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2018

RECORDER'S CERTIFICATE

STATE OF ILLINOIS
S.S.
COUNTY OF DuPAGE

THIS INSTRUMENT NUMBER _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DuPAGE COUNTY, ILLINOIS, AFORESAID, ON THE _____ DAY OF _____, A.D. 20_____

AT _____ O'CLOCK _____.M.

_____
DuPAGE COUNTY RECORDER OF DEEDS

VILLAGE PRESIDENT/BOARD OF TRUSTEE'S CERTIFICATE

STATE OF ILLINOIS
S.S.
COUNTY OF DuPAGE

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS.

THIS _____ DAY OF _____, A.D. 20_____.

SIGNED: _____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS
S.S.
COUNTY OF DuPAGE

THIS IS TO CERTIFY THAT THE PLAT OF DEDICATION WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE GLEN ELLYN VILLAGE BOARD AT THE MEETING HELD ON _____A.D. 20____.

_____
VILLAGE CLERK

NOTICE OF PUBLIC HEARING

DuPage County, owner of two parcels of the Prairie Path located between the corporate boundaries of the Village of Glen Ellyn and the Village of Lombard, just south of the Union Pacific West Railroad, is requesting approval of a Zoning Map Amendment to rezone the parcels CR Conservation Recreation District. The two properties, with a total acreage of approximately 10.44 acres, are currently developed and used as part of County Highway 47/Illinois Prairie Path for recreational purposes and are zone R-4 in unincorporated DuPage County. No changes to the existing conditions or use of the two properties are proposed. On September 24, 2019, the DuPage County Board of Trustees voted in favor of filing a petition with the Village of Glen Ellyn, Illinois to voluntarily annex the subject properties. In association with the petition to voluntarily annex the subject properties, the owner requests that the subject properties be rezoned to CR Conservation Recreation District upon annexation into the Village of Glen Ellyn.

Before the Glen Ellyn Village Board can consider the petition for annexation of the parcels and the Zoning Map Amendment, the Plan Commission must conduct a public hearing. The Plan Commission will consider the request on **Thursday, November 14, 2019 at 7:00 p.m.**, in the Galligan Board Room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

The subject properties are legally described as follows:

COUNTY HIGHWAY 47/ILLINOIS PRAIRIE PATH
THOSE PORTIONS OF THE ILLINOIS PRAIRIE PATH (FORMERLY KNOWN AS THE PARTS OF THE AURORA ELGIN AND CHICAGO RAILROAD RIGHT OF WAY AND THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING EAST OF AND ABUTTING THE FORMER CENTER LINE OF THE NORTH/SOUTH 66 FOOT WHITTIER AVENUE RIGHT OF WAY AS IT LIES NORTH OF AND ABUTTING A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 2 IN BLOCK 1 TO THE SOUTHEAST CORNER OF LOT 1 IN BLOCK 3 IN THAIN'S ADDITION TO GLEN ELLYN; AND ALSO THE EAST/WEST PORTION OF SAID WHITTIER AVENUE RIGHT OF WAY; ALSO FORMER LOTS 1 AND 2 IN BLOCK 1 OF THAIN'S ADDITION TO GLEN ELLYN RECORDED NOVEMBER 22, 1890 AS DOCUMENT 44105; AND ALSO THOSE PORTIONS OF THE AFORESAID ILLINOIS PRAIRIE PATH LYING WEST OF AND ABUTTING THE WEST LINE OF THE MUNICIPAL LIMITS OF THE VILLAGE OF LOMBARD, ILLINOIS AS ITS MUNICIPAL BOUNDARY LINE TRANSECTS SAID PRAIRIE PATH, ALL IN THE SOUTH HALF OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PINs: 05-12-302-005 and 05-12-403-001

All persons who are interested are invited to attend the public hearing to listen and be heard. Questions related to the project should be directed to Katie Ashbaugh, Planner, (630) 547-5249.

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

Katie Ashbaugh
Planner, Village of Glen Ellyn

X:\Plandev\PLANNING\ANNEXATIONS\Prairie Path\Public Notice_PC\191025_Public Hearing Notice.docx

Attachment: 5. Public Hearing Notice - original (4257 : Illinois Prairie Path - Zoning Map Amendment)

NOTICE OF PUBLIC HEARING

DuPage County, owner of two parcels of the Prairie Path located between the corporate boundaries of the Village of Glen Ellyn and the Village of Lombard, just south of the Union Pacific West Railroad, is requesting approval of a Zoning Map Amendment to rezone the parcels CR Conservation Recreation District. The two properties, with a total acreage of approximately 10.44 acres, are currently developed and used as part of County Highway 47/Illinois Prairie Path for recreational purposes and are zone R-4 in unincorporated DuPage County. No changes to the existing conditions or use of the two properties are proposed. On September 24, 2019, the DuPage County Board of Trustees voted in favor of filing a petition with the Village of Glen Ellyn, Illinois to voluntarily annex the subject properties. In association with the petition to voluntarily annex the subject properties, the owner requests that the subject properties be rezoned to CR Conservation Recreation District upon annexation into the Village of Glen Ellyn.

Before the Glen Ellyn Village Board can consider the petition for annexation of the parcels and the Zoning Map Amendment, the Plan Commission must conduct a public hearing. The Plan Commission will consider the request on **Thursday, December 12, 2019 at 7:00 p.m.**, in the Galligan Board Room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

The subject properties are legally described as follows:

COUNTY HIGHWAY 47/ILLINOIS PRAIRIE PATH
THOSE PORTIONS OF THE ILLINOIS PRAIRIE PATH (FORMERLY KNOWN AS THE PARTS OF THE AURORA ELGIN AND CHICAGO RAILROAD RIGHT OF WAY AND THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING EAST OF AND ABUTTING THE FORMER CENTER LINE OF THE NORTH/SOUTH 66 FOOT WHITTIER AVENUE RIGHT OF WAY AS IT LIES NORTH OF AND ABUTTING A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 2 IN BLOCK 1 TO THE SOUTHEAST CORNER OF LOT 1 IN BLOCK 3 IN THAIN'S ADDITION TO GLEN ELLYN; AND ALSO THE EAST/WEST PORTION OF SAID WHITTIER AVENUE RIGHT OF WAY; ALSO FORMER LOTS 1 AND 2 IN BLOCK 1 OF THAIN'S ADDITION TO GLEN ELLYN RECORDED NOVEMBER 22, 1890 AS DOCUMENT 44105; AND ALSO THOSE PORTIONS OF THE AFORESAID ILLINOIS PRAIRIE PATH LYING WEST OF AND ABUTTING THE WEST LINE OF THE MUNICIPAL LIMITS OF THE VILLAGE OF LOMBARD, ILLINOIS AS ITS MUNICIPAL BOUNDARY LINE TRANSECTS SAID PRAIRIE PATH, ALL IN THE SOUTH HALF OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PINs: 05-12-302-005 and 05-12-403-001

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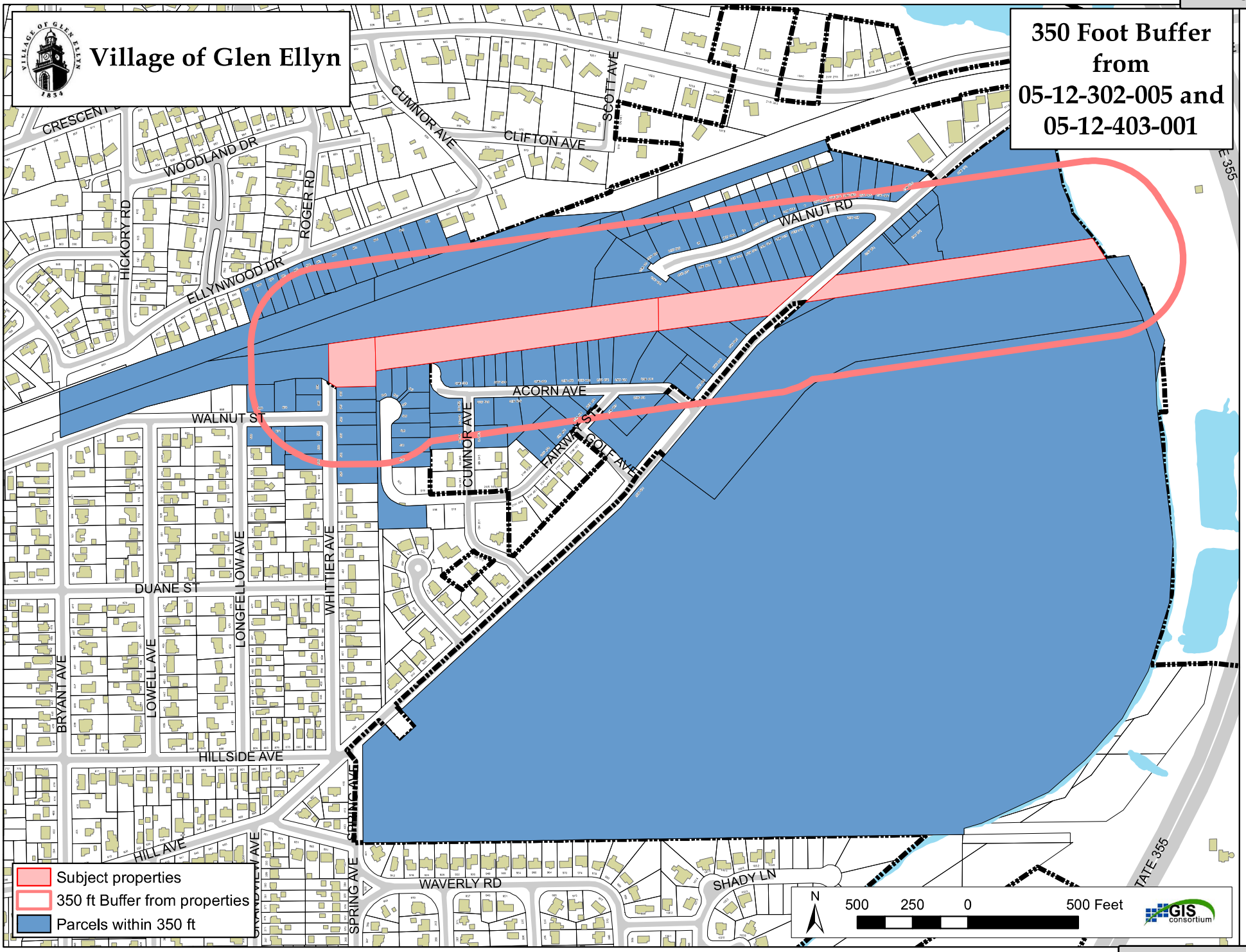
Katie Ashbaugh
Planner, Village of Glen Ellyn

X:\Plandev\PLANNING\ANNEXATIONS\Prairie Path\Public Notice_PC\191025_Public Hearing Notice.docx

Attachment: 6. Public Hearing Notice - corrected (4257 : Illinois Prairie Path - Zoning Map Amendment)



Attachment: 7. Location Map for Public Hearing Notices - corrected (4257 : Illinois Prairie Path - Zoning

ALLISON, DAVID & PATRICIA
OR CURRENT PROPERTY OWNER
21W325 WALNUT RD
GLEN ELLYN, IL 60137

ANDERSON, GLEN &CHRISTINE
OR CURRENT PROPERTY OWNER
905 ELLYNWOOD DR
GLEN ELLYN, IL 60137

ANDERSON, THOMAS & J
OR CURRENT PROPERTY OWNER
554 WHITTIER AVE
GLEN ELLYN, IL 60137

ANEST, D & S NIES
OR CURRENT PROPERTY OWNER
0N282 CUMNOR AVE
GLEN ELLYN, IL 60137

ANTON REALTY LLC
OR CURRENT PROPERTY OWNER
15419 127TH ST 100
LEMONT, IL 60439

BARRY, SUSAN
OR CURRENT PROPERTY OWNER
539 LONGFELLOW AVE
GLEN ELLYN, IL 60137

BEHLING JR, WM &ELIZABETH
OR CURRENT PROPERTY OWNER
873 WALNUT RD
GLEN ELLYN, IL 60137

BERKA, MICHAEL
OR CURRENT PROPERTY OWNER
21W346 WALNUT RD
GLEN ELLYN, IL 60137

BESIC, MICHAEL R & DIANE
OR CURRENT PROPERTY OWNER
21W354 WALNUT RD
GLEN ELLYN, IL 60137

BLICKENSDERFER, N & A
OR CURRENT PROPERTY OWNER
543 WHITTIER AVE
GLEN ELLYN, IL 60137

BOGREN, STEVEN & PEGGY
OR CURRENT PROPERTY OWNER
21W257 WALNUT RD
GLEN ELLYN, IL 60137

BORUCKI, CLINTON J & R R
OR CURRENT PROPERTY OWNER
21W315 WALNUT RD
GLEN ELLYN, IL 60137

BOTHEROYD, BERNARD F
OR CURRENT PROPERTY OWNER
20 WALNUT ROAD
GLEN ELLYN, IL 60137

BRILLANTES, MARIO & LAURA
OR CURRENT PROPERTY OWNER
21W411 ACORN AVE
GLEN ELLYN, IL 60137

BROWN, RHONDA
OR CURRENT PROPERTY OWNER
21W251 HILL AVE
GLEN ELLYN, IL 60137

COHN, JOSEPH D
OR CURRENT PROPERTY OWNER
21W358 HILL AVE
GLEN ELLYN, IL 60137

COMMONWEALTH EDISON CO
OR CURRENT PROPERTY OWNER
3 LINCOLN CENTRE 4TH FL
OAKBROOK TERR, IL 60181

CRANE, DAVID & SANDRA
OR CURRENT PROPERTY OWNER
21W536 ACORN ST
GLEN ELLYN, IL 60137

CROWLEY, VINCENT S
OR CURRENT PROPERTY OWNER
21W456 ACORN AVE
GLEN ELLYN, IL 60137

DAI, LANCE & MARIA
OR CURRENT PROPERTY OWNER
546 WHITTIER AVE
GLEN ELLYN, IL 60137

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

ELLIOT & ELLIOT LLC
OR CURRENT PROPERTY OWNER
21W171 HILL AVE
GLEN ELLYN, IL 60137

FENNESSY, JAMES & COREY
OR CURRENT PROPERTY OWNER
889 ELLYNWOOD DR
GLEN ELLYN, IL 60137

FIEBRANDT, D & B SOCHNUK
OR CURRENT PROPERTY OWNER
21W333 WALNUT RD
GLEN ELLYN, IL 60137

FILIPPI, BRUCE ALAN TR
OR CURRENT PROPERTY OWNER
0N276 CUMNOR AVE
GLEN ELLYN, IL 60137

FOREST PRESERVE DISTRICT
OR CURRENT PROPERTY OWNER
PO BOX 5000
WHEATON, IL 60189

FORMENTO, DAVID & MELINDA
OR CURRENT PROPERTY OWNER
895 ELLYNWOOD DR
GLEN ELLYN, IL 60137

GARBER, LAURA & DAVID
OR CURRENT PROPERTY OWNER
21W270 WALNUT RD
GLEN ELLYN, IL 60137

GARVEY, KATHLEEN E
OR CURRENT PROPERTY OWNER
555 WHITTIER AVE
GLEN ELLYN, IL 60137

GLEN HILL LLC
OR CURRENT PROPERTY OWNER
21W171 HILL AVE
GLEN ELLYN, IL 60137

GLEN OAK COUNTRY CLUB
OR CURRENT PROPERTY OWNER
21W451 HILL AVE
GLEN ELLYN, IL 60137

GOGOLA, RICHARD & GLORIA
OR CURRENT PROPERTY OWNER
21W373 WALNUT RD
GLEN ELLYN, IL 60137

GRITIS, JEFFREY J
OR CURRENT PROPERTY OWNER
531 WHITTIER AVE
GLEN ELLYN, IL 60137

HALL, KEVIN & DENISE
OR CURRENT PROPERTY OWNER
891 ELLYNWOOD DR
GLEN ELLYN, IL 60137

HARRIS, MARK & ANN MARIE
OR CURRENT PROPERTY OWNER
21W340 HILL AVE
GLEN ELLYN, IL 60137

HOLOWINSKI, MACIEJ
OR CURRENT PROPERTY OWNER
27 WALNUT RD
GLEN ELLYN, IL 60137

JENSKY, JACK T & ARLYNE
OR CURRENT PROPERTY OWNER
0N261 CUMNOR AVE
GLEN ELLYN, IL 60137

JJE PROPERTIES LLC
OR CURRENT PROPERTY OWNER
930 NEWTON AVE
GLEN ELLYN, IL 60137

JOHNSON, JEREMIAH
OR CURRENT PROPERTY OWNER
863 ELLYNWOOD DR
GLEN ELLYN, IL 60137

JOHNSON, JOEL E
OR CURRENT PROPERTY OWNER
21W432 ACORN
GLEN ELLYN, IL 60137

JTM FAIRWAY LLC
OR CURRENT PROPERTY OWNER
201 MAIN ST
ROSELLE, IL 60172

KELENYI, SUSAN ELIZABETH
OR CURRENT PROPERTY OWNER
901 ELLYNWOOD
GLEN ELLYN, IL 60137

KERMEND, PATRICIA & F
OR CURRENT PROPERTY OWNER
21W505 ACORN AVE
GLEN ELLYN, IL 60137

KLUNK, GARRETT & MONICA
OR CURRENT PROPERTY OWNER
919 ELLYNWOOD DR
GLEN ELLYN, IL 60137

KOOP, SEAN & NATALIE
OR CURRENT PROPERTY OWNER
0N258 CUMNOR AVE
GLEN ELLYN, IL 60137

KOUZMANOFF, LILLIAN E
OR CURRENT PROPERTY OWNER
21W380 WALNUT RD
GLEN ELLYN, IL 60137

KREISSL, KEITH & SAMANTHA
OR CURRENT PROPERTY OWNER
537 WHITTIER AVE
GLEN ELLYN, IL 60137

LEWINSKI, MARCEL & JOHARA
OR CURRENT PROPERTY OWNER
21W360 HILL AVE
GLEN ELLYN, IL 60137

MAGNESEN, MATTHEW & JESS
OR CURRENT PROPERTY OWNER
7 WALNUT RD
GLEN ELLYN, IL 60137

MANGOLD, JOHN & SHANNON
OR CURRENT PROPERTY OWNER
9 WALNUT RD
GLEN ELLYN, IL 60137

MASLANKA, LAWRENCE & P A
OR CURRENT PROPERTY OWNER
21W519 ACORN AVE
GLEN ELLYN, IL 60137

MC DOLE, RICHARD S
OR CURRENT PROPERTY OWNER
921 ELLYNWOOD DR
GLEN ELLYN, IL 60137

MC MAHON, JACK R
OR CURRENT PROPERTY OWNER
920 RATHBONE AVE
AURORA, IL 60506

MELIN, DALE A
OR CURRENT PROPERTY OWNER
21W466 ACORN ST
GLEN ELLYN, IL 60137

MELLINGER, GEOFFREY & J
OR CURRENT PROPERTY OWNER
21W335 WLANUT RD
GLEN ELLYN, IL 60137

MILLETTE, ROBERT P & S M
OR CURRENT PROPERTY OWNER
885 ELLYNWOOD
GLEN ELLYN, IL 60137

MILTON TOWNSHIP HWY DEPT
OR CURRENT PROPERTY OWNER
23W040 POSS ST
GLEN ELLYN, IL 60137

O SHEA, ERIN A
OR CURRENT PROPERTY OWNER
21W444 ACORN AVE
GLEN ELLYN, IL 60137

OBERST, DAVID
OR CURRENT PROPERTY OWNER
525 WHITTIER AVE
GLEN ELLYN, IL 60137

OLD TOWN PARTNERS CONSTR
OR CURRENT PROPERTY OWNER
1750 N SEDGWICK
CHICAGO, IL 60614

OLSEN, ALLEN
OR CURRENT PROPERTY OWNER
21W363 WALNUT ST
GLEN ELLYN, IL 60137

O'NEILL, BRIAN P & CAROL
OR CURRENT PROPERTY OWNER
21W470 FAIRWAY ST
GLEN ELLYN, IL 60137

PAULI, CHARLES R
OR CURRENT PROPERTY OWNER
21W404 WALNUT RD
GLEN ELLYN, IL 60137

PETERSON, KENNETH & LINDA
OR CURRENT PROPERTY OWNER
538 WHITTIER AVE
GLEN ELLYN, IL 60137

PETROVIC, B & C PETRELLI
OR CURRENT PROPERTY OWNER
21W405 WALNUT RD
GLEN ELLYN, IL 60137

PHILLIPS & JOHNSTON INC
OR CURRENT PROPERTY OWNER
21W179 HILL AVE
GLEN ELLYN, IL 60137

POTCHEBOUT, TADEOUCH
OR CURRENT PROPERTY OWNER
21W282 WALNUT RD
GLEN ELLYN, IL 60137

RITCHIE, RON
OR CURRENT PROPERTY OWNER
21W240 WALNUT RD
GLEN ELLYN, IL 60137

RODRIGUEZ & VAN BOGGET
OR CURRENT PROPERTY OWNER
21W411 WALNUT
GLEN ELLYN, IL 60137

ROONEY, MARK & DEBORAH
OR CURRENT PROPERTY OWNER
21W440 FAIRWAY ST
GLEN ELLYN, IL 60137

SAWYER, MICHAEL W
OR CURRENT PROPERTY OWNER
19552 7TH AVE NE
SHORELINE, WA 98155

SCIGOVSKY, CHERYL M
OR CURRENT PROPERTY OWNER
21W444 FAIRWAY ST
GLEN ELLYN, IL 60137

SCORDATO, A & M TAYLOR
OR CURRENT PROPERTY OWNER
868 WALNUT ST
GLEN ELLYN, IL 60137

SHAPIRO, JACOB
OR CURRENT PROPERTY OWNER
21W326 WALNUT RD
GLEN ELLYN, IL 60137

SIMEK 1ST, WM & CHRISTINE
OR CURRENT PROPERTY OWNER
869 ELLYNWOOD DR
GLEN ELLYN, IL 60137

SKALA, LANCE J & BONNIE S
OR CURRENT PROPERTY OWNER
528 WHITTIER AVE
GLEN ELLYN, IL 60137

STACK, PATRICK F & K P
OR CURRENT PROPERTY OWNER
547 WHITTIER AVE
GLEN ELLYN, IL 60137

STEFANSKI, ALEXANDER & E
OR CURRENT PROPERTY OWNER
10 WALNUT RD
GLEN ELLYN, IL 60137

STINSON, THOMAS
OR CURRENT PROPERTY OWNER
21W424 ACORN AVE
GLEN ELLYN, IL 60137

SVIEN, JEFFREY
OR CURRENT PROPERTY OWNER
14 WALNUT ROAD
GLEN ELLYN, IL 60137

THOMPSON, LARRY & SHIRLEY
OR CURRENT PROPERTY OWNER
530 WHITTIER AVE
GLEN ELLYN, IL 60137

TOWNSHIP OF MILTON
OR CURRENT PROPERTY OWNER
1492 N MAIN ST
WHEATON, IL 60187

VARTANIAN, MATTHEW & L
OR CURRENT PROPERTY OWNER
881 ELLYNWOOD DR
GLEN ELLYN, IL 60137

VILLAGE OF LOMBARD
OR CURRENT PROPERTY OWNER
255 E WILSON ST
LOMBARD, IL 60148

VOSS, ARVIN H & LYNN M
OR CURRENT PROPERTY OWNER
874 WALNUT RD
GLEN ELLYN, IL 60137

WARD, ALEX & KARIN
OR CURRENT PROPERTY OWNER
21W410 ACORN AVE
GLEN ELLYN, IL 60137

WITT, INARA B
OR CURRENT PROPERTY OWNER
200 LA QUINTA DR
WINDSOR, CA 95492

WONG, RONNIE
OR CURRENT PROPERTY OWNER
21W230 HILL AVE
GLEN ELLYN, IL 60137

WORTH, DANIEL C
OR CURRENT PROPERTY OWNER
21W246 WALNUT RD
GLEN ELLYN, IL 60137

ZATSORENKO, ALEXANDER V
OR CURRENT PROPERTY OWNER
26 WALNUT RD
GLEN ELLYN, IL 60137

ZEISS, MICHAEL &CATHERINE
OR CURRENT PROPERTY OWNER
21W311 WALNUT
GLEN ELLYN, IL 60137

RECEIVED
OCT 30 2019
VILLAGE OF GLEN ELLYN

NOTICE OF PUBLIC HEARING

DuPage County, owner of two parcels of the Prairie Path located between the corporate boundaries of the Village of Glen Ellyn and the Village of Lombard, just south of the Union Pacific West Railroad, is requesting approval of a Zoning Map Amendment to rezone the parcels CR Conservation Recreation District. The two properties, with a total acreage of approximately 10.44 acres, are currently developed and used as part of County Highway 47/Illinois Prairie Path for recreational purposes and are zone R-4 in unincorporated DuPage County. No changes to the existing conditions or use of the two properties are proposed. On September 24, 2019, the DuPage County Board of Trustees voted in favor of filing a petition with the Village of Glen Ellyn, Illinois to voluntarily annex the subject properties. In association with the petition to voluntarily annex the subject properties, the owner requests that the subject properties be rezoned to CR Conservation Recreation District upon annexation into the Village of Glen Ellyn.

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PINs: 05-12-302-005 and 05-12-403-001

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Katie Ashbaugh
Planner, Village of Glen Ellyn
Published in the Daily Herald October 24, 2019 (4534499)

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 publishe of the **DuPage County DAILY HERALD**. That said **DuPage Count DAILY HERALD** is a secular newspaper, published in Naperville an 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, Medina Naperville,Oakbrook, Oakbrook Terrace, Plainfield,Roselle, Villa Par 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 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 tr copy, was published 10/24/2019
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 Raitzin
Designee of the Publisher and Officer of the Daily Herald

Control # 4534499

Attachment: 9. Certificate of Publication (4257 : Illinois Prairie Path - Zoning Map Amendment)

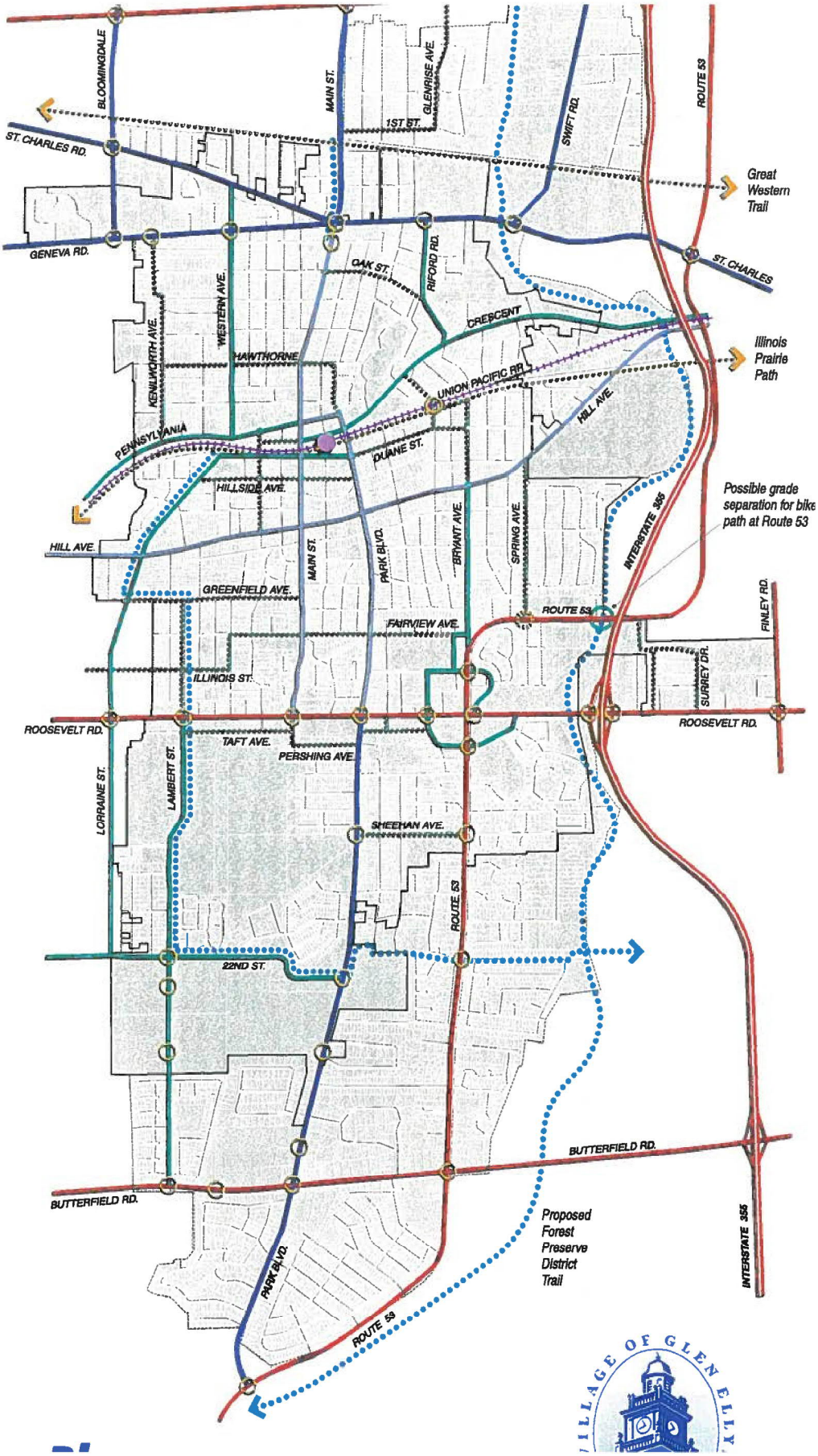
Figure 8

Transportation Policies

Glen Ellyn is a built-up community with a well-developed transportation system. The Community-Wide Plan strives to maintain and protect the structure and character of the existing transportation system, while providing enhancements to address the changing needs of the community and the effects of area-wide traffic. The Plan presents guidelines for the maintenance and upgrade of existing streets, parking, and commuter facilities and the enhancement of neighborhood traffic management and pedestrian and bicycle access throughout the community.

Map Legend:

- Expressway
- Regional Arterial Street
- Local Arterial Street
- Village Arterial Street
- Community Collector Street
- Neighborhood Collector
- Local Street
- Existing Traffic Signal
- Proposed Traffic Signal
- Union Pacific Rail Line
- Commuter Rail Station
- Existing Bicycle Trails
- Proposed Bicycle Trails



Attachment: 10. Transportation Policies of the 2001 Comprehensive Plan (4257 : Illinois Prairie Path - Zoning Map Amendment)

Transportation Policies

In general, Glen Ellyn is well served by a system of streets, parking, sidewalks, and commuter facilities. As a mature community, the transportation infrastructure is well developed and the primary street system is in place.

The guidelines presented below and highlighted in Figure 8 address the entire Village. More detailed recommendations for Downtown, Roosevelt Road and Five Corners are presented in Section 3 of this Plan report.

Streets and Highways:

The street system in Glen Ellyn contains various types of facilities including highways, arterial, collector, and local streets. This functional classification separates streets into various categories based on their traffic-carrying role and connectivity within the overall transportation system. No major changes to the primary street system are expected in the future.

The I-355 Tollway is a limited-access highway that provides good regional access and serves a significant amount of traffic in the region.

Arterial streets consist of regional, local, and Village arterials. They are intended to serve vehicle trips beyond the Village boundaries (regional arterials) and longer trips within the Village (local and Village arterials). The "Village arterial" is a new classification which is intended to recognize and enhance the unique role, character and configuration of the arterial routes passing through or near Downtown Glen Ellyn.

Collector streets are intended to provide access to activity centers in Glen Ellyn. Community collector streets provide connections between activity centers, while neighborhood collectors provide access within a neighborhood to local centers.

Arterials and collectors are highlighted in the map at left. The remaining streets in Glen Ellyn are local streets intended to serve the traffic access and intra-neighborhood circulation needs.

The Village should work with IDOT to promote an appropriate cross-section for the Route 53 corridor. The cross-section with accommodations for separate bicycle access. The improved corridor should also be more "pedestrian friendly." Land uses and access drives should be developed with adequate setbacks to allow for landscape buffers and separate bicycle facilities.

The Village should enhance pedestrian facilities in the Taylor Street viaduct to provide a safer condition for pedestrians without promoting additional vehicular traffic.

The Village should encourage the use of appropriate traffic calming techniques to reduce vehicle speeds in residential areas and to discourage non-local traffic through neighborhoods. Traffic control plans should be developed for local schools to better manage traffic around facilities that experience significant traffic backups.

Parking:

The Village should promote the provision of adequate parking for all activity centers. Opportunities for shared parking facilities should be promoted to minimize the overall number of spaces that need to be provided and maximize the use of facilities that are developed.

Zoning requirements for Downtown parking should be reviewed to determine if the current parking ratios are appropriate.

The Village should study the desirability of a Downtown parking structure. A carefully designed and appropriately scaled structure could provide necessary parking for commercial uses and have ground floor retail or service space to provide an attractive streetscape.

The Village should work with District 87 to develop a plan for addressing the increasing parking needs at Glenbard West High School.

Transit and Commuter Facilities:

The downtown commuter station is a key asset to the Village. Enhancement or replacement of the station facility should be encouraged. Compatible new transit-oriented and community-related services should also be considered.

The Village should work with PACE and other agencies to promote improved bus and shuttle service in the sisted-living housing may generate new demand for shuttle service, and continued residential development within the Downtown may also result in an increased need for transit service.

Pedestrian and Bicycle Facilities:

To maintain a safe and convenient environment for pedestrians, the Village should promote the provision of sidewalks or side paths along all streets where practical, especially along school access routes and collector streets.

Glen Ellyn has access to two premier bicycle and pedestrian trails: the Illinois Prairie Path and the Great Western Trail. While these trails provide good east-west regional access, the community should provide a more defined system of intra-community routes and trails to provide good north-south access through the community.

The proposed Forest Preserve District trail along the I-355 corridor from Churchill Woods Forest Preserve through the Morton Arboretum and the proposed trail between College of DuPage, the Prairie Path and Downtown Glen Ellyn will provide improved regional north-south access. The Village should promote new grade-separated pedestrian/bicycle crossings at major streets and other appropriate locations along trail systems. DuPage County has recently developed a Bicycle Plan, and the Village should continue working with the County to identify all key corridors where bicycle access should be enhanced. These corridors should provide safe access to schools and community facilities.

Because Glen Ellyn is a mature community, the majority of the bicycle system will consist of on-street routes. Attention should be given to ensuring safe crossings at busy streets and to controlling traffic speeds on streets where bicycle traffic is promoted.

The maintenance and upkeep of bicycle and pedestrian trails is also very important. Stores and businesses which back onto a public trail should be encouraged to provide rear entrances.

Utility System Policies

The Village provides water and sewer services to most of its incorporated area and some adjacent unincorporated sections. Maintenance and upgrade of the existing systems and some limited service expansions are the key issues in the community. Increasing capacity for both water system storage and stormwater runoff must be addressed.

Of particular importance is adequate funding to provide timely regular maintenance and upgrade of facilities and to address deferred projects.

Stormwater management has always been of great concern within the Village. The location of many parts of the Village in areas susceptible to flooding has placed significant emphasis on better ways to control stormwater. Expansion of storage facilities and addressing additional runoff from development areas must be addressed.

The Village is not planning any significant extensions or expansion of the water and sanitary sewer systems except in response to development activity and to complete some system lines. Expansion of the storm sewer system is expected to continue to address both existing problems and new development needs.

Water System:

Water services are provided through a combined system of DuPage Water Commission and municipal well supply. The Village should continue to provide this high-quality system through regular maintenance and upgrade of the system.

Some areas of the Village are serviced by other agencies or by private systems. The Village should identify areas within Glen Ellyn's planning jurisdiction that may be connected to Village services and identify the infrastructure requirements necessary to service those areas.

The Village should continue to provide and maintain a high-quality system of water storage facilities. To meet the Village's contract requirements with the City of Chicago for water system storage, an additional facility should be considered in the future as warranted by actual usage. A possible site for a new water facility has been identified near the DWC water line.

The Village should also continue to conduct regular maintenance on existing storage facilities and conduct any necessary repairs or replacements, especially the Newton elevated storage tank. Back-up pumping facilities should also be maintained in the event that they are required to back-up or supplement the DWC system.

The Village should program the replacement of any older and/or deteriorated sections of the water supply system. The current master plan provides a timetable for replacement. The Village should continue to coordinate replacement and maintenance work with the street replacement plan.

Sanitary Sewer System:

The Village should continue to maintain and upgrade the existing system of sanitary sewers. The Village should continue to provide adequate funding to allow for maintenance and, if necessary, replacement through a 20-year capital program. The Village should continue to review the capacity of the current system and identify any changes necessary to accommodate new development and sites currently on private systems that may be added to the system.

The Village should continue to conduct regular maintenance and repairs to minimize the amount of groundwater infiltration that occurs. This will reduce the amount of "clear water" being treated and the Village's total cost of wastewater treatment.

As the lead agency in the GWA, the Village should consider annexation of the Treatment Plant, which is currently located outside the Village limits.

Storm Drainage System:

The Village should continue to identify and develop areas for additional stormwater storage. Areas targeted for development warrant priority consideration. The Village should continue to work with developers to provide additional on-site storage as part of new developments. The Village should more age impacts of teardowns and other residential expansion. The Village should encourage property owners to develop on-site mitigation to minimize the cumulative effects of additional runoff.

The *2000 Stormwater Master Plan* identified priority drainage basins with deferred maintenance. The Village should continue to provide adequate funding to address deferred maintenance and regularly scheduled needs. The Village has recently adopted and funded a 20-year capital program for maintenance and replacement.

The Village should continue to identify and, when practical, develop additional stormwater storage sites. The Village should identify locations where facilities can be combined with recreational opportunities such as open space or recreational fields.

Other Utilities:

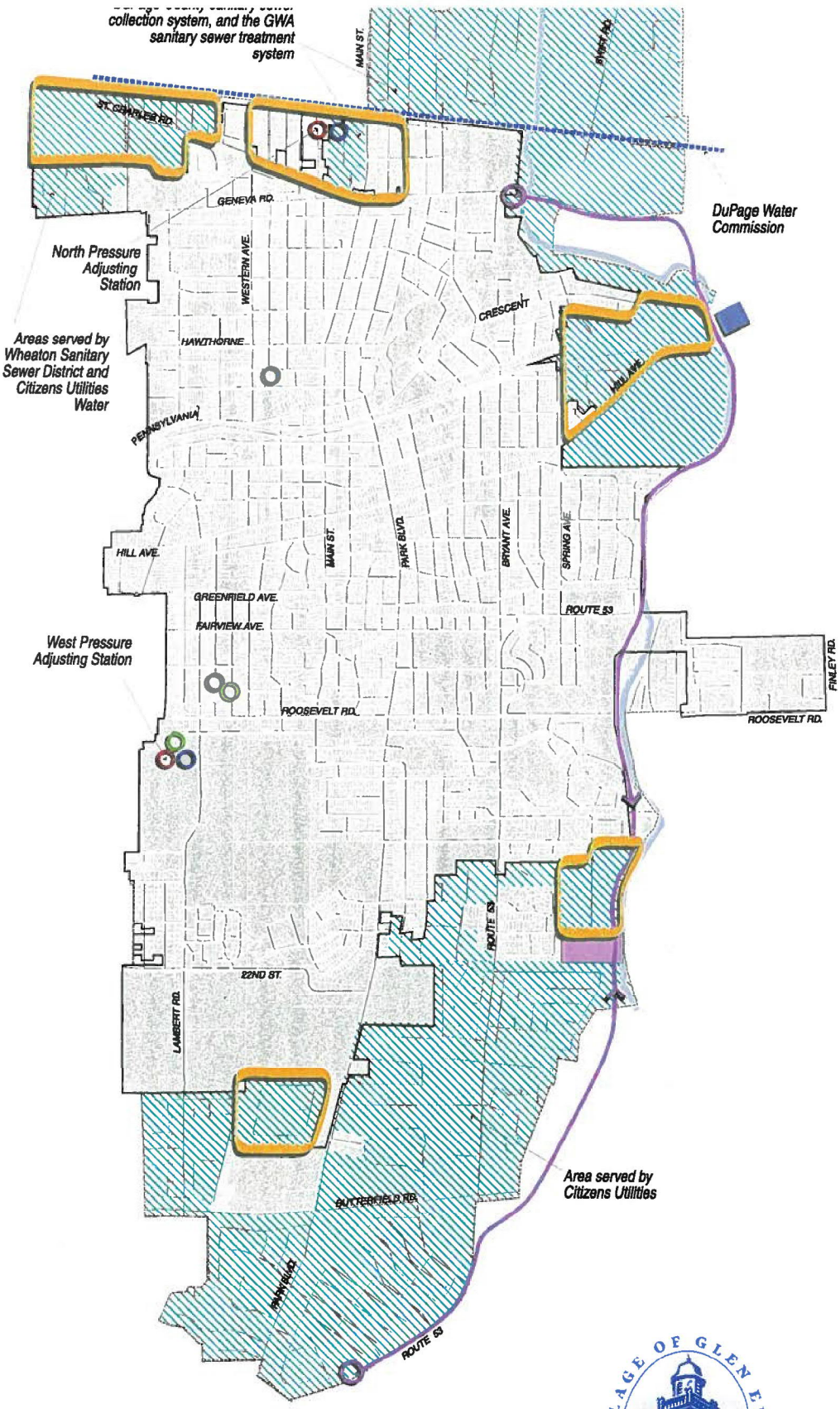
The Village should continue to work with electric, telephone and cable providers to move utilities underground. A plan to relocate all overhead utilities should be developed and coordinated with the street reconstruction plan.

All new utility services should be placed underground. Underground utilities are required as part of the current subdivision ordinance.

The Village should consider the benefits of working with high-speed Internet service providers and broadband communications companies in assuring that Glen Ellyn is at the forefront of providing these capabilities to businesses and residents. The ability to provide access to the latest technology can be an important factor in attracting and maintaining some businesses. The placement of infrastructure that supports these services may best be accomplished as part of the Village's own infrastructure maintenance program. In addition to the providers assuming the majority of the expense, State assistance may also be available.

Utility System Policies

Glen Ellyn provides municipal services to most of its incorporated area. Water and sewer services are provided through a system of local and regional facilities including the Glenbard Wastewater Authority. Storm water has been and will continue to be an important issue for Glen Ellyn. The Community-Wide Plan strives to maintain and protect the services currently provided and addresses the need for possible expansions and upgrades to address continuing concerns.



Map Legend:

- Water Transmission Line
- Water Pressure Adjusting Station
- Glen Ellyn Water Storage Tanks
- Aquifer Wells
- Glenbard Wastewater Treatment Center
- Glenbard Wastewater Transmission Line
- Lift Station
- Area Not Fully Served By Glen Ellyn Utilities
- Glenbard Combined System Overflow Treatment Facility
- Potential Future Village Service Area

Comprehensive Plan • Village of Glen Ellyn, Illinois

VILLAGE OF GLEN ELLYN

Attachment: 10. Transportation Policies of the 2001 Comprehensive Plan (4257 : Illinois Prairie Path - Zoning Map Amendment)

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10-4-3. - CR Conservation/Recreation District.

(A) *Permitted uses:* Only open space uses and passive recreation areas shall be allowed by permitted use in this district. All buildings, structures and principal activity areas shall be allowed by special use only, unless specifically waived by the Building and Zoning Official upon review and approval of the Director of Community Development.

1. Agriculture, including incidental agricultural structures, but excluding livestock operations.
2. Open space, public park and playground.

All permitted uses must also comply with all applicable requirements contained in chapter 5, "Supplementary Regulations", of this title as well as all other pertinent regulations in this title.

(B) *Special uses:* Within this district, a primary consideration in the approval of special uses shall be public safety and the impact upon adjacent properties. No enumerated special use shall be considered to be an accessory use to any other permitted or special use, and a separate permit shall be required for each separate special use.

1. Cemetery.
2. Nursery, for the growing and sale of trees and shrubbery, but exclusive of retail sales.
3. Outdoor merchandise, storage, promotional activities, or tents.
4. Privately operated, not for profit, lake, swimming pool, or tennis court, on a site of not less than five acres.
5. Public or private recreational facility where buildings do not occupy more than ten percent of the site area including any parking lots located across a right-of-way provided they are within 300 feet of the property on which the facility is located.
6. Public school, elementary and high, or private school having a curriculum equivalent to a public school, elementary or high, and public office uses associated with the same, provided all such public or private schools have no rooms regularly used for housing or sleeping purposes, on a minimum eight acre parcel.

All special uses must also comply with all applicable requirements contained in chapter 5, "Supplementary Regulations", of this title, as well as all other pertinent regulations in this title.

(C) Accessory Building and Uses:

1. See sections 10-5-4, "Accessory Structures and Uses", and 10-5-5, "Yards", of this title.
2. Food trucks, subject to the regulations set forth in section 10-5-20 of this title.

(D) *Maximum height:* 35 feet.

(E) *Minimum yard and lot requirements:*

1. *Front yard:* 50 feet in depth.
2. *Rear yard:* 60 feet in depth.
3. *Side yard:*
   (a) Two side yards, neither of which is less than 15 percent of the width of the lot;
   (b) A side yard abutting a street is not to be less than 40 feet wide.
4. *Lots fronting on two nonintersecting streets:* On lots fronting on two nonintersecting streets, a front yard must be provided on both streets.
5. *Minimum width of side yard:* The minimum width of each side yard for nonresidential uses shall be 25 feet.

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6. *Lot area:* 18,000 square feet.

7. *Lot width:*

   (a) Interior lot: 100 feet;

   (b) Corner lot: 120 feet.

8. *Land uses without buildings:* Land uses without buildings or structures shall have no minimum lot area or lot width requirements.

(F) *Signs, fences and obstructions in yards:*

1. Signs as per sign ordinance.

2. See section 10-5-5, "Yards", of this title.

(G) *Parking and loading requirements:*

1. Public or private building owned by governmental agency: One space for each 250 square feet of floor area in the building.

2. Private recreational facility: One space for each 4,000 square feet of gross land area.

3. Nursery for the growing and sale of trees and shrubbery: One space for each 500 square feet of gross floor area, plus one space for each 4,000 square feet of gross land area.

4. Additional off street parking and loading requirements are found in chapter 5, "Supplementary Regulations", of this title.

(Ord. 3617, 5-8-1989, eff. 6-1-1989; amd. Ord. 4282, 8-14-1995; Ord. 4673, 12-14-1998, eff. 3-1-1999; Ord. 4801, 1-10-2000; Ord. 5035, 1-14-2002, eff. 3-1-2002; Ord. 5543, 1-22-2007; Ord. 5591, 7-23-2007; Ord. 6263, 9-8-2014; Ord. 6303, 3-9-2015; Ord. 6674, 2-25-2019)

10-10-13. - Amendments.

(A) For the purpose of promoting the public health, safety, morals, comfort, general welfare; to conserve the value of property throughout the Village; and to lessen or avoid congestion in the public streets and highways, the Village Board may, from time to time, in the manner hereinafter set forth, amend the regulations imposed in this title, pursuant to the procedures established herein;

(B) Amendments shall be classified into the following:

1. Text amendments, which are amendments to the text of this title; and

2. Map amendments, which are amendments to zoning district map adopted pursuant to this title;

(C) A petition or application for amendment shall be filed with the Director, Department of Community Development, and shall contain at least the following information:

1. *For text amendments:*

   (a) The name, address and phone number of the petitioner or applicant, pursuant to section 10-10-10 of this chapter;

   (b) The proposed text amendment; and

   (c) A statement of how the proposed text amendment relates to the Comprehensive Plan then in effect or otherwise promotes the public health, safety and general welfare;

2. *For map amendments:*

   (a) The name, address and phone number of the petitioner or applicant, pursuant to section 10-10-10 of this chapter;

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(b) The proposed map amendment, including the legal description of the property to be affected, common address and permanent index number, and the precise district into which the property is proposed to be placed;

(c) The present use of the affected property;

(d) The present zoning district in which the affected property is contained;

(e) The proposed use of the affected property;

(f) A vicinity map at a scale approved by the Director, Department of Community Development, showing property lines, streets, existing and proposed zoning and such other items as the Director may require; and

(g) A statement of how the proposed map amendment relates to the Comprehensive Plan, promotes the public health, safety and general welfare, and how the proposed map amendment fulfills the conditions of subsection (E) of this section;

(D) The Director, Department of Community Development, shall transmit the application to the Plan Commission, which shall hold a public hearing on each application for an amendment at such time and place as shall be established by the commission, after due notice as required herein. The hearing shall be conducted and a record of such proceedings shall be preserved in such manner as the commission shall prescribe from time to time;

(E) Within 90 days after the close of the hearing on a proposed amendment, the Plan Commission shall make written findings of fact and shall submit the same together with recommendations to the Village Board. For map amendments, the commission shall make written findings of fact based upon the evidence presented to it in each case with respect to the following matters:

1. Identification of the existing uses of property within the general area of the affected property;

2. Identification of the zoning classification of property within the general area of the affected property;

3. Determination as to the suitability of the property in question to the uses permitted under the existing classification or district and under the proposed classification or district;

4. The trend or development, if any, in the general area of the affected property, including changes, if any, which have taken place since the date the affected property was placed in its present zoning classification or district;

5. The trend or development, if any, as to the proposed uses of property within the general area of the affected property, as represented on the Comprehensive Plan;

6. The length of time the property has been vacant as zoned, considered in the context of the land development and the area surrounding the subject property; and

7. The extent to which property values are diminished, if at all, by the particular zoning restrictions;

(F) A property affected by a proposed map amendment shall have at least 200 feet of frontage or 25,000 square feet of area, or shall adjoin a parcel of land which bears the same zoning district classification as that proposed for the affected property by the map amendment;

(G) In case of a written protest against any proposed text amendment or map amendment, signed and acknowledged by the owners of 20 percent of the frontage proposed to be altered, or by the owners of 20 percent of the frontage immediately adjoining or across an alley therefrom, or by the owners of 20 percent of the frontage directly opposite the frontage proposed to be altered, is filed with the Village Clerk, the amendment shall not be passed except by a favorable vote of two-thirds of the Village Trustees then holding office. In such case, a copy of the written protest shall be served by the protester or protesters on the applicant for the proposed amendment and a copy upon the applicant's attorney, if any, by certified mail at the address of such applicant and attorney shown in the application or petition for the proposed amendment;

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(H) The Village Board shall not act upon a proposed amendment until it shall have received a written report and recommendation from the Plan Commission. If an application is not acted upon by the Village Board within six months of the date upon which such application is filed, it shall be deemed to have been denied.

(Ord. 3617, 5-8-1989, eff. 6-1-1989; Ord. 6674, 2-25-2019)

"MOTION" (DRAFT) TO RECOMMEND APPROVAL OF A ZONING MAP AMENDMENT

After conducting a public hearing and deliberating on the appropriate zoning classification to apply to two parcels of County Highway 47/Illinois Prairie Path, the Plan Commission hereby recommends that the said parcels be zoned CR Conservation Recreation District in accordance with Section 10-10-13 of the Zoning Code based on the following findings of fact:

1. The existing uses of properties within the general area of the subject properties consist of industrial to the northeast, single-family residential to the north, Forest Preserve of DuPage County to the northeast, single-family residential to the southwest, and the Glen Oak Country Club to the southeast. The Illinois Prairie Path continues to the west and to the east as a recreational use.

2. The zoning classifications within the general area of the subject properties are as follows: to the northeast, the I1 Industrial District within the Village of Glen Ellyn and the I-1 Light Industrial District within unincorporated DuPage County; to the north, northeast, and southwest, the R4 Residential in unincorporated DuPage County; to the southwest, the R2 Residential District within the Village of Glen Ellyn; and finally to the southeast and to the west, the CR Conservation Recreation District within the Village of Glen Ellyn.

3. The subject properties are suitable for the CR Conservation Recreation District, which is designed to preserve existing open space, and only allows open space and passive recreation areas within the district by right. These properties have been in use as part of Illinois Prairie Path for decades.

4. The development of this area has been relatively stable for the duration of the Prairie Path's existence. Single-family homes are under construction near the westerly parcel of the subject portion of the Prairie Path being annexed and rezoned.

5. The Comprehensive Plan identifies these properties as part of the Illinois Prairie Path and recommends that they be maintained and continue to be used as such.

6. The properties are not vacant and have been improved with the existing recreational path for decades. The use of the properties will remain as a recreational path with the new zoning classification, which is consistent with the other parts of the Illinois Prairie Path within the Village of Glen Ellyn.

7. The property will not be diminished, but rather maintained based on the particular zoning restrictions that are consistent with the other parts of the Illinois Prairie Path within the Village of Glen Ellyn.

Motion by: _____ Seconded by: _____

Attachment: 12. Draft Motion to Recommend Approval [Revision 2] (4257 : Illinois Prairie Path - Zoning Map Amendment)

Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/12/19 07:00 PM
Department: Plan Commission
Department Head: Katie Ashbaugh
Category: Discussion Item
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4258) DOC ID: 4258

41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting

PETITIONER: The petitioner is the Glen Ellyn Food Pantry, represented by Paula Nugent, President.

REQUEST: Pre-Application meeting regarding a proposed remodeling and addition to a two-story, single-family residence for use as a food pantry on the property located at 41-55 N. Park Boulevard.

Updated Information since November 14, 2019 Plan Commission
The petitioner submitted engineering plans to the Community Development Department on November 14, 2019 (the day of the initial Pre-Application Meeting for this item), in response to previous review comments and the original staff report sent to the Plan Commission for the November 14, 2019 Plan Commission meeting. Please refer to the *Commission Action* section for a description of this new information and the *Attachments* section for the list of new materials. All updates are in bold text. The content of this report is otherwise identical to that of the original staff report.

BACKGROUND: *Petitioner History*
The Glen Ellyn Food Pantry, the petitioner, is currently located at 493 Forest Avenue, Glen Ellyn, in the basement of the Grace Lutheran Church. Fourteen churches in total support the Food Pantry as a non-profit organization and members of each church comprise its Board of Directors (Attachment 14). The petitioner has expanded beyond the capacity of its current location at Grace Lutheran Church. Faith Evangelical Lutheran Church (FELC), located at 41 - 55 N. Park Boulevard, as one of the supporting churches, has agreed to allow the petitioner to pursue the existing, two-story, church-owned single-family residence to the north of the church building as an alternative location (Attachment 15).

In the petitioner's current location, the Village has historically considered the use, 'food pantry', as an incidental use. In the proposed location in a standalone building, with an increased size and intensity of use, it is appropriate for the request to undergo review by the Plan Commission and Village Board.

Site Description
The subject property is located on the east side of Park Boulevard,

immediately south of Maiden Lane. The church building is approximately 17,500 square-feet building and is served by 126 parking stalls. The existing two-story, single-family residence to the north of the church is approximately 1,684 square-feet in area. Three driveways serve the entire campus from Park Boulevard, with the northernmost driveway providing access only to the single-family residence. The center driveway is the primary access point to the church and is entry-only; the southernmost driveway is exit-only. A fourth driveway provides access from Exmoor Drive at the northeast corner. A fifth driveway provides access to Pickwick Place at the southeast corner and is gated the majority of the time.

Site History
On February 25, 1985, the Village Board granted approval of a Special Use Permit to allow the construction of an addition to the church (Ordinance 3080-Z). This ordinance excluded the property which was used as a two-story, single-family residence at the time.

On January 8, 1996, the Village Board granted approval of a Special Use Permit and Exterior Appearance Approval to allow the construction of another addition to the church (Ordinance 4337). The legal descriptions and PINs listed in Ordinance 4337 apply to both 41 and 55 N. Park Boulevard. The single-family residence is shown on approved plans associated with said ordinance as a "parsonage".

The church continues to provide a variety of services in addition to traditional Sunday worship services, including daily child daycare and adult daycare, on the subject property. The existing single-family residence is not used as a dwelling by the church, but rather serves as a meeting place for church activities.

Surrounding Land Uses		Surrounding Zoning
North:	Single-family Residential	R2 Residential
South:	Single-Family Residential	C3 Service Commercial
East:	Multi-Family Residential, Retail	R3 Residential, C3 Commercial
West:	Multi-Family Residential	R4 Residential

Please refer to Attachments 1 and 2 for the boundaries of these ordinances and zoning of the subject properties and surrounding properties.

COMP PLAN: The 2001 Comprehensive Plan future land use designation for 41 N. Park Boulevard, the mailing address for the church, is Public/Semi-Public. The future land use designation for 55 N. Park Boulevard, the mailing address for the single-family residence, is Single-Family Detached Residential.

PROJECT SUMMARY:

Building Improvements

The petitioner is proposing to convert the existing two-story, single-family residence into a food pantry as an adaptive reuse of the now underutilized building. This conversion consists of the demolition of approximately 590 square-feet of the existing single-family residence, specifically the one-story attached garage north of the residence. The attached garage is now 5 feet 2 inches from the north interior side lot line. The food pantry is proposed to replace the attached garage with an approximately 970 square-foot, two-story addition. This addition is proposed to be 6 feet 6 inches from the north interior side lot line. The petitioner is also proposing to demolish and reconstruct the south one-story porch, which is approximately 117 square feet in area, and replace it in approximately the same footprint for the same function.

For the basement/foundation level (Attachment 8), staff understands the area near to the proposed garage door to serve as the delivery and loading area for food donation deliveries (Attachment 10, east elevation). Other uses of this level are unclear as the plan does not label them. Staff understands from discussions with the petitioner that the first floor will be occupied by a reception area and a room designated as the "shopping area" even though the plan does not label these areas (also Attachment 8). For the second floor (Attachment 9), the petitioner is proposing office space, storage for food donations, and a multi-purpose room for cooking and nutrition classes.

Site Improvements

In addition to the building improvements, the petitioner is proposing a few site improvements. First, they are proposing to install an approximately 140-foot long driveway along the north property line to connect the existing church parking lot to the proposed building addition. The basement/foundation level of the proposed addition will have a garage door, which will serve as the loading dock area to accommodate weekly deliveries from the Northern Illinois Food Bank. To strive for a net-neutral change in impervious surface on the subject property, the petitioner is proposing permeable pavers as the material for the new driveway (Attachment 5, proposed site plan). Second, they are proposing to relocate the refuse area for garbage and recycling from the center of the north lot line and adjacent to an existing shed and garage (Attachment 5, demo site plan), to the rear of the proposed food pantry, to the east of the three existing handicapped parking stalls (Attachment 5, proposed site plan). Third, they also are proposing to remove the northernmost driveway that has historically served as the access to Park Boulevard for the single-family residence (Attachment 5, demo site plan). The center driveway, which is proposed to be the primary

entrance to the subject property for the church and the food pantry, will then be widened by approximately 12 feet immediately to the south of the food pantry. The total width of the driveway was not shown. Finally, the petitioner is proposing limited landscaping along the north interior side lot line, the front elevation of the food pantry, and to the southwest of the food pantry (Attachment 6).

Site Operations
The petitioner currently operates by appointment-only at its current location at Grace Lutheran Church. As detailed in Attachment 14, the petitioner plans to continue to operate by appointment-only at the subject property. The petitioner is staffed with 9 part-time employees and over 300 volunteers. Hours of operation, the number of staff and volunteers to work each shift, the length of an appointment or number of appointments per day, were not provided. Additional details regarding the size of the cooking and nutrition classes and other programs were not provided.

Staff additionally understands from the petitioner that customers will be directed to park in the shared church parking lot and are to enter through the door on the south side of the food pantry. Upon entering the food pantry, customers will either wait in the reception area or be escorted to the "shopping area" to select food. Once they have finished "shopping", a staff person or volunteer will wait with the full shopping cart for the customer to get his or her vehicle from the parking lot and drive it up to the widened driveway immediately adjacent to the door. The customer then will load the food into his or her vehicle and leave. A site plan of the entire subject property to illustrate this circulation pattern was requested and not provided.

1. Parking. The petitioner is not proposing the construction of additional parking stalls at this time. A variation may be required, upon further review of the combined parking requirements of the existing church and the proposed food pantry.

   Churches are required to provide one (1) parking stall per 4 auditorium seats in the R2 Residential District. The Village does not have a minimum parking requirement for food pantries at this time. Assuming the parking ratio for a similar use, such as an office building, the proposed food pantry would need to provide 12 parking stalls.

2. Setbacks. The existing single-family residence is approximately 5 feet 2 inches from the north interior side lot line. The required interior side yard setback for the subject property is 37 feet 11 inches due to the long frontage of the entire church property. The petitioner is proposing an interior side yard setback of 6 feet 6 inches.

Please note that the minimum required interior side yard setback in the R2 Residential District is 10 percent of the lot width or 6 feet 6 inches, whichever is greater. A variation will be required to allow the setback as proposed.

3. Height. The height of the existing parts of the single-family residence and the proposed addition were not provided.

4. Landscaping. The petitioner is proposing some additional landscaping along the front building elevation facing Park Boulevard. The petitioner is also proposing a small garden and fruit tree grove to the southwest of the food pantry. The petitioner is also proposing 4-foot tall arborvitae along a limited portion of the north property line adjacent to a single-family home (63 N. Park Boulevard).

   Please note the following regarding the landscaping:

   - Opaque screening is required along property lines of non-residential uses which abut residential uses. A variation would be required to allow 4-foot tall landscape screening along only a portion of the lot line abutting the single-family residence to the north, in lieu of the 6 to 7 foot tall opaque screening required along the entire lot line. The fence labeled as, "existing fence" (Attachment 5, demo site plan) to the north of the project area is not on the church's property.
   - Per email correspondence staff received from the petitioner on November 1, 2019, the landscape bed shown to the north of the three existing handicapped stalls are not to be included as they were erroneously shown on the plan. Landscaping is not in place at this time (Attachment 5, demo site plan).

5. Flooding Concerns. Staff does not have any concerns about flooding at this time. A grading plan will be required at the time of formal submittal. Staff has informed the petitioner of the requirements of the DuPage County Stormwater and Floodplain Ordinance. Staff has also informed the petitioner that permeable pavers may only be installed on a 3 percent slope and that they are not preferable for regular use by heavy delivery/trailer trucks.

6. Other Requirements. Following the use of the existing single-family residence as a food pantry, it will no longer meet the definition of a residential structure, as defined in Section 4-1-3 of the Building Code. Therefore, the structure will be considered a commercial structure and all improvements will be subject to all codes and ordinances required of commercial structures, including but not limited to, the 2009 International Building Code, 2018 International Energy Code, and the

2018 Illinois Accessibility Code. Additionally, the Equitable Restrooms Act of Illinois, PA 101-0165, is subject to take effect for all buildings which begin construction on or after January 1, 2020.

REVIEW PROCESS:

At this time, based on the information provided, staff finds that in order to proceed with the project, the petitioner will need to receive approval of the following:

1. Zoning Text Amendment request to add the term, 'food pantry' to Section 10-2-2 of the Zoning Code.
2. Zoning Text Amendment request to add the use, 'food pantry, when located on church-owned and occupied property' to the list of special uses in the R2 Residential District.
3. Special Use Permit to allow a food pantry on church-owned and occupied property at 55 N. Park Boulevard.
4. Variation to allow two principal buildings on one zoning lot where one is permitted.
5. Variation to allow a setback of 6 feet 6 inches from the north interior side lot line in lieu of the minimum 37 feet 11 inch setback required.
6. Variation to allow 4-foot tall landscape screening along only a portion of the north interior side lot line abutting a residential use where opaque screening with a height of 6 to 7 feet along the entire lot line is required.
7. Exterior Appearance Approval to remodel and construct an addition to a non-residential building.
8. Plat of Consolidation.

The above list is subject to change as additional plans and information are submitted and reviewed. Approvals 1-6 will be reviewed by the Plan Commission with a recommendation to the Village Board. The Exterior Appearance will be reviewed by staff with a recommendation made to the Village Board. The Plat of Consolidation will be reviewed and decided upon by the staff without the requirement for a public hearing or approval by the Village Board.

COMMISSION ACTION:

The Plan Commission is being asked to conduct a Pre-Application Meeting for the project and provide comments that will assist the petitioner in preparing a formal application. In reviewing the project, the Commission may wish to provide feedback or ask for clarification on the following:

- The proximity of the loading dock for the delivery truck to the single-family residence to the north.

Updated Information, plans dated November 13, 2019

The petitioner provided an AutoTURN exhibit illustrating the path of the delivery truck to drop off donated goods to the food pantry (Attachment 9). Staff remains concerned with the proximity of the delivery truck path to the single-family residential properties to the north, in addition to the minimal screening proposed along the north property line that does not comply with the Zoning Code. A variation would be required to allow 4-foot tall landscape screening as proposed along only a portion of the lot line abutting the single-family residence to the north, in lieu of the 6 to 7 foot tall opaque screening required along the entire lot line.

- Operational details, including: hours of operation, length of customer appointments, number of appointments per day, number of staff and volunteers per shift, frequency of Northern Illinois Food Pantry deliveries anticipated now and in the future, and frequency of other donation deliveries.
- The use of permeable pavers for the proposed driveway for use by a delivery truck on at least a weekly basis.

Updated Information, plans dated November 13, 2019

Concrete is now proposed as the driveway material for the delivery truck (Attachments 7 and 8). However, staff notes that Attachment 8 includes a cross section for permeable pavers, which are not shown on said plan or on Attachment 7. Staff suggests the Plan Commission ask the petitioner to clarify.

No further review of the provided engineering has been completed by Village engineering staff at this time. This review will be conducted upon submittal of a full application for the zoning relief requests for this project. Review of curb dimensions, pavement cross-section details, etc. is completed at the time of formal submittal for zoning approval.

- The installation of landscaping to the north of the three existing parking stalls.
- The location of the dumpster enclosure. Staff provided the petitioner with two suggested alternative locations but did not proceed with them.
- The shared use of the garbage and recycling with the church, increase in waste pick-up frequency, and circulation of the garbage truck in the proposed location.
- The uses of the basement and first floor of the food pantry.
- The proposed elevations for the building with the addition facing Park Boulevard and the building materials.
- How traffic flow will work after customers pick up their groceries and

cars are facing west toward the one-way entry.

Please note as part of the public notification process, staff has sent courtesy notices to property owners within 350 feet of the property. Staff has also posted the notice of Pre-Application meeting on the Village website's Public Notice Portal.

ATTACHMENTS:

1. Aerial Photo
2. Location & Zoning Map
3. Plat of Survey
4. **Existing Conditions Plan - updated, revised 11/13/2019**
5. **Surrounding Conditions Plan - new, dated 11/13/2019**
6. Proposed Demolition and Site Plan
7. **Proposed Site Plan, Engineering - new, dated 11/13/2019**
8. **Proposed Preliminary Engineering - new, dated 11/13/2019**
9. **Delivery Truck Route Exhibit - new, dated 11/13/2019**
10. Proposed Landscape Plan
11. Proposed House Demolition Plans
12. Proposed Floor Plan - Basement and 1st Floor
13. Proposed Floor Plan - 2nd Floor and Roof
14. Proposed Elevations
15. Public Notice of Pre-Application Meeting Request
16. Location Map for Notification
17. Mailing Labels of Residents within 350'of subject property
18. Petitioner's Pre-Application Packet
19. Letter of Authorization from FELC

CC: Staci Springer, Community Development Director

ATTACHMENTS:

- 1. Aerial Photo (PDF)
- 2. Location - Zoning Map (PDF)
- 3. Plat of Survey (PDF)
- 4. Existing Conditions Plan, new (PDF)
- 5. Surrounding Conditions Plan, new (PDF)
- 6. Proposed Demolition and Site Plan (PDF)
- 7. Proposed Site Plan, new (PDF)
- 8. Proposed Prelim Engineering, new (PDF)
- 9. Delivery Truck Route Exhibit, new (PDF)
- 10. Proposed Landscape Plan (PDF)
- 11. Proposed House Demolition Plans (PDF)
- 12. Proposed Floor Plan - Basement and 1st Floor (PDF)

- 13. Proposed Floor Plan - 2nd Floor and Roof (PDF)
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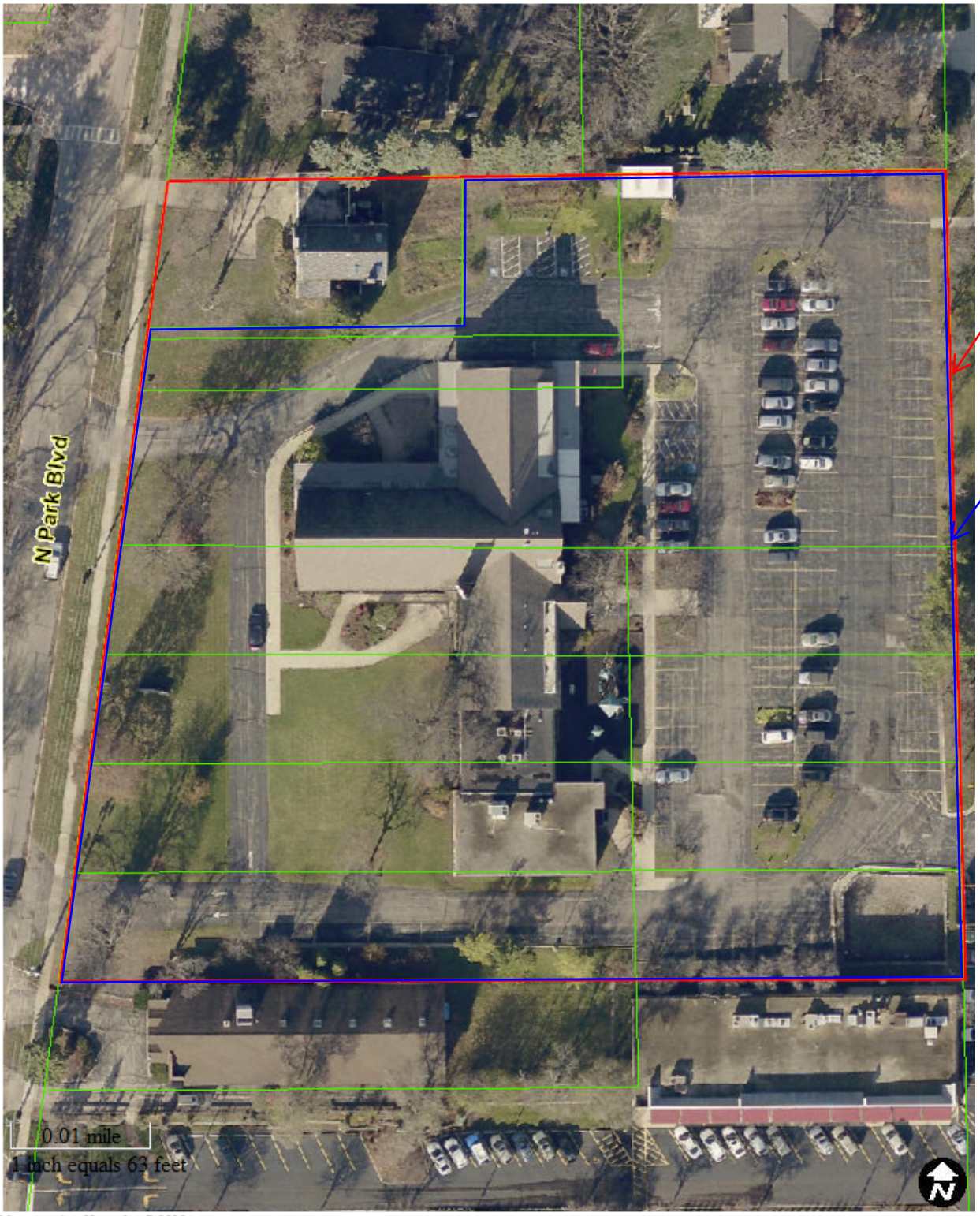
- 15. Public Notice for Pre-App Meeting Request (PDF)
- 16. Location Map for Notification (PDF)
- 17. Mailing Labels for Residents within 350 feet (PDF)
- 18. Petitioner's Pre-App Packet (PDF)
- 19. Letter of Authorization from FELC (PDF)

GIS consortium MapOffice™

Aerial Photo



Map created on November 7, 2019.

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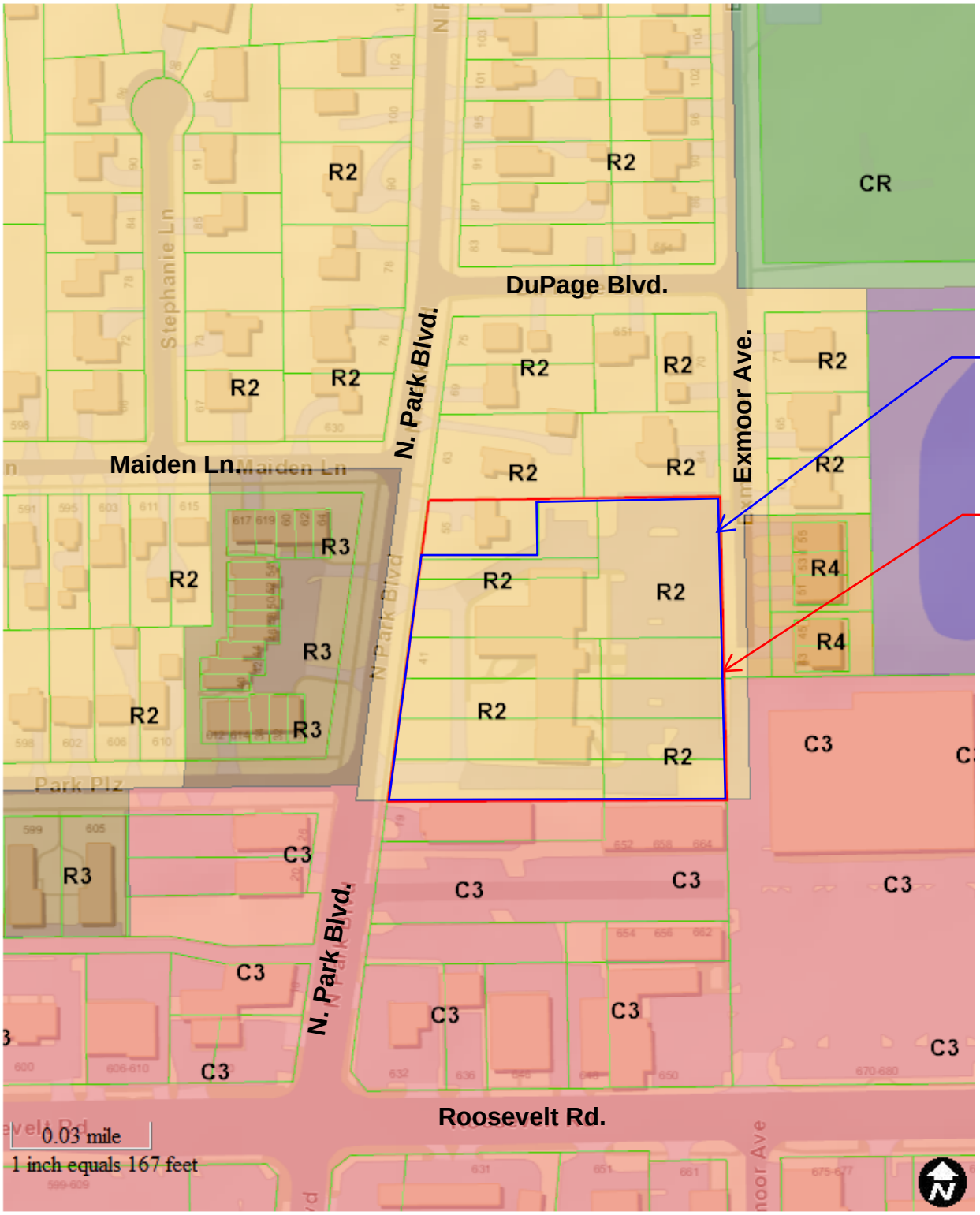
Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently conf for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered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

GIS consortium MapOffice™

Location & Zoning Map



Map created on November 7, 2019.

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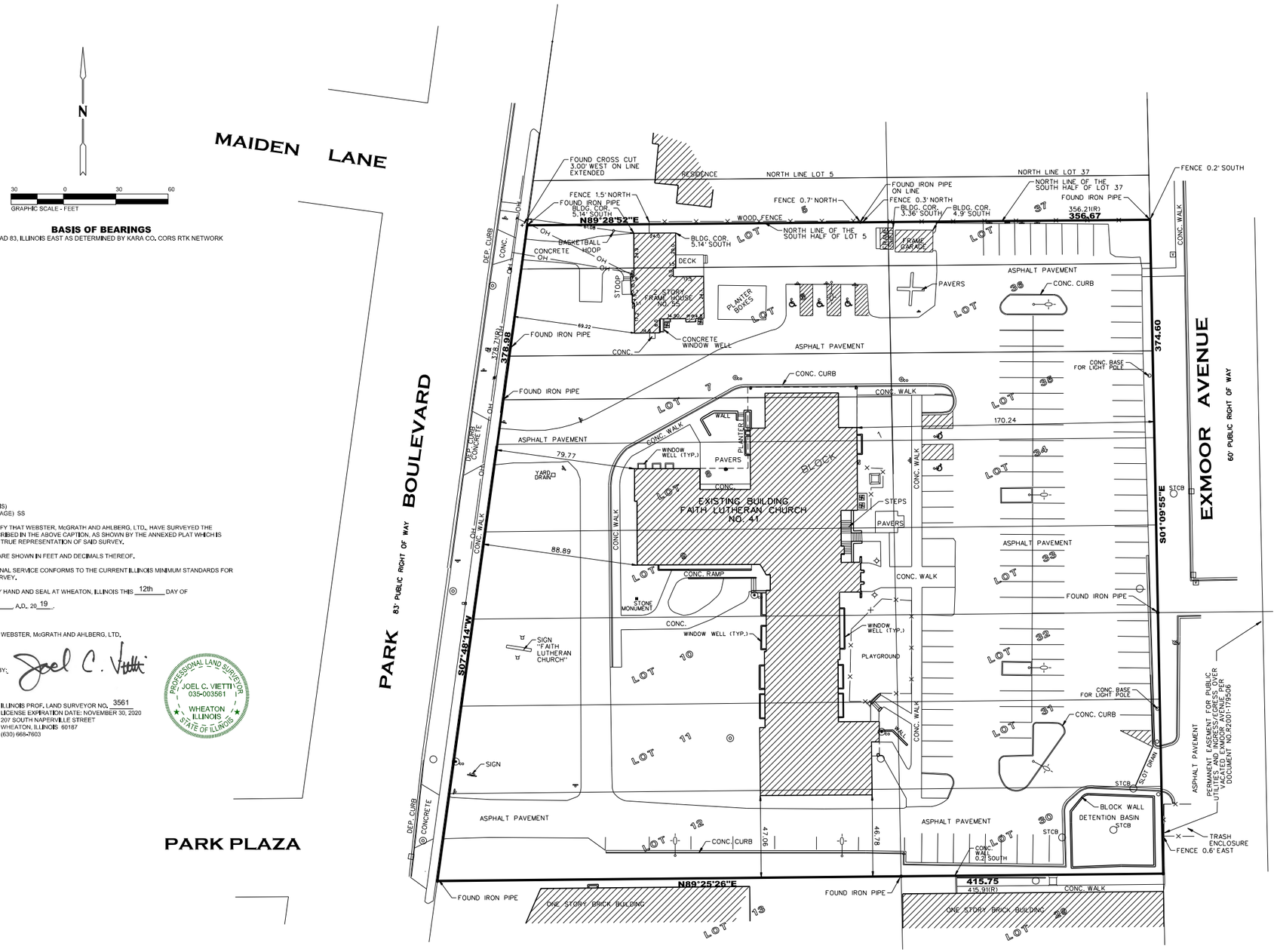
The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law.
Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently conf 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.

PLAT OF SURVEY

THE SOUTH HALF OF LOT 5, ALL OF LOT 6 AND THE NORTH HALF OF LOT 7 AS MEASURED ON THE EAST LINE) IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13 AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

AND

THE SOUTH HALF OF LOT 7, ALL OF LOTS 8 TO 12, INCLUSIVE LOTS 30 TO 36, INCLUSIVE AND THE SOUTH HALF OF LOT 37 ALL IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13, AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.



STATE OF ILLINOIS)
COUNTY OF Du PAGE) SS

THIS IS TO CERTIFY THAT WEBSTER, McGRATH AND AHLBERG, LTD., HAVE SURVEYED THE PROPERTY DESCRIBED IN THE ABOVE CAPTION, AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT AND TRUE REPRESENTATION OF SAID SURVEY.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, ILLINOIS THIS 12th DAY OF AUGUST, A.D. 20 19.

WEBSTER, McGRATH AND AHLBERG, LTD.

BY: Joel C. Vietti

PROFESSIONAL LAND SURVEYOR
JOEL C. VIETTI
035-003561
WHEATON
ILLINOIS
STATE OF ILLINOIS

ILLINOIS PROF. LAND SURVEYOR NO. 3561
LICENSE EXPIRATION DATE: NOVEMBER 30, 2020
207 SOUTH NAPERVILLE STREET
WHEATON, ILLINOIS 60187
(630) 668-7603

BASIS OF BEARINGS

NAD 83, ILLINOIS EAST AS DETERMINED BY KARA CO. CORS RTK NETWORK

GENERAL NOTE

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT WHICH WOULD DISCLOSED EASEMENTS AFFECTING THE SUBJECT PROPERTY AT THE TIME OF THIS SURVEY.

ABBREVIATIONS

HDPE = HIGH-DENSITY POLYETHYLENE
RCP = REINFORCED CONCRETE PIPE
PVC = POLYVINYLCHLORIDE PIPE
CMP = CORRUGATED METAL PIPE
VCP = VITRIFIED CLAY PIPE
INV = INVERT
TC = TOP OF CURB
FL = FLOW LINE
FE = FLOOR ELEVATION
TF = TOP OF FOUNDATION
CHB = CHORD BEARING
DIP = DUCTILE IRON PIPE
RRS = RAILROAD SPIKE
POB=POINT OF BEGINNING

LINE		LEGEND
	=	BOUNDARY LINE
	=	LOT LINE
	=	EASEMENT LINE
	=	SETBACK LINE

FIELDWORK COMPLETED 8-6-19

LEGEND

	SANITARY MANHOLE		MAILBOX
	SANITARY CLEANOUT		DOWNSPOUT
	STORM MANHOLE		LIGHT POLE
	STORM CATCH BASIN		OVER-HEAD LIGHT POLE
	STORM INLET		ELECTRIC MANHOLE
	STORM CLEANOUT		TRAFFIC SIGNAL POLE
	FLARED END SECTION		TRAFFIC CONTROL BOX
	TRANSFORMER		TRAFFIC SIGNAL VAULT
	ELECTRICAL BOX		RAILROAD SIGNAL POLE
	CABLE T.V. BOX		RAILROAD SIGNAL VAULT
	TELEPHONE BOX		UTILITY POLE
	TRAFFIC CONTROL BOX	OH	OVER-HEAD WIRES
	ELECTRIC HANDHOLE	E	UNDERGROUND ELECTRIC
	COMMUNICATION MANHOLE	G	UNDERGROUND GAS
	TELEPHONE MANHOLE	T	UNDERGROUND TELEPHONE
	ELECTRIC METER	FO	UNDERGROUND FIBER OPTIC
	GAS METER	C T	UNDERGROUND CABLE T.V.
	GAS VALVE	W	WATER MAIN
	S-BOX	S	SANITARY SEWER
	WATER VALVE	S	STORM SEWER
	WATER VALVE VAULT	X X	FENCE LINE
	FIRE HYDRANT		GUARD RAIL
PIV	POST INDICATOR VALVE		DECIDUOUS TREE
M	WATER METER		PINE TREE
	PARKING METER		DROVE IRON PIPE
	SIGN		FOUND IRON PIPE
	FLAG POLE	+	CROSS CUT IN CONCRETE
PLM	PIPELINE MARKER		M = MEASURED DIMENSION
			R = RECORD DIMENSION

Rev	Date	Description	By

WEBSTER, McGRATH & AHLBERG LTD.
WMA
LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE
Over a Century of Service to our Clients
207 South Naperville Road Wheaton, Illinois 60187
ph: (630)668-7603 web: www.wmaltd.com
Design Firm License No. 184-003161

PLAT OF SURVEY

LOCATION: FAITH LUTHERAN CHURCH
41 N. PARK BOULEVARD
GLEN ELLYN, ILLINOIS

PREPARED FOR: GLEN ELLYN FOOD PANTRY
493 FOREST AVE.
GLEN ELLYN, IL 60134
PHONE: 630.469.8868

JOB #:	DATE:	SCALE:
44191	8-5-19	1"=30'
SURV: JCV	DRAWN: JCV	DESIGN: XXX
FILE #: D-23083 S		SHEET #:

E:\ACTIVE-PROJECTS\44191-xx3910-DuPage\SURV-JV\Plat of Survey\44191 Plat of Survey.dgn

8/12/2019

Existing Conditions

THE SOUTH HALF OF LOT 5, ALL OF LOT 6 AND 7 IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13, AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

0 20 40
GRAPHIC SCALE - FEET

Glen Ellyn Food Pantry
55 Park Blvd. Glen Ellyn, IL

Prepared For:
GLEN ELLYN FOOD PANTRY
493 Forest Ave
Glen Ellyn, IL 60137
630-469-0808

Glen Ellyn Food Pantry, Inc.

WEBSTER, MCGRATH & AHLBERG, LTD.
LAND SURVEYING · CIVIL ENGINEERING · LANDSCAPE ARCHITECTURE
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207 SOUTH HUNTLEY ROAD, WHEATON, ILLINOIS 60187
PH: 630-668-7076 FAX: 630-668-8216
DESIGN FIRM LICENSE NO. 184-003101

REV#	DATE	REVISION DESCRIPTION	BY
1	10-31-2019	Revised per Village review	RLS
2	11-13-2019	Revised per Village review	RLS

Section-Township-Range
DuPage: SE¼ 14-39N-10E

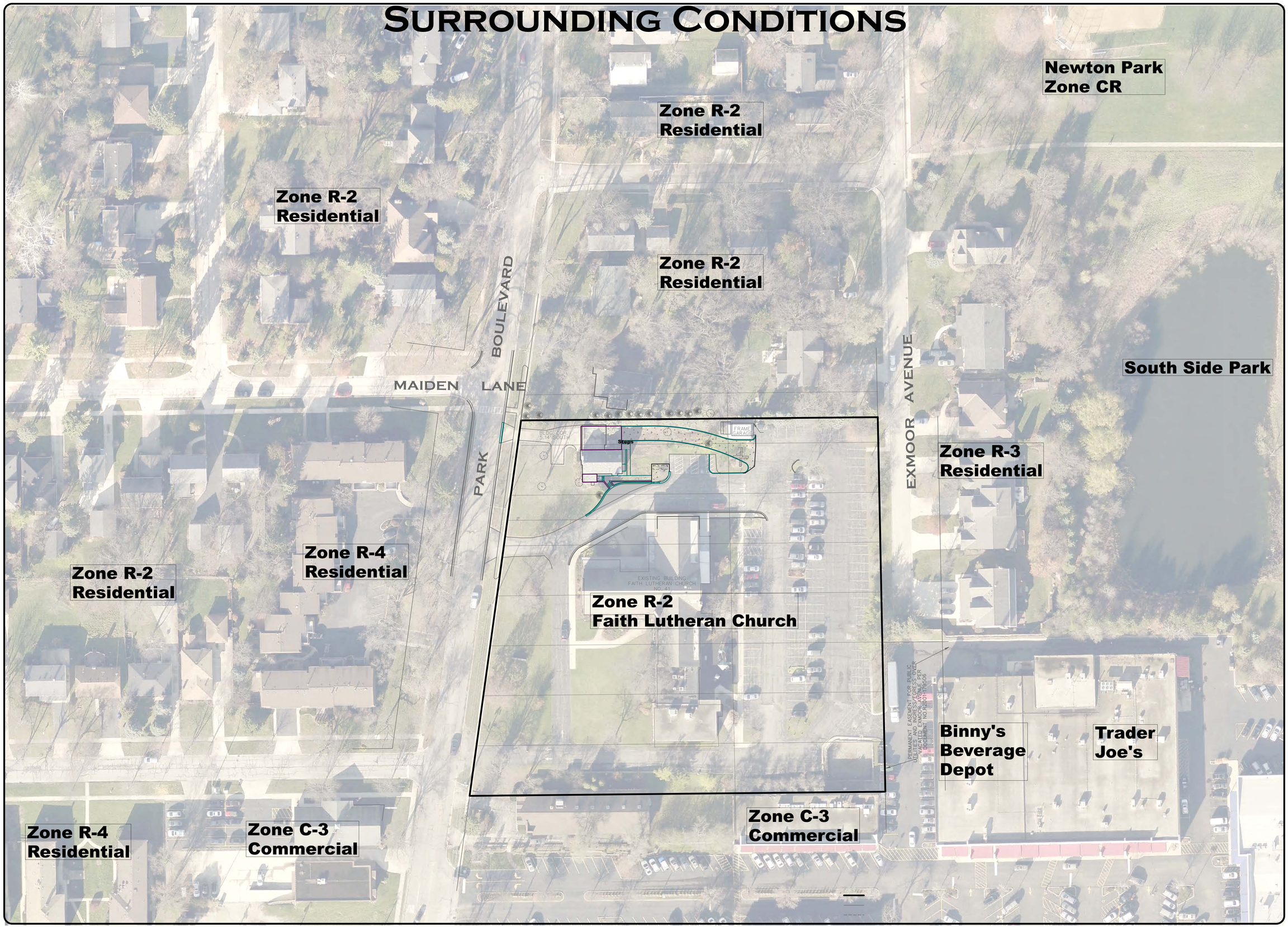
JOB # 44191	SURV: JV
DRAWN: RLS	REVIEW: SMR
SCALE: 1"=20'	DATE: 09-10-2019

SHEET NAME
Existing Conditions

SHEET #
C-1

Attachment: 4. Existing Conditions Plan, new (4258 : 41 - 55 N. Park Blvd. - Glen Ellyn Food Pantry – Pre-Application Meeting)

Surrounding Conditions



Glen Ellyn Food Pantry
55 Park Blvd. Glen Ellyn, IL

Prepared For:
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207 SOUTH WHEATON ROAD, WHEATON, ILLINOIS 60187
PHONE: (630) 668-1131 FAX: (630) 668-1138
DESIGN FIRM LICENSE NO. 184-003101

REV#	DATE	REVISION DESCRIPTION	BY
1	10-31-2019	Revised per Village review	RLS
2	11-13-2019	Revised per Village review	RLS

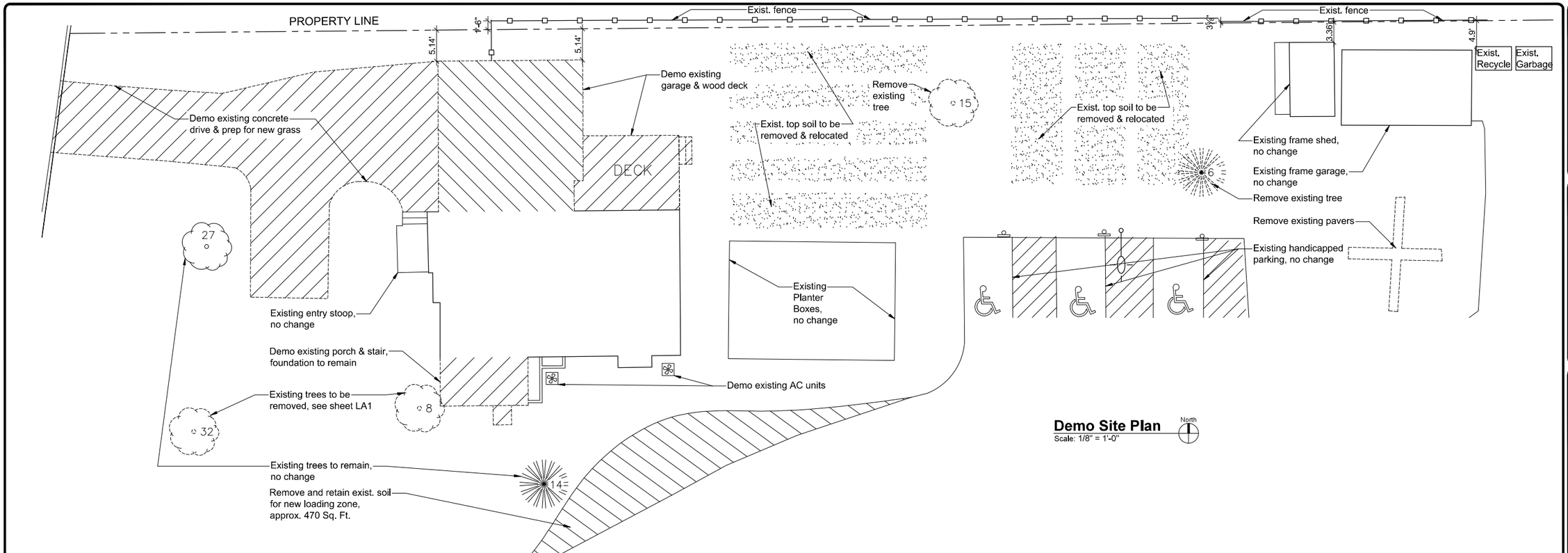
Section-Township-Range
DuPage: SE¼ 14-39N-10E

JOB # 44191	SURV: JV
DRAWN: RLS	REVIEW: SMR
SCALE: 1"=40'	DATE: 09-10-2019

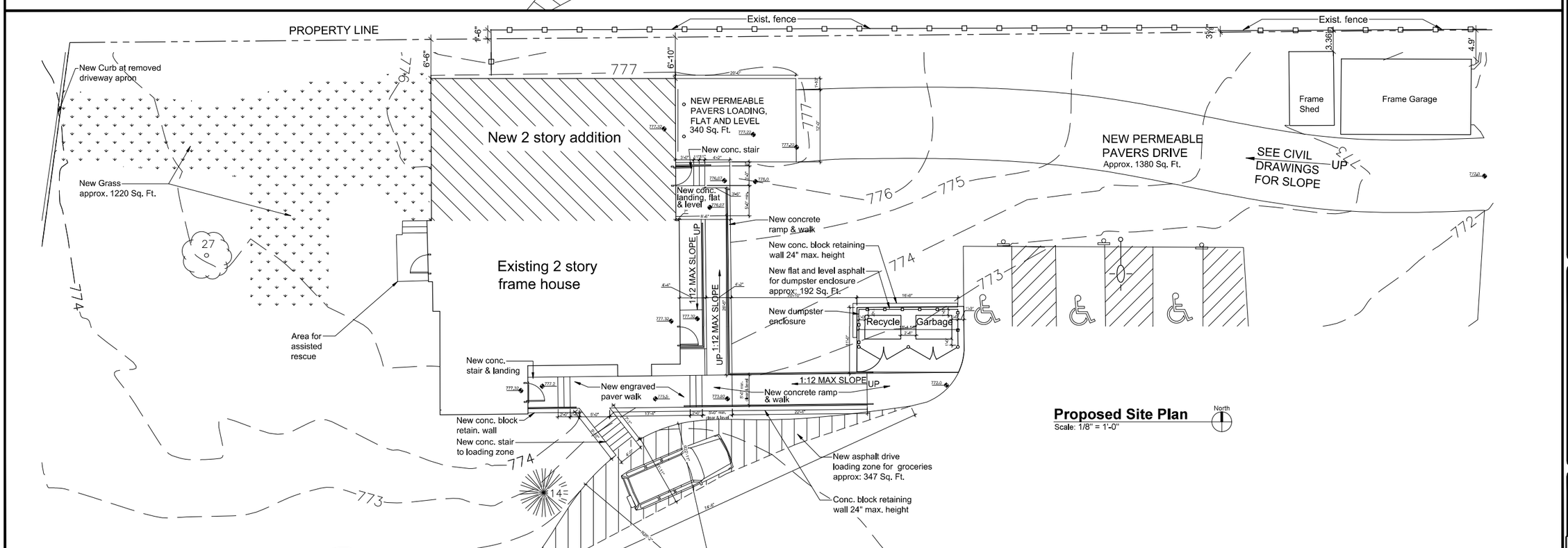
SHEET NAME
Surrounding Conditions

SHEET #
C-2

Attachment: 5. Surounding Conditions Plan, new (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)



Demo Site Plan
Scale: 1/8" = 1'-0"
North



Proposed Site Plan
Scale: 1/8" = 1'-0"
North

Sara E.F. Gensburg, Ltd.
Architecture/Design
100 Tamarack Drive - Suite G
Northbrook, IL 60062
Fax: (847) 715-9581
Phone: (847) 715-9591

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
GLEN ELLYN, ILLINOIS 60137

No.	Date:	Issued:
-	08-06-19	Issued for Budget
-	08-29-19	Issued for Preliminary Engineering
-	09-16-19	Issued per Client Request
-	10-17-19	Issued per Client Request
-	10-30-19	Revised per Building Department Comments

SEFG No. 119060
Drawn: R.A.M.
Checked: S.E.F.G.
SHEET: A-3

Site Plan

THE SOUTH HALF OF LOT 5, ALL OF LOT 6 AND 7 IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13, AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

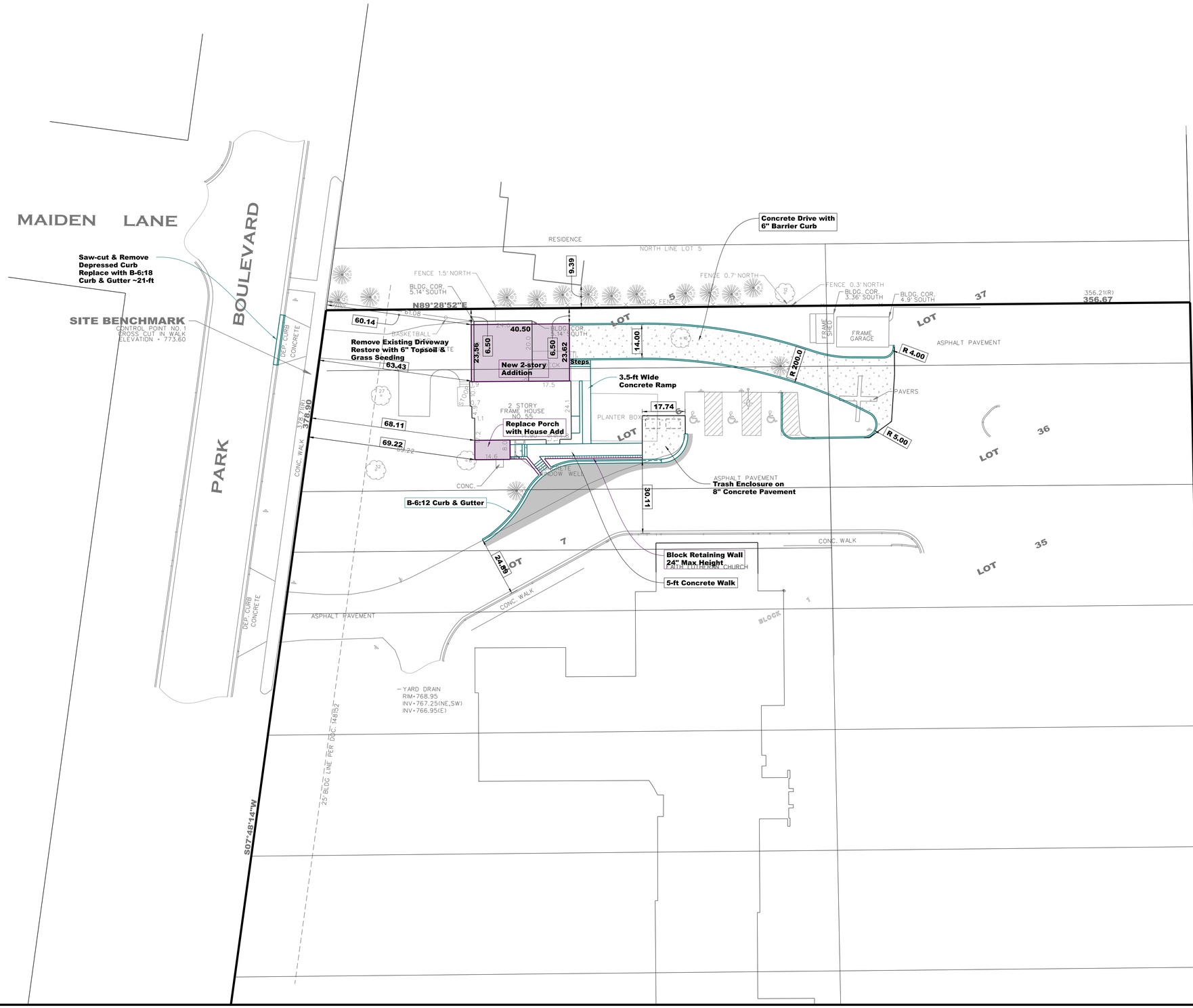
Applicable Village of Glen Ellyn Zone R-2 Requirements vs. Proposed

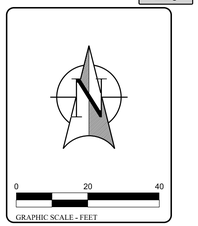
	Required	Existing	Addition
Front Yard Setback	= 30-ft	61.1-ft	60.1-ft
Side Yard Setback	= 6.5-ft	5.1-ft	6.5-ft

IMPERVIOUS AREA SUMMARY
(within disturbed area)

DISTURBED AREA = 12,680 sq-ft = 0.291 acre

EXISTING IMPERVIOUS AREA IN DISTURBED AREA = 3,848 sq-ft
PROPOSED IMPERVIOUS AREA = 6,258 sq-ft
NET NEW IMPERVIOUS AREA = **2,410 sq-ft**
< 2,500 sq-ft, therefore no PCBMP





Glen Ellyn Food Pantry
55 Park Blvd. Glen Ellyn, IL

Prepared For:
GLEN ELLYN FOOD PANTRY
493 Forest Ave
Glen Ellyn, IL 60137
630-469-9808

Glen Ellyn Food Pantry, Inc.

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PH: 630-668-7076 FAX: 630-668-7078
DESIGN FIRM LICENSE NO. 184003101

REV'n	DATE	REVISION DESCRIPTION	BY
1	10-31-2019	Revised per Village review	RLS
2	11-13-2019	Revised per Village review	RLS

Section-Township-Range
DuPage: SE¼ 14-39N-10E

JOB # 44191	SURV: JV
DRAWN: RLS	REVIEW: SMR
SCALE: 1"=20'	DATE: 09-10-2019

SHEET NAME
SITE PLAN

SHEET #
C-3

Attachment: 7. Proposed Site Plan, new (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)

PRELIMINARY ENGINEERING PLAN

STATE OF ILLINOIS)
COUNTY OF DUPAGE)SS

THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND ARE BASED UPON AVAILABLE INFORMATION. IT IS MY OPINION THAT THESE PLANS AND CALCULATIONS MEET THE MINIMUM CRITERIA FOR STORMWATER MANAGEMENT IN ACCORDANCE WITH THE DuPAGE COUNTY STORMWATER ORDINANCE.

11/13/2019
DATE

STEPHEN MARK RICHARDS
LICENSE EXPIRES 11/30/2019

LICENSED PROFESSIONAL ENGINEER
STEPHEN M. RICHARDS
062-054556
STATE OF ILLINOIS

THE SOUTH HALF OF LOT 5, ALL OF LOT 6 AND 7 IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13, AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

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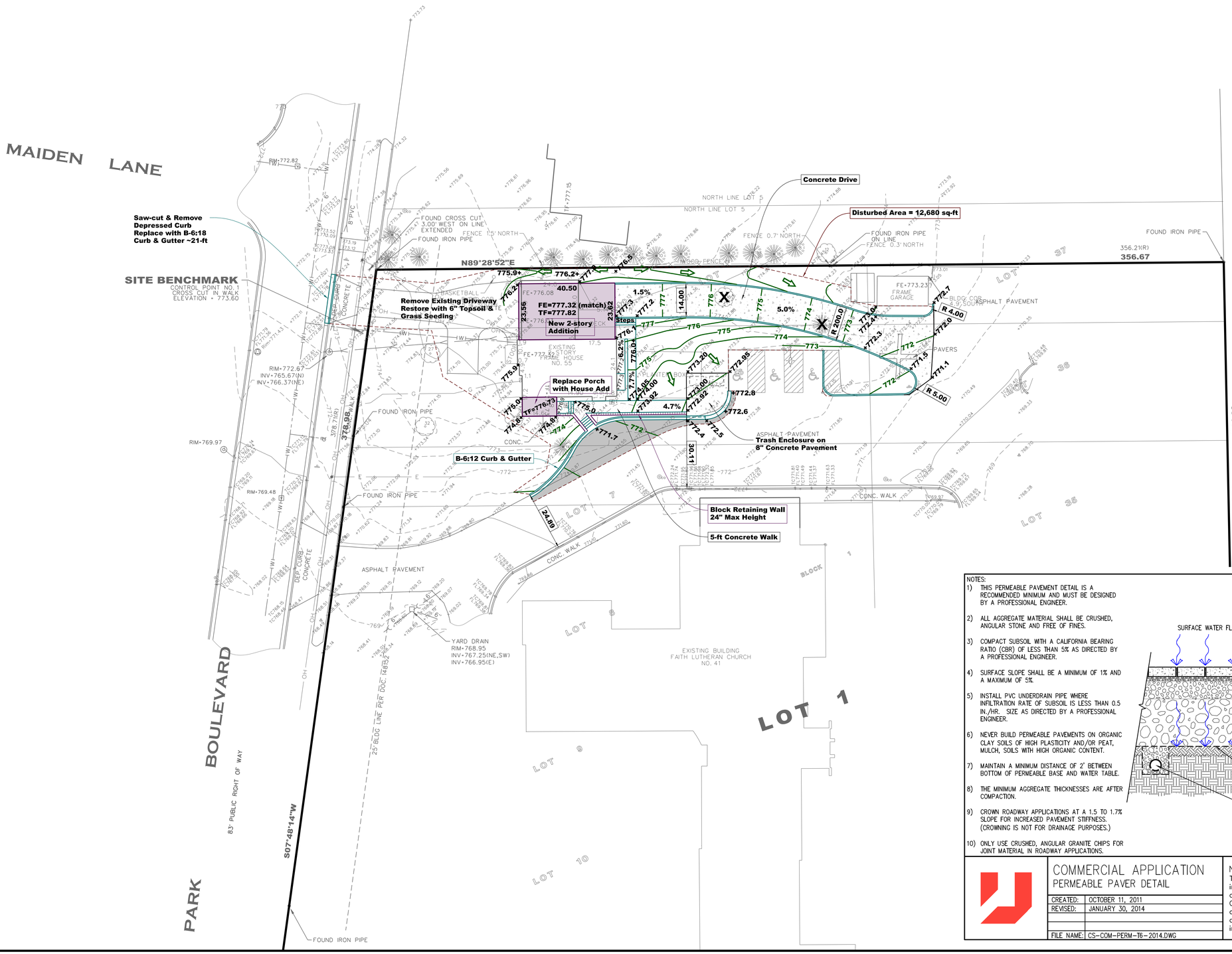
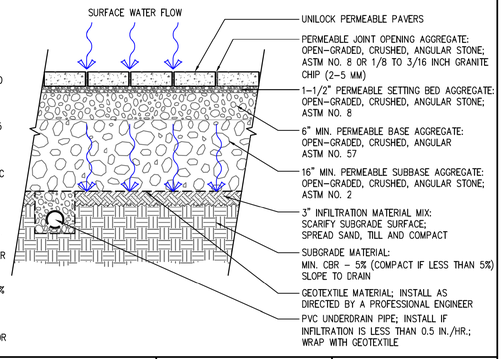


NOTES:

1) THIS PERMEABLE PAVEMENT DETAIL IS A RECOMMENDED MINIMUM AND MUST BE DESIGNED BY A PROFESSIONAL ENGINEER.
2) ALL AGGREGATE MATERIAL SHALL BE CRUSHED, ANGULAR STONE AND FREE OF FINES.
3) COMPACT SUBSOIL WITH A CALIFORNIA BEARING RATIO (CBR) OF LESS THAN 5% AS DIRECTED BY A PROFESSIONAL ENGINEER.
4) SURFACE SLOPE SHALL BE A MINIMUM OF 1% AND A MAXIMUM OF 5%.
5) INSTALL PVC UNDERDRAIN PIPE WHERE INFILTRATION RATE OF SUBSOIL IS LESS THAN 0.5 IN./HR. SIZE AS DIRECTED BY A PROFESSIONAL ENGINEER.
6) NEVER BUILD PERMEABLE PAVEMENTS ON ORGANIC CLAY SOILS OF HIGH PLASTICITY AND/OR PEAT, MULCH, SOILS WITH HIGH ORGANIC CONTENT.
7) MAINTAIN A MINIMUM DISTANCE OF 2' BETWEEN BOTTOM OF PERMEABLE BASE AND WATER TABLE.
8) THE MINIMUM AGGREGATE THICKNESSES ARE AFTER COMPACTION.
9) CROWN ROADWAY APPLICATIONS AT A 1.5 TO 1.7% SLOPE FOR INCREASED PAVEMENT STIFFNESS. (CROWNING IS NOT FOR DRAINAGE PURPOSES.)
10) ONLY USE CRUSHED, ANGULAR GRANITE CHIPS FOR JOINT MATERIAL IN ROADWAY APPLICATIONS.



COMMERCIAL APPLICATION
PERMEABLE PAVER DETAIL

CREATED:	OCTOBER 11, 2011
REVISED:	JANUARY 30, 2014
FILE NAME:	CS-COM-PERM-T6-2014.DWG

NOTES:
This cross section is intended for preliminary design purposes only. Confirm site conditions and consult with a qualified design professional or installer prior to installation.

CROSS SECTION
LOW INFILTRATION WITH UNDERDRAIN HEAVY DUTY

UNILOCK
DESIGNED TO CONNECT.

0 20 40
GRAPHIC SCALE - FEET

GLEN ELLYN FOOD PANTRY
55 PARK BLVD. GLEN ELLYN, IL

Prepared For:
GLEN ELLYN FOOD PANTRY
493 Forest Ave.
Glen Ellyn, IL 60137
630-469-0808

Glen Ellyn Food Pantry, Inc.

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PHONE (630)653-2600 FAX (630)653-2606
DESIGN FIRM LICENSE NO. 184003101

REV#	DATE	REVISION DESCRIPTION	BY
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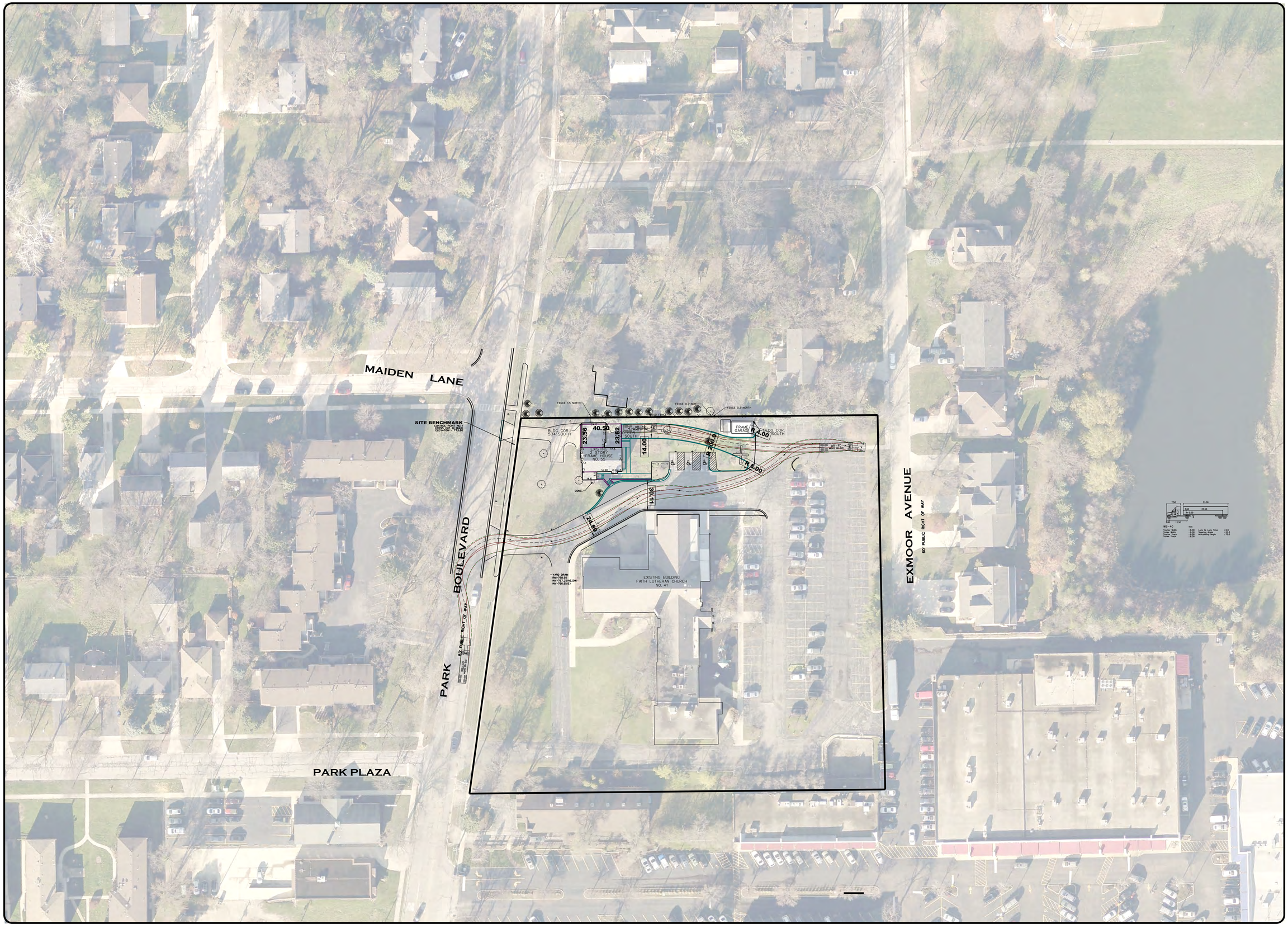
Section-Township-Range
DuPage: SE¼ 14-39N-10E

JOB # 44191	SURV: JV
DRAWN: RLS	REVIEW: SMR
SCALE: 1"=20'	DATE: 09-10-2019

SHEET NAME
PRELIMINARY ENGINEERING PLAN

SHEET #
C-4

Attachment: 8. Proposed Prelim Engineering, new (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)



0 40 80
GRAPHIC SCALE - FEET

Glen Ellyn Food Pantry
55 Park Blvd. Glen Ellyn, IL

Prepared For:
GLEN ELLYN FOOD PANTRY
493 Forest Ave
Glen Ellyn, IL 60137
630-469-8808

Glen Ellyn Food Pantry, Inc.

WEBSTER, MCGRATH & AHLBERG, LTD.
LAND SURVEYING · CIVIL ENGINEERING · LANDSCAPE ARCHITECTURE
WMA
Over 100 Years of Service to Clients
207 SOUTH WHEATON ROAD, WHEATON, ILLINOIS 60187
PHONE: (630) 668-1005 FAX: (630) 668-1006
DESIGN FIRM LICENSE NO. 184-003101

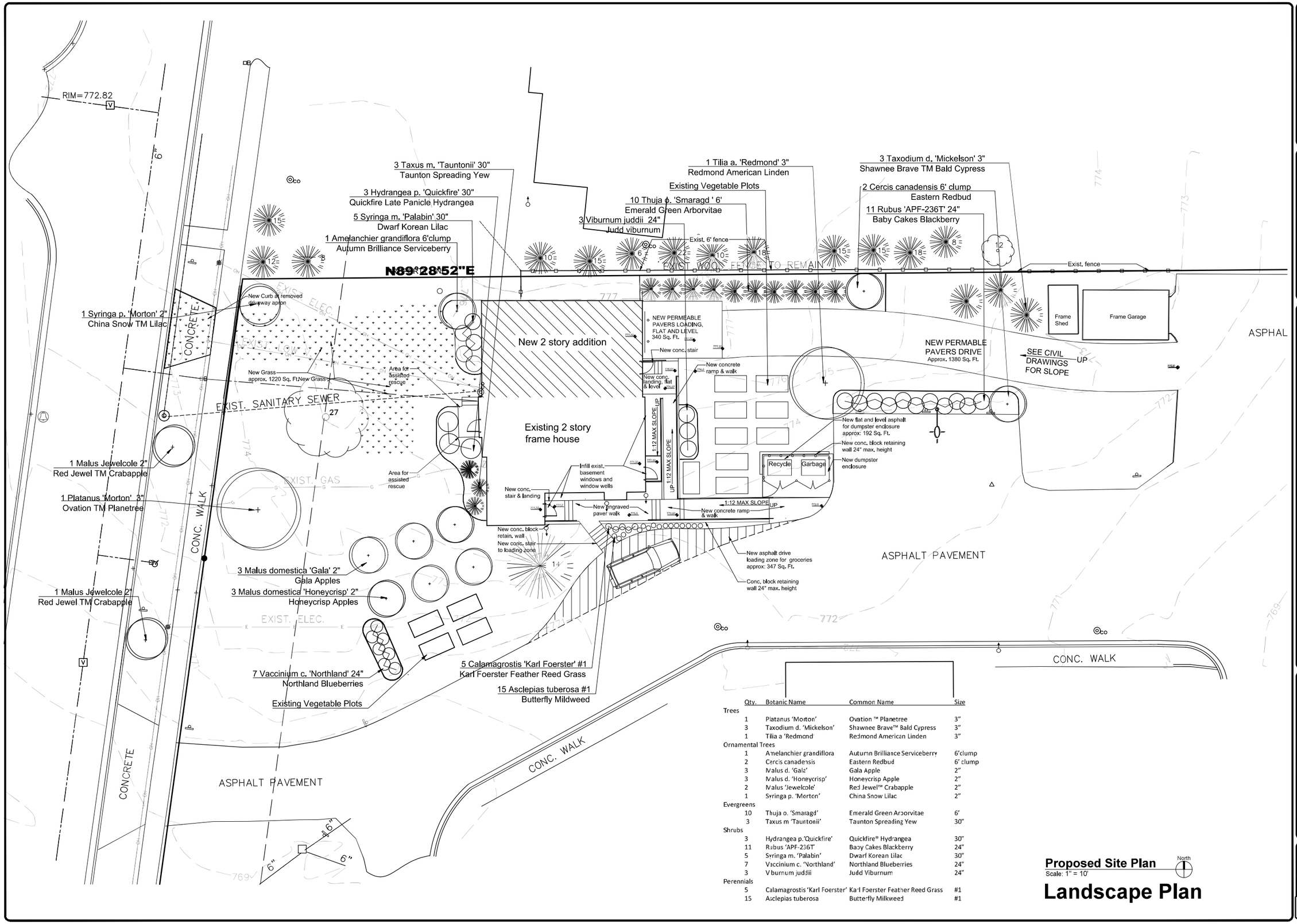
REV#	DATE	REVISION DESCRIPTION	BY
1	10-31-2019	Revised per Village review	RLS
2	11-13-2019	Revised per Village review	RLS

Section-Township-Range
DuPage: SE¼ 14-39N-10E

JOB # 44191	SURV: JV
DRAWN: RLS	REVIEW: SMR
SCALE: 1"=40'	DATE: 09-10-2019

SHEET NAME:
TRUCK EXHIBIT

SHEET #
X-1



Qty.	Botanic Name	Common Name	Size
Trees			
1	Platanus 'Morton'	Ovation ™ Planetree	3"
3	Taxodium d. 'Mickelson'	Shawnee Brave™ Bald Cypress	3"
1	Tilia a 'Redmond'	Redmond American Linden	3"
Ornamental Trees			
1	Amelanchier grandiflora	Autumn Brilliance Serviceberry	6'clump
2	Cercis canadensis	Eastern Redbud	6' clump
3	Malus d. 'Gala'	Gala Apple	2"
3	Malus d. 'Honeycrisp'	Honeycrisp Apple	2"
2	Malus 'Jewelcole'	Red Jewel™ Crabapple	2"
1	Syringa p. 'Morton'	China Snow Lilac	2"
Evergreens			
10	Thuja o. 'Smaragd'	Emerald Green Arborvitae	6'
3	Taxus m 'Tauntonii'	Taunton Spreading Yew	30"
Shrubs			
3	Hydrangea p.'Quickfire'	Quickfire® Hydrangea	30"
11	Rubus 'APF-236T'	Baby Cakes Blackberry	24"
5	Syringa m. 'Palabin'	Dwarf Korean Lilac	30"
7	Vaccinium c. 'Northland'	Northland Blueberries	24"
3	Viburnum juddii	Judd Viburnum	24"
Perennials			
5	Calamagrostis 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1
15	Asclepias tuberosa	Butterfly Milkweed	#1

Proposed Site Plan
Scale: 1" = 10'

North

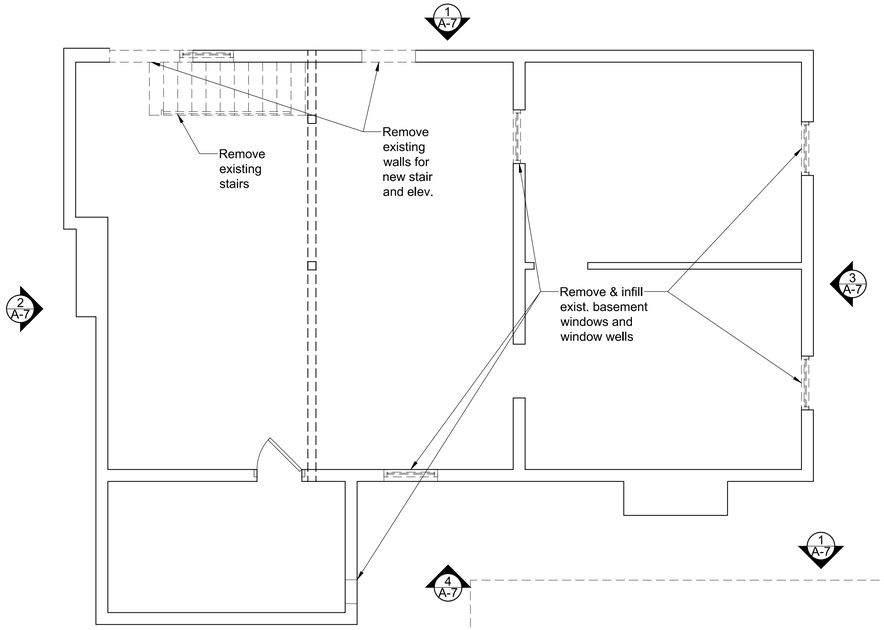
Landscape Plan

Susan LB Jacobson
Landscape Architecture
742 Euclid Avenue
Glen Ellyn, IL 60137
Cell 630-638-1604
Phone: 630-638-1604

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
GLEN ELLYN, ILLINOIS 60137

No.	Date:	Issued:
1	10/31/19	Landscape Revisions & Base Map Update.

SEFG No. 119060
Drawn: SLBJ
Checked:
SHEET: **LA2**



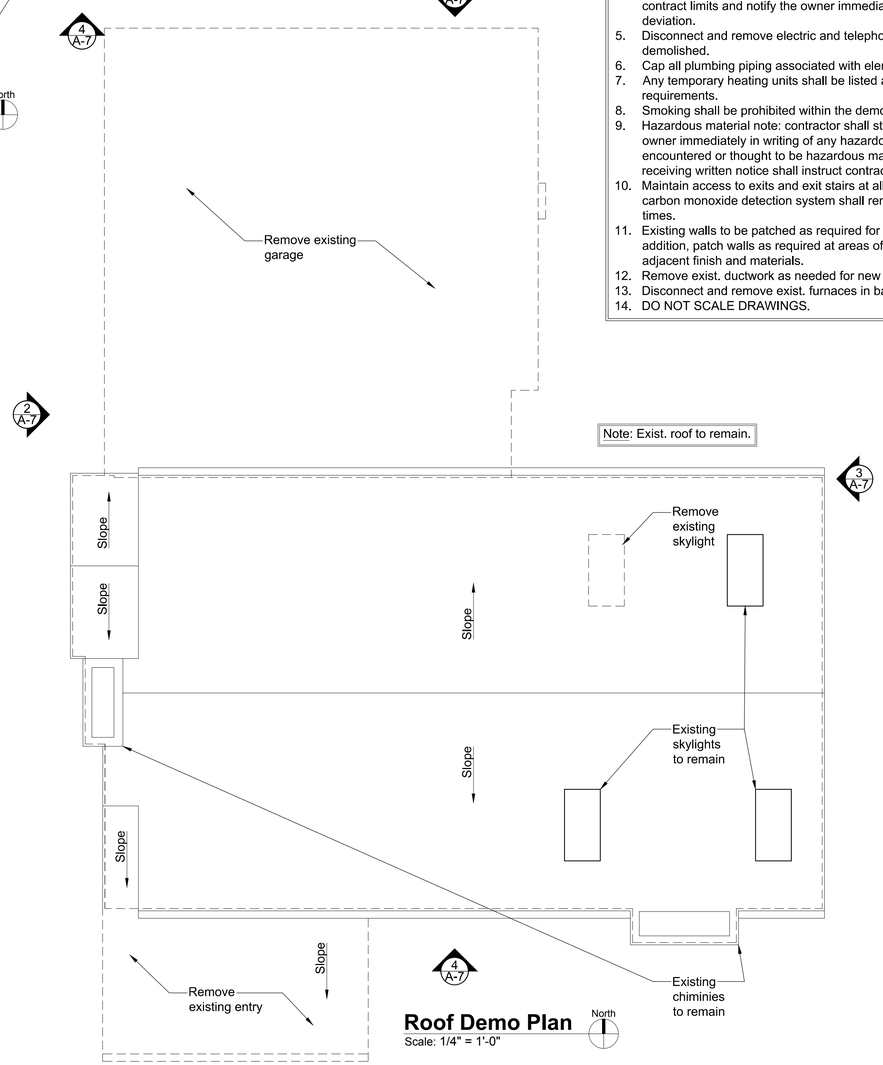
Basement Demo Plan

Scale: 1/4" = 1'-0"

North

Demolition Notes:

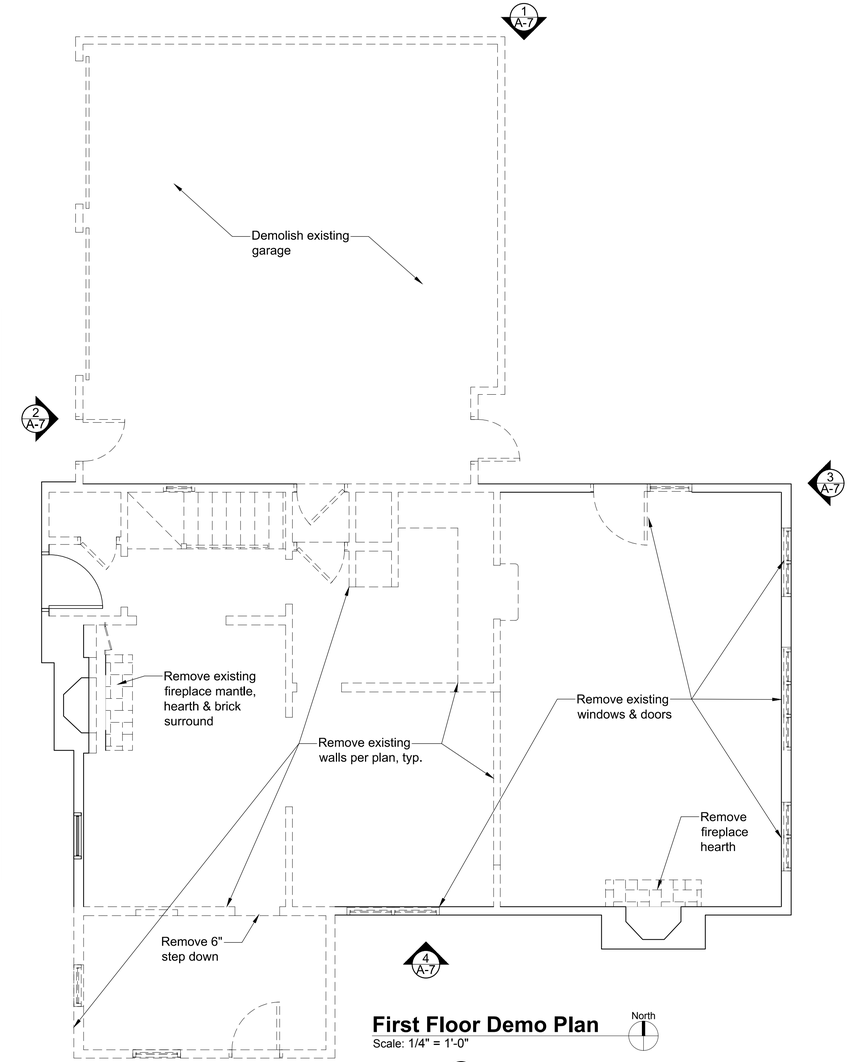
1. Remove all walls, doors and frames as shown. Dashed lines on Demolition plan represents walls, doors, casework, etc. to be removed. Patch & repair existing adjoining areas to remain.
2. All demolition shall be performed in a safe and acceptable manner to all authorities having jurisdiction and the owner. Comply with governing regulations pertaining to environmental protection for pollution control.
3. Contractor shall be responsible for arranging with owner for handling and disposal of construction and demolition materials. Thoroughly clean adjacent areas of dust, dirt and debris caused by demolition work. Construction debris and refuse containment shall be required for all job sites. Combustible debris, rubbish and waste material shall be removed from buildings at end of each work shift.
4. The contractor shall verify all conditions and dimensions within the contract limits and notify the owner immediately in writing of any deviation.
5. Disconnect and remove electric and telephone outlets in walls being demolished.
6. Cap all plumbing piping associated with elements being removed.
7. Any temporary heating units shall be listed and installed per code requirements.
8. Smoking shall be prohibited within the demolition/construction site.
9. Hazardous material note: contractor shall stop work and inform owner immediately in writing of any hazardous material encountered or thought to be hazardous material. The owner, after receiving written notice shall instruct contractor on how to proceed.
10. Maintain access to exits and exit stairs at all times, fire alarm and carbon monoxide detection system shall remain operational at all times.
11. Existing walls to be patched as required for smooth even finish. In addition, patch walls as required at areas of demolition to match adjacent finish and materials.
12. Remove exist. ductwork as needed for new mechanical system.
13. Disconnect and remove exist. furnaces in basement.
14. DO NOT SCALE DRAWINGS.



Roof Demo Plan

Scale: 1/4" = 1'-0"

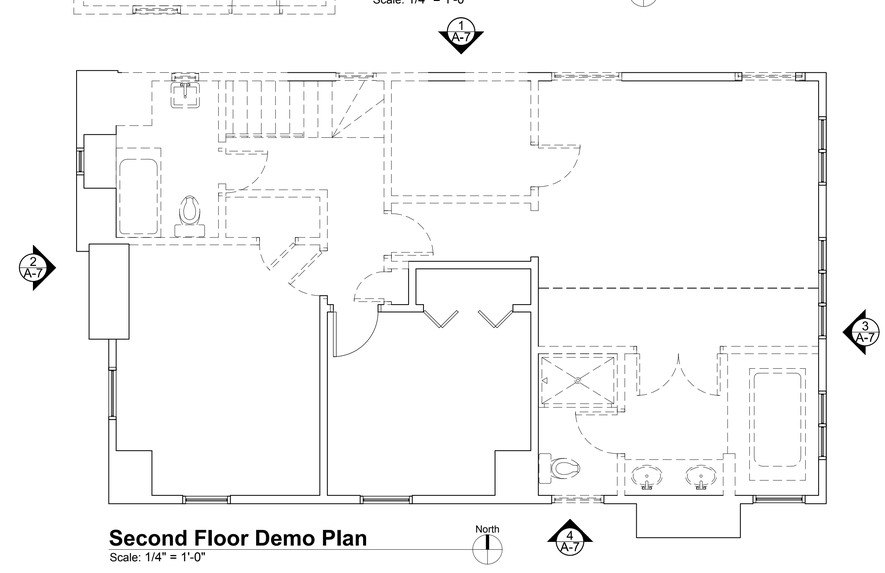
North



First Floor Demo Plan

Scale: 1/4" = 1'-0"

North



Second Floor Demo Plan

Scale: 1/4" = 1'-0"

North

Sara E.F. Gensburg, Ltd.
Architecture/Design
105 Revere Drive, Suite G
Northbrook, IL 60062
Fax: (847) 715-9581
Phone: (847) 715-9591

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
GLEN ELLYN, ILLINOIS 60137

No.	Date:	Issued:
-	08-06-19	Issued for Budget
-	08-28-19	Issued for Preliminary Engineering
-	09-16-19	Issued per Client Request
-	10-17-19	Issued per Client Request
-	10-30-19	Revised per Building Department Comments

SEFG No. 119060

Drawn: R.A.M.

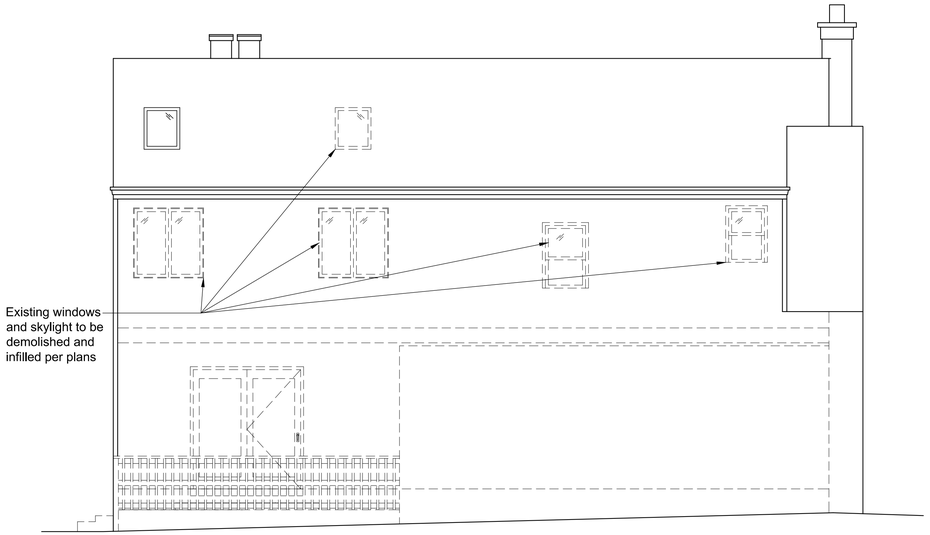
Checked: S.E.F.G.

Date: 10-30-19

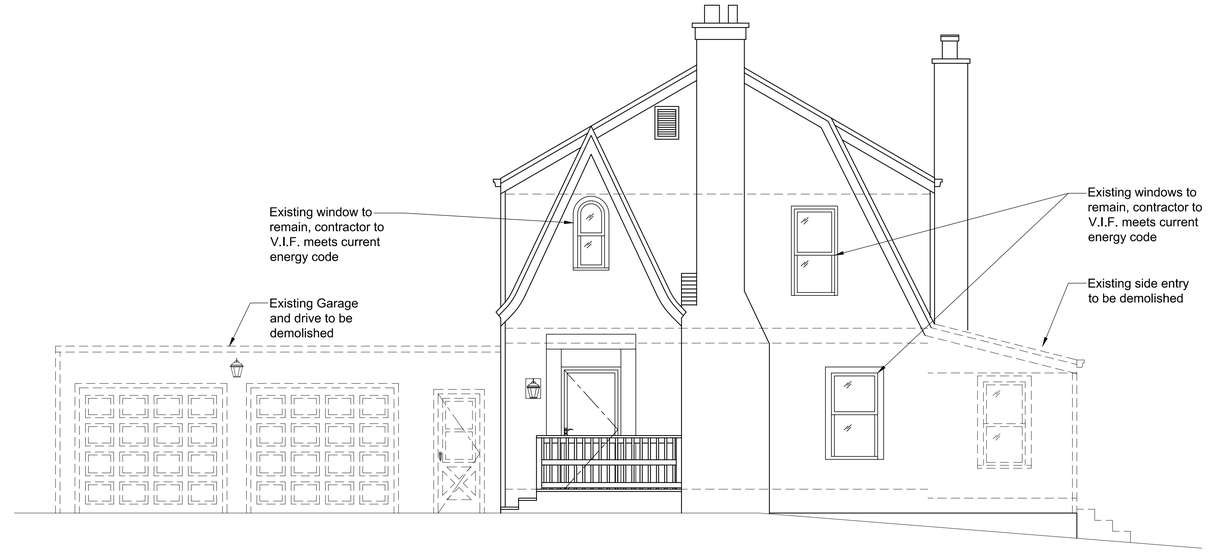
SHEET: **A-4**

Sheet 4 of 9

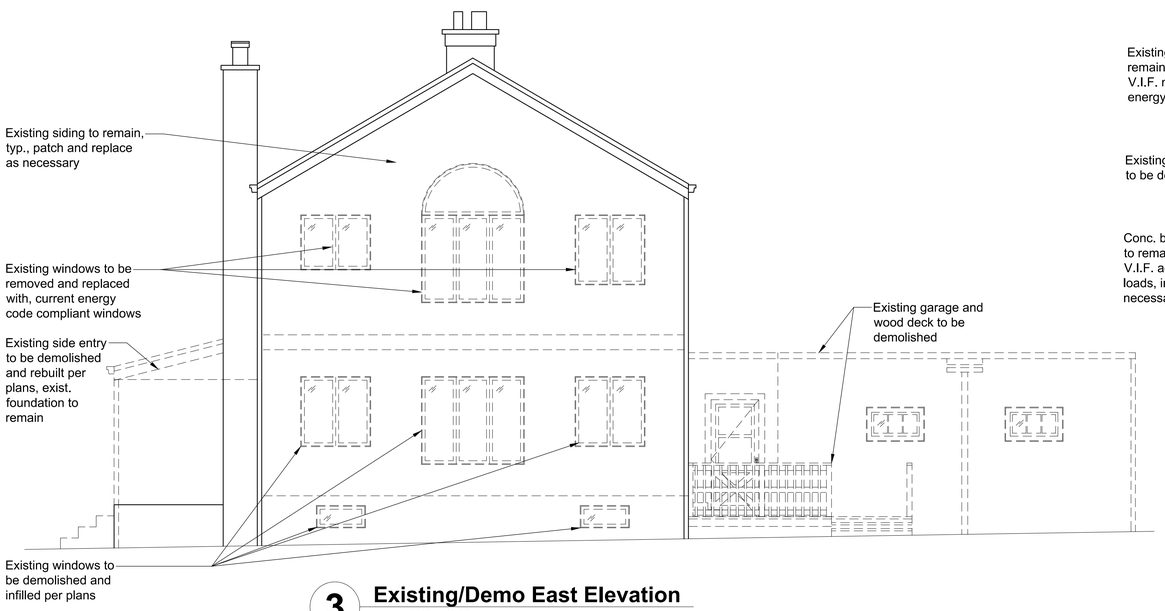
Attachment: 11. Proposed House Demolition Plans (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)



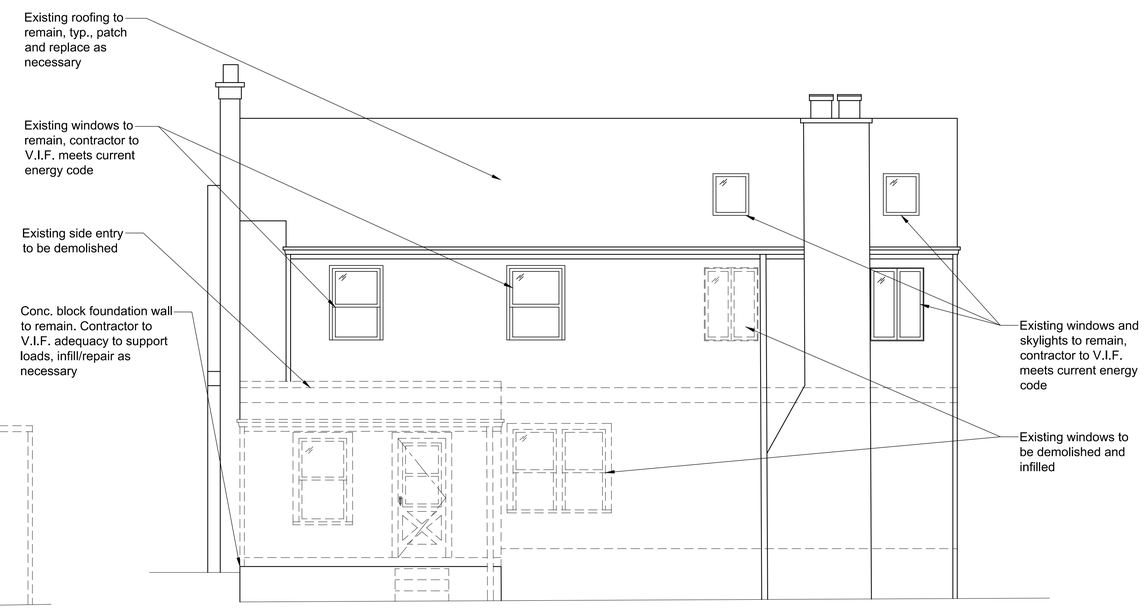
1 Existing/Demo North Elevation
Scale: 1/4" = 1'-0"



2 Existing/Demo West Elevation
Scale: 1/4" = 1'-0"



3 Existing/Demo East Elevation
Scale: 1/4" = 1'-0"



4 Existing/Demo South Elevation
Scale: 1/4" = 1'-0"

Sara E.F. Gensburg, Ltd.
Architecture/Design
105 Revere Drive, Suite G
Northbrook, IL 60062
Fax: (847) 715-9581
Phone: (847) 715-9591

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
GLEN ELLYN, ILLINOIS 60137

No.	Date:	Issued:
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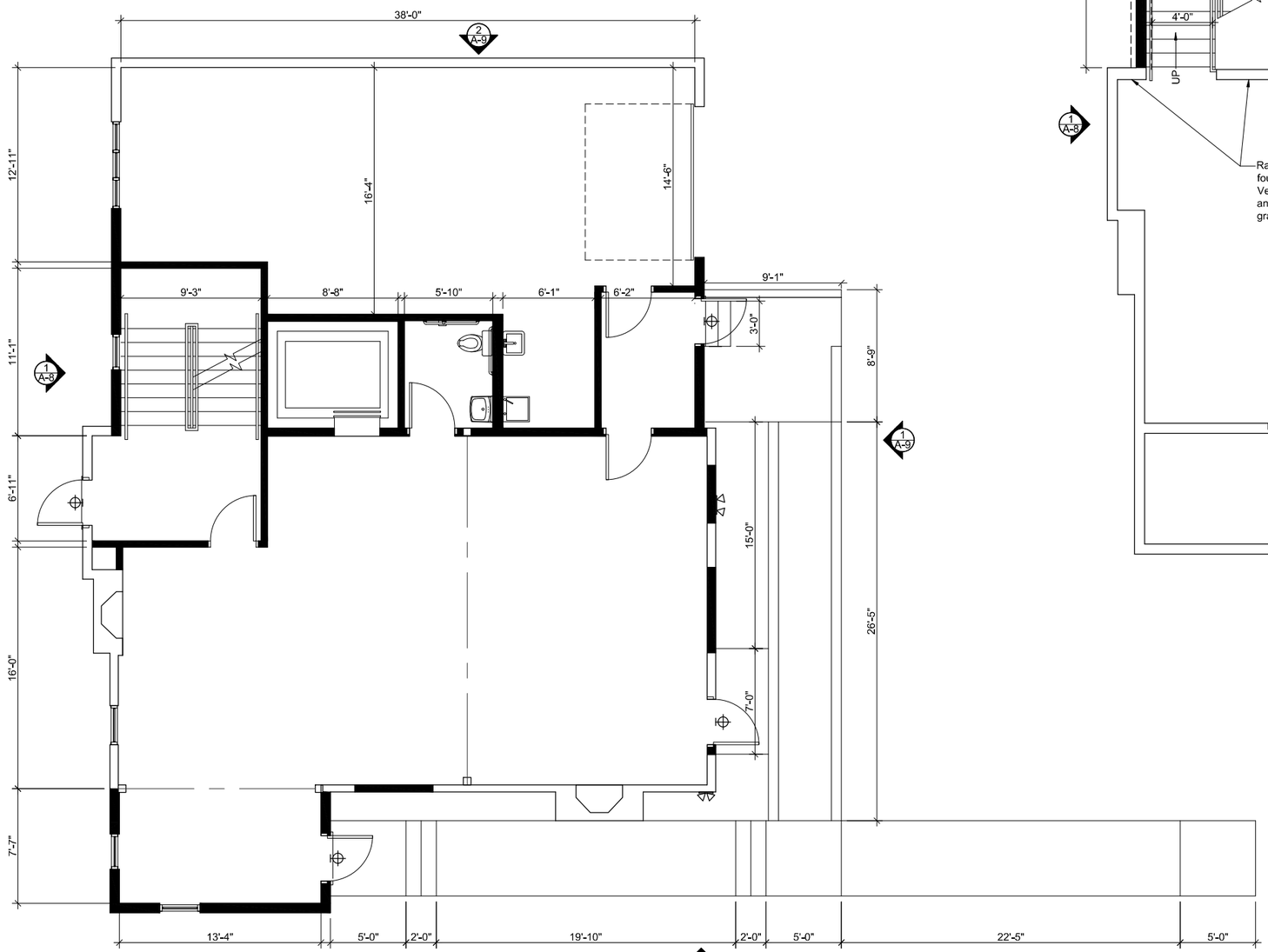
1	10-17-19	Issued per Client Request
1	10-30-19	Revised per Building Department Comments

SEFG No. 119060
Drawn: R.A.M.
Checked: S.E.F.G.
Date: 10-30-19

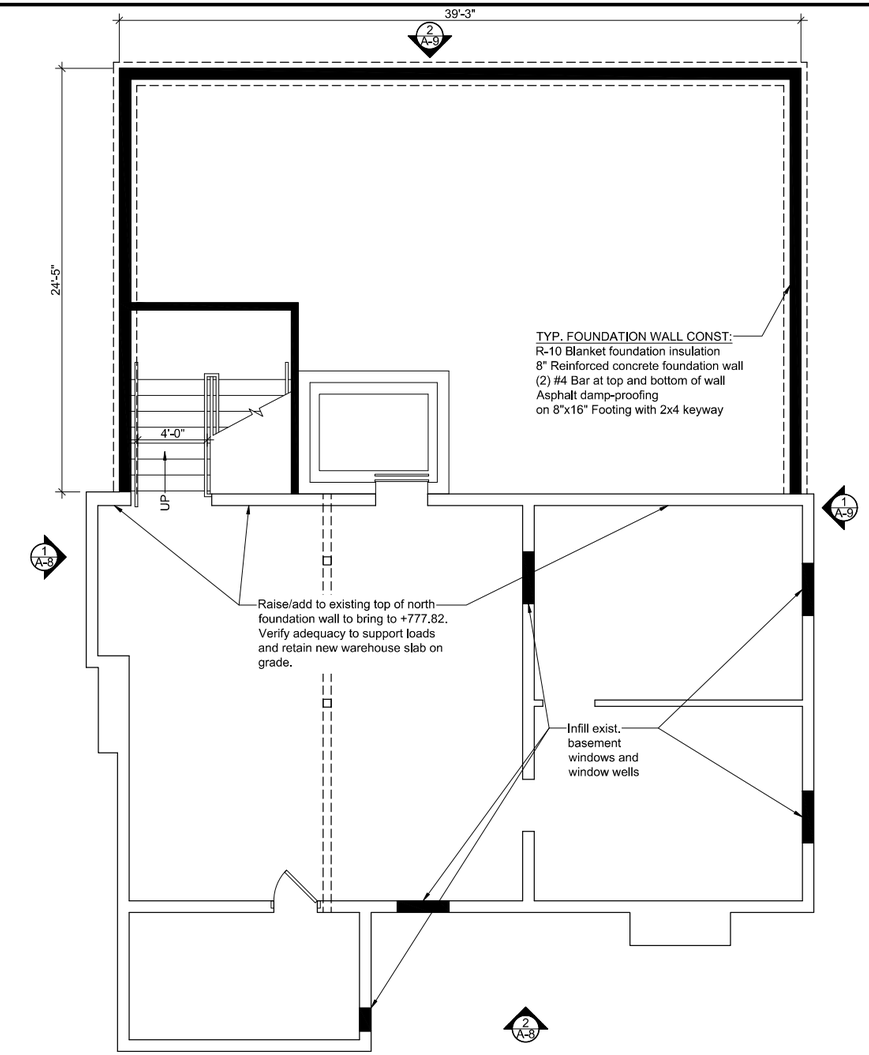
SHEET: **A-7**

Sheet 7 of 9

Attachment: 11. Proposed House Demolition Plans (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)



Proposed First Floor Plan
Scale: 1/4" = 1'-0"



Proposed Foundation/Basement Floor Plan
Scale: 1/4" = 1'-0"

Sara E.F. Gensburg, Ltd.
Architecture/Design
105 Revere Drive - Suite G
Northbrook, IL 60062
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Phone: (847) 715-9591

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
GLEN ELLYN, ILLINOIS 60137

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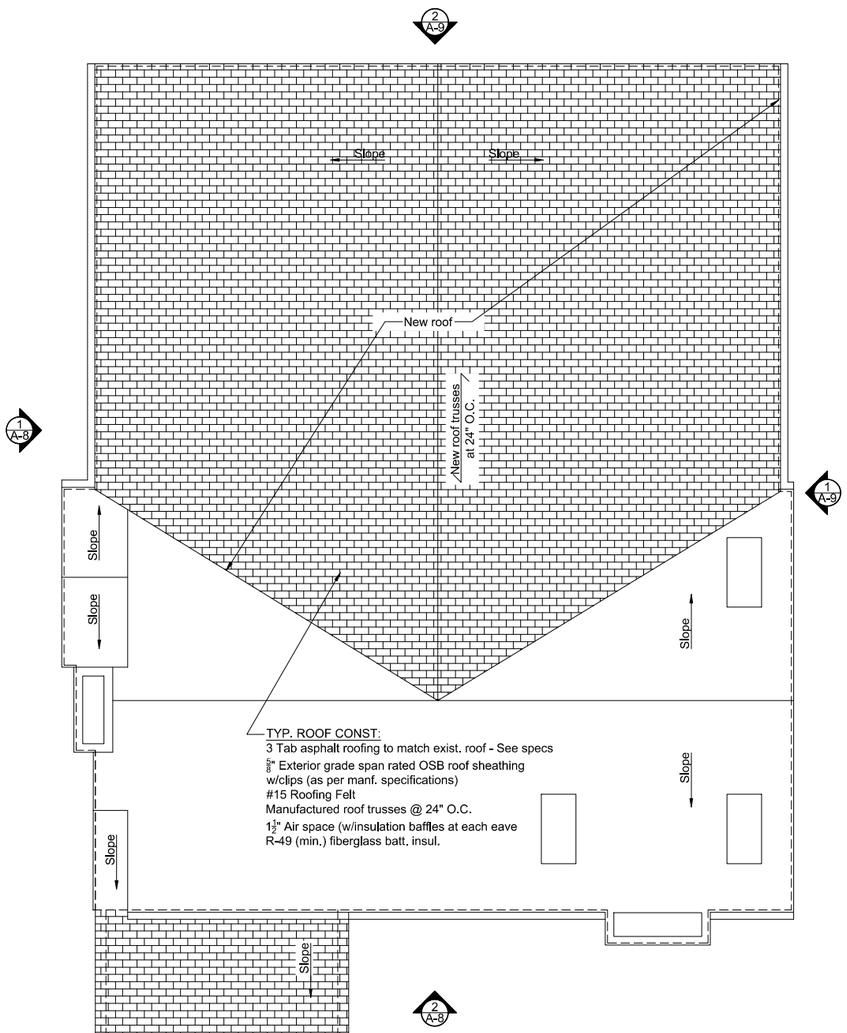
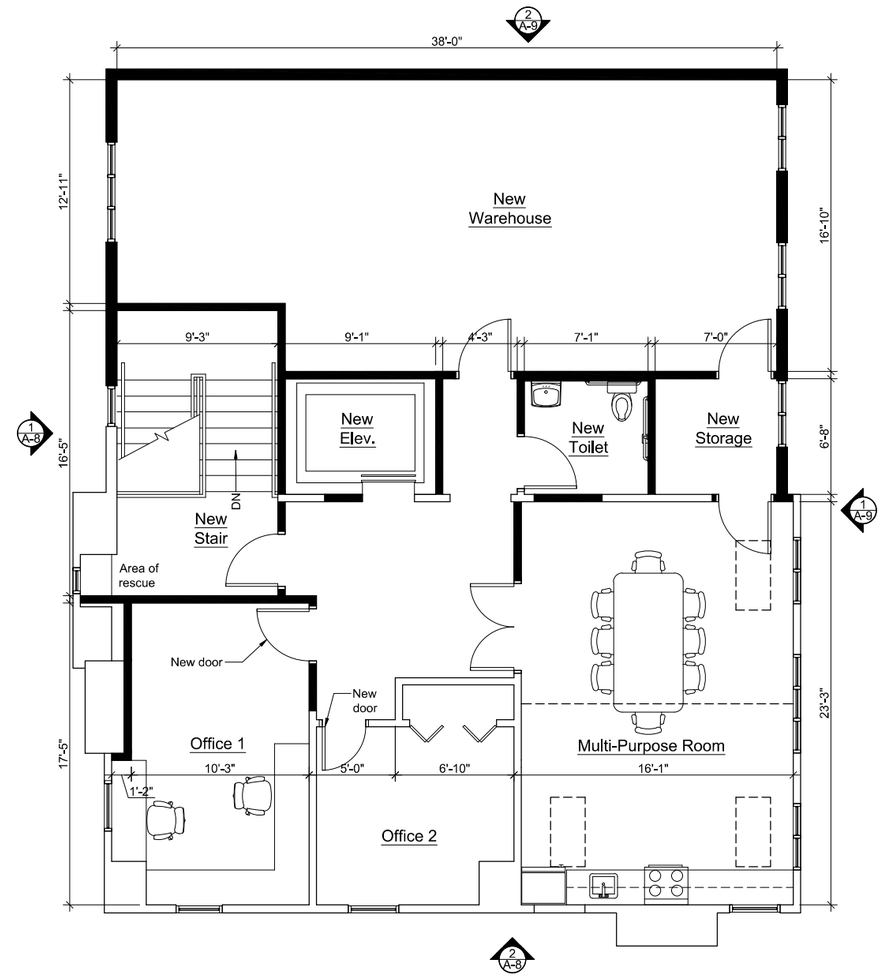
SEFG No. 119060
Drawn: R.A.M.
Checked: S.E.F.G.
SHEET: **A-5**



Proposed Roof Plan
Scale: 1/4" = 1'-0"

North



Proposed Second Floor Plan
Scale: 1/4" = 1'-0"

North

Occupancy Note:
Post required sign stating "NO MORE THAN 29 PEOPLE ALLOWED ON 2ND FLOOR"

Sara E.F. Gensburg, Ltd.
Architecture/Design
105 Revere Drive - Suite G
Northbrook, IL 60062
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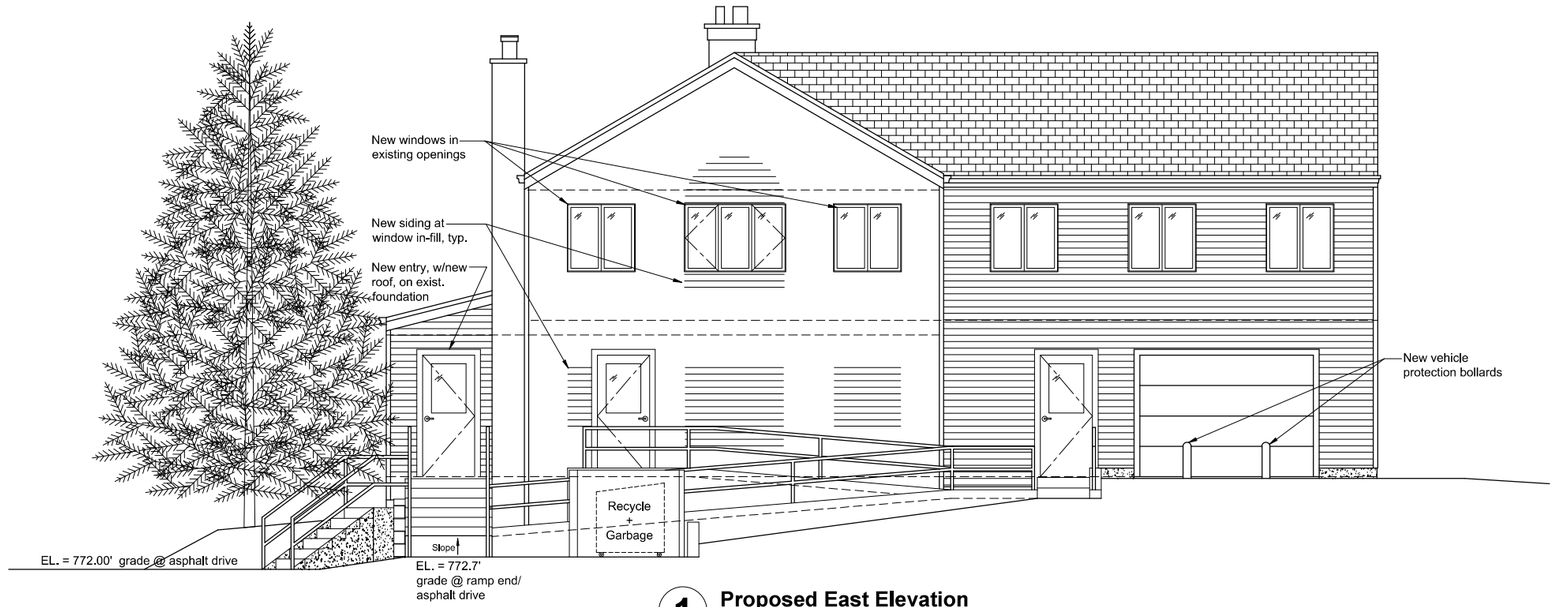
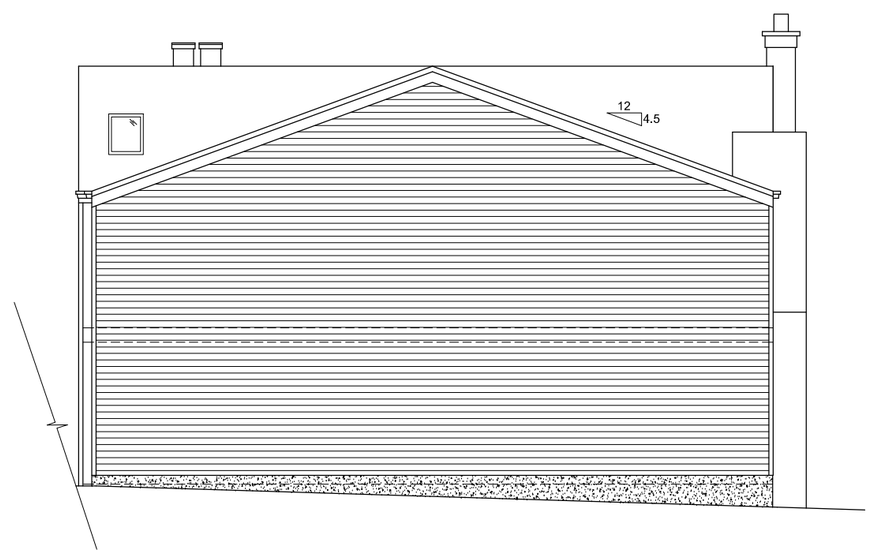
SEFG No. 119060
Drawn: R.A.M.
Checked: S.E.F.G.
SHEET: A-6



1 Proposed East Elevation
Scale: 1/4" = 1'-0"



2 Proposed North Elevation
Scale: 1/4" = 1'-0"

Sara E.F. Gensburg, Ltd.
Architecture/Design
105 Tower Drive - Suite G
Northbrook, IL 60062
Fax: (847) 715-9581
Phone: (847) 715-9591

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
GLEN ELLYN, ILLINOIS 60137

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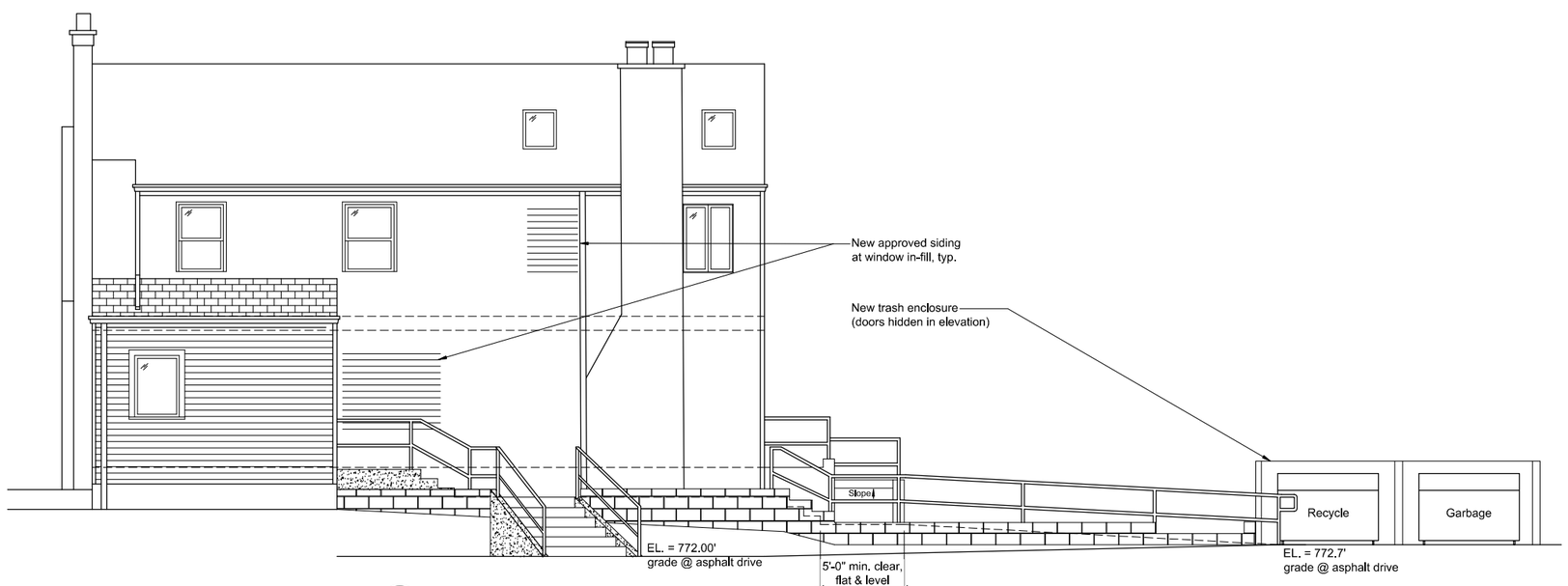
SEFG No. 119060
Drawn: R.A.M.
Checked: S.E.F.G.
SHEET: **A-9**

1 Proposed West Elevation
Scale: 1/4" = 1'-0"



2 Proposed South Elevation
Scale: 1/4" = 1'-0"

Sara E.F. Gensburg, Ltd.
Architecture/Design
105 Fairview Drive - Suite G
Northbrook, IL 60062
Fax: (847) 715-9581
Phone: (847) 715-9591

GLEN ELLYN FOOD PANTRY
55 PARK BLVD.
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SEFG No. 119060
Drawn: R.A.M.
Checked: S.E.F.G.
SHEET: **A-8**

NOTICE OF PRE-APPLICATION MEETING

Paula Nugent, President of the Glen Ellyn Food Pantry, is requesting a pre-application meeting with the Glen Ellyn Plan Commission to discuss conceptual plans for the potential adaptive reuse of an existing single family home on the property located at 41-55 N. Park Boulevard. The existing single family home is owned by the Faith Evangelical Lutheran Church, which is immediately to the south. The petitioner is proposing to convert the existing single family home into a food pantry. The conversion includes the partial demolition and replacement of the attached garage with an addition to the existing structure. The subject property is located on the east side of N. Park Boulevard, immediately to the south of the intersection with Maiden Lane. No formal application has been submitted to the Village and the purpose of the meeting is to give the petitinoer an opportunity to receive informal feedback from the Plan Commission on a conceptual proposal prior to designing detailed plans for formal review by the Village.

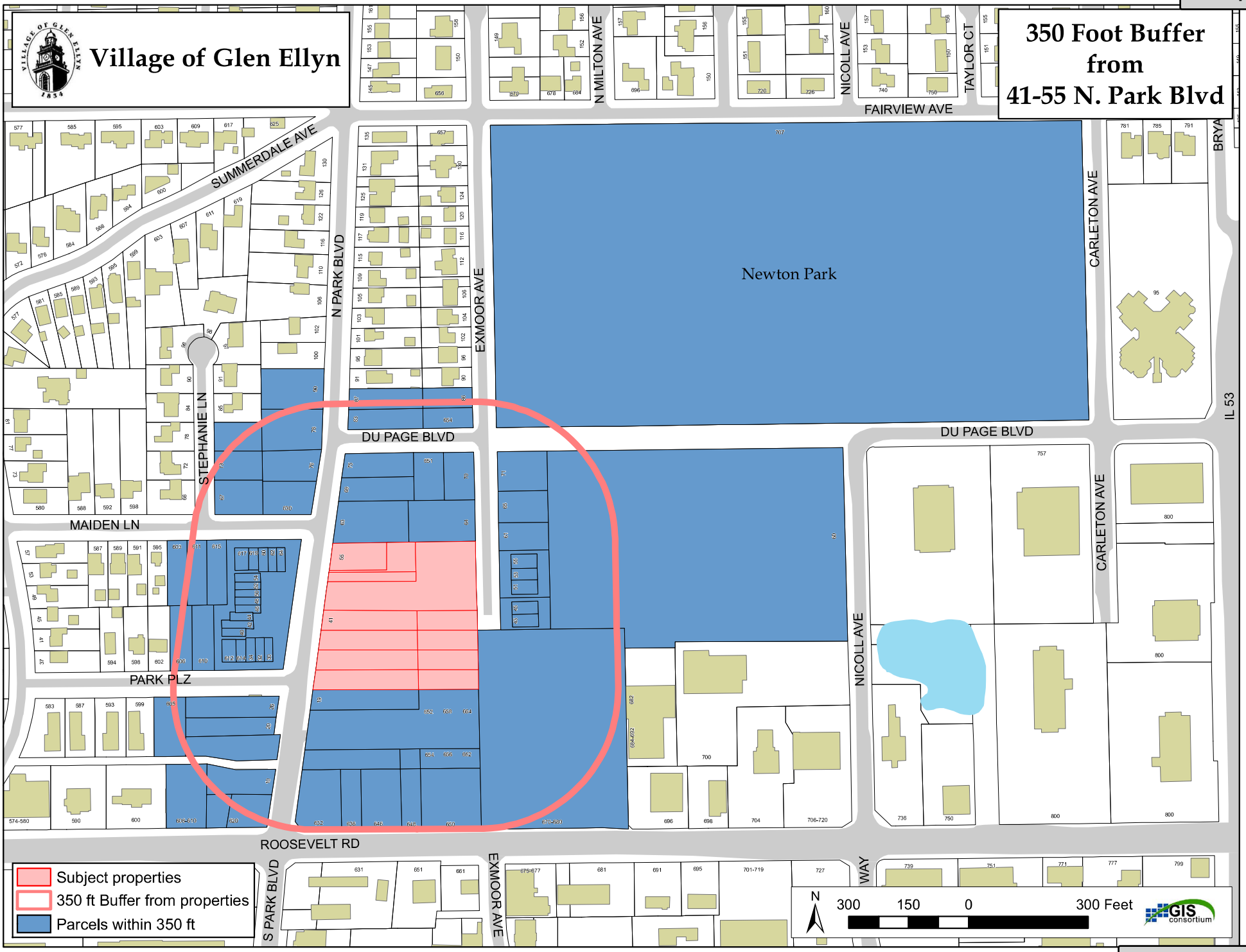
The Glen Ellyn Plan Commission will conduct a pre-application meeting on **Thursday, November 14, 2019 at 7:00 p.m.**, in the Galligan Board Room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

All persons who are interested are invited to attend the pre-application meeting to listen and be heard. Plans related to the proposed development are available for public review at any time prior to or after the Plan Commission meeting in the Community Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the project should be directed to Katie Ashbaugh, Planner, (630) 547-5249.

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

Katie Ashbaugh
Planner
Village of Glen Ellyn

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Park\Park 41-55, Faith Lutheran Church - Glen Ellyn Food Pantry\Pre-App\Public Notice\191025_41-55 N Park Blvd Pre-App Public Notice.docx



Attachment: 16. Location Map for Notification (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-

65 EXMOOR AVE GLEN ELLYN
OR CURRENT PROPERTY OWNER
100 W 22ND ST 109
LOMBARD, IL 60148

BOCHENSKI, JOSEPH T
OR CURRENT PROPERTY OWNER
76 N PARK BLVD
GLEN ELLYN, IL 60137

BUTTON, VICTORIA R
OR CURRENT PROPERTY OWNER
42 N PARK BLVD
GLEN ELLYN, IL 60137

DAVIS, PEYTON & MARY
OR CURRENT PROPERTY OWNER
615 MAIDEN LN
GLEN ELLYN, IL 60137

DOUGH MGMT INC
OR CURRENT PROPERTY OWNER
944 ENTERPRISE DR
MOKENA, IL 60448

GALIGA, MICHAEL & JEANNE
OR CURRENT PROPERTY OWNER
61 EXMOOR ST
GLEN ELLYN, IL 60137

GROSS, ALLISON A
OR CURRENT PROPERTY OWNER
73 STEPHANIE LN
GLEN ELLYN, IL 60137

HENRY, MARC E
OR CURRENT PROPERTY OWNER
64 N PARK BLVD
GLEN ELLYN, IL 60137

KATES, PETER T
OR CURRENT PROPERTY OWNER
32 N PARK BLVD
GLEN ELLYN, IL 60137

KIEL, DAVID & JILL
OR CURRENT PROPERTY OWNER
90 N PARK BLVD
GLEN ELLYN, IL 60137

BIGGUS, GILBERT
OR CURRENT PROPERTY OWNER
654 DU PAGE AVE
GLEN ELLYN, IL 60137

BROOKDALE LIVING COMM
OR CURRENT PROPERTY OWNER
515 N STATE ST 1750
CHICAGO, IL 60654

CARR, CHRISTOPHER D
OR CURRENT PROPERTY OWNER
630 MAIDEN LN
GLEN ELLYN, IL 60137

DE FOREST, MARTHA C
OR CURRENT PROPERTY OWNER
55 EXMOOR AVE
GLEN ELLYN, IL 60137

FAITH EVANGELICL LUTHERAN
OR CURRENT PROPERTY OWNER
41 N PARK BLVD
GLEN ELLYN, IL 60137

GLEN ELLYN PARK DENTAL LL
OR CURRENT PROPERTY OWNER
564 WILLIAMSBURGH RD
GLEN ELLYN, IL 60137

HAMILTON, STEVE
OR CURRENT PROPERTY OWNER
2S477 MADISON AVE
WARRENVILLE, IL 60555

IAVARONE TR, MARIA G
OR CURRENT PROPERTY OWNER
606 PARK PLAZA
GLEN ELLYN, IL 60137

KAVNER, CHARYL A
OR CURRENT PROPERTY OWNER
40 N PARK BLVD
GLEN ELLYN, IL 60137

KUEHN, KAROL
OR CURRENT PROPERTY OWNER
614 PARK PLAZA
GLEN ELLYN, IL 60137

BLACKBURN, SALLY
OR CURRENT PROPERTY OWNER
612 PARK PLAZA
GLEN ELLYN, IL 60137

BUTTERMILK HONEY LLC
OR CURRENT PROPERTY OWNER
110 N YORK RD
ELMHURST, IL 60126

DAVEY, LESLIE
OR CURRENT PROPERTY OWNER
617 MAIDEN LN
GLEN ELLYN, IL 60137

DJANGI, NANCY T
OR CURRENT PROPERTY OWNER
51 N EXMOOR AVE
GLEN ELLYN, IL 60137

FRIDMAN, DMITRIY
OR CURRENT PROPERTY OWNER
1323 DRYDEN CT
NAPERVILLE, IL 60564

GLEN ELLYN PARK DIST
OR CURRENT PROPERTY OWNER
185 SPRING AVE
GLEN ELLYN, IL 60137

HEMKENDREIS, DIETER & C
OR CURRENT PROPERTY OWNER
619 MAIDEN LN
GLEN ELLYN, IL 60137

JOHNSON, HUGH & KAREN
OR CURRENT PROPERTY OWNER
71 EXMOOR AVE
GLEN ELLYN, IL 60137

KEATING, KAREN
OR CURRENT PROPERTY OWNER
52 N PARK BLVD
GLEN ELLYN, IL 60137

LIPINSKI, BRIAN & DOROTHY
OR CURRENT PROPERTY OWNER
83 N PARK BLVD
GLEN ELLYN, IL 60137

MADISON CORP GROUP
OR CURRENT PROPERTY OWNER
650 ROOSEVELT RD 204
GLEN ELLYN, IL 60137

MADISON CORP GROUP EILERS
OR CURRENT PROPERTY OWNER
530 CHERRY ST
WINNETKA, IL 60093

MARKAY, DALE & SHERYL
OR CURRENT PROPERTY OWNER
86 EXMOOR AVE
GLEN ELLYN, IL 60137

MC CLEARY, LINDA L
OR CURRENT PROPERTY OWNER
44 N PARK BLVD
GLEN ELLYN, IL 60137

MC HALE, MATTHEW & E A
OR CURRENT PROPERTY OWNER
69 PARK BLVD
GLEN ELLYN, IL 60137

MEYER, WENDELL L &THERESA
OR CURRENT PROPERTY OWNER
70 EXMOOR AVE
GLEN ELLYN, IL 60137

MILLER, MICHAEL T
OR CURRENT PROPERTY OWNER
53 EXMOOR AVE
GLEN ELLYN, IL 60137

MORGAN, J & K WIGLE
OR CURRENT PROPERTY OWNER
64 EXMOOR AVE
GLEN ELLYN, IL 60137

NEUHART, LYNN A & KAREN A
OR CURRENT PROPERTY OWNER
87 N PARK BLVD
GLEN ELLYN, IL 60137

O CONNOR, COURTNEY
OR CURRENT PROPERTY OWNER
48 N PARK BLVD
GLEN ELLYN, IL 60137

OLB LLC
OR CURRENT PROPERTY OWNER
110 N YORK RD
ELMHURST, IL 60126

PARK COURT ASSN INC
OR CURRENT PROPERTY OWNER
30 N PARK BLVD
GLEN ELLYN, IL 60137

PATTEN, DELORES ET AL
OR CURRENT PROPERTY OWNER
51 N EXMOOR AVE
GLEN ELLYN, IL 60137

PICKWICK ASSOC LTD PART
OR CURRENT PROPERTY OWNER
650 ROOSEVELT RD
GLEN ELLYN, IL 60137

PICKWICK ASSOCIATES
OR CURRENT PROPERTY OWNER
650 ROOSEVELT RD 204
GLEN ELLYN, IL 60137

PICKWICK ASSOCIATES LTD
OR CURRENT PROPERTY OWNER
PO BOX 542
WINNETKA, IL 60093

POEPPEL, ROGER & SARAH
OR CURRENT PROPERTY OWNER
67 STEPHANIE LN
GLEN ELLYN, IL 60137

PORTER, HOBART & RUTH
OR CURRENT PROPERTY OWNER
440 MONUMENT VIEW LN
LAKESIDE MARBLE, OH 43440

PREWETT, ROBERT H
OR CURRENT PROPERTY OWNER
636 ROOSEVELT RD
GLEN ELLYN, IL 60137

QUICK, JERALD L
OR CURRENT PROPERTY OWNER
60 N PARK BLVD
GLEN ELLYN, IL 60137

REILLEY, E & E WEBB JR
OR CURRENT PROPERTY OWNER
62 N PARK BLVD
GLEN ELLYN, IL 60137

REJAMAN, TODD
OR CURRENT PROPERTY OWNER
54 N PARK BLVD
GLEN ELLYN, IL 60137

RENK, RICHARD & MARILYN
OR CURRENT PROPERTY OWNER
651 DU PAGE BLVD
GLEN ELLYN, IL 60137

SAMSON, WILLIAM & MALLORY
OR CURRENT PROPERTY OWNER
603 MAIDEN LN
GLEN ELLYN, IL 60137

TAJAK, RUSSELL &ELIZABETH
OR CURRENT PROPERTY OWNER
30 N PARK BLVD
GLEN ELLYN, IL 60137

TATLOCK, J R & J A ROSNER
OR CURRENT PROPERTY OWNER
46 N PARK BLVD
GLEN ELLYN, IL 60137

THOMAS, BRUCE E
OR CURRENT PROPERTY OWNER
63 N PARK BLVD
GLEN ELLYN, IL 60137

VENZON, TIMOTHY & TERESA
OR CURRENT PROPERTY OWNER
610 PARK PLAZA
GLEN ELLYN, IL 60137

WALLRODT, CHARLES E
OR CURRENT PROPERTY OWNER
78 N PARK BLVD
GLEN ELLYN, IL 60137

WEBSTER, MICHAEL E
OR CURRENT PROPERTY OWNER
1730 PARK ST 220
NAPERVILLE, IL 60563

WHELTON, SALLY A
OR CURRENT PROPERTY OWNER
34 N PARK BLVD
GLEN ELLYN, IL 60137

WINTERSTEEN, SCOTT & ERIN
OR CURRENT PROPERTY OWNER
75 N PARK BLVD
GLEN ELLYN, IL 60137

WILLIAMS, PAUL
OR CURRENT PROPERTY OWNER
43 EXMOOR AVE
GLEN ELLYN, IL 60137

WILLIAMS, PAUL D
OR CURRENT PROPERTY OWNER
45 EXMOOR AVE
GLEN ELLYN, IL 60137

CLEAR PAGE

Application for Commission Pre-Application Meeting

The purpose of a pre-application meeting is to receive preliminary comments for a proposal before detailed plans are developed and a formal application is submitted.

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I. APPLICATION INFORMATION:

A. Date Filed: _____

B. Project Name: GEFP

C. Project Description: Remodel & Const. of a new food pant

D. Address of Property: 55 N. Park, Glen Ellyn, IL 60137

E. Permanent Index No: _____ Zoning: _____

F. Name of Applicant: Paula Nugent Pres- For the Glen Ellyn Fo

G. Address of Applicant: 715 Citation Ct. Wheaton, IL 60187 — 493 Forest Ave Glen Ellyn, IL 60137

H. Phone No. (Business): 630.469.8668 (Home) 630.668.1292

I. Fax No. (Business): 630.668.1450 (Mobile) 630.247.1494

J. E-mail Address of Applicant: serfling@comcast.net

K. Name of Property Owner: FAITH EVANGELICAL Lutheran Church.

L. Address of Property Owner: 41 N Park Blvd, Glen Ellyn, IL 601

M. Phone No. (Business): 630-469-2361 (Home) —

N. Fax No. (Business): — (Mobile) —

O. E-Mail Address of Property Owner: office@faithonline.org

II. SUBMISSION REQUIRMENTS

1. Application Fee - $250.00
2. Application Form
3. Cover Letter describing the project.
4. Plats of Survey or Existing Conditions Plan showing any existing buildings and associated setbacks.
5. Concept Plan showing any proposed buildings and associated setbacks, parking lot dimensions and all landscape/impervious surface setbacks.
6. Preliminary Building Elevations
7. Preliminary Sign Plan and Elevations
8. Any other plans or information for which preliminary feedback is requested.

Signature: Paula Serfling Nugent Date: 10-20-2019

Appl for Pre-Application Meeting 072617lg.docx

I can send the digital files of these documents, I just need an email

Attachment: 18. Petitioner's Pre-App Packet (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)

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October 19, 2019

Planning & Development Department

535 Duane Street

Glen Ellyn, Il, 60137

To the Village of Glen Ellyn Planning & Development Department,

The attached pre-application packet is for the creation of a new home for the Glen Ellyn Food Pantry (GEFP). The Pantry has been located inside of Grace Lutheran Church in downtown Glen Ellyn for 40 years. We are an ecumenical ministry managed by fourteen churches, all located in Glen Ellyn. Each church has one position on the Board of Directors.

The Pantry provides food to people in our community who are in an emergency state or in need of temporary assistance. It is important to recognize that our Pantry is a supplement to our clients monthly food supply. We predominantly serve the working poor, senior citizens on a fixed income and people with temporary and permanent disabilities. We do not serve the homeless. They have no place to cook or store the food we provide.

Last year we served 33,000 people, and over one third of those were children. All of our food is distributed locally, 25% to Glen Ellyn, 25% to Wheaton, 23% to Glendale Heights, 18% to Carol Stream and the last 9% is distributed among the other seven communities that we serve. We collaborate with grocery stores, the Northern Illinois Food Bank, local churches, schools and the broader community to distribute on average $2.7 million in food per year.

We are run by a part-time staff of 9 and an established volunteer base of over 300 people who log more than 11,000 hours annually. Our administrative overhead is only 4%. Which means for every dollar we are given, 96 cents goes toward our mission.

We are an entirely privately funded 501©3 organization. We receive no money from the government. Our monetary donations come from our member churches, individual donors, community groups, foundations and

corporations. We are not the Northern Illinois Food Bank and we do not get any money from them. We are a member of that organization which allows us to purchase food from them at a reduced rate.

One of the most challenging parts to our business is "space". We have been out of space for quite some time. We remodeled our facility about 5 years ago with the understanding that we would still outgrow our location in about 5-6 years. We recently had to rent an off-site storage facility so that prediction has already started to become a reality, however, our decision to seriously pursue a new home came about two years ago after a conversation with Grace Lutheran Church's pastor, who indicated that the space we use would probably not be available in about 3-4 years and she wanted to give us enough notice so we could find a new home.

After that meeting we created a task force to evaluate our alternatives. The team did significant research on property and buildings in the area and the costs to build/renovate to meet our needs. It was determined that property, offered by Faith Lutheran Church, provided us the most cost effective option to meet the needs of the GEFP.

Currently, we pay $18,000 in rent per year for a space the Pantry has outgrown. Grace Lutheran Church generously allows the Pantry to use one large room four days per week, with limited hours for food recovery/sorting in the morning and a waiting room and shopping area in the afternoon. In addition, the GEFP has an additional small warehouse room and an additional shopping room that staff members also use for client intake. On Thursday afternoon, the tables and shelving must be broken down and move back into the small pantry intake room, because the church needs the use of the larger room over the weekend. And then the process starts over again on Monday with set up.

We have worked with an architect to make sure that from the front the pantry will continue to look like a home, therefore fitting into the neighborhood. It will have a residential feel. A garage door in back will serve as a loading dock, and clients and volunteers will have use of the large parking lot behind the church. The organic gardens on the property will continue to serve the refugee ministry of Faith, with excess produce continuing to be provided to the Pantry. We would like to add apple trees and fruit bearing bushes to the property, to grow more fresh produce for our clients.

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Clients will enter the property through a door on the south side of the building that faces the church. There will not be any signage in the yard. We would like to add small sign on the south side of the building to indicate where clients are to enter the facility. The front door will function as an emergency exit only. We will be removing the cement driveway in the front of the house and adding grass and additional landscaping. The back driveway will be made up of permeable pavers to allow for drainage on the property. The parking lot is already lighted and we will not be adding any additional lighting. The house currently has lighting on three of the four sides. We will be updating the current fixtures with more energy efficient lighting, but do not plan to add additional fixtures.

Over the last few years, we have made great progress in supporting the food insecure in our community, but we know there is so much more we can do…if we had more physical space. Once we build this new facility:

- The Pantry could potentially double our capacity to serve clients through a dedicated shopping area, as opposed to our currently shared shopping space.
- Our annual lease costs will drop from $18,000 per year to $55 per year. The address of the home is 55 N. Park, and Faith Lutheran Church chose that amount as the annual land lease payment.
- Volunteer hours would increase in the actual recovery and distribution of food, instead of set up and take down of temporary rooms two times per week
- With more room within the "shopping area" we could provide increased "client choice" shopping. This allows clients to choose the food that appeals to their families, in the same way you shop at the grocery store for food that appeals to your family. Client choice is a demonstrated way to cut down on food waste.
- The Pantry can offer more evening hours to support our working families. Although we predominately serve the working poor, we are only open Tuesday night until 6:30, as the church needs their facility for other purposes. The other three days we close at 3 pm.
- With a large classroom at the future facility, we have the ability to expand our programs. For example, we would like to provide cooking demonstrations, nutrition and healthy eating programs, and increase collaboration with medical facilities on lifestyle programs such as our healthy eating for low-income diabetics and cardiac patients program with Northwestern Hospital.

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- The new location would be closer to Roosevelt Road and easily accessed by those using the bus system

Most importantly, the new facility gives the GEFP the opportunity to control its future. To develop the programs and services needed to fight food insecurity in our community. We have an opportunity and a responsibility to make sure we have a home to continue to serve our clients, who depend on us. As an organization, I am confident that we have the skills and the resources to make this new facility a reality. This is a big change for our organization and change is hard. But we are talking about more than changing a building, we are talking about changing the lives of the people who walk through our doors. I am looking forward to working with you to make this house into a home for the Glen Ellyn Food Pantry.

Sincerely,

Paula Serfling Nugent

President

Board of Directors

Glen Ellyn Food Pantry

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FAITH EVANGELICAL LUTHERAN CHURCH

October 18, 2019

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

Ladies & Gentlemen:

This letter is to verify that the Glen Ellyn Food Pantry is authorized to request the necessary approvals for the house and the property we own at 55 North Park to achieve the renovations they are planning.

Faith Lutheran and the Glen Ellyn Food Pantry have entered into a long-term lease which, among other things, provides that "Tenant shall have the right (but shall not be obligated), at its sole cost and expense, from time to time, to demolish, remove, alter, replace and/or repair any improvements presently on the Premises and construct and/or install and thereafter demolish, remove, alter, replace and/or repair any buildings, structures or other improvements thereon…" *(Section 3 of lease)*.

We are excited to be entering into this partnership with GEFP.

Please let me know if you have any questions.

Sincerely,

James Hall
Treasurer
(630) 464- 8231

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41 North Park Boulevard Glen Ellyn, Illinois 60137-5713
Phone 630.469.2361 Fax 630.469.2371 Email office@faithonline.org
www.faithonline.org

Attachment: 19. Letter of Authorization from FELC (4258 : 41 - 55 N. Park Blvd. – Glen Ellyn Food Pantry – Pre-Application Meeting)

Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/12/19 07:00 PM
Department: Plan Commission
Department Head: Katie Ashbaugh
Category: Public Hearing
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4256) DOC ID: 4256

535 Duane Street & 423 N. Main Street | Glen Ellyn Civic Center Public Parking Garage | Planned Unit Development and Associated Special Uses

PETITIONER: The petitioner is M.A. Mortenson Company (Mortenson), on behalf of the Village of Glen Ellyn, owners of the properties located at 535 Duane Street and 423 N. Main Street.

REQUEST: Recommendation of approval of the following:

1. A Special Use Permit for a Planned Unit Development on the properties located at 535 Duane Street and 423 N. Main Street in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.[1]

2. The following zoning deviations from the Glen Ellyn Zoning Code:

   a. Section 10-4-17-2(D)(1)(c) to allow a public parking garage to encroach approximately 15 feet 10 inches into the required 20-foot rear yard and to not require landscaping as a visual buffer in said rear yard from residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, and 413 N. Main Street;
   b. Section 10-4-17-2(D)(1)(c) to allow a public parking garage to encroach approximately 6 feet 10 inches into the required 20-foot rear yard and to not require landscaping as a visual buffer in said rear yard from residential uses located at 419 N. Main Street;
   c. Section 10-4-17-2(D)(1)(d) to allow a public parking garage to encroach approximately 9 feet 3 inches into the required 20-foot side yard and to not require landscaping as a visual buffer in the required 20-foot side yard from residential uses located at 419 N. Main Street;
   d. Section 10-5-8(I) to allow double rows of 90-degree parking stall modules to be a length of 60 feet where 63 feet is required, with a parking stall length of 18 feet where 19 feet is required and drive aisle widths of 24 feet where 25 feet is required inside the proposed parking garage;
   e. Section 10-5-8(H) to allow a landscape island to be 6 feet wide where a width of 9 feet is required on the proposed surface parking lot;
   f. Section 10-4-17-2(E)(1) to allow the proposed parking garage to not have a "step back" of 15 feet where the building is taller than 45 feet;
   g. Section 10-5-13(L)(3) to not require an opaque screen between the heights of 6 and 7 feet along the side and rear lot lines adjacent to residential uses located at 542 Hillside Avenue, 538 Hillside Avenue,

and above the ground floor at 413 N. Main Street, 419 N. Main Street, and 421 N. Main Street;

h. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located at 413 N. Main Street, 419 N. Main Street, and 421 N. Main Street to exceed 0.5 foot-candles and be of a level deemed reasonable and necessary for minimum security and safety purposes by the Community Development Director;

i. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

3. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow a public use on the properties located at 535 Duane Street and 423 N. Main Street even though the Village does not believe this is necessary. (*See* footnote 1 at the end of this report).

4. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow a public parking garage on the property located at 535 Duane Street even though it is not required in the C5 Central Business District. Normally, a parking garage requires its own Special Use, but not in the C5 Central Business District where it is rolled into the overall Planned Unit Development that encompasses all special uses even though the Village does not believe this is necessary. (*See* footnote 1 at the end of this report).

SITE CONDITIONS: The subject properties are located on the south side of Duane Street, midblock between Main Street and Forest Avenue. The total site is comprised of just over one and three-quarters (1.78) acres, with approximately 264 feet of frontage on Duane Street and approximately 23 feet of frontage along Main Street.

535 Duane Street

The property located at 535 Duane Street, which is occupied by the Glen Ellyn Civic Center, is zoned C5B - Central Service Subdistrict. The property is approximately one and three-quarters acres (1.71) acres in area. The existing three-story principal structure on the property functions primarily as an office building for the Village of Glen Ellyn with secondary users being Innovation DuPage (first floor, partial) and the Business Development Center (second floor, partial). Other incidental uses include room rentals for meeting space and gym rental for various sports practices and the like. The building footprint is approximately 18,500 square feet, with an approximate height of 100 feet when measured to the top of the cupola's lightning rod, on top of the clock tower.

The property is accessed by an existing 26 foot wide, full access curb cut on

Duane Street, which leads to the existing 75-stall parking lot. Four dumpsters are enclosed immediately to the south of the building and are also used by some of the adjacent businesses to the west. Fourteen trees are located throughout the property.

423 N. Main Street
The property located at 423 N. Main Street is zoned C5A - Central Retail Subdistrict. The property is approximately 0.07 acres in area. An existing commercial building, previously occupied by the Shonkwiler real estate business, and attached residential building immediately to the east of the Shonkwiler building, have a combined footprint of approximately 2,050 square feet. One tree is located immediately to the east of the residential building. Both structures are vacant.

Surrounding Land Uses		Zoning
North:	Commercial	C5A and C5B
South:	Commercial, Apartments	C5A and C5B
	Single Family Residential	R2
East:	Church (First United Methodist Church)	C5B
West:	Commercial, Apartments	C5A

Please see Attachment 2, Location & Zoning Map.

PUBLIC NOTICE:

Notice of the public hearing was published in the November 27, 2019 edition of the Daily Herald and mailed to property owners within 350 feet of the subject properties. A placard was placed on each property's frontages, one on Duane Street and one on Main Street.

SITE HISTORY:

In 1927, the existing principal structure was constructed and used as the Duane Street Junior High School. In 1970, the Village purchased the property from School District 41 and subsequently modified the interior for use as the central municipal government office for the Village. In 1995, the Village designated the entire property located at 535 Duane Street as a Glen Ellyn Landmark (Attachment 44). In summer of 2019, the Village completed renovations and welcomed the Business Development Center and Innovation DuPage as additional tenants to fulfill initiatives of the 2009 Downtown Strategic Plan.

PROJECT HISTORY:

In 2013, the Village commissioned a Streetscape Plan & Parking Study (Attachment 38) as recommended by the Downtown Plan and to further enhance the existing public realm of the downtown and available parking.

In December 2017, the Village Board reviewed six alternative sites for a

future public parking garage as recommended in the Streetscape Plan & Parking Study. Three were to the north of the Union Pacific West rail line, and three were to the south. Of these six sites presented to the Village Board as possible locations, staff recommended the following three: 1) to the north of the Metra line, a property south of the intersection at Crescent and Glenwood; 2) to the south of the Metra line, the Village-owned Main Street parking lot; and 3) second to the south of the Metra line, behind the Civic Center.

The Village Board concluded that constructing a Village-owned public parking garage to the south of the Metra line on the Civic Center property was the best alternative. In November of 2018, the Village selected the petitioner, M.A. Mortenson Co., as the design-build consultant for the proposed parking garage south of the Civic Center building at 535 Duane Street.

For a complete history of the project, please refer to Attachment 43, which includes all applicable Village Board meeting materials and meeting minutes.

PROJECT SUMMARY:

Mortenson, on behalf of the Village, is proposing a four-story public parking garage that would provide 277 parking stalls. The garage is proposed to have five tiers of parking, one of which is underground. In addition to the garage, a short row of ten surface parking stalls are proposed, along the west side of the driveway from Duane Street. This results in a total of 287 parking stalls provided on the Civic Center property and a net gain of 212 stalls.

<u>Site Design</u>

Building Placement

The parking garage is proposed six (6) feet four (4) inches south of the existing Civic Center building. Below is a summary of the required and proposed setbacks:

West interior side and rear lot lines, adjacent to mixed use (commercial and residential), C5A District

- Required: 20 feet from properties zoned for residential use
- Proposed: 13 feet 2 inches and 10 feet 9 inches, respectively

South rear lot line, adjacent to mixed use (commercial and residential), C5A and C5B Districts, and single-family residential, R2 District

- Required: 20 feet from properties zoned for residential use
- Proposed: 4 feet 2 inches

East interior side lot line, adjacent to church, C5B District

- Required: 0 feet

- Proposed: 5 feet

In addition to the required 20 foot setbacks, a landscape buffer is also required [Sections 10-4-17-2(D)(1) and 10-5-13(L)(3)]. Deviations from these requirements are requested from properties zoned C5A and C5B as a conservative measure with known residential uses. The Village historically has not required deviations from these requirements for residential uses in the C5A and C5B districts because they are commercial districts.

Vehicular Access to the Properties
The existing primary access point to Duane Street from 535 Duane Street consists of an approximately 26-foot wide curb cut with a 32-foot wide drive aisle behind the row of parking stalls along the east property line. The curb cut is proposed to be reduced from 26 feet to the standard width required for full access, 24 feet.

A 10-foot wide depressed curb cut with driveway flares is proposed to connect the 423 N. Main Street property to Main Street. This curb cut is provided to allow privately contracted grease trucks to access the grease traps of the adjacent restaurants on the east side of Main Street. Through vehicle traffic will be prohibited.

Pedestrian Access to the Parking Garage
Three points of access are provided for pedestrians. The first and most prominent access point is located at the north tower, which contains an elevator and staircase. This access point is intended to serve as the primary entry and exit from the parking garage for employees and visitors of the Civic Center and Metra commuters. The secondary access point is located at the west tower, which contains a staircase. This access point is intended to serve downtown employees and visitors, as well as downtown residents of the adjacent apartments. Finally, an open-air access point is provided on the west elevation behind 421 N. Main Street (Nobel House) to connect directly to the ADA parking stalls on the ground, at-grade parking level.

Loading Space
Given that the Civic Center is an existing building and is not being altered in relation to this project, a loading space or spaces is not required for this project.

Site Amenities & Streetscape Elements
A small public space and informal gathering area is proposed at the center of the 535 Duane Street property in between the Civic Center building and proposed parking garage, adjacent to the rear pedestrian access to the Civic Center building. Attachment 31 depicts potential site furniture to illustrate how the area may be used. No permanent structures are proposed to be

installed at this time. This area will be connected to the public space to the west of the Civic Center building by the previously mentioned six foot four inch wide pathway in between the Civic Center building and the proposed garage. This pathway will be covered by an arbor-type, decorative structure that will include decorative, low level lighting (Attachment 31).

To the west of the Civic Center building and northwest of the parking garage on the property where the vacant Shonkwiler office and residential buildings currently sit, a public pathway and gathering area is proposed to serve as a connection point to Main Street. Attachment 31 depicts an outdoor dining area, lighting and moveable landscaping to illustrate how the area may be used. Final materials, safety features, and lighting of this area will be provided at the time of Final Planned Unit Development Plan submittal for Phase 2.

No changes are proposed at this time in the area north of the Civic Center building. The design and use of this space is being considered in conjunction with the downtown streetscape improvements. At this time, it is possible that the historic horse trough formerly located at Main Street and Crescent Boulevard, which is currently being refurbished, may be relocated to this area. Final materials and site layout of this area will be provided at the time of Final Planned Unit Development Plan submittal for Phase 2.

Lighting
The petitioner is requesting a deviation from the exterior illumination standards to allow higher foot candles along the west (interior side) and south (rear) property lines than is permitted. Section 10-5-13(M)(2)(a)(1) requires no more than 0.5 foot-candles at the property line at ground-level when adjacent to residential uses. The highest foot-candle level on any property line adjacent to a mixed use (commercial and residential) building is 5.9 foot-candles, which is adjacent to 421 N. Main Street to the west (Sushi Ukai, apartments; C5A). This area is designated as a walkway for public use by users of the parking garage. The highest foot-candle level adjacent to a single-family residential use is 0.1 foot-candles, adjacent to the single-family homes located at 538 and 542 Hillside Avenue to the south. The petitioner cites three publications from the Illuminating Engineering Society of North America (IESNA), which state that light levels for public areas and walkways should be at least 0.6 to 1.0 foot-candles (Attachment 33).

Landscaping
The petitioner is incorporating landscaping into Phase 1 of the project, primarily along the east property line. A few landscape beds are proposed in the central gathering space in between the Civic Center building and the garage. Landscaping for Phase 2 will be determined at the time of Final Planned Unit Development submittal.

As noted in the *Building Placement* subsection above, a landscape buffer is required along property lines adjacent to properties zoned for residential uses. Landscaping is not provided along the west and south property lines adjacent to the Main Street properties as the area is designated as a public walkway for users of the parking garage. Landscaping is also not provided along the south property line adjacent to the two single-family homes on Hillside Avenue at the preference of the property owners. The Village agreed to allow the property owners use of the nearly five foot wide strip of land as an extension of their respective backyards in exchange for the demolition of the existing fences along their north (rear) property lines.

Refuse
A common garbage and refuse area is proposed immediately to the east of the central public space and gathering area in between the Civic Center building and the parking garage. Multiple locations were evaluated at length by Village staff and Mortenson. This location best suited the needs of the garbage truck while allowing for the necessary placement and footprint of the parking garage. The Village will continue to share garage pick up services with the Main Street businesses.

Garbage and refuse areas are required to be screened on commercial, non-residential, and multi-family properties. The screening must consist of walls constructed of the same materials as the principal structure on a zoning lot and be of a height no greater than eight feet unless otherwise permitted as part of the Special Use or Special Use for a Planned Unit Development. Because the proposed garbage and refuse screening will be constructed in conjunction with the parking garage, the materials will be brick and precast concrete to match the garage with a height of six feet four inches (Attachment 27). Please see the *Building Elevations & Materials* subsection for additional details of the proposed materials.

Snow Removal
Snow removal operations for the proposed garage's top tier (open roof), of parking were reviewed by Mortenson and the design team in collaboration with Village staff during the project design development. Two alternatives were developed, the first was hauling the snow off site. The second requires a snow melting machine to melt the snow on the top tier (roof) and discharge the resulting water to the garage's stormwater drainage system. Staff continues to review both alternatives, but intends to implement the haul off method on a trial basis. Both alternatives will require temporary closure of the parking stalls on the top tier (roof) to allow for snow removal to be completed following snow events.

<u>Building Design</u>
Building Height

The maximum height of the proposed parking garage is approximately 58 feet 8 inches, measured from average existing grade to the top of the light poles on the top tier (roof). Because this height is shorter than the maximum height of the Civic Center, which is 100 feet to the top of the lightning rod, the proposed maximum height is compliant.

The next highest point of the parking garage is 50 feet 8 inches, measured from average existing grade to the top of the north tower. Finally, the third highest point of the parking garage is the parapet wall along the top tier, which is approximately 40 feet. Buildings taller than 45 feet in the C5B district are required to have a 15 foot "step back" from the front elevation when the building is taller than 45 feet [Section 10-4-17-2(E)(1)]. Therefore, a deviation is required to allow the north tower to not have a "step back" from the front (north) elevation.

Building Elevations & Materials
The Exterior Appearance review will be conducted by Village staff and staff will make a recommendation to the Village Board. The Village Board will make a final determination on the Exterior Appearance. However, information on the building materials and architecture is briefly mentioned here for the benefit of the public.

Although the parking garage has limited visibility from the right-of-way, it has been designed to complement the architecture of the Civic Center building through the use of similar building materials and design features. Only 45 feet of the north elevation is visible from Duane Street and it is not visible from Main Street. The following primary materials (Attachments 27, 28) are proposed to correspond with the Civic Center:

1. Precast concrete to match Indiana Buff Limestone of the existing Civic Center;
2. Endicott thin brick, in both a running bond and basketweave pattern to match two of the Civic Center brick patterns; and
3. Black metal light fixtures (Attachment 33)

In conjunction with the above similar materials, the following design elements further relate the parking garage to the Civic Center:

1. Architectural articulation and basketweave patterned brick in the wall panels of the façade to reduce the appearance of building mass;
2. Multi-light mullion windows;
3. Detailed imitation-limestone cornices along the rooflines (pre-cast concrete); and
4. Tall narrow fenestration arranged in an evenly spaced horizontal pattern.

Please refer to the *HPC Review* section for additional information on the Historic Preservation Commission's review of the Application for an Exterior Alteration to a Landmarked structure. This review primarily focused on the exterior appearance of the parking garage and its compatibility with the existing Civic Center building.

Lot Coverage
The maximum lot coverage of roofed structures for commercial PUDs is 65 percent [Section 10-7-9(D)]. The proposed total lot coverage of roofed structures for the subject PUD, including the existing Civic Center building and the proposed public parking garage, is approximately 54 percent and is therefore in conformance with this requirement.

Parking Design - Floor Plans
All 277 of the parking stalls inside the garage are 90-degree stalls. The required parking module length for 90-degree stalls is 63 feet, consisting of two 19-foot long stalls and one drive aisle with a width of 25 feet [10-5-8(I)]. The proposed parking module length throughout the garage is 60 feet, consisting of two 18-foot long stalls and one center drive aisle with a width of 24 feet, requiring a deviation (Attachment 26). These are typically dimensions that have been allowed throughout the Village and are common in most other communities. Furthermore, the recommended minimum width of 90-degree double loaded parking modules is 59 feet in the ULI Dimensions of Parking, Fifth Edition. The proposed module exceeds this recommendation by one foot.

Parking Allocation
As noted in the *Site History* section, the Civic Center building is used primarily by Village employees, Innovation DuPage, and the Business Development Center as office space during business hours. As part of its overall management of downtown public parking, the Village oversees the allocation of parking permits on the 535 Duane Street property.

Parking Demand
In general, overall parking demand in Glen Ellyn is somewhat hard to quantify and all downtown areas have different demands. Commuters, employees, residents, and customers have many different needs. Currently, the "first available" commuter wait list is three years (889 people) which does not include any non-residents.

The downtown business employee permit parking waiting list is estimated at 25 businesses. Most of the businesses on the list are requesting additional parking beyond what has already been allocated to them. On a case by case basis, staff works with businesses to understand their needs and provide what parking is available and has established some restrictions to ensure all

businesses are treated fairly. The Alliance and the Chamber have been advocating for additional employee parking in the downtown as well as encouraging the Village to consider a parking structure(s) to further enhance the downtown commercial district.

In addition, the number of new businesses in the downtown has increased in the past few years and will be increasing in the immediate future. The Village has seen an increase in restaurants in the downtown which creates higher demand both for employees as well as customers. Over the last five years, over 10 new or expanded restaurants have opened or are planned to open in the CBD. Additionally, parking is necessary not only for existing and future businesses, but for special events and to fulfill the Village goal of becoming an 18-hour downtown. The success of the Chamber and Downtown Alliance have led to successful downtown events and this will likely continue and needs to be supported from a parking perspective. Innovation DuPage (ID) and the Business Development Center are new tenants in the Civic Center and host special events, thereby requiring additional parking. Lastly, the 2009 Downtown Plan recommended a minimum of an additional 400 residential units in the downtown. As we see more residential growth, visitor parking and overflow parking to support this residential development might also be necessary. The 2017 Community Survey asked for feedback on supporting a parking structure and 75 percent strongly or somewhat supported the concept.

Although final parking permit allocation for the proposed garage is in review, Village staff and the Village Board have developed a preliminary plan to allocate new parking spaces. Below is a brief chart depicting this potential plan. As part of this plan, some commuter parking north of the tracks would be relocated to the garage which frees up additional parking for customers and merchants on the north side. This plan would evolve and be modified as the needs change in and around the downtown. In short, staff believes the proposed garage would meet some of the needs of the commuters, customers, merchants, Village/ID and overnight residential parking and provide greater parking flexibility in the CBD.

PARKING GARAGE COMPOSITION – TENTATIVE				
Level (Tier)	**Use**	**# of Stalls**	**Oversell Total**	**Notes**
Lower	ID; VGE staff	45		Sufficient to meet needs
Ground	Customers			3 hours parking (similar to street parking)
Second	Merchants; Customers			Combination of merchant parking and customers
Third	Commuter			All net new; Customers free after 11am; See Note 1 below; Customers free after 11am and weekends
Top	Commuter			All net new; customers free after 11am; See Note 1 below; Customers free after 11am and weekends
	Commuter Spaces	90	126	Typically oversell by 40%; Waiting list is decreased and provides opportunity to shift commuters from north side commuter lots
	Total Space Estimate	225		Total estimate does not include surface parking outside of garage
Other Notes: 1. Move 40 Penn West commuter to CC garage 2. Overnight parking permits would be sold for CC garage				

Signs

At the direction of the Village, Mortenson is proposing two signs associated with the project. Both signs are considered municipal signs per Section 4-5-3 of the Sign Code and are exempt from sign permit review per Section 4-5-6 of the Sign Code. One sign is proposed on the north elevation of the proposed garage, above the vehicle entrance and exit (Attachments 27, 30). The second sign is proposed at the northeast corner of the property (Attachment 20). Please note that the precise location and sign elevations of the second sign, which may include the incorporation of counters to indicate available parking stalls, are not yet finalized.

Traffic

The traffic impact study (Attachment 34) assumes that the additional vehicles to park on site are all new vehicles parking in the downtown. As noted in the *Parking Allocation* subsection, some of the existing Metra parking permits will be relocated to the upper levels of the garage to create more customer parking north of the UP-West rail line.

Taking this into consideration, the traffic study conservatively projects that 118 new on-site trips will be generated during morning peak hours (7:15am - 8:15am) and 137 new departing trips will be generated during evening peak hours (5:00pm - 6:00pm). This excludes current Civic Center employees, Innovation DuPage, Business Development Center staff, downtown employees, and other visitors. This projection was also based on a total of 300 parking stalls being constructed, with 60 serving the Civic Center, 60 serving downtown employees, and the remainder serving Metra commuters. The parking garage now is proposed to have 277 stalls with an additional row of ten stalls as a surface lot. Although the traffic study was not updated to reflect the new total, and programming for the parking allocation is in review, it is reasonable to conclude that a marginal decrease to the initial projection of new trips would occur.

The Village traffic consultant concluded that the overall traffic generation by this development is low with delays projected to increase by only a few seconds. Delays will continue as usual when the railroad gates are down just north of Duane Street. Part 4, Analyses, of the traffic study (pages 16-18, Attachment 34) provides additional detail of this effect. The Vehicular Traffic Impact section of the review memo from the Village traffic consultant dated June 12, 2019 also provides a more detailed analysis of the projected traffic impact of the proposed garage (Attachment 35).

Phasing Plan

The entire project area, which consists of 535 Duane Street and 423 N. Main Street, is included in the Preliminary Planned Unit Development Plan. The Final PUD is divided into two phases, Phase 1 and 2. Please see Attachment 19 for an exhibit clearly demarcating these two phases.

Phase 1 of the Final PUD consists of approximately one and a half acres, and is about 89 percent of the 535 Duane Street property. This phase includes the area to the east of the Civic Center building, encompassing the primary driveway from Duane Street and extending south to cover the entire southern portion of the property where the parking garage is proposed. The petitioner is requesting Final Planned Unit Development approval of Phase 1 at this time.

Phase 2 of the Final PUD consists of just over a quarter of an acre (0.27 acres) and includes the remaining eleven percent of the 535 Duane Street property (0.20 acres) located north of the Civic Center building, and the entire 423 N. Main Street property (0.07 acres) located west of the Civic Center building. The plans for the front lawn area to the north of the Civic Center building and the public space for the entire 423 N. Main Street property are not yet complete; therefore, only Preliminary Planned Unit

Development approval is being requested for Phase 2 at this time. Phase 2 will come before the Commission for Final Planned Unit Development approval when the plans have been finalized.

Two-Lot Subdivision

The petitioner is also requesting approval of a Two-Lot Subdivision in conjunction with the related requests for zoning relief. Per Section 11-3-9 of the Subdivision Code, the Community Development Director may review and approve applications for two-lot subdivisions, provided that no variations from the Zoning Code or Subdivision Code are required and that the proposed subdivision complies with the policy and purpose of the Subdivision Code.

The properties located at 535 Duane Street and 423 N. Main Street consist of approximately four different legal lots of record. The two-lot subdivision plat will create two lots of record: one being the property commonly known as 535 Duane Street and the other being the property commonly known as 423 N. Main Street. Please see the *Staff Recommendations* subsection for the suggested conditions of approval which relate to the Two-Lot Subdivision to be administratively approved by the Community Development Director.

HPC REVIEW:

As noted in the *Site History* section, the property located at 535 Duane Street in its entirety is a designated Landmark. Per Section 2-13-10 of the Village Code, any exterior alteration to a landmarked structure requires approval from the Historic Preservation Commission (HPC). Although no alterations or changes are proposed to the existing Civic Center building, the adopting ordinance states that the property itself, known as the Glen Ellyn Civic Center, was nominated for the designation, not simply the building or structure. Therefore, an Application for Exterior Alteration to a Landmarked Structure and required materials were filed and subsequently reviewed by the Community Development Department.

On September 19, 2019, the HPC held a public meeting to review the request, and approved it by a vote of 4-0 with one abstention. The HPC found that the request met the following criteria, as listed in Section 2-13-10 of the Village Code:

1. That the Alteration to the property will not adversely affect any significant historical or architectural feature of the Landmarked Property;
2. That the Alteration meets the applicable Standards for Rehabilitation set forth by the United States Secretary of the Interior, 36 CFR 67, as amended, in that there is no alteration proposed to the Civic Center structure itself; and
3. That the Alteration to the property has followed the Commission's

published procedures and regulations.

To review the complete HPC meeting packet and approved meeting minutes, please refer to Attachment 44.

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:

Overall Benefits

1. The project meets Strategic Issue I of the Village Board approved 2018-2020 Strategic Plan, which is as follows: Invest in infrastructure to meet key needs, including downtown accessibility, Village facilities, streets, utility, and technology improvements.
2. The project proposes an additional 212 parking stalls for the site. The 2013 Streetscape and Parking Study shows 80-89 percent occupancy of the Civic Center parking lot and the nearby on-street spaces on Saturday evenings.
3. As recommended in the 2013 Streetscape and Parking Study, the parking garage provides additional public parking on the south side of the tracks with a total net gain of 212 parking stalls.
4. The project is within close proximity to an area with the highest demand for downtown customer and employee parking, driven by various restaurants. The downtown has had ten businesses open or expand in the last five years. More than 25 businesses have requested additional parking permits and 52 are on the waiting list.

Transportation System Benefits

1. The project is within close proximity to the Metra station, which makes it ideal for commuters. The upcoming new station and pedestrian tunnel will enhance the potential use of the parking garage for commuters. The Village was recently awarded $14.4 million dollars in federal grant money to build the new Metra station and the associated pedestrian tunnel. Construction of the Metra station and tunnel is planned to begin in fall of 2023.
5. Because some current Metra parking permits from surface lots north of the tracks will be relocated to the proposed garage, additional parking will be available for downtown employees and visitors north of the tracks.
6. New Metra parking permits in addition to the portion being relocated will be allocated to the proposed garage, relieving the wait list and increasing permit revenue. The wait list for Metra parking permits is currently three to four years with 889 residents on the list to date.
7. Apartment residents that frequently encounter conflicts with existing parking regulations in regard to location and time limits will now have

flexibility previously not able to be provided.

Site Function & Design Benefits

8. Four of the five tiers of parking would be covered, with 46 stalls being exposed on the top tier as opposed to the existing 75 uncovered stalls on the current surface parking lot. With the ten surface lot spaces along the driveway, only 56 stalls would be uncovered with 231 being covered.
9. The project provides attractive onsite amenities for use by the public, as well as the Village, Innovation DuPage, and Business Development Center employees.
10. Existing stormwater drainage issues will be corrected with the installation of new stormwater management infrastructure in accordance with the DuPage County Stormwater Ordinance and Village stormwater requirements.
11. The public space to replace the Shonkwiler office residential buildings will provide direct pedestrian access from the parking garage to Main Street businesses.
12. The public space replacing the Shonkwiler office and residential buildings could also be used for outdoor seating or other small events.
13. The public space will also provide an area which can be used for public art installations on both a permanent and temporary basis, creating a destination south of the railroad tracks.

<u>Staff Recommendations</u>

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

1. That the project be constructed, maintained, and operated in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees;
2. That prior to the issuance of a building permit, a construction management plan must be prepared, reviewed at a pre-construction meeting, and approved by the Police, Fire, Public Works and Community Development Departments;
3. That any changes to pavement materials approved as part of the Final Planned Unit Development Plan for Phase 1 in relation to the Village Board approved streetscape design be permitted, provided that stormwater calculations are consistent with those approved on the attached plans or are otherwise approved by the Development Civil Engineer;
4. That the Two-Lot Subdivision associated with this project be administratively approved by the Community Development Director and recorded prior to the issuance of any building permits;
5. That all required temporary construction and perpetual easements on private property be secured prior to the issuance of any building permits;

6. That the perpetual easement along the south property line of 535 Duane Street not under Village ownership or control be released prior to the issuance of any building permits and its release be reflected on the required Two-Lot Subdivision to be administratively approved by the Community Development Director; and
7. That all floor plans, elevations, and other architectural plans be consistent with one another to the satisfaction of the Building & Zoning Official.

PLAN COMMISSION ACTION:

The Plan Commission should consider the petitioner's requests for approval of the following:

1. A Preliminary Planned Unit Development Plan with Deviations for the properties located at 535 Duane Street and 423 N. Main Street;
2. A Final Planned Unit Development Plan for Phase 1 as demarcated on the Attachments 20, 21, and other related plans submitted for this request;
3. A Special Use Permit to allow a public use on the properties located at 535 Duane Street and 423 N. Main Street; and
4. A Special Use Permit to allow a public parking garage on the property located at 535 Duane Street.

Upon considering each of these requests, the Commission should make a recommendation to the Village Board for approval, approval with conditions, or denial. Staff suggests that the Plan Commission consider the following conditions of approval as listed herein.

ATTACHMENTS:

1. Aerial Photo
2. Location & Zoning Map
3. Notice of Public Hearing
4. Mailing Labels for Public Hearing Notice
5. Location Map for Notification
6. Certificate of Publication
7. Petitioners Application for Preliminary PUD Approval
8. Petitioners Application for Final PUD Approval, Phase 1
9. Petitioners Application for Special Use Permit, Public Use, 535 Duane St. & 423 N. Main St.
10. Petitioners Application for Special Use Permit, Public Parking Garage, 535 Duane St.
11. Proof of Ownership
12. Affidavit of Authorization, dated 8/1/2019
13. IDNR Report
14. Quantitative Summary & List of Deviations (titled "Zoning Information" by Petitioner)
15. Alta Survey, dated 7/2/2019
16. Topographic Survey, dated 2/14/2019
17. Existing Conditions Plan, dated 7/2/2019

18. Demolition Plan, C-100, issue date 11/14/2019
19. Phasing Plan Exhibit (sheet C-200 modified by staff)
20. Preliminary Planned Unit Development Plan, C-200, issue date 11/14/2019
21. Final Planned Unit Development Plan, Phase 1 - C-201, issue date 11/14/2019
22. Utility Plan, C-300, issue date 11/14/2019
23. Grading & Paving Plan, C-400, issue date 11-14-2019
24. Landscape Plan & Details, L-100 - L-200, issue date 11/14/2019
25. Tree Preservation Plan, TP-100, issue date 11/14/2019
26. Floor Plans, Ground Tier - Top Tier, AG-101 - AG-105, issue date 11/14/2019
27. Building Elevations, A-200 - A-201, issue date 11/14/2019
28. Building Elevations, in color
29. Landscape Plan, in color
30. Renderings - Proposed Parking Garage
31. Renderings - Public Spaces & Pathways
32. Photometric Plan - Site, EP-600, issue date 11/14/2019
33. Light Level Deviation Justification & Light Fixture Cut Sheets
34. Traffic Impact Study, dated 4/15/2019
35. Memo from the Village's Traffic Consultant, dated 6/12/2019
36. Excerpts from 2001 Comprehensive Plan
37. Excerpts from the 2009 Downtown Strategic Plan
38. Excerpts from the 2013 Streetscape Plan & Parking Study
39. Exhibit A, Setbacks & Existing Average Grade
40. Exhibit B, Height
41. Exhibit C, Parking Modules
42. Exhibit D, Light Poles
43. History of Civic Center Parking Garage & Main Street Connection Development
44. September 19, 2019 Historic Preservation Commission Meeting Materials & Approved Minutes

1. PUDs are a distinctly different form of special use under the Village zoning code. PUDs are governed by Chapter 7 of the Village zoning code. Section 10-7-1 opens with a policy statement which reads, in relevant part:

10-7-1. - Policy statement.

A. It is the policy of the Village to promote progressive development of land and construction thereon **by encouraging more creative and imaginative design for land developments than is possible under the more conventional zoning regulations by allowing planned unit developments as a particular type of special use within each zoning district…**

***

B. The following objectives may be obtained through the use of the planned unit development procedure:

1. To permit a maximum choice in the types of environment available to the public by **allowing a variety of housing and/or commercial uses in a single development and permitting a flexible application of the individual district regulations for each use;**

***

C. The planned unit development **is intended to provide for developments incorporating a…variety of related uses which are planned and developed as a unit…**

Section 10-7-2(A) of the PUD regulations then go on to state:

> All unimproved land, redevelopments or additions to existing structures in the C5 district **shall be developed *only* by the Planned Unit Development procedures.**

Applying the foregoing, the PUD at issue in this application is its own "singular special use," and the Chapter 4 independent special use procedures are **not** required for a C5 PUD redevelopment.

Section 10-7-2(C) of the PUD regulations goes on to clarify:

> Where there is conflict between the provisions of this chapter and those of other chapters of this title, the provisions of this chapter **shall prevail.**

Section 10-7-9 of the PUD regulations then includes a provision titled "Allowable Uses," which specifically provides that within the C5 zoning districts (both C5A and C5B), the special use for a PUD **may include "any of the permitted or special uses allowed" in the C5 zoning districts.** Both a "public use" and a "parking garage" are allowable uses if part of a C5 PUD. Section 10-7-9 further **mandates** that commercial buildings and establishments shall be planned as groups **having common parking areas and common ingress and egress points** in order to reduce the number of potential accident locations at intersections with thoroughfares.

As a C5 PUD, any of the uses that are either permitted uses or special uses are included in the single PUD special use proposed as a unified plan. Approval of a C5 PUD as a Chapter 7 special use does not require the separate processing of the additional Chapter 4 special uses required for a public use or a public garage. But the Plan Commission should understand that a recommendation to approve the special use for a PUD will also incorporate a recommendation that includes approval of a "public use" and "public garage."

CC: Staci Springer, AICP, Community Development Director
Amy McKenna, PE, CFM, Development Civil Engineer
Rich Daubert, PE, Professional Engineer
Kelly Purvis, Planner
Dan Shoenberg, PE, Traffic Engineer
Bill Homer, Assistant Village Manager
Candace Small, AIA, Design Phase Manager, Mortenson

ATTACHMENTS:

- 1. Aerial Photo (PDF)
- 2. Location - Zoning Map (PDF)
- 3. Notice for Public Hearing (PDF)
- 4. Mailing Labels for Public Hearing Notice (PDF)
- 5. Location Map for Notification (PDF)
- 6. Certificate of Publication (PDF)
- 7. Petitioner's Application for Preliminary PUD Approval (PDF)
- 8. Petitioner's Application for Final PUD Approval, Phase 1 (PDF)
- 9. Petitioner's Application for Special Use Permit, Public Use, 535 Duane St. & 423 N. Main St. (PDF)
- 10. Petitioner's Application for Special Use Permit, Public Parking Garage, 535 Duane St. (PDF)
- 11. Proof of Ownership (PDF)
- 12. Affidavit of Authorization (PDF)
- 13. IDNR Report (PDF)
- 14. Quantitative Summary - List of Deviations (PDF)
- 15. Alta Survey, dated 7-2-2019 (PDF)
- 16. Topographic Survey, dated 2-14-2019 (PDF)
- 17. Existing Conditions Plan, dated 7-2-2019 (PDF)
- 18. Demolition Plan - C-100, issue date 11-14-2019 (PDF)
- 19. Phasing Plan Exhibit, Sheet C-200 modified by staff (PDF)
- 20. Preliminary PUD Plan - C-201, issue 11-14-2019(PDF)
- 21. Final PUD Plan - Phase 1 - C-200, issue 11-14-2019 (PDF)
- 22. Site Utility Plan - C-300, issue date 11-14-2019 (PDF)
- 23. Grading and Paving Plan - C-400, issue date 11-14-2019 (PDF)
- 24. Landscape Plan and Details - L-100 - L-200, issue date 11-14-2019 (PDF)
- 25. Tree Preservation Plan - TP-100, issue date 11-14-2019 (PDF)
- 26. Floor Plans, Lower Tier - Top Tier, AG-101 - AG105, issue date 11-14-2019 (PDF)
- 27. Building Elevations - A-200 - A-201, issue date 11-14-2019 (PDF)
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- 30. Renderings - Proposed Parking Garage (PDF)
- 31. Renderings - Public Spaces, Pathways (PDF)
- 32. Site Photometrics, Phase 1 - EP-600, issue date 11-14-2019 (PDF)
- 33. Light Level Deviation Justification - Light Fixture Specs (PDF)
- 34. Traffic Impact Study, dated 4-15-2019 (PDF)
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- 36. Excerpts from 2001 Comprehensive Plan (PDF)
- 37. Excerpts from 2009 Downtown Strategic Plan (PDF)
- 38. Excerpts from 2013 Streetscape Plan - Parking Study (PDF)
- 39. Exhibit A, Setbacks - Average Existing Grade (PDF)
- 40. Exhibit B, Height (PDF)
- 41. Exhibit C, Parking Modules (PDF)
- 42. Exhibit D, Height - Light Poles (PDF)
- 43. Civic Center Parking Garage - Main Street Connection Development History (PDF)
- 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (PDF)

GIS consortium MapOffice™

Aerial Photo

Map created on December 3, 2019.

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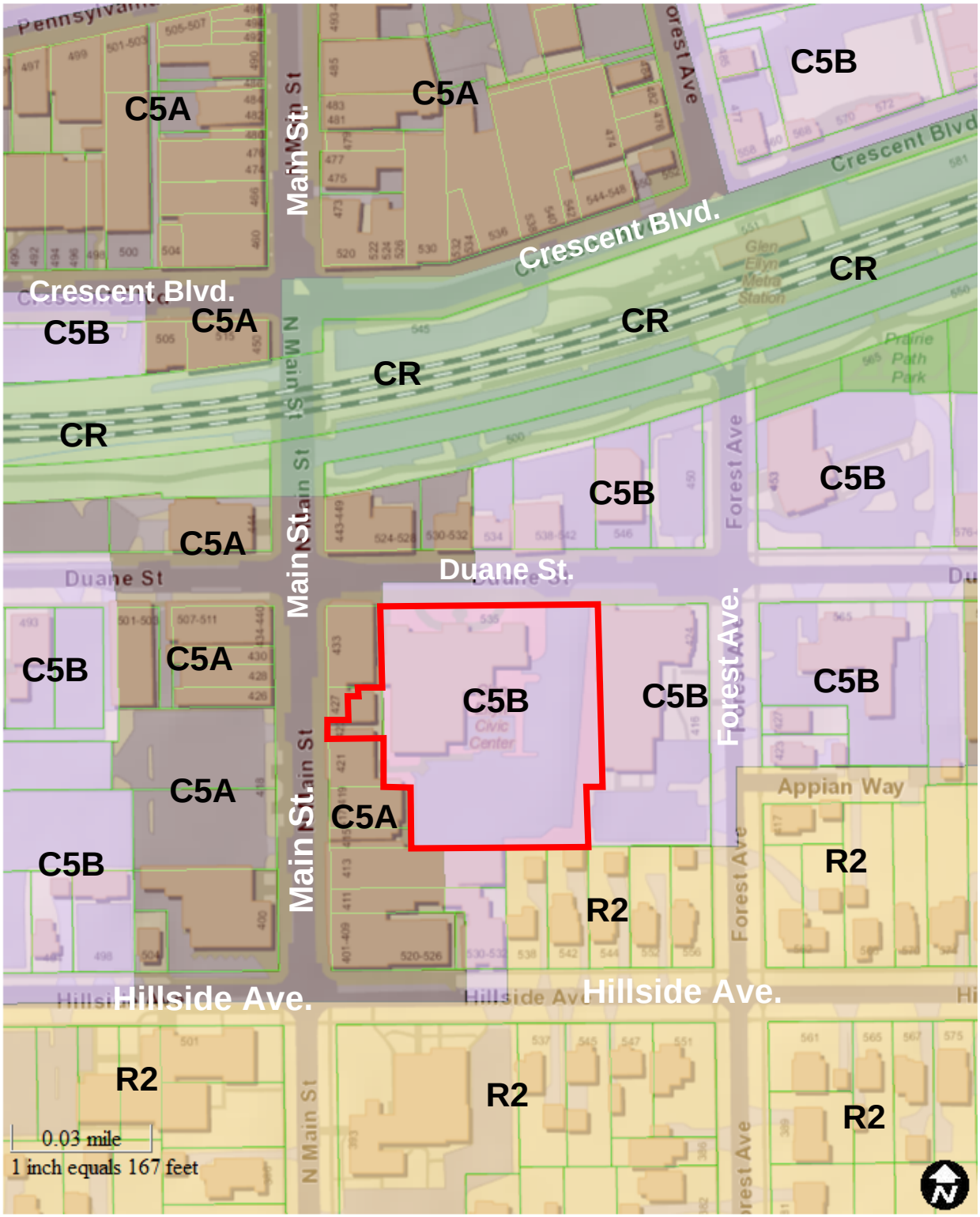
Attachment: 1. Aerial Photo (4256 : 535 Duane Street & 423 N. Main Street I)

GIS consortium MapOffice™

Location & Zoning Map



Map created on December 6, 2019.

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Attachment: 2. Location - Zoning Map (4256 : 535 Duane Street & 423 N. Main Street |)

NOTICE OF PUBLIC HEARING

M.A. Mortenson Company, the petitioner, is requesting approval of a Special Use for a Planned Unit Development with zoning deviations and a Special Use Permit to allow a public use on the properties located at 535 Duane Street and 423 N. Main Street on behalf of the property owner, the Village of Glen Ellyn. The petitioner is also requesting approval of a Special Use Permit to allow a public parking garage on the property located at 535 Duane Street even though the Special Use is not required. The requests are associated with the proposed construction of a four-story public parking garage to the south of the existing principal structure, commonly known as the Glen Ellyn Civic Center. The proposed public parking garage will have one level of underground parking for a total of five tiers of parking. The use also includes the demolition of the vacant commercial building and residential structure located at 423 N. Main Street for the redevelopment to a public use. The properties are approximately 1.78 acres in total.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Plan Commission will consider the requests on **Thursday, December 12, 2019 at 7:00 p.m.**, in the Galligan Board room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

The Plan Commission will consider the petitioner's requests for approval of the following:

1. A Special Use Permit for a Planned Unit Development on the properties located at 535 Duane Street and 423 N. Main Street in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.

2. The following zoning deviations from the Glen Ellyn Zoning Code:

    a. Section 10-4-17-2(D)(1)(c) to allow a public parking garage to encroach approximately 15 feet 10 inches into the required 20-foot rear yard from residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, and 413 N. Main Street;
    b. Section 10-4-17-2(D)(1)(c) to not require landscaping as a visual buffer in the required 20-foot rear yard from residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, and 413 N. Main Street;
    c. Section 10-4-17-2(D)(1)(c) to allow a public parking garage to encroach approximately 6 feet 10 inches into the required 20-foot rear yard from residential uses located at 419 N. Main Street;
    d. Section 10-4-17-2(D)(1)(c) to not require landscaping as a visual buffer in the required 20-foot rear yard from residential uses located at 419 N. Main Street;
    e. Section 10-4-17-2(D)(1)(d) to allow a public parking garage to encroach approximately 9 feet 3 inches into the required 20-foot side yard from residential uses located at 419 N. Main Street;
    f. Section 10-4-17-2(D)(1)(d) to not require landscaping as a visual buffer in the required 20-foot side yard from residential uses located at 419 N. Main Street;
    g. Section 10-5-8(I) to allow double rows of 90-degree parking stall modules to be a length of 60 feet where 63 feet is required, with a parking stall length of 18 feet where 19 feet is required and drive aisle widths of 24 feet where 25 feet is required inside the

proposed parking garage;

h. Section 10-5-8(H) to allow a landscape island to be 6 feet wide where a width of 9 feet is required on the proposed surface parking lot;
i. Section 10-4-17-2(E)(1) to allow the proposed parking garage to not have a "step back" of 15 feet where the building is taller than 45 feet;
j. Section 10-5-13(L)(3) to not require an opaque screen between the heights of 6 and 7 feet along the side and rear lot lines adjacent to residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, 413 N. Main Street, 417 N. Main Street, 419 N. Main Street, and 421 N. Main Street;
k. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located at 413 N. Main Street, 417 N. Main Street, 419 N. Main Street, and 421 N. Main Street to exceed 0.5 foot-candles and be of a level deemed reasonable and necessary for minimum security and safety purposes by the Community Development Director;
l. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.

3. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow a public use on the properties located at 535 Duane Street and 423 N. Main Street.

4. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow a public parking garage on the property located at 535 Duane Street even though it is not required in the C5 Central Business District. Normally, a parking garage requires its own Special Use, but not in the C5 Central Business District where it is rolled into the overall Planned Unit Development that encompasses all special uses.

The subject properties are legally described as follows:

535 DUANE STREET
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS; AND

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-024; and

423 N. MAIN STREET
THE EAST 29.2 OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, 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 NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-003

All persons who are interested are invited to attend the public hearing to listen and be heard. Plans related to the proposed development are available for public review at any time prior to or after the Plan Commission meeting in the Community Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois, and also on the Village's website at: http://glenellyn.org (Home / Government / Departments / Community Development / Development Projects / Parking Garage and Main Street Pedestrian Access). Questions related to the project should be directed to Katie Ashbaugh, Planner, (630) 547-5249.

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

Katie Ashbaugh
Planner, Village of Glen Ellyn

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Duane\Duane 535, Civic Center Garage\4. Public Notices\191127_Public Hearing Notice.docx

400 MAIN LLC
OR CURRENT PROPERTY OWNER
1111 E TOUHY AVE 230
DES PLAINES, IL 60018

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

428 NORTH MAIN STREET LLC
OR CURRENT PROPERTY OWNER
428 N MAIN ST
GLEN ELLYN, IL 60137

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

561 HILLSIDE LLC
OR CURRENT PROPERTY OWNER
189 LOWELL AVE
GLEN ELLYN, IL 60137

565 DUANE LLC
OR CURRENT PROPERTY OWNER
5645 W 35TH ST
CICERO, IL 60804

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

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

BEN ENTELA LLC
OR CURRENT PROPERTY OWNER
220 W CENTRAL AVE
LOMBARD, IL 60148

BODE, LINCOLN & GAIL
OR CURRENT PROPERTY OWNER
566 HILLSIDE AVE
GLEN ELLYN, IL 60137

BRAZIER, JONATHAN B
OR CURRENT PROPERTY OWNER
547 HILLSIDE AVE
GLEN ELLYN, IL 60137

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

BROSNAN, PATRICK & RITA
OR CURRENT PROPERTY OWNER
545 HILLSIDE AVE
GLEN ELLYN, IL 60137

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

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

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

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

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

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

FIRST UNITED METHODIST
OR CURRENT PROPERTY OWNER
424 FOREST AVE
GLEN ELLYN, IL 60137

FLAHERTY, MICHAEL & JILL
OR CURRENT PROPERTY OWNER
280 HAWTHORNE ST
GLEN ELLYN, IL 60137

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

GLEN ELLYN BIBLE CHURCH
OR CURRENT PROPERTY OWNER
390 MAIN ST
GLEN ELLYN, IL 60137

GLEN ELLYN PARK DIST
OR CURRENT PROPERTY OWNER
185 SPRING AVE
GLEN ELLYN, IL 60137

HANSEN, BARBARA A
OR CURRENT PROPERTY OWNER
551 HILLSIDE AVE
GLEN ELLYN, IL 60137

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

HILL, DYER & CASEY
OR CURRENT PROPERTY OWNER
556 HILLSIDE AVE
GLEN ELLYN, IL 60137

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

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

LAGERLOEF, KIMBERLY S
OR CURRENT PROPERTY OWNER
544 HILLSIDE AVE
GLEN ELLYN, IL 60137

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

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

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

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

THIEME, REBECCA
OR CURRENT PROPERTY OWNER
417 FOREST AVE
GLEN ELLYN, IL 60137

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

MILLONZI, ROYP
OR CURRENT PROPERTY OWNER
552 HILLSIDE AVE
GLEN ELLYN, IL 60137

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

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

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

US BANK CORP
OR CURRENT PROPERTY OWNER
2800 E LAKE ST
MINNEAPOLIS, MN 55406

RAY WHALEN BUILDERS INC
OR CURRENT PROPERTY OWNER
PO BOX 3380
GLEN ELLYN, IL 60137

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

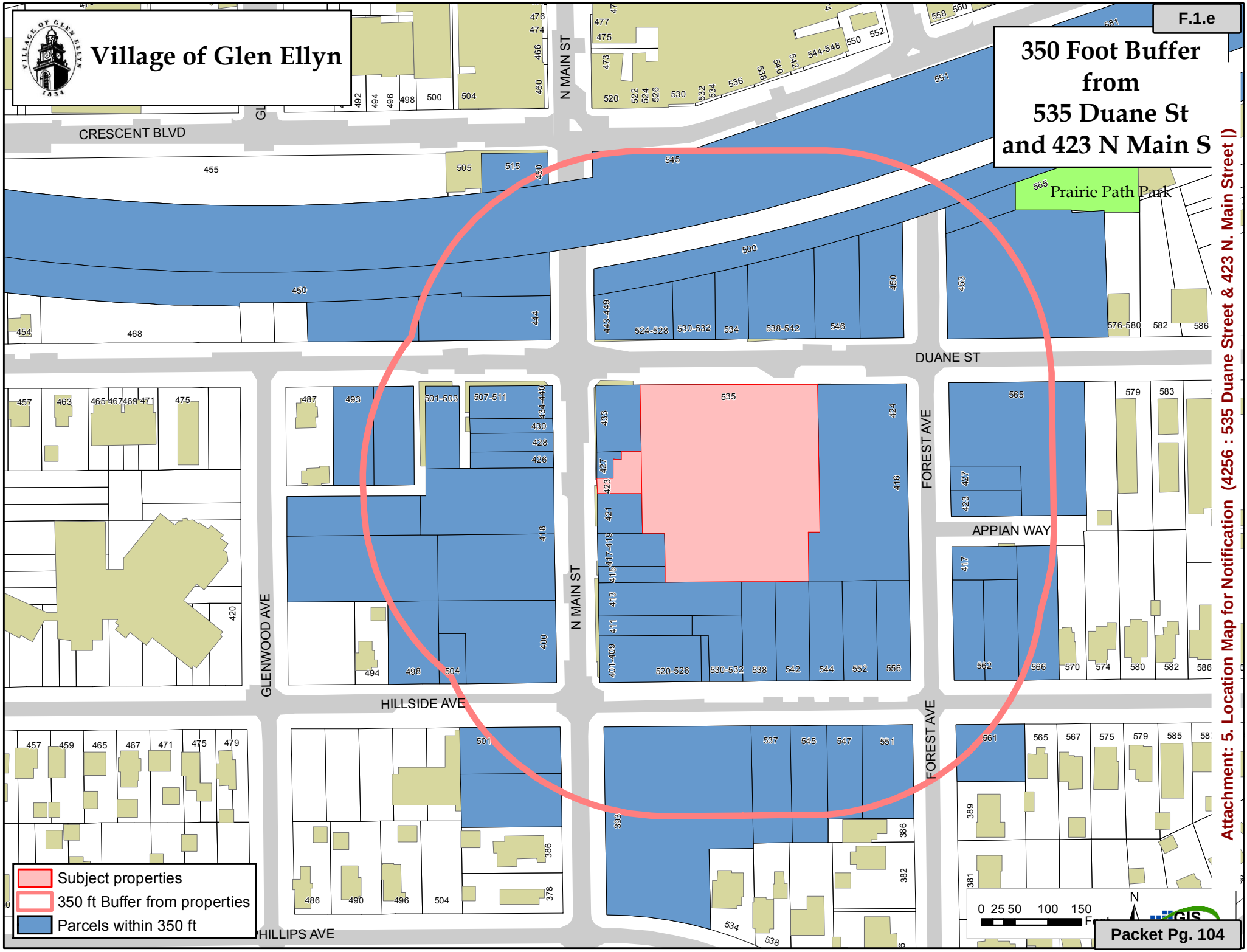
SOLEM, PAMELA H
OR CURRENT PROPERTY OWNER
1305 HEATHERTON DR
NAPERVILLE, IL 60563

TERMOSJ LLC
OR CURRENT PROPERTY OWNER
1315 CINDY LN
SANDWICH, IL 60548

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

Village of Glen Ellyn

350 Foot Buffer from 535 Duane St and 423 N Main S



Attachment: 5. Location Map for Notification (4256 : 535 Duane Street & 423 N. Main Street |)

RECEIVED
DEC 04 2019
VILLAGE OF GLEN ELLYN

NOTICE OF PUBLIC HEARING

M.A. Mortenson Company, the petitioner, is requesting approval of a Special Use for a Planned Unit Development with zoning deviations and a Special Use Permit to allow a public use on the properties located at 535 Duane Street and 423 N. Main Street on behalf of the property owner, the Village of Glen Ellyn. The petitioner is also requesting approval of a Special Use Permit to allow a public parking garage on the property located at 535 Duane Street even though the Special Use is not required. The requests are associated with the proposed construction of a four-story public parking garage to the south of the existing principal structure, commonly known as the Glen Ellyn Civic Center. The proposed public parking garage will have one level of underground parking for a total of five tiers of parking. The use also includes the demolition of the vacant commercial building and residential structure located at 423 N. Main Street for the redevelopment to a public use. The properties are approximately 1.78 acres in total.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Plan Commission will consider the requests on **Thursday, December 12, 2019 at 7:00 p.m.**, in the Galligan Board room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

The Plan Commission will consider the petitioner's requests for approval of the following:

1. A Special Use Permit for a Planned Unit Development on the properties located at 535 Duane Street and 423 N. Main Street in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.
2. The following zoning deviations from the Glen Ellyn Zoning Code:
   a. Section 10-4-17-2(D)(1)(c) to allow a public parking garage to encroach approximately 15 feet 10 inches into the required 20-foot rear yard from residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, and 413 N. Main Street;
   b. Section 10-4-17-2(D)(1)(c) to not require landscaping as a visual buffer in the required 20-foot rear yard from residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, and 413 N. Main Street;
   c. Section 10-4-17-2(D)(1)(c) to allow a public parking garage to encroach approximately 6 feet 10 inches into the required 20-foot rear yard from residential uses located at 419 N. Main Street;
   d. Section 10-4-17-2(D)(1)(c) to not require landscaping as a visual buffer in the required 20-foot rear yard from residential uses located at 419 N. Main Street;
   e. Section 10-4-17-2(D)(1)(d) to allow a public parking garage to encroach approximately 9 feet 3 inches into the required 20-foot side yard from residential uses located at 419 N. Main Street;
   f. Section 10-4-17-2(D)(1)(d) to not require landscaping as a visual buffer in the required 20-foot side yard from residential uses located at 419 N. Main Street;
   g. Section 10-5-8(I) to allow double rows of 90-degree parking stall modules to be a length of 60 feet where 63 feet is required, with a parking stall length of 18 feet where 19 feet is required and drive aisle widths of 24 feet where 25 feet is required inside the proposed parking garage;
   h. Section 10-5-8(H) to allow a landscape island to be 6 feet wide where a width of 9 feet is required on the proposed surface parking lot;
   i. Section 10-4-17-2(E)(1) to allow the proposed parking garage to not have a "step back" of 15 feet where the building is taller than 45 feet;
   j. Section 10-5-13(L)(3) to not require an opaque screen between the heights of 6 and 7 feet along the side and rear lot lines adjacent to residential uses located at 542 Hillside Avenue, 538 Hillside Avenue, 413 N. Main Street, 417 N. Main Street, 419 N. Main Street, and 421 N. Main Street;
   k. Section 10-5-13(M)(2)(a)(1) to allow foot-candle levels adjacent to residential uses located at 413 N. Main Street, 417 N. Main Street, 419 N. Main Street, and 421 N. Main Street to exceed 0.5 foot-candles and be of a level deemed reasonable and necessary for minimum security and safety purposes by the Community Development Director;
   l. Any other deviations necessary to construct the development as depicted on the plans presented and available for public review.
3. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow a public use on the properties located at 535 Duane Street and 423 N. Main Street.
4. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow a public parking garage on the property located at 535 Duane Street even though it is not required in the C5 Central Business District. Normally, a parking garage requires its own Special Use, but not in the C5 Central Business District where it is rolled into the overall Planned Unit Development that encompasses all special uses.

The subject properties are legally described as follows:

535 DUANE STREET
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS; AND
LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-11-328-024; and

423 N. MAIN STREET
THE EAST 29.2 OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, 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 NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-11-328-003

All persons who are interested are invited to attend the public hearing to listen and be heard. Plans related to the proposed development are available for public review at any time prior to or after the Plan Commission meeting in the Community Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois, and also on the Village's website at: http://glenellyn.org (Home / Government / Departments / Community Development / Development Projects / Parking Garage and Main Street Pedestrian Access). Questions related to the project should be directed to Katie Ashbaugh, Planner, (630) 547-5249.

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

Katie Ashbaugh
Planner, Village of Glen Ellyn
Published in Daily Herald November 27, 2019 (4536590)

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 publishe of the **DuPage County DAILY HERALD**. That said **DuPage Coun DAILY HERALD** is a secular newspaper, published in Naperville ar 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, Medina Naperville,Oakbrook, Oakbrook Terrace, Plainfield,Roselle, Villa Par 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 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 tr copy, was published 11/27/2019
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 Raetzman
Designee of the Publisher and Officer of the Daily Herald

Control # 4536590

Attachment: 6. Certificate of Publication (4256 : 535 Duane Street & 423 N. Main Street |)

APPLICATION FOR APPROVAL OF PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN

CLEAR PAGE

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 United Development Plan (PUD), as described below.

Date Filed: **10/11/19** Application No. _____

Type of PUD: **Commercial**
(Residential, Commercial, Other)

Name of Applicant: **M.A. Mortenson Company**

Address of Applicant: **300 Park Blvd., Suite 100, Itasca, IL 60143**

Business Phone: **847.981.8600** (Mobile): _____

Email: _____ (Fax): **847.981.8667**

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

Name of Owner(s): **Village of Glen Ellyn**

Address: **423 N. Main Street, Glen Ellyn, IL 60137 and 535 Duane Street, Glen Ellyn, IL 60137**

Legal Description of Property:

Please see next page for legal description.

Zoning Classification: **C5B, C5A** Property Size/Area: 535 Duane Street- 1.713 acres 423 N. Main Street - 0.070 acres

Present Use: **423 N Main Street - Vacant commercial storefront & multifamily housing; 535 Duane Street - Parking Lot**

Requested Use/Construction:

5 tier (one below grade and four above grade) public parking structure

Estimated Date to Start Construction: TBD

Legal Description of Property:

423 N. MAIN STREET, GLEN ELLYN, IL 60137
THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, 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 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-003

535 DUANE STREET, GLEN ELLYN, IL 60137
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECRODED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

CLEAR PAGE

(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:

The proposed development is an essential component of the Village Downtown Strategic Plan, which was adopted in 2009, and outlines the goal of the Village to "Create an economically-viable Downtown that is attractive to citizens and businesses". Neighboring properties in the Central Business District will significantly benefit from the increased parking available to meet their business growth needs. The proposed development will assist in stimulating the south half of the Downtown by offering more opportunities to park close to Downtown core businesses and community uses. Adding 209 parking stalls will almost triple the current parking capacities in the same area and most of the parking will be covered; the result will allow for greatly enhanced access to Downtown uses that don't always exist with the current parking configuration.

The area of the proposed development currently exists as a surface parking lot; therefore, the usage of the area will remain the same and will be enhanced. Being directly to the rear of the Civic Center, and to the rear of the existing Downtown commercial buildings, the property is likely undevelopable as any other use; maximizing the use of the property to provide parking can free up other parcels of land in the Downtown to be used as revenue generating developments.

Nearby residential areas will also benefit by lessening the impact of vehicles in the area searching for parking, which can reduce unintended vehicle trips as well as reducing exhaust emissions to the area. The submitted traffic impact study notes that any additional traffic to the surrounding roadways will perform at acceptable levels.

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:

The proposed use will not only be in harmony with the general and specific purposes for which the code was enacted, they will be taking the intent of the code much further. By pursuing this Planned Unit Development (PUD), the Village of Glen Ellyn will be supporting the current downtown commercial area with the parking they desperately need to maintain and expand their businesses and will be providing the Village with critical civic activity and commuter parking needs. Parking currently exists in this area and by creating a higher density of parking in the same location, the result will offer more people a shorter walk to places they need to go. Pressure on parking deep into residential neighborhoods will be reduced on busy days. The proposed PUD will maximize and centralize parking in the southern portion of the downtown, and when combined with the existing parking on the north side of downtown, the result will offer visitors and residents effective options for short and longer term daily parking.

The Village Downtown Strategic Plan outlines the goal of the Village to "Create an economically-viable Downtown that is attractive to citizens and businesses". A key component of the plan instructs the Village to "Improve the sufficiency and convenience of the Downtown parking supply north and south of the railroad tracks". The proposed parking structure will enhance access to Downtown core uses, is a key component of the Village Downtown Strategic Plan, and will be a welcome asset for all uses in the Downtown area.

Furthermore, the proposed parking structure will directly meet the needs stated in Objective 9, Strategy and Measure 9, and Initiative 11 of the Downtown Strategic Plan. An analysis of these items are as follows:

Objective 9: The proposed parking structure will directly improve the sufficiency and convenience of the Downtown parking supply south of the tracks. By way of parking policy, adding parking supply south of the tracks will result of less pressure on the parking which exists on the north side of the tracks, which will free up parking for additional uses.

Strategy and Measure 9: The proposed parking structure directly increases the number of conveniently located public, commuter, and merchant parking in the Downtown. Per Measure 9, one or two parking structures are to be constructed near the train station, where they will be convenient for shoppers and commuters. The proposed parking structure fulfills this requirement.

Initiative 11: Initiative 11 is as follows: “Construct a new parking structure south of the Glen Ellyn Train Station and northeast of the Civic, Leadership, and Learning Center in the vicinity of Duane Street and Forest Avenue. The facility should be designed to accommodate commuter, merchant, and public parking demand”. The proposed parking structure is in the near vicinity of the location identified in the Initiative, and meets the purpose and intent of Initiative 11.

CLEAR PAGE

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 proposed parking ramp will be harmonious and appropriate with the existing character of the downtown by:
1.Compatibility with the downtown in its design, and by taking inspiration from the surrounding architecture, most significantly, the Civic Center.
2.Providing design quality, by the incorporation of a historic vocabulary and use of quality materials such as clay brick masonry and precast concrete created to emulate limestone of the adjacent architecture.
3.Reflecting the unique identity of the historic structures of the Village, and the atmosphere of the downtown, by utilizing features which reduce building mass such as architectural articulation, window patterns, and similar architectural and functional elements, and by reflecting the style of the Civic center by richly detailed cornices, and changes in materials to compliment the character of the Civic Center.

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

The development area currently exists as a surface parking lot. The proposed development will only serve to decrease any disturbances to the area. Vehicles will now be screened from public view, and impact from vehicle headlights will be significantly reduced, as they will now be blocked by building elements. Parking structures are identified by the Building Code as low hazard facilities; low hazard facilities have one of the lowest fire potential of any type of buildings under the purview of the Building code.

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 Glen Ellyn Fire Department has been involved in the design process for the proposed development and has indicated the building can be adequately serviced. The Village Engineering Staff has also been involved in the design process of the proposed development and is in agreement with drainage, water, and sewer design intent. The submitted traffic impact study notes that any additional traffic to the surrounding roadways will perform at acceptable levels.

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:

Since the Village is developing and will own the proposed development, the Village will incur the costs of development and maintenance. The proposed development will assist in expanding the economic welfare of the Village by assisting in the economic development of the Downtown.

CLEAR PAGE

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 proposed development will be designed to conform to applicable building codes, which regulate the life safety and welfare of the general public. The surrounding area will benefit by lessening the impact of vehicles in the area searching for parking, which can reduce unintended vehicle trips as well as reducing exhaust emissions to the area.

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:

Existing access drive point to Duane Street is to be used.

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

The proposed project reduces overland flow to the adjacent properties. The proposed development is located on existing developed and impervious surface and will connect to the existing on-site storm sewer. Per village engineering staff, the existing downstream storm sewer is of sufficient capacity to accommodate the changes to the site due to the proposed development.

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

The proposed parking ramp will not result in destruction, loss or damage of natural, scenic or historical features of major importance, and will, as proposed enhance the historic features of the downtown by providing a development which takes its inspiration from the historic vocabulary of its surroundings.

CLEAR PAGE

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.

10/11/2019	**Candace Small**	Candace Small
Date	Print Name	Signature of Applicant
Date	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

Attachment: 7. Petitioner's Application for Preliminary PUD Approval (4256 : 535 Duane Street & 423 N. Main Street |)

APPLICATION FOR APPROVAL OF
FINAL PLANNED UNIT DEVELOPMENT PLAN

CLEAR PAGE

Date filed: **10/11/19** Application No. _____

Common Name of PUD: **Glen Ellyn Civic Center Campus PUD**

Type of PUD: **Commercial**
(Residential, Commercial, Other)

Name of Applicant: **M.A. Mortenson Company**

Address of Applicant: **300 Park Blvd., Suite 100, Itasca, IL 60143**

Business Phone: **847.981.8600** (Mobile): _____

Email: _____ (Fax): **847.981.8667**

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

Name of Owner(s): **Village of Glen Ellyn**

Address: **535 Duane Street, Glen Ellyn IL 60137**

Legal Description of Property:

Please see next page for legal description.

Zoning Classification: **C5B** Property Size/Area: 535 Duane Street- 1.713 acres

Requested Use/Construction:

5 tier (one below grade and four above grade) public parking structure.

Date of Preliminary PUD Plan Approval: -

Estimated Date to Start Construction: TBD

10/11/2019
Date

Candace Gyrall
Signature of Applicant

PUD Application Packet FILLABLE 082217 lg.docx

Attachment: 8. Petitioner's Application for Final PUD Approval, Phase 1 (4256 : 535 Duane Street & 423 N. Main Street |)

Legal Description of Property:

535 DUANE STREET, GLEN ELLYN, IL 60137
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECRODED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

APPLICATION FOR SPECIAL USE PERMIT

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: **10/11/19** Application No: _____

Name of Applicant: **M.A. Mortenson Company**

Address of Applicant: **300 Park Blvd., Suite 100, Itasca, IL 60143**

Business Phone: **847.981.8600** Fax: **847.981.8667**

Home Phone: _____ Mobile Phone: _____

Email: _____

Property Interest of Applicant: **Design-Builder**

(Owner, Contract Purchaser, Owner Representative)

Name of Owner: **Village of Glen Ellyn**

Address of Owner: **535 Duane Street, Glen Ellyn, IL**

Business Phone: **630.469.5000** Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: _____

Property Address: **423 N. Main Street, Glen Ellyn, IL 60137 and 535 Duane Street, Glen Ellyn, IL 60137**

Legal Description of Property:

Please see next page for legal description.

Permanent Index No. (PIN): 05-11-328-003 / 05-11-328-024 Zoning: C5B - 535 Duane, C5A - 423 N. Main

Lot Dimensions: Refer to Survey Lot Area: 535 Duane Street- 1.713 acres 423 N. Main Street - 0.070 acres

Present Use:

423 N Main Street - Vacant commercial storefront & multifamily housing;
535 Duane Street - Parking Lot

Requested Use/Construction:

Public Use

Estimated Date to Begin New Use/Construction: TBD

Legal Description of Property:

423 N. MAIN STREET, GLEN ELLYN, IL 60137
THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, 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 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-003

535 DUANE STREET, GLEN ELLYN, IL 60137
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECRODED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.): CLEAR PAGE

Walker Consultants - Parking Consultant / Structural Engineer
2895 Greenspoint Pkwy, Suite 600, Hoffman Estates, IL 60169, 847.697.2640

Shive-Hattery - Architect / MEP+FP Engineer
440 North Wells Street, Suite 320, Chicago, IL 60564, 312.324.5500

Eriksson Engineering Associates, Ltd - Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A, Grayslake, IL 60030, 847.223.4804

Narrative Statement evaluating the economic effects on 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, and 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:

The proposed development is an essential component of the Village Downtown Strategic Plan, which was adopted in 2009, and outlines the goal of the Village to "Create an economically-viable Downtown that is attractive to citizens and businesses". Neighboring properties in the Central Business District will benefit from the plaza area and the connection it provides to the proposed parking garage. The plaza will not provide noise, glare, odor, fumes or vibration on adjoining properties. The design team intent to select plaza finishes complimentary with the street scape will create a cohesive look through the Central Business District.

Describe How the Special Use:

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:

   The proposed public uses will compliment the historic commercial uses of downtown Glen Ellyn and create opportunities for outdoor activities as well as connections from the pedestrian-oriented shopping and business to additional parking facilities.

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 public areas are designed to be complimentary with the street scape to create a cohesive look through the Central Business District.

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

   A public use enhances the pedestrian oriented retail and businesses by drawing more residents downtown. The overall look and feel of the development is cohesive with the existing neighborhood.

CLEAR PAGE

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 Glen Ellyn Fire Department has been involved in the design process for the proposed development and has indicated the building can be adequately serviced. The Village Engineering Staff has also been involved in the design process of the proposed development and is in agreement with drainage, water, and sewer design intent. The submitted traffic impact study notes that any additional traffic to the surrounding roadways will perform at acceptable levels.

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:

Since the Village is developing and will own the proposed development, the Village will incur the costs of development and maintenance. The proposed development will assist in expanding the economic welfare of the Village by assisting in the economic development of the Downtown.

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 proposed development will be designed to conform to applicable building codes, which regulate the life safety and welfare of the general public. The surrounding area will benefit by increased public use space.

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:

Existing access drive points to Duane Street are utilized.

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

The proposed project reduces overland flow to the adjacent properties. The proposed development is located on existing developed and impervious surface and will connect to the existing on-site storm sewer. Per village engineering staff, the existing downstream storm sewer is of sufficient capacity to accommodate the changes to the site due to the proposed development.

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

The proposed public use will not result in destruction, loss or damage of natural, scenic or historical features of major importance, and will, as proposed enhance the historic features of the downtown by providing a development which takes its inspiration from the historic vocabulary of its surroundings.

CLEAR PAGE

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.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

10/11/2019	**Candace Small**	Candace Small
Date	Print Name	Signature of Applicant
Date	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

APPLICATION FOR SPECIAL USE PERMIT

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: **10/11/19** Application No: _____

Name of Applicant: **M.A. Mortenson Company**

Address of Applicant: **300 Park Blvd., Suite 100, Itasca, IL 60143**

Business Phone: **847.981.8600** Fax: **847.981.8667**

Home Phone: _____ Mobile Phone: _____

Email: _____

Property Interest of Applicant: **Design-Builder**

(Owner, Contract Purchaser, Owner Representative)

Name of Owner: **Village of Glen Ellyn**

Address of Owner: **535 Duane Street, Glen Ellyn, IL**

Business Phone: **630.469.5000** Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: _____

Property Address: **535 Duane Street, Glen Ellyn, IL 60137**

Legal Description of Property:

Please see next page for legal description.

Permanent Index No. (PIN): 05-11-328-024 Zoning: C5B

Lot Dimensions: Refer to Survey Lot Area: 535 Duane Street- 1.713 acres

Present Use:

535 Duane Street - Parking Lot

Requested Use/Construction:

Five tier (one below grade and four above grade) public parking structure.

Estimated Date to Begin New Use/Construction: TBD

Legal Description of Property:

535 DUANE STREET, GLEN ELLYN, IL 60137
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECRODED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

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PIN: 05-11-328-024

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.): CLEAR PAGE

Walker Consultants - Parking Consultant / Structural Engineer
2895 Greenspoint Pkwy, Suite 600, Hoffman Estates, IL 60169, 847.697.2640

Shive-Hattery - Architect / MEP+FP Engineer
440 North Wells Street, Suite 320, Chicago, IL 60564, 312.324.5500

Eriksson Engineering Associates, Ltd - Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A, Grayslake, IL 60030, 847.223.4804

Narrative Statement evaluating the economic effects on 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, and 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:

See attached sheet.

Describe How the Special Use:

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:

   See attached sheet.

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:

   See attached sheet.

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

   See attached sheet.

Narrative Statement:

The proposed development is an essential component of the Village Downtown Strategic Plan, which was adopted in 2009, and outlines the goal of the Village to "Create an economically-viable Downtown that is attractive to citizens and businesses". Neighboring properties in the Central Business District will significantly benefit from the increased parking available to meet their business growth needs. The proposed development will assist in stimulating the south half of the Downtown by offering more opportunities to park close to Downtown core businesses and community uses. Adding 209 parking stalls will almost triple the current parking capacities in the same area and most of the parking will be covered; the result will allow for greatly enhanced access to Downtown uses that don't always exist with the current parking configuration.

The area of the proposed development currently exists as a surface parking lot; therefore, the usage of the area will remain the same and will be enhanced. Being directly to the rear of the Civic Center, and to the rear of the existing Downtown commercial buildings, the property is likely undevelopable as any other use; maximizing the use of the property to provide parking can free up other parcels of land in the Downtown to be used as revenue generating developments.

Nearby residential areas will also benefit by lessening the impact of vehicles in the area searching for parking, which can reduce unintended vehicle trips as well as reducing exhaust emissions to the area. The submitted traffic impact study notes that any additional traffic to the surrounding roadways will perform at acceptable levels.

Describe How the Special Use:
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:

The proposed use will not only be in harmony with the general and specific purposes for which the code was enacted, they will be taking the intent of the code much further. By pursuing this Planned Unit Development (PUD), the Village of Glen Ellyn will be supporting the current downtown commercial area with the parking they desperately need to maintain and expand their businesses and will be providing the Village with critical civic activity and commuter parking needs. Parking currently exists in this area and by creating a higher density of parking in the same location, the result will offer more people a shorter walk to places they need to go. Pressure on parking deep into residential neighborhoods will be reduced on busy days. The proposed PUD will maximize and centralize parking in the southern portion of the downtown, and when combined with the existing parking on the north side of downtown, the result will offer visitors and residents effective options for short and longer term daily parking.

The Village Downtown Strategic Plan outlines the goal of the Village to "Create an economically-viable Downtown that is attractive to citizens and businesses". A key component of the plan instructs the Village to "Improve the sufficiency and convenience of the Downtown parking supply north and south of the railroad tracks". The proposed public parking structure will enhance access to Downtown core uses, is a key component of the Village Downtown Strategic Plan, and will be a welcome asset for all uses in the Downtown area.

Furthermore, the proposed parking structure will directly meet the needs stated in Objective 9, Strategy and Measure 9, and Initiative 11 of the Downtown Strategic Plan. An analysis of these items are as follows:

Objective 9: The proposed parking structure will directly improve the sufficiency and convenience of the Downtown parking supply south of the tracks. By way of parking policy, adding parking supply south of the tracks will result of less pressure on the parking which exists on the north side of the tracks, which will free up parking for additional uses.

Strategy and Measure 9: The proposed parking structure directly increases the number of conveniently located public, commuter, and merchant parking in the Downtown. Per Measure 9, one or two parking structures are to be constructed near the train station, where they will be convenient for shoppers and commuters. The proposed parking structure fulfills this requirement.

Initiative 11: Initiative 11 is as follows: "Construct a new parking structure south of the Glen Ellyn Train Station and northeast of the Civic, Leadership, and Learning Center in the vicinity of Duane Street and Forest Avenue. The facility should be designed to accommodate commuter, merchant, and public parking demand". The proposed public parking structure is in the near vicinity of the location identified in the Initiative, and meets the purpose and intent of Initiative 11.

Describe How the Special Use:
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 exterior expression of the proposed Glen Ellyn Parking Ramp was developed to compliment and draw inspiration from the historic architecture of the Glen Ellyn Civic Center, to which it is directly adjacent. The Civic Center provided the inspiration for the following architectural style elements on the Parking Ramp:

1. Strong projecting cornice near the top of the structure.
2. Articulated belt course.
3. Tall narrow fenestration arranged in a evenly spaced horizontal pattern.
4. Articulated feature panels above and below openings.
5. Multi-paned window mullion patterns.

Of the various architectural styles in Glen Ellyn, the proposed structure most closely emulates the architecture of the Civic Center, due to its proximity and similar massing.

Describe How the Special Use:
3. Will not be hazardous or disturbing to existing or future neighborhood uses:

The development area currently exists as a surface parking lot. The proposed development will only serve to decrease any disturbances to the area. Vehicles will now be screened from public view, and impact from vehicle headlights will be significantly reduced, as they will now be blocked by building elements. Parking structures are identified by the Building Code as low hazard facilities; low hazard facilities have one of the lowest fire potential of any type of buildings under the purview of the Building code.

CLEAR PAGE

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 Glen Ellyn Fire Department has been involved in the design process for the proposed development and has indicated the building can be adequately serviced. The Village Engineering Staff has also been involved in the design process of the proposed development and is in agreement with drainage, water, and sewer design intent. The submitted traffic impact study notes that any additional traffic to the surrounding roadways will perform at acceptable levels.

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:

Since the Village is developing and will own the proposed development, the Village will incur the costs of development and maintenance. The proposed development will assist in expanding the economic welfare of the Village by assisting in the economic development of the Downtown.

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 proposed development will be designed to conform to applicable building codes, which regulate the life safety and welfare of the general public. The surrounding area will benefit by lessening the impact of vehicles in the area searching for parking, which can reduce unintended vehicle trips as well as reducing exhaust emissions to the area.

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:

Existing access drive point to Duane Street is utilized.

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

The proposed project reduces overland flow to the adjacent properties. The proposed development is located on existing developed and impervious surface and will connect to the existing on-site storm sewer. Per village engineering staff, the existing downstream storm sewer is of sufficient capacity to accommodate the changes to the site due to the proposed development.

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

The proposed parking ramp will not result in destruction, loss or damage of natural, scenic or historical features of major importance, and will, as proposed enhance the historic features of the downtown by providing a development which takes its inspiration from the historic vocabulary of its surroundings.

CLEAR PAGE

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.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

10/11/2019	**Candace Small**	Candace Small
Date	Print Name	Signature of Applicant
Date	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

EXHIBIT 1

QUIT CLAIM DEED
ILLINOIS STATUTORY

R96 133067 96 AUG 12 PM 2:00

RECORDER
DU PAGE COUNTY

MAIL TO:
Paul R. Miller
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137-4699

NAME & ADDRESS OF TAXPAYER:
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137-4698

RECORDER'S STAMP

THE GRANTOR(S) Board of Education of School District No. 41
of the Village of Glen Ellyn County of DuPage State of Illinois
for and in consideration of Ten ($10.00) DOLLARS
and other good and valuable considerations in hand paid,
CONVEY(S) AND QUIT CLAIM(S) to the Village of Glen Ellyn, a municipal corporation

(GRANTEE'S ADDRESS) 535 Duane Street
of the Village of Glen Ellyn County of DuPage State of Illinois
all interest in the following described real estate situated in the County of DuPage, in the State of Illinois,
to wit:

15/2 K

Lot 4 in Block 12 in County Clerk's Fifth Assessment Division, in Section 11, Township 39 North, Range 10, East of the Third Principal Meridian in DuPage County

NOTE: If additional space is required for legal - attach on separate 8-1/2" x 11" sheet with a minimum of 1/2" clear margin on all sides.

hereby releasing and waiving all rights under and by virtue of the Homestead Exemption Laws of the State of Illinois.

Permanent Index Number(s): 05-11-328-024
Property Address: 535 Duane Street, Glen Ellyn, Illinois 60137-4699

Dated this 15th day of July 1996.

(Seal) (Seal)
Dean E. Clark - President, Board of Education

(Seal) (Seal)
Scott R. Baldwin - Secretary, Board of Education

NOTE: PLEASE TYPE OR PRINT NAME BELOW ALL SIGNATURES

COMPLIMENTS OF ®Chicago Title Insurance Company

CTIC Form No. 1160

F.1.k
Attachment: 11. Proof of Ownership (4256 : 535 Duane Street & 423 N. Main Street I)
Packet Pg. 127

STATE OF ILLINOIS } ss.
County of DuPage }

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, CERTIFY THAT Dean E. Clark and Scott R. Baldwin personally known to me to be the same person s whose names are subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that ~~he~~ they signed, sealed and delivered the instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.*

Given under my hand and notarial seal, this 15th day of July, 1996.

Virginia E Sturm
Notary Public

My commission expires on September 28, 1998.

OFFICIAL SEAL
VIRGINIA E STURM
NOTARY PUBLIC STATE OF ILLINOIS
MY COMMISSION EXP. SEPT 28,1998

IMPRESS SEAL HERE

Du Page COUNTY - ILLINOIS TRANSFER STAMP

* If Grantor is also Grantee you may want to strike Release & Waiver of Homestead Rights.

NAME AND ADDRESS OF PREPARER:
Mark A. Balkin
140 South Dearborn
Chicago, IL 60603

EXEMPT UNDER PROVISIONS OF PARAGRAPH B SECTION 4, REAL ESTATE TRANSFER ACT
DATE: 8-7-96

Signature of Buyer, Seller or Representative

** This conveyance must contain the name and address of the Grantee for tax billing purposes: (55 ILCS 5/3-5020) and name and address of the person preparing the instrument: (55 ILCS 5/3-5022).

QUIT CLAIM DEED
ILLINOIS STATUTORY

FROM

Board of Education of School District No. 41

TO

Village of Glen Ellyn, a municipal corporation

R96-13067

AFFIDAVIT OF AUTHORIZATION

I, Marek Franz, Village Manager of the Village of Glen Ellyn, a municipal corporation, owner of the properties commonly known as 423 N. Main Street and 535 Duane Street, Glen Ellyn, Illinois, legally described as follows:

423 N. MAIN STREET, GLEN ELLYN, IL 60137
THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, 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 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-003

535 DUANE STREET, GLEN ELLYN, IL 60137
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECRODED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

verify that William Homer, Assistant Village Manager, and M.A. Mortenson Co 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 1 day of August, 20 19

Notary Public

"OFFICIAL SEAL"
Lindsey Kaminsky
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 03/07/20

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Duane\Duane 535, Civic Center Garage\1. Application Materials\Affidavit of Authorization_VGE_073119.docx

Attachment: 12. Affidavit of Authorization (4256 : 535 Duane Street & 423 N. Main Street I)

EcoCAT
Ecological Compliance Assessment Tool

Applicant: Mortenson
Contact: Candace Small
Address: 300 Park Blvd.
Suite 100
Itasca, IL 60143

IDNR Project Number: 1907276
Date: 01/30/2019

Project: Glen Ellyn Parking Garage
Address: 535 Duane Street, Glen Ellyn

Description: 4 story above grade, 1 story below grade precast parking garage structure located behind the Village of Glen Ellyn Civic Center.

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
Village of Glen Ellyn
Staci Springer
535 Duane Streeet
Glen Ellyn, Illinois 60137

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.

Attachment: 13. IDNR Report (4256 : 535 Duane Street & 423 N. Main Street |)

IDNR Project Number: 1907276

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

Attachment: 13. IDNR Report (4256 : 535 Duane Street & 423 N. Main Street |)

Zoning Information

The current site is positioned in the following zoning district:

- 535 Duane St. – C5B: Central Business District, Central Service Sub-district
- 423 N. Main St. – C5A: Central Retail Core Sub-district
    - *(10-3-1) The C5 district constitutes the historic business area of the Village. The C5 district is comprised of two separate and distinct subdistricts: the C5A Central Retail Core and the C5B Central Service. A principal purpose of this district is to maintain and protect the primary retail core of the "downtown", generally bounded by Pennsylvania, Forest, Hillside and Glenwood (C5A subdistrict). This compact area should be intensely developed and oriented to pedestrian shopping. Outside this retail core area, the remainder of the C5 district (C5B subdistrict) is intended to accommodate necessary service uses and consolidated parking, while allowing for the gradual and planned expansion of the retail core. Within the C5 district, all unimproved land or additions to existing structures which increase the square footage of a structure that is 4,000 square feet or greater, or increase a structure any size by more than 25 percent must be developed as a planned development, composed of permitted and/or special uses in the C5 district, and meeting all applicable requirements of the "planned unit development regulations" and "administrative procedures" herein;*

Surrounding Zoning Districts – 535 Duane St.

North: C5A and C5B
East: C5B
South: C5A and C5B (abutting 413 Main) and R2 (abutting 538 and 542 Hillside)
West: C5A

Surrounding Zoning Districts – 423 N. Main St.

North: C5A
East: C5B
South: C5A
West: C5A

Zoning Deviations

- Rear Yard Deviations, Section 10-4-17-2(D)(1)(c)
    - To allow a public parking garage to encroach approximately 15 feet 10 inches into the required 20 foot rear yard from residential uses located at 542 Hillside Ave., 538 Hillside Ave., and 413 N. Main St.
    - To not require landscaping as a visual buffer in the required 20 foot rear yard from residential uses from residential uses located at 542 Hillside Ave., 538 Hillside Ave., and 413 N. Main St.
    - To allow a public parking garage to encroach approximately 6 feet 10 inches into the required 20 foot rear yard from residential uses located at 415 – 419 N. Main St.
    - To not require landscaping as a visual buffer in the required 20 foot rear yard from residential uses from residential uses located at 415 – 419 N. Main St.

Attachment: 14. Quantitative Summary - List of Deviations (4256 : 535 Duane Street & 423 N. Main Street |)

- Side Yard Deviations, Section 10-4-17-2(D)(1)(d)
    - To allow a public parking garage to encroach approximately 9 feet 3 inches, into the required 20 foot side yard from residential uses located at 415 – 419 N. Main St.
    - To not require landscaping as a visual buffer in the required 20 foot side yard from residential uses from residential uses located at 415 – 419 N. Main St.

- Parking Stall Dimensions, Section 10-5-8(I)
    - To allow double rows of 90-degree parking stall modules to be a length of 60 feet where 63 feet is required, with 18 feet parking stall length where 19 feet is required and 24 feet drive aisle widths where 25 feet is required inside the proposed parking garage. (Exhibit C)
    - To allow a single row of 90-degree parking stalls to be a length of 18 feet where 19 feet is required and 24 feet 6 inch drive aisle where 25 feet is required on a surface parking lot.

- Maximum Building Height, Section 10-4-17-2(E)(1)
    - To allow the proposed parking garage to not have a “step back” of 15 feet where the building is taller than 55 feet. (Exhibits B and D)

- Landscaping, Section 10-5-13(L)(3)
    - To not require an opaque screen between the heights of 6 and 7 feet along the side and rear lot lines adjacent to residential uses located at 542 Hillside Ave., 538 Hillside Ave., 413 N. Main St., 415 – 419 N. Main St., and 421 N. Main St.

- Exterior Illumination Standards, Section 10-5-13(M)(2)(a)(1)
    - To allow foot-candle levels adjacent to the residential uses on 413 N. Main St., 415-419 N. Main Street, and 421 N. Main St. to exceed one-half (0.5) foot-candle.

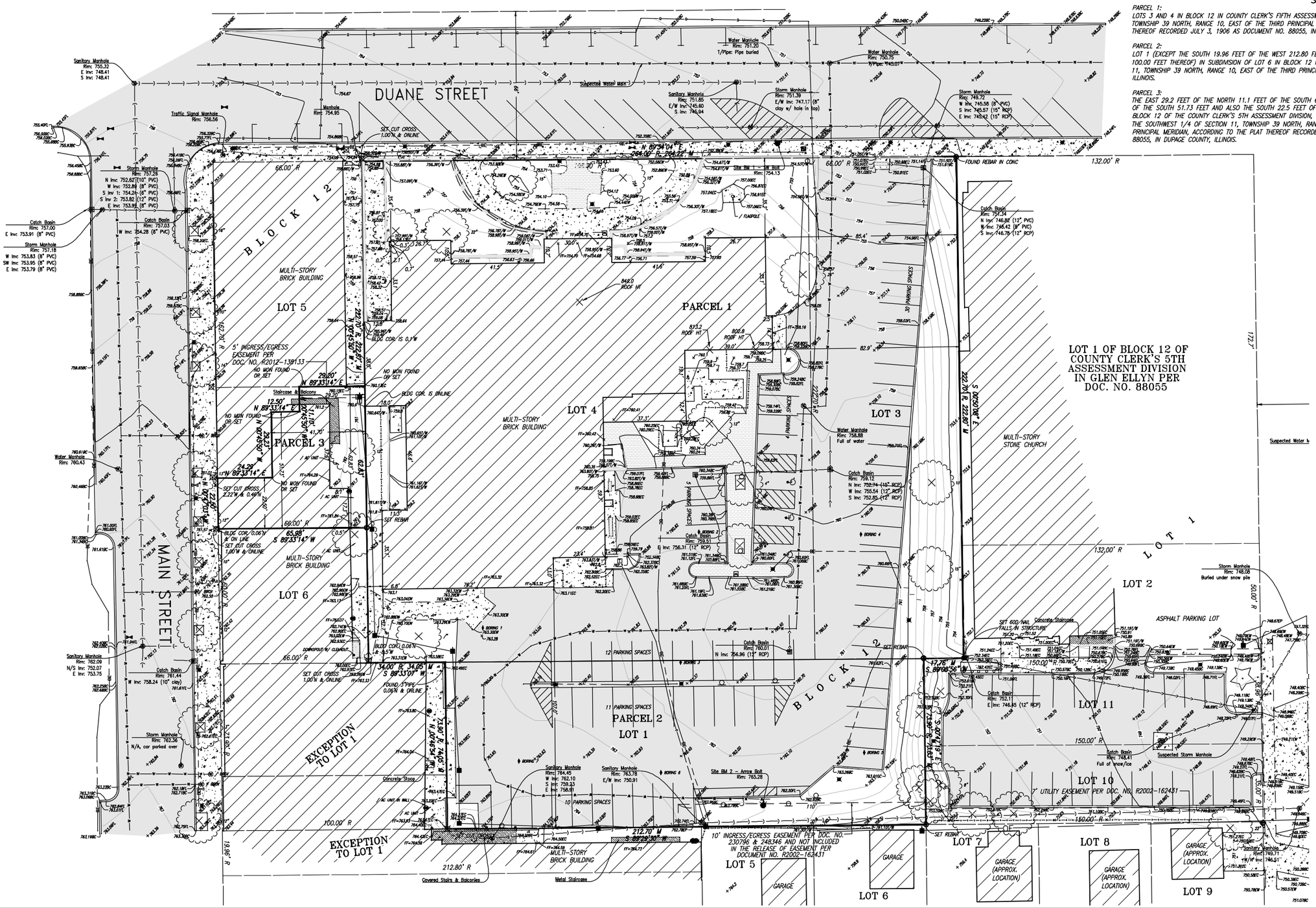
Attachment: 14. Quantitative Summary - List of Deviations (4256 : 535 Duane Street & 423 N. Main Street |)

Quantitative Summary (10-10-15-B-1-g)

- Gross site area = 77,662.24 sq. ft. (1.78 ac.)
- Total gross floor area of parking structure (Parking) = 108,977 sq. ft.
- Total gross flor area of existing Civic Center (Office) = 45,206 sq. ft.
- Floor Area Ratio: FAR = 154,183/77,662.24 = 1.99
- PUD Lot 1 Area (Zoned C5B) = 74,634.24 sq. ft. (1.71 ac.)
- PUD Lot 2 Area (Zoned C5A) = 3,028 sq. ft. (0.07 ac.)
- PUD Phase 1 Area = 66,064 sq. ft.
- PUD Phase 2 Area = 11,598.24 sq. ft.
- Parking – New stalls provided on 535 Duane St. site:
    - Parking Structure: 277 stalls
    - North surface Lot: 10 Stalls
- Parking – Lost stalls on 535 Duane St. site:
    - Existing surface lot: 75 stalls
- Parking – Net parking gain on 535 Duane St. site:
    - Total Parking Provided: 212 stalls
- Parking on-street:
    - Lost stalls on Duane due to project (note count is same under existing conditions and future streetscape conditions): 1 stall
    - Lost stalls on Main due to project (note count is same under existing conditions and future streetscape conditions): 2 stalls
- Parking – 535 Duane St. + on-street:
    - Net stall increase for Village of Glen Ellyn Parking due to garage project = 209 stalls.
- Parking – Number of parking stalls required in accordance with Section 10-4-17-2(G)
    - Civic Center = 45,206 sq. ft. / 250 s.f. = 181 stalls
- Area of open space = 6,970 sq. ft.

Attachment: 14. Quantitative Summary - List of Deviations (4256 : 535 Duane Street & 423 N. Main Street |)

ALTA/NSPS LAND TITLE SURVEY



Legal Description

PARCEL 1:
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

PARCEL 2:
LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

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DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

BENCHMARKS:

BENCHMARK – DK3188 SURVEY DISK LOCATED AT THE SOUTHWEST CORNER OF MAIN STREET AND CRESCENT BLVD.
ELEVATION = 745.28 NAVD 88

SITE BM1 – SOUTHWEST BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 754.13 NAVD 88

SITE BM2 – ARROW BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 765.28 NAVD 88

GLEN ELLYN ILLINOIS

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST
ALTA/NSPS LAND TITLE SURVEY

DRAWN: CSH	CHK'D. ECC
DESIGNED: –	APPRV'D: ECC
DATE: 07/02/19	
SCALE: 1" = 20'	
PROJECT NUMBER 1950-7005	

NO.	REVISION	BY	DATE

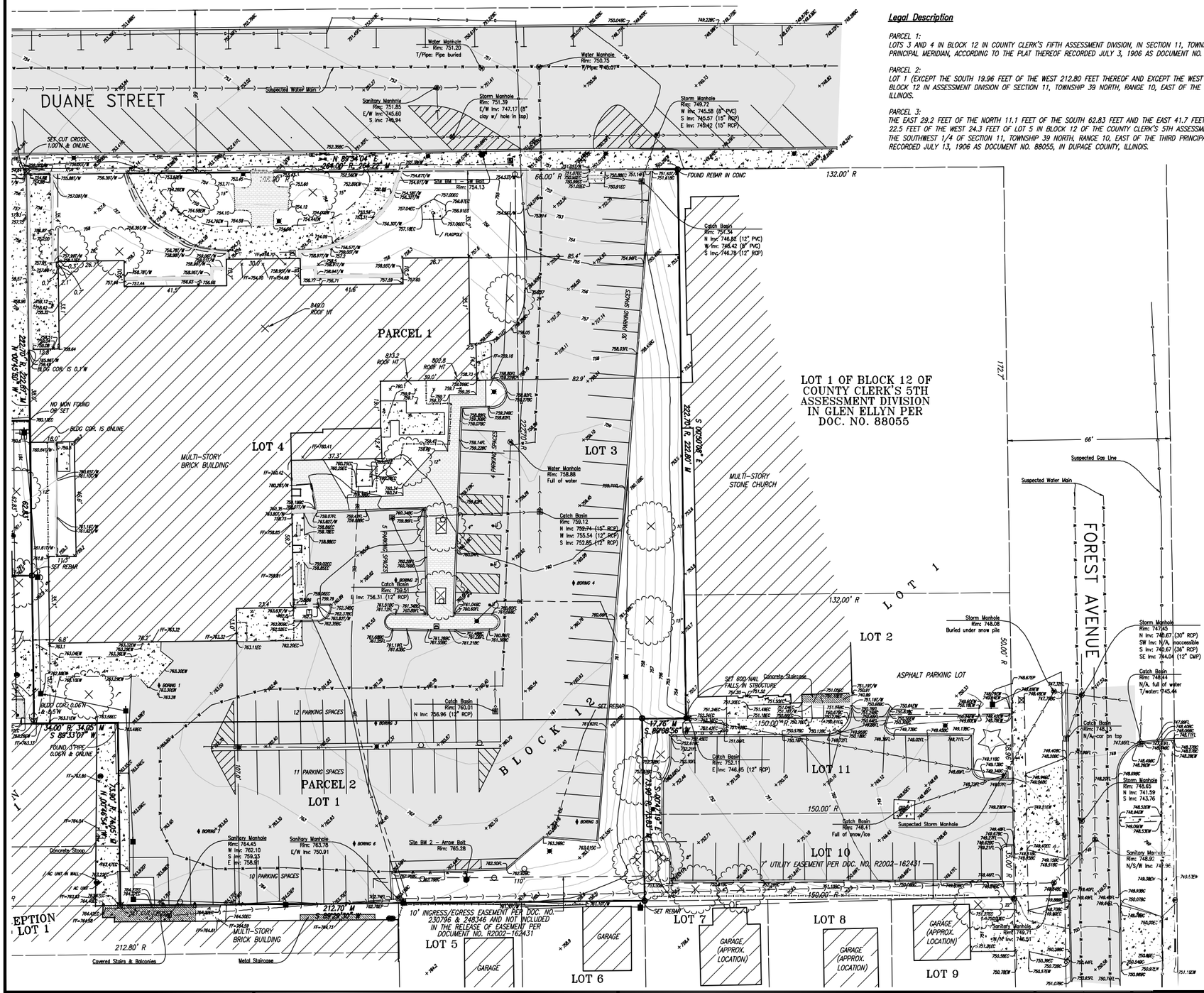
SHEET 1 OF 2

DRAWING NUMBER 7005ALTA

\\1950\7005\TOPO\7005ALTA.DWG

Attachment: 15. Alta Survey, dated 7-2-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

ALTA/NSPS LAND TITLE SURVEY



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20 0 20 40
Scale: 1" = 20'

LEGEND

CUT CROSS		XXX.X	GROUND SPOT ELEVATION
STORM MANHOLE		XXX.XX	HARD SURFACE ELEVATION
SANITARY MANHOLE		XXX.XXEC	EDGE OF CONCRETE ELEVATION
WATER MANHOLE		XXX.XXEP	EDGE OF PAVEMENT ELEVATION
CATCH BASIN		XXX.XXEW	EDGE OF WALK ELEVATION
MANHOLE		XXX.XXFL	ELEVATION AT FLOWLINE
WATER SHUTOFF VALVE		XXX.XXBC	BACK OF CURB ELEVATION
FIRE HYDRANT		XXX.XXT/W	TOP OF WALL ELEVATION
LIGHT POLE		XXX	EXISTING CONTOUR
POWER POLE			STORM LINE
TELEPHONE PEDESTAL			SANITARY LINE
GAS SHUTOFF VALVE			WATER LINE
HANDHOLE			FENCE
ELECTRIC METER			BURIED ELECTRIC LINE
GUY ANCHOR			OVERHEAD ELECTRIC LINE
SIGN			TELEPHONE LINE
BOLLARD			GAS LINE
DECIDUOUS TREE W/ DIAMETER			FIBER OPTIC LINE
CONIFEROUS TREE W/ DIAMETER			PROPERTY LINE
SOIL BORING			EASEMENT
DOWNSPOUT	CONCRETE	GRATING	
	PAVEMENT	WALL	
	BUILDING	STAIR/BALCONY AREAS	
	BRICK		

Notes:

1. Parcels 1 and 2 were prepared with the benefit of Property Insight's Easement Search, Order No. 66670411-JMM Dated March 27, 2019, Parcel 3 did not have a title search done, therefore all easements affecting Parcel may not be shown hereon.
2. This Survey was fielded on January 25, 2019. Topography Survey of an area requested by the Client.
3. The horizontal datum is the Illinois State Plane Coordinate System East Zone NAD 83 and the vertical datum is NAVD 88.
4. For building restrictions as established by local ordinances not shown hereon, consult your local municipal authorities.
5. Do not scale dimensions from this map.
6. Call J.U.L.I.E. at 1-800-892-0123 for field location of all underground utilities prior to any digging or construction.
7. Utilities and improvements shown hereon based on visible field verified structures and utility markings by others.
8. Compare all points in field prior to any construction and report any discrepancies to surveyor at once.
9. The Surveyed Parcels lie within Zone X (areas determined to be outside the 0.2% annual chance floodplain) as graphically depicted on FEMA Flood Insurance Rate Map Number 17043C0503H, Effective Date December 16, 2004.
10. The Surveyed Parcels are also known as P.I.N. 05-11-328-024 and 05-11-328-003.
11. Parcel 1 is subject to the Terms and Conditions contained in the Communications Site Lease Agreement made between Village of Glen Ellyn and Nextel Communications. The Lease Space lies in the attic of the clock tower, per Document No. R2000-199153 dated December 20, 2000, and Memorandum of Agreement dated February 1, 2001 as Document No. R2001-017654.
12. Parcels 1 & 2 are subject to the Terms and Conditions contained in the Memorandum of License Agreement made between Village of Glen Ellyn and Chicago SMSA Limited Partnership dated May 11, 2012 as Document No. R2012-128459.
13. Parcel 3 is subject to the Terms and Conditions contained in the Easement Agreement between Shonkwiler and Trust #3376, Recorded October 3, 2012 as Document No. R2012-138133.
14. Parcels 1 & 2 Local Address is 535 Duane Street and Parcel 3 is 423 N. Main Street, Glen Ellyn, IL. 60137
15. Utilities shown on Main Street were marked under J.U.L.I.E. Dig Ticket A1752874.
16. The Local Address for Parcels 1 and 2 is 535 Duane Street, Glen Ellyn, IL 60137 and Parcel 3 is 423 Main Street, Glen Ellyn, IL 60137.
17. Parcels 1 and 2 contain 1.713 acres more or less, Parcel 3 contains 0.070 acres more or less.
18. The surveyed parcels contain 72 regular parking spaces and 3 handicap spaces.

State of Illinois)ss
County of Will

Certified to:
Village of Glen Ellyn, an Illinois Municipal Corporation

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, 4, 7(a), and 19 of Table "A" thereof.

The Field work completed on June 25th, 2019.

Dated this 2nd day of July, 2019.

Eric C. Cox, Illinois Professional Land Surveyor No. 035-3604
Renewal Date: November 30, 2020
DLZ Professional Design Firm 184.002815

ERIC C. COX 3604 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS JOLIET, ILLINOIS

DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

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GLEN ELLYN ILLINOIS

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST
ALTA/NSPS LAND TITLE SURVEY

DRAWN: CSH	CHK'D. ECC
DESIGNED: -	APPRV'D: ECC
DATE: 07/02/19	
SCALE: 1" = 20'	
PROJECT NUMBER	1950-7005

NO.	REVISION	BY	DATE

SHEET 2
OF 2
DRAWING NUMBER 7005ALTA

\1950\7005\TOPO\7005ALTA.DWG

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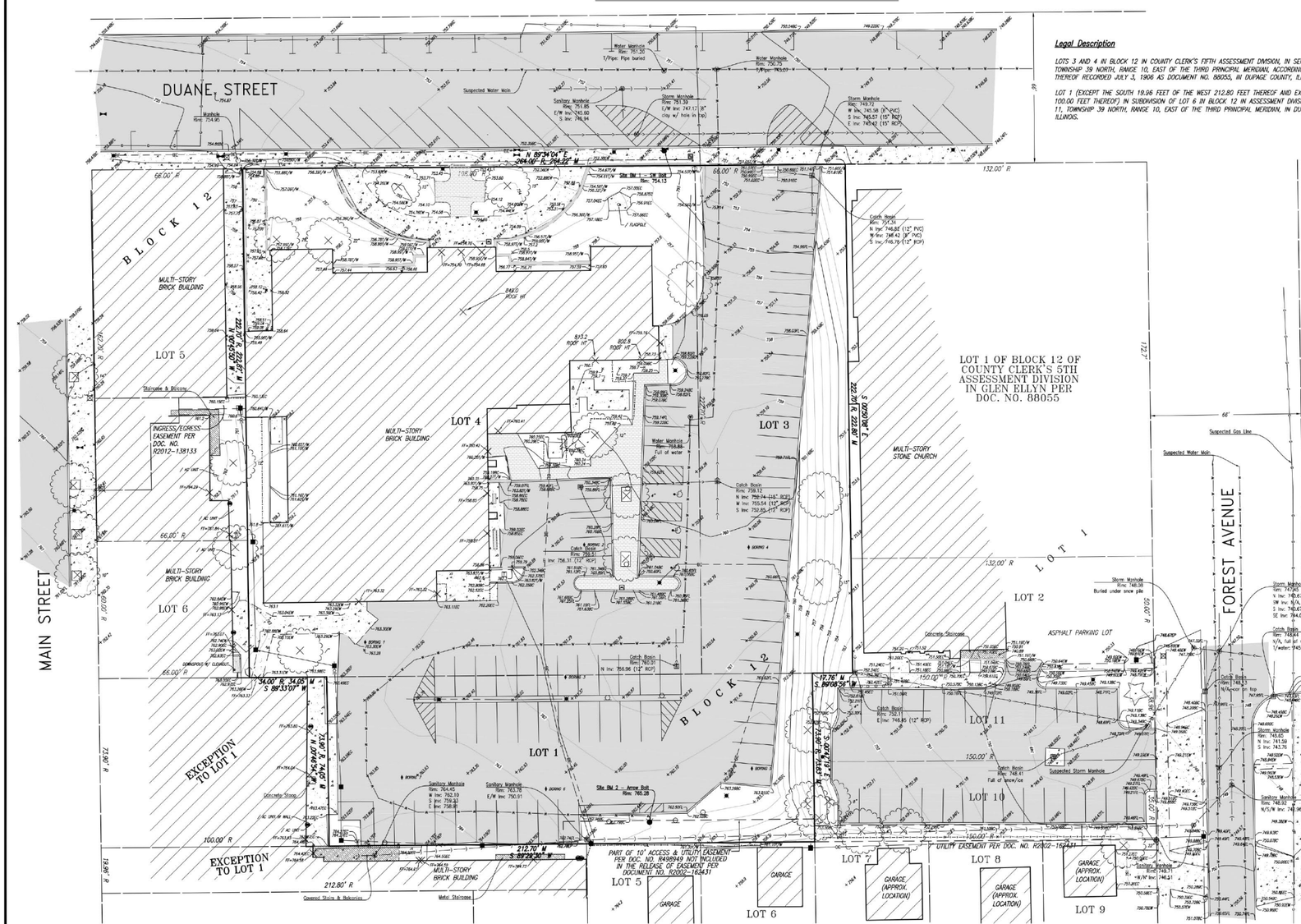

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	BRICK		

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10. The Surveyed Parcel is also known as P.I.N. 05-11-328-024.

State of Illinois)
) SS
County of Will)

I, Eric C. Cox, an Illinois Land Surveyor, do hereby certify that the existing conditions shown hereon is a true and correct representation thereof.

This professional service conforms to the current Illinois minimum standards for topographic surveys.

Field Work Completed on February 14, 2019

Dated this 14th day of February, 2019

ERIC C. COX 35 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS

Eric C. Cox
Illinois Professional Land Surveyor No. 035-3624
Renewal Date: November 30, 2020
DLZ Industrial Surveying, Inc. Professional Design Firm 184002815

DWG NAME: 01700_DWG\1700SURV1.DWG

DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

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GLEN ELLYN ILLINOIS

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST
TOPOGRAPHIC/BOUNDARY SURVEY

DRAWN: CSH	CHK'D: ECC
DESIGNED: -	APPRV'D: ECC
DATE: 2/14/19	
SCALE: 1" = 20'	
PROJECT NUMBER	1950-7005

NO.	REVISION	BY	DATE

SHEET 1 OF 1
DRAWING NUMBER 7005TO

SURVEY PROVIDED BY DLZ. AND SHOWN FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT REPRESENT AN ELEMENT DESIGNED BY ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
1435 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
Chicago, IL 60654
Tel: 312.324.5500
www.shive-hattery.com
LICENSE NO. 184.000214-0015

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4804
www.eea-ltd.com
LICENSE NO. 184.003220-0002

PROFESSIONAL DESIGN FIRM
TIMOTHY OWEN BROWN
062-058881
07.19.19
STATE OF ILLINOIS
EXPIRATION DATE: 11.30.19

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION

REVISIONS

ISSUE	ZONING RESUBMITTAL#3
ISSUE DATE	09/29/2019
PROJECT NO.	31-8445.00
DRAWN BY	TOB
CHECKED BY	SC

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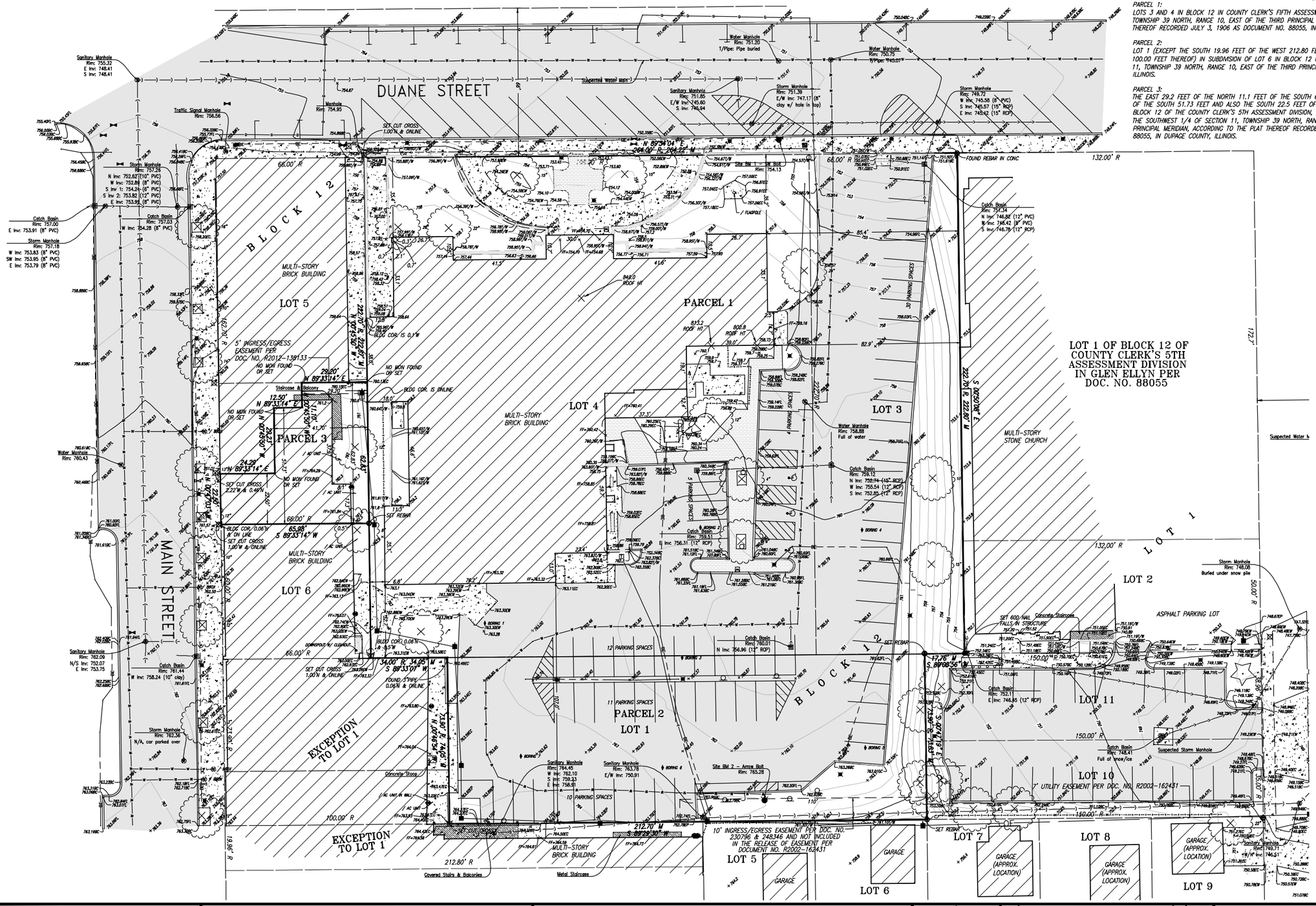
SHEET TITLE
TOPOGRAPHIC SURVEY

C-001

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-15_R1\WSDN.rvt

ALTA/NSPS LAND TITLE SURVEY

Scale: 1" = 20'



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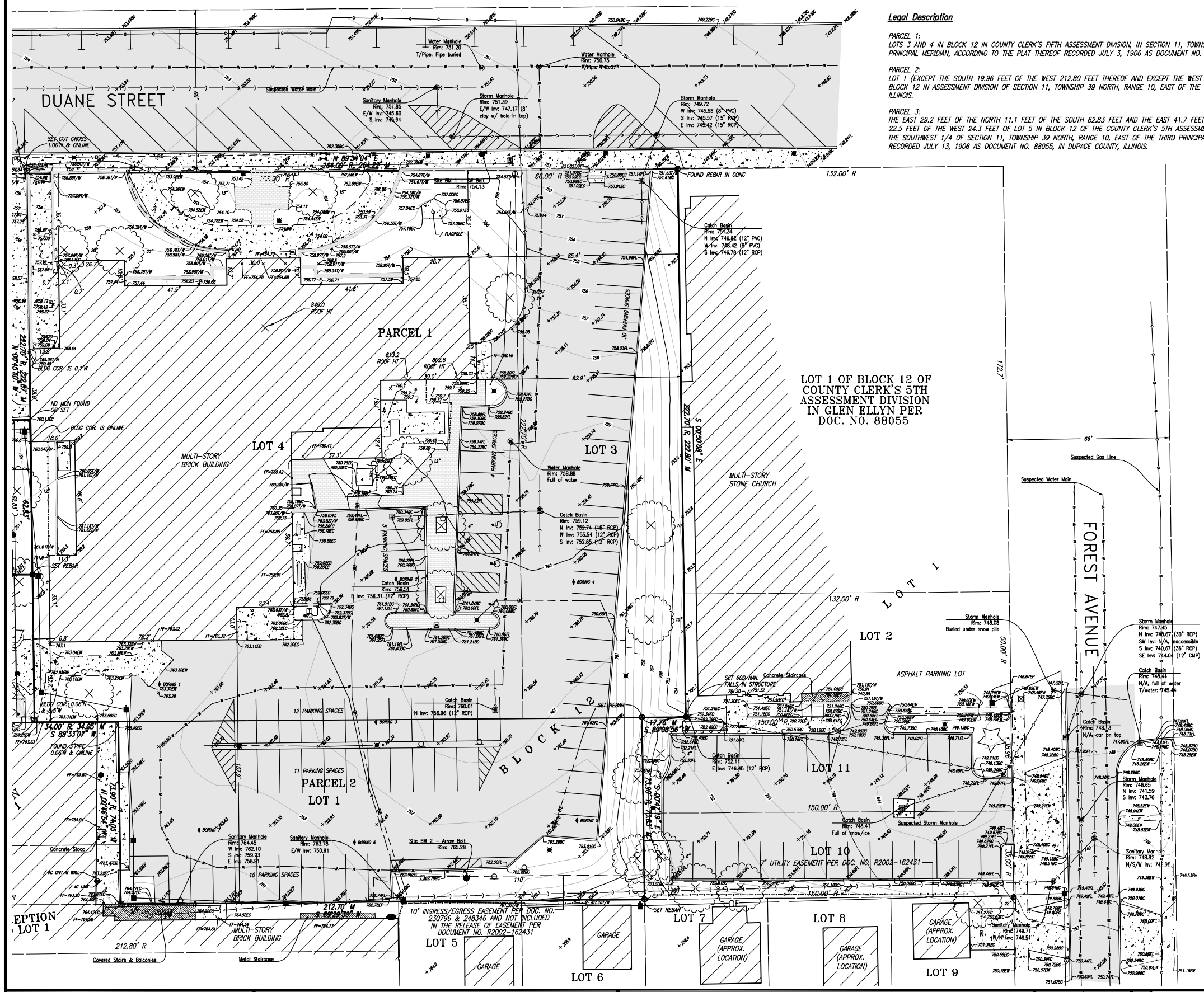

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LIGHT POLE		XXX	EXISTING CONTOUR
POWER POLE			STORM LINE
TELEPHONE PEDESTAL			SANITARY LINE
GAS SHUTOFF VALVE			WATER LINE
HANDHOLE			FENCE
ELECTRIC METER			BURIED ELECTRIC LINE
GUY ANCHOR			OVERHEAD ELECTRIC LINE
SIGN			TELEPHONE LINE
BOLLARD			GAS LINE
DECIDUOUS TREE W/ DIAMETER			FIBER OPTIC LINE
CONIFEROUS TREE W/ DIAMETER			PROPERTY LINE
SOIL BORING	CONCRETE		EASEMENT
DOWNSPOUT	PAVEMENT	GRATING	WALL
	BUILDING	STAIR/BALCONY AREAS	
	BRICK		

Notes:

1. Parcels 1 and 2 were prepared with the benefit of Property Insight's Easement Search, Order No. 66670411-JMM Dated March 27, 2019, Parcel 3 did not have a title search done, therefore all easements affecting Parcel may not be shown hereon.
2. This Survey was fielded on January 25, 2019. Topography Survey of an area requested by the Client.
3. The horizontal datum is the Illinois State Plane Coordinate System East Zone NAD 83 and the vertical datum is NAVD 88.
4. For building restrictions as established by local ordinances not shown hereon, consult your local municipal authorities.
5. Do not scale dimensions from this map.
6. Call J.U.L.I.E. at 1-800-892-0123 for field location of all underground utilities prior to any digging or construction.
7. Utilities and improvements shown hereon based on visible field verified structures and utility markings by others.
8. Compare all points in field prior to any construction and report any discrepancies to surveyor at once.
9. The Surveyed Parcels lie within Zone X (areas determined to be outside the 0.2% annual chance floodplain) as graphically depicted on FEMA Flood Insurance Rate Map Number 17043C0503H, Effective Date December 16, 2004.
10. The Surveyed Parcels are also known as P.I.N. 05-11-328-024 and 05-11-328-003.
11. Parcel 1 is subject to the Terms and Conditions contained in the Communications Site Lease Agreement made between Village of Glen Ellyn and Nextel Communications. The Lease Space lies in the attic of the clock tower, per Document No. R2000-199153 dated December 20, 2000, and Memorandum of Agreement dated February 1, 2001 as Document No. R2001-017654.
12. Parcels 1 & 2 are subject to the Terms and Conditions contained in the Memorandum of License Agreement made between Village of Glen Ellyn and Chicago SMSA Limited Partnership dated May 11, 2012 as Document No. R2012-128459.
13. Parcel 3 is subject to the Terms and Conditions contained in the Easement Agreement between Shonkwiler and Trust #3376, Recorded October 3, 2012 as Document No. R2012-138133.
14. Parcels 1 & 2 Local Address is 535 Duane Street and Parcel 3 is 423 N. Main Street, Glen Ellyn, IL. 60137
15. Utilities shown on Main Street were marked under J.U.L.I.E. Dig Ticket A1752874.
16. The Local Address for Parcels 1 and 2 is 535 Duane Street, Glen Ellyn, IL 60137 and Parcel 3 is 423 Main Street, Glen Ellyn, IL 60137.
17. Parcels 1 and 2 contain 1.713 acres more or less, Parcel 3 contains 0.070 acres more or less.
18. The surveyed parcels contain 72 regular parking spaces and 3 handicap spaces.

State of Illinois)ss
County of Will

Certified to:
Village of Glen Ellyn, an Illinois Municipal Corporation

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, 4, 7(a), and 19 of Table "A" thereof.

The Field work completed on June 25th, 2019.

Dated this 2nd day of July, 2019.

Eric C. Cox, Illinois Professional Land Surveyor No. 035-3604
Renewal Date: November 30, 2020
DLZ Professional Design Firm 184.002815

ERIC C. COX 3604 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ELGIN, ILLINOIS

DLZ INDUSTRIAL SURVEYING, INC.

BENCHMARKS:

BENCHMARK - DK3188 SURVEY DISK LOCATED AT THE SOUTHWEST CORNER OF MAIN STREET AND CRESCENT BLVD.
ELEVATION = 745.28 NAVD 88

SITE BM1 - SOUTHWEST BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 754.13 NAVD 88

GLEN ELLYN ILLINOIS

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST

DRAWN: CSH	CHK'D. ECC
DESIGNED: -	APPRV'D: ECC
DATE: 07/02/19	
SCALE: 1" = 20'	
PROJECT NUMBER	

NO.	REVISION	BY	DATE

SHEET 2
OF 2
DRAWING NUMBER
7005ALTA

\195Y\7005\TOPO\7005ALTA.DWG

F.1.r

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
6. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.
9. Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
10. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
11. Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

N

20' 0' 20' 40' 60'

Scale: 1"=20'

LEGEND

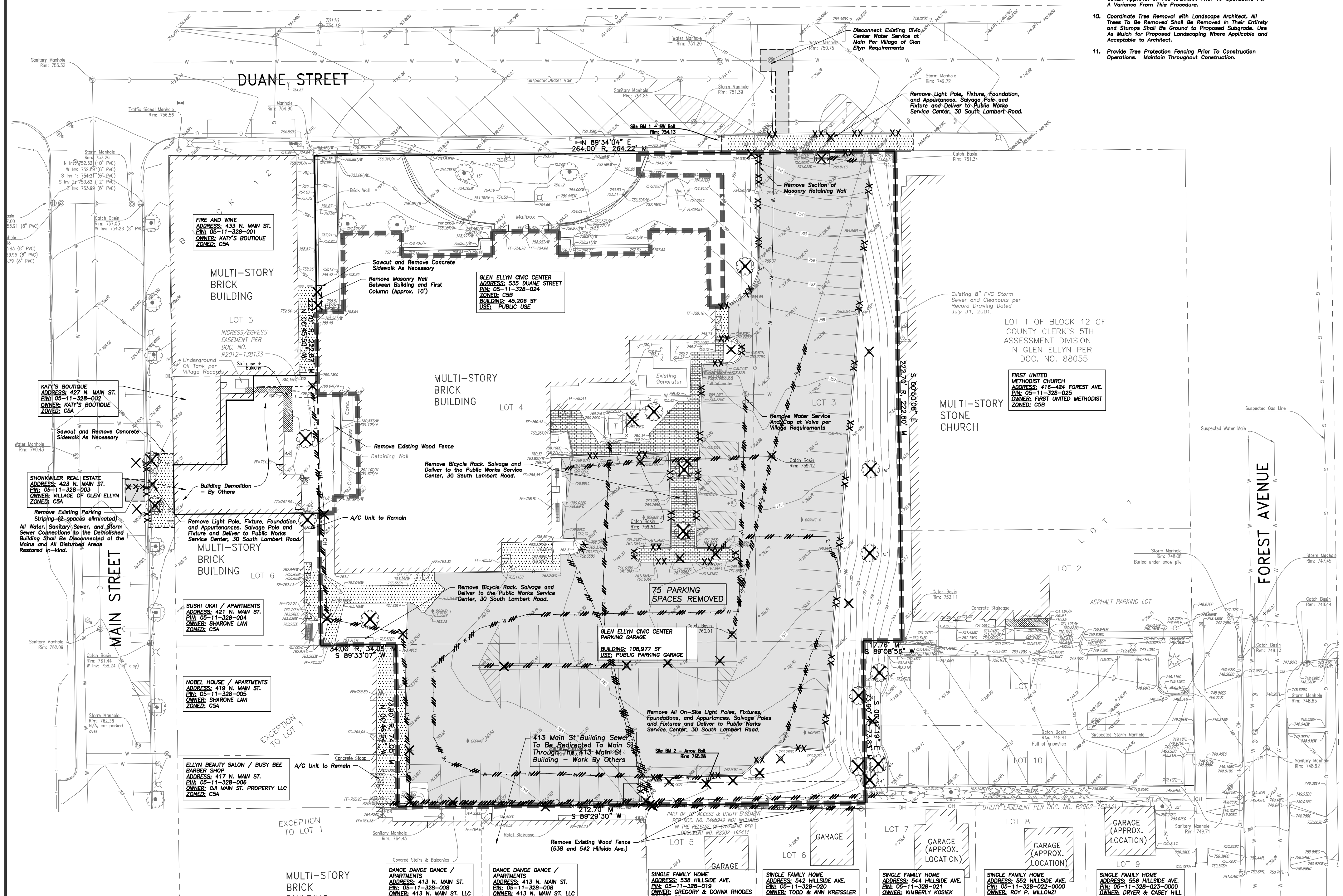
EXISTING / PROPOSED

Manhole; Catch Basin; Inlet; Area Drain; Clean Out; Flared End Section; Storm Sewer; Sanitary Sewer; Combined Sewer; Water Main; Gas Line; Overhead Wires; Electrical Cable (Buried); Telephone Line; Fire Hydrant; Valve Vault; Buffalo Box; Fire Department Connection; Downspout; Bollard; Gas Valve; Gas Meter; Electric Meter; ComEd Manhole; Hand Hole; Light Pole; Light Pole w/ Mast Arm; Utility Pole; Telephone Pedestal; Telephone Manhole; Sign; Fence; Accessible Parking Stall; Curb & Gutter; Depressed Curb; Curb Elevation (C 782.50); Gutter Elevation (G 782.00); Pavement Elevation (P 783.25); Sidewalk Elevation (W 782.10); Ground Elevation (784.0); Top of Retaining Wall Elevation (T/W 785.20); Swale; Contour Line (781); Deciduous Tree; Coniferous Tree; Brushline; Tree Protection Fencing at Drip Line

PHASE BOUNDARY

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Paver Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal



GENERAL NOTES

1. The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The Village of Glen Ellyn A Minimum of 48 Hours In Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It Is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

SHIVEHATTERY ARCHITECTURE+ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
Chicago, IL 60564
Tel: 312.324.5500
www.shive-hattery.com
LICENSE NO. 184.000214-0015

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4804
www.eea-ltd.com
LICENSE NO. 184.003220-0002

LICENSED PROFESSIONAL ENGINEER TIMOTHY OWEN BROWN 062-068681 07.19.19 STATE OF ILLINOIS

EXPIRATION DATE: 11.30.19

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SDC

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SHEET TITLE:
SITE DEMOLITION PLAN

C-100

Attachment: 18. Demolition Plan - C-100, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYMSON.rvt

PHASE 1

PHASE 2

SITE AREA TABULATION

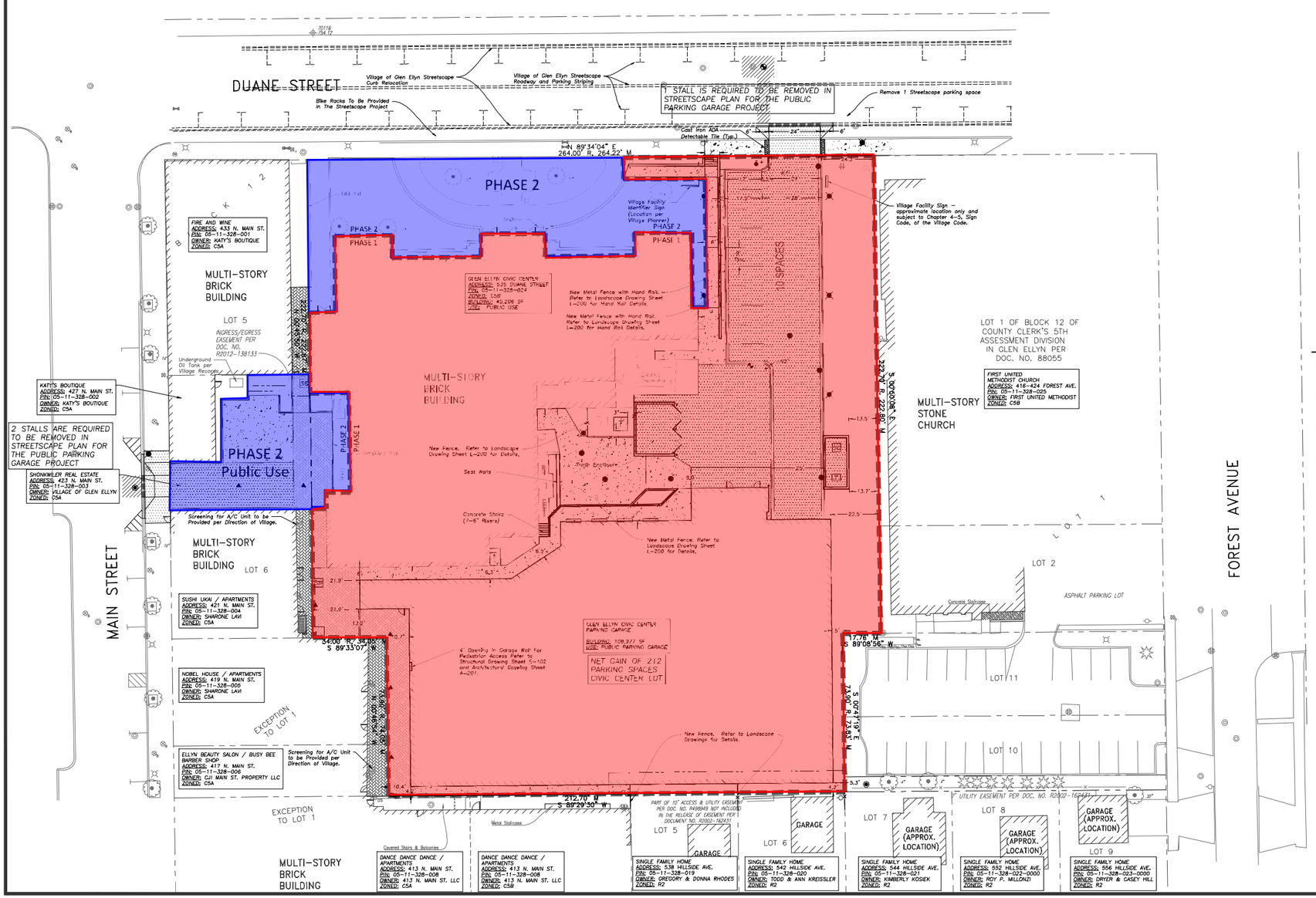
PROPERTY	PIN	SITE DISTURBANCE (SF)	NET NEW IMPERVIOUS AREA (SF)
Civic Center535 Duane	05-11-328-024	44,714	1,817
Main Street Plaza 423 Main	05-11-328-003	3,028	498
Sushi Ukai	05-11-328-004	400	0
Nobel House	05-11-328-005	451	0
Ellyn Beauty	05-11-328-006	237	0
First United Methodist Church	05-11-328-025	1050	0
	TOTAL	49,495	2,315

SITE DATA

- Gross Site Area = 77,662.24 Sq. Ft. (1.78 Ac.)
- Common Open Space = 6,970 Sq. Ft.
- Total Gross Floor Area Of Parking Structure (Parking) = 108,977 Sq. Ft.
- Total Gross Flor Area Of Existing Civic Center (Office) = 45,206 Sq. Ft.
- Floor Area Ratio: FAR = 154,183/77,662.24 = 1.99
- PUD Lot 1 Area (Zoned CSB) = 74,634.24 (1.71 Ac.)
- PUD Lot 2 Area (Zoned CSA) = 3,028 Sq. Ft. (0.07 Ac.)
- PUD Phase 1 Area = 66,064 Sq. Ft.
- PUD Phase 2 Area = 11,598.24 Sq. Ft.
- Parking - New Stalls On Site:
  - Parking Structure: 277 Stalls
  - North Surface Lot: 10 Stalls
- Parking - Lost Stalls On Site:
  - Existing Surface Lot: 75 Stalls
- Parking – Net Parking Gain On Site:
  - Civic Center Parking: 212 Stalls
- Parking On-street:
  - Lost Stalls On Duane Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 1 Stall
  - Lost Stalls On Main Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 2 Stalls
- Parking – Civic Center + On-street:
  - Net Stall Increase For Village Of Glen Ellyn Parking Due To Garage Project = 209 Stalls.
- Parking – Number of Parking Stalls Required per Section 10-4-17-2(C):
  - Civic Center = 45,206 Sq. Ft./250 Sq.Ft./stall = 181 Stalls

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.



N

20' 0' 20' 40' 60'

Scale: 1"=20'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
	Water Main	
	Gas Line	
	Overhead Wires	
	Electrical Cable (Buried)	
	Telephone Line	
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
	Fire Department Connection	
	Downspout	
	Bollard	
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	
	PHASE BOUNDARY	

PAVING & SURFACE LEGEND

Asphalt Pavement Section In Right-Of-Way
Match Existing Pavement Section or Restore per Village of Glen Ellyn Roadway Patching Requirements

Concrete Driveway Section
8" Portland Cement Concrete
Fiber Mesh Reinforcement
8" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
Fiber Mesh Reinforcement
4" Aggregate Base Course, Type B, Crushed

Permeable Paver Section
Refer to Section Details

Stormwater Overland Flow Path

GENERAL NOTES

1. The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In the Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The Village of Glen Ellyn A Minimum of 48 Hours in Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

Design Builder:
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Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:
WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
Chicago, IL 60564
Tel: 312.324.5500
www.shive-hattery.com
LICENSE NO. 184.000214-0015

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4804
www.eea-ltd.com
LICENSE NO. 184.003220-0002

TIMOTHY OWEN BROWN
062-058651
07.15.19
EXPIRATION DATE: 11.30.19

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SDC

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SHEET TITLE:
GLEN ELLYN CIVIC CENTER CAMPUS FINAL PLANNED UNIT DEVELOPMENT PLAN – PHASE 1

C-200

Attachment: 19. Phasing Plan Exhibit, Sheet C-200 modified by staff (4256 : 535 Duane Street & 423 N. Main Street |)

SITE AREA TABULATION

PROPERTY	ZONING DISTRICT	PIN	SITE DISTURBANCE (SF)	NET NEW IMPERVIOUS AREA (SF)
Civic Center535 Duane	C5B	05-11-328-024	44,714	1,817
Main Street Plaza 423 Main	C5A	05-11-328-003	3,028	498
Sushi Ukai	C5A	05-11-328-004	400	0
Nobel House	C5A	05-11-328-005	451	0
Ellyn Beauty	C5A	05-11-328-006	237	0
First United Methodist Church	C5B	05-11-328-025	1050	0
		TOTAL	49,495	2,315

SITE DATA

- Gross Site Area = 77,662.24 Sq. Ft. (1.78 Ac.)
- Common Open Space = 6,970 Sq. Ft.
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- Total Gross Floor Area Of Existing Civic Center (Office) = 45,206 Sq. Ft.
- Floor Area Ratio: FAR = 154,183/77,662.24 = 1.99
- PUD Lot 1 Area (Zoned C5B) = 74,634.24 (1.71 Ac.)
- PUD Lot 2 Area (Zoned C5A) = 3,028 Sq. Ft. (0.07 Ac.)
- PUD Phase 1 Area = 66,084 Sq. Ft.
- PUD Phase 2 Area = 11,588.24 Sq. Ft.
- Parking - New Stalls On Site:
  - ** Parking Structure: 277 Stalls
  - ** North Surface Lot: 10 Stalls
- Parking - Lost Stalls On Site:
  - ** Existing Surface Lot: 75 Stalls
- Parking – Net Parking Gain On Site:
  - ** Civic Center Parking: 212 Stalls
- Parking On-street:
  - ** Lost Stalls On Duane Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 1 Stall
  - ** Lost Stalls On Main Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 2 Stalls
- Parking – Civic Center + On-street:
  - ** Net Stall Increase For Village Of Glen Ellyn Parking Due To Garage Project = 209 Stalls.
- Parking – Number of Parking Stalls Required per Section 10-4-17-2(G):
  - ** Civic Center = 45,206 Sq. Ft./250 Sq.Ft./stall = 181 Stalls

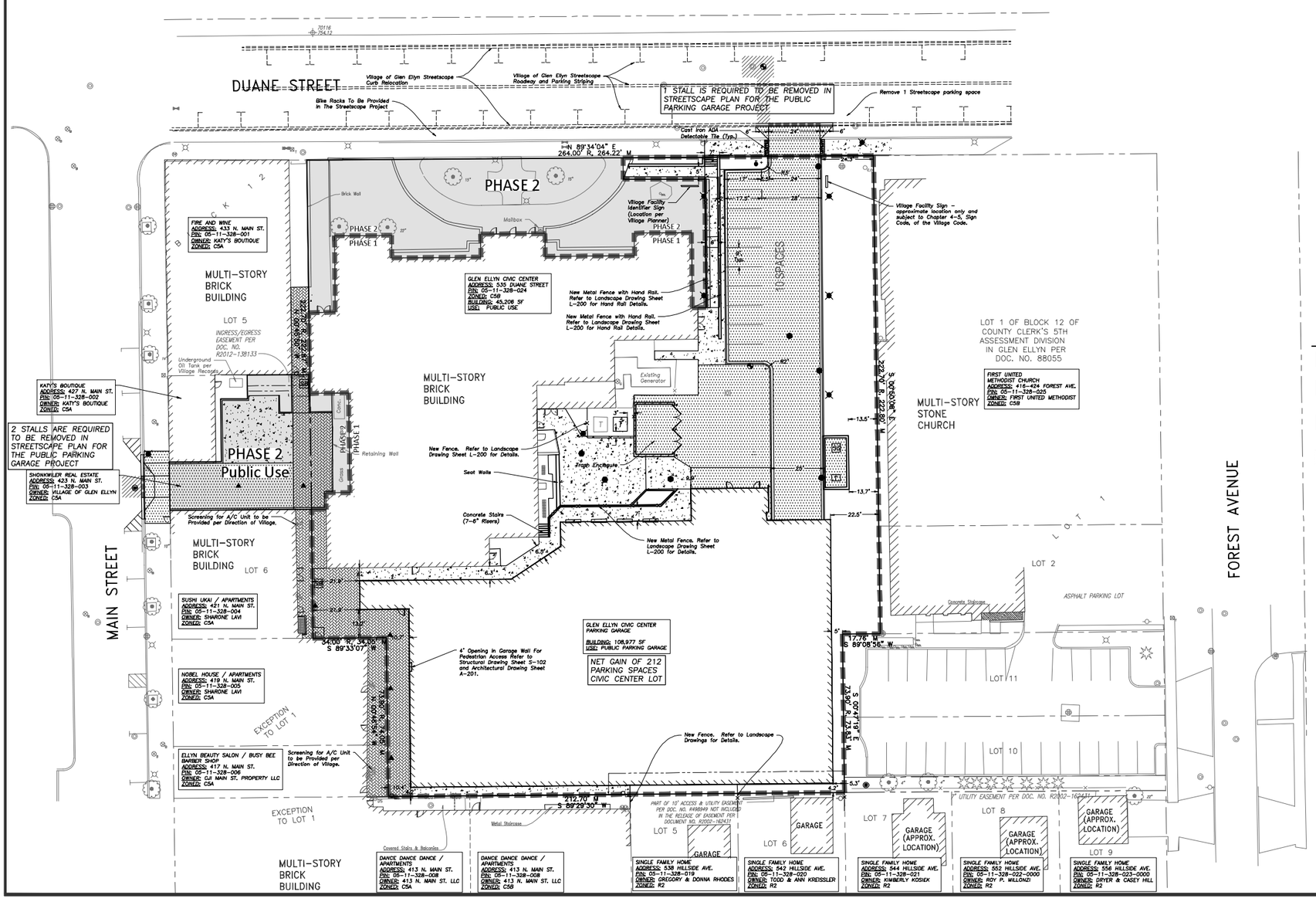
GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum into Ground.

PHASING LEGEND

PHASE 1

PHASE 2



N

20' 0' 20' 40' 60'

Scale: 1"=20'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
	Water Main	
	Gas Line	
	Overhead Wires	
	Electrical Cable (Buried)	
	Telephone Line	
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
	Fire Department Connection	
	Downspout	
	Bollard	
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	SB
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.35	Pavement Elevation	P 783.35
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
781	Swale Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	
	PHASE BOUNDARY	

PAVING & SURFACE LEGEND

- Asphalt Pavement Section In Right-Of-Way
  Match Existing Pavement Section or Restore per Village of Glen Ellyn Roadway Patching Requirements
- Concrete Driveway Section
  6" Portland Cement Concrete
  Fiber Mesh Reinforcement
  6" Aggregate Base Course, Type B, Crushed
- Concrete Sidewalk Section
  5" Portland Cement Concrete
  Fiber Mesh Reinforcement
  4" Aggregate Base Course, Type B, Crushed
- Permeable Paver Section
  Refer to Section Details
- Stormwater Overland Flow Path

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8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

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www.mortenson.com

Design Consultants:

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www.walkerconsultants.com
LICENSE NO. 184.000947-0006

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
Chicago, IL 60654
Tel: 312.334.5500
www.shive-hattery.com
LICENSE NO. 184.000214-0015

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TIMOTHY OWEN BROWN
062-068881
07.19.19
STATE OF ILLINOIS
EXPIRATION DATE: 11.30.19

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SDC

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SHEET TITLE:
GLEN ELLYN CIVIC CENTER CAMPUS PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN

C-201

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYNGLN.rvt

Attachment: 20. Preliminary PUD Plan - C-201, issue 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

SITE AREA TABULATION

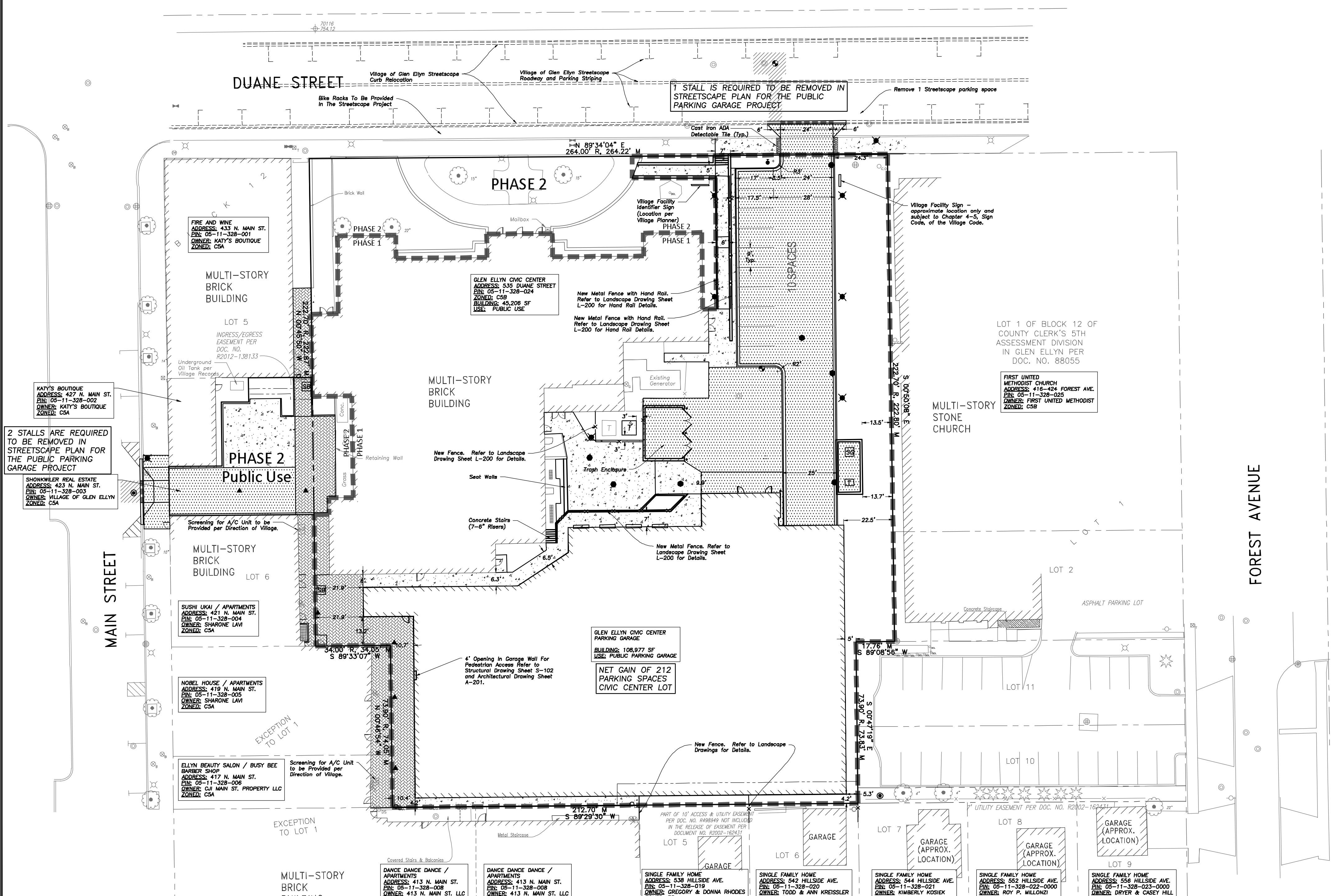
PROPERTY	PIN	SITE DISTURBANCE (SF)	NET NEW IMPERVIOUS AREA (SF)
Civic Center535 Duane	05-11-328-024	44,714	1,817
Main Street Plaza 423 Main	05-11-328-003	3,028	498
Sushi Ukai	05-11-328-004	400	0
Nobel House	05-11-328-005	451	0
Ellyn Beauty	05-11-328-006	237	0
First United Methodist Church	05-11-328-025	1050	0
	TOTAL	49,495	2,315

SITE DATA

- Gross Site Area = 77,662.24 Sq. Ft. (1.78 Ac.)
- Common Open Space = 6,970 Sq. Ft.
- Total Gross Floor Area Of Parking Structure (Parking) = 108,977 Sq. Ft.
- Total Gross Flor Area Of Existing Civic Center (Office) = 45,206 Sq. Ft.
- Floor Area Ratio: FAR = 154,183/77,662.24 = 1.99
- PUD Lot 1 Area (Zoned C5B) = 74,634.24 (1.71 Ac.)
- PUD Lot 2 Area (Zoned C5A) = 3,028 Sq. Ft. (0.07 Ac.)
- PUD Phase 1 Area = 66,064 Sq. Ft.
- PUD Phase 2 Area = 11,598.24 Sq. Ft.
- Parking - New Stalls On Site:
  - Parking Structure: 277 Stalls
  - North Surface Lot: 10 Stalls
- Parking - Lost Stalls On Site:
  - Existing Surface Lot: 75 Stalls
- Parking - Net Parking Gain On Site:
  - Civic Center Parking: 212 Stalls
- Parking On-street:
  - Lost Stalls On Duane Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 1 Stall
  - Lost Stalls On Main Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 2 Stalls
- Parking - Civic Center + On-street:
  - Net Stall Increase For Village Of Glen Ellyn Parking Due To Garage Project = 209 Stalls.
- Parking - Number of Parking Stalls Required per Section 10-4-17-2(G):
  - Civic Center = 45,206 Sq. Ft./250 Sq.Ft./stall = 181 Stalls

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.



N

20' 0' 20' 40' 60'

Scale: 1"=20'

LEGEND

EXISTING / PROPOSED

Manhole
Catch Basin
Inlet
Area Drain
Clean Out
Flared End Section
Storm Sewer
Sanitary Sewer
Combined Sewer
Water Main
Gas Line
Overhead Wires
Electrical Cable (Buried)
Telephone Line
Fire Hydrant
Valve Vault
Buffalo Box
Fire Department Conenction
Downspout
Bollard
Gas Valve
Gas Meter
Electric Meter
ComEd Manhole
Hand Hole
Light Pole
Light Pole w/ Mast Arm
Utility Pole
Telephone Pedestal
Telephone Manhole
Sign
Fence
Accessible Parking Stall
Curb & Gutter
Depressed Curb
Curb Elevation — C 782.50
Gutter Elevation — G 782.00
Pavement Elevation — P 783.25
Sidewalk Elevation — W 782.10
Ground Elevation — 784.0
Top of Retaining Wall Elevation — T/W 785.20
Swale
Contour Line — 781
Deciduous Tree
Coniferous Tree
Brushline
Tree Protection Fencing at Drip Line
PHASE BOUNDARY

PAVING & SURFACE LEGEND

- Asphalt Pavement Section in Right-Of-Way Match Existing Pavement Section or Restore per Village of Glen Ellyn Roadway Patching Requirements
- Concrete Driveway Section 8" Portland Cement Concrete Fiber Mesh Reinforcement 8" Aggregate Base Course, Type B, Crushed
- Concrete Sidewalk Section 5" Portland Cement Concrete Fiber Mesh Reinforcement 4" Aggregate Base Course, Type B, Crushed
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LICENSED PROFESSIONAL ENGINEER TIMOTHY OWEN BROWN 062-068681 07.19.19 STATE OF ILLINOIS

EXPIRATION DATE: 11.30.19

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SHEET TITLE:
GLEN ELLYN CIVIC CENTER CAMPUS FINAL PLANNED UNIT DEVELOPMENT PLAN – PHASE 1

C-200

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STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
   - 4' Diameter Structure- 4"
   - 5' Diameter Structure- 6"
   - 6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, It Is Intended That the Frame of the Structure Is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.
8. All Sanitary Manholes Shall Include a Chimney Seal.

UTILITY NOTES

1. Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
4. Coordinate the Relocation Of Any Utilities Encountered And Replacement Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
5. All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
7. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
8. Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

N

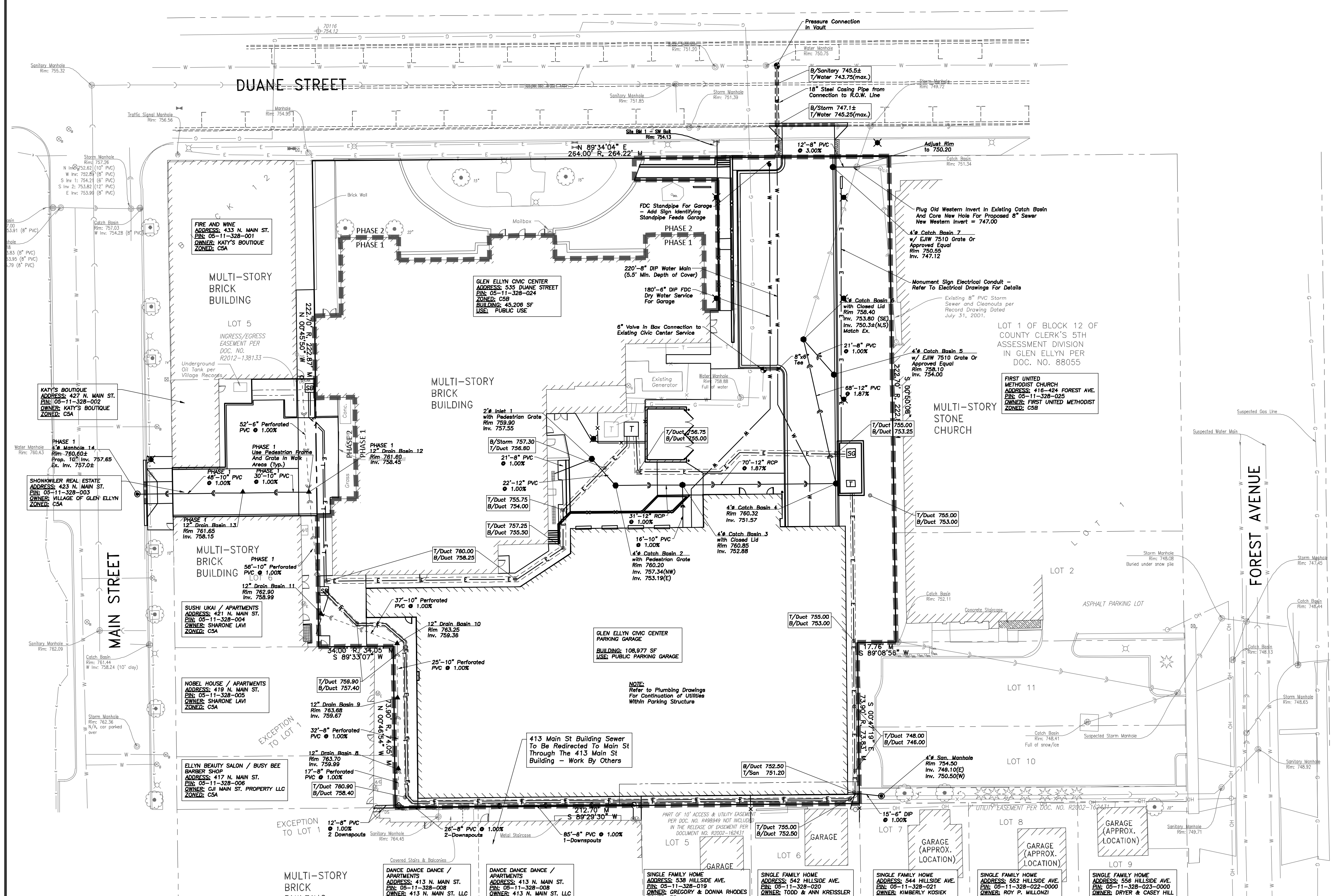
20' 0' 20' 40' 60'

Scale: 1"=20'

LEGEND

EXISTING — PROPOSED

- Manhole
- Catch Basin
- Inlet
- Area Drain
- Clean Out
- Flared End Section
- Storm Sewer
- Sanitary Sewer
- Combined Sewer
- Water Main
- Gas Line
- Overhead Wires
- Electrical Cable (Buried)
- Telephone Line
- Fire Hydrant
- Valve Vault
- Buffalo Box
- Fire Department Connection
- Downspout
- Bollard
- Gas Valve
- Gas Meter
- Electric Meter
- ComEd Manhole
- Hand Hole
- Light Pole
- Light Pole w/ Mast Arm
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Sign
- Fence
- Accessible Parking Stall
- Curb & Gutter
- Depressed Curb
- Curb Elevation (existing: C 782.50; proposed: C 782.50)
- Gutter Elevation (existing: G 782.00; proposed: G 782.00)
- Pavement Elevation (existing: P 783.25; proposed: P 783.25)
- Sidewalk Elevation (existing: W 782.10; proposed: W 782.10)
- Ground Elevation (existing: 784.0; proposed: 784.0)
- Top of Retaining Wall Elevation (existing: T/W 785.20; proposed: T/W 785.20)
- Swale
- Contour Line (781)
- Deciduous Tree
- Coniferous Tree
- Brushline
- Tree Protection Fencing at Drip Line
- PHASE BOUNDARY



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REVISIONS

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SHEET TITLE:
SITE UTILITY PLAN

C-300

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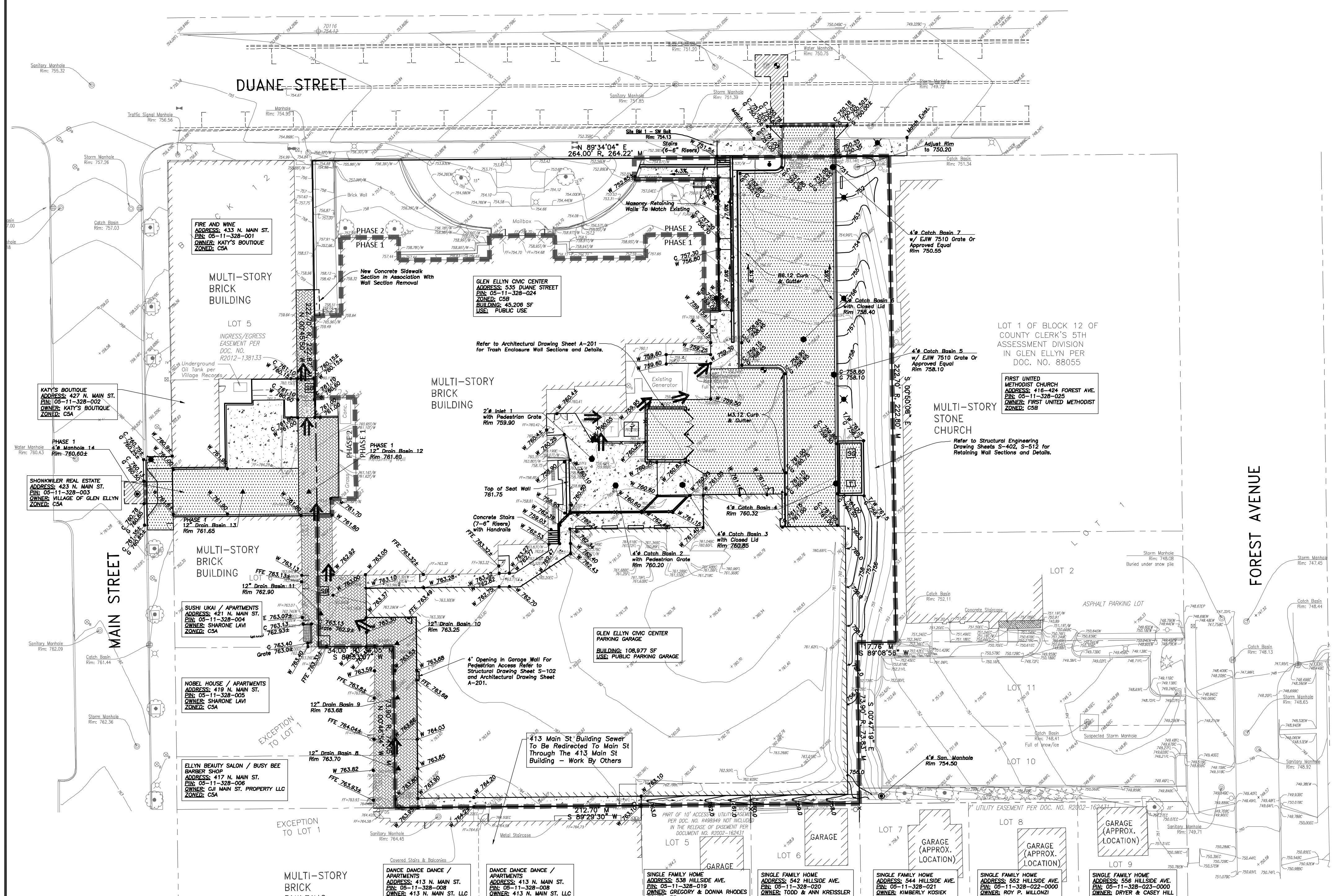
Attachment: 22. Site Utility Plan - C-300, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)



GRADING NOTES

1. Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
2. The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
3. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sodded Unless Noted Otherwise On The Landscape Drawings.
4. Refer to Landscape Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
5. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.

N

20' 0' 20' 40' 60'

Scale: 1" = 20'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	
OH	Overhead Wires	
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
	Fire Department Connection	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	SB
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
C 782.50	Curb Elevation	C 782.50
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T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
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	Tree Protection Fencing at Drip Line	
	PHASE BOUNDARY	

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- Asphalt Pavement Section in Right-Of-Way Match Existing Pavement Section or Restore per Village of Glen Ellyn Roadway Patching Requirements
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6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
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LICENSE NO. 184.000947-0006

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
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Tel: 312.324.5500
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145 Commerce Drive, Suite A
Grayslake, IL 60030
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www.eea-ltd.com
LICENSE NO. 184.003220-0002

LICENSED PROFESSIONAL ENGINEER
TIMOTHY OWEN BROWN
062-068681
07.19.19
STATE OF ILLINOIS

EXPIRATION DATE: 11.30.19

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SDC

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SHEET TITLE:
GRADING & PAVING PLAN

C-400

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYMSON.rvt

SITE DATA:

SITE OPEN SPACE:
REQUIRED: 0
PROVIDED: 6,257 S.F. — OPEN SPACE AREA

TREES:
REQUIRED: 4
PROVIDED: 6

NOTE:
* SHADING INDICATED OPEN SPACE AREAS USED IN THE OPEN SPCAE CALCULATIONS.

LANDSCAPE NARRATIVE:

THE PROPOSED LANDSCAPE PLANTINGS HELP FRAME THE VIEW OF THE NEW PARKING DECK FROM DUANE STREET AND WELCOME THE USERS INTO THE SITE. WE ALSO HAVE PROVIDED NEW LANDSCAPE SCREENING OF THE REDUCED SURFACE AREA PARKING ALONG THE EAST BORDER OF THE PROPERTY. WE HAVE PROVIDED FOUNDATION PLANTINGS ALONG THE EAST FACE OF THE PARKING GARAGE AND AND ADDED A COUPLE OF CANOPY TREES TO HELP SOFTEN THE VIEW OF THE GARAGE FROM THE EAST. ON THE NORTH ELEVATION OF THE PARKING GARAGE ADJACENT TO THE NEW PLAZA SPACE PLANTERS HAVE BEEN ADDED TO CREATE A PEDESTRIAN FRIENDLY ENVIRONMENT ADJACENT TO THE NEW GARAGE. ADDITIONALLY, WE HAVE PROPOSED TO CONTAIN THE NEEDED SERVICE ELEMENTS SUCH AS THE TRASH ENCLOSURE AND TRANSFORMERS INTERNAL TO THE SITE TO THE GREATEST EXTENT POSSIBLE TO KEEP THEM SCREENED FROM THE SURROUNDING PUBLIC R.O.W.

PLANT SCHEDULE

CANOPY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
ACE A12	ACER X FREEMANII "JEFFSRED" / AUTUMN BLAZE MAPLE	B & B	4"CAL	1
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	3" CAL.	2
GLE I18	GLEDITSIA TRIACANTHOS INERMIS "SKYLINE" / THORNLESS SKYLINE HONEYLOCUST	B & B	4"CAL	1
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	3" CAL.	4

UNDERSTORY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
AME AU2	AMELANCHIER GRANDIFLORA / SHADBLOW SERVICEBERRY	B & B	8' CLUMP	1

DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
ARO RED	ARONIA ARBUTIFOLIA / RED CHOKEBERRY	B & B	30" HT.	14
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	30" HT.	12
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	3
SPI SPI	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	B & B	30" HT.	6
SYR MEY	SYRINGA MEYERI 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	11
VIB CAY	VIBURNUM CARLESII 'CAYUGA' / KOREAN SPICE VIBURNUM	B & B	30" HT.	20

EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
JUN PFI	JUNIPERUS CHINENSIS 'KALLAYS COMPACT' / KALLAY COMPACT PFITZER JUNIPER	B & B	18" HT.	18
TAX DEN	TAXUS X MEDIA 'DENSIFORMIS' / DENSE YEW	B & B	36" HT.	11

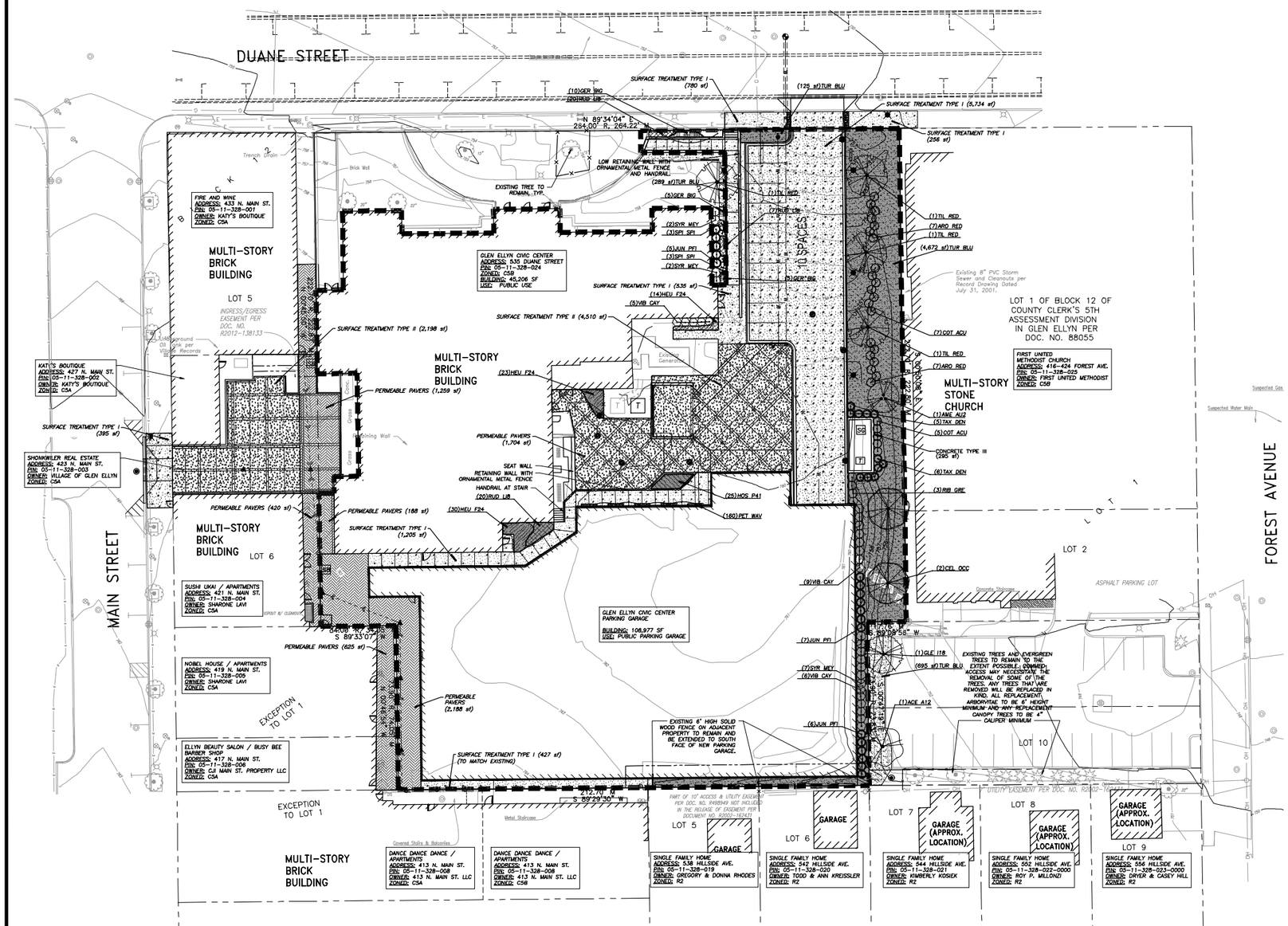
GROUND COVERS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
GER BIG	GERANIUM MACRORRHIZUM / BIGROOT GERANIUM	CONT.	#1	20
HEU F24	HEUCHERA X "FIRE ALARM" / FIRE ALARM CORAL BELLS	CONT.	#1	67
HOS P41	HOSTA X 'PATRIOT' / PATRIOT HOSTA	CONT.	#1	25
RUD LIB	RUDBECKIA FULGIDA 'LITTLE GOLD STAR' / LITTLE GOLD STAR BLACK-EYED SUSAN	CONT.	#1	36

ANNUALS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PET WAV	PETUNIA X HYBRIDA 'PURPLE WAVE' TM / PETUNIA	CONT.	3" POTS	160

TURF GRASS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	ROLLED	SOD	6,060 SF

N

20' 0' 20' 40' 60'
Scale: 1"=20'



LANDSCAPE NOTES

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN ESTABLISHED WITH SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL
17. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
18. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
19. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
20. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
21. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
22. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
23. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.

SITE MATERIAL SCHEDULE

SURFACE TREATMENT TYPE II	–	6,708 SF
PERMEABLE PAVERS	–	4,260 SF
SURFACE TREATMENT TYPE I	–	7,091 SF
TURF AREAS		6,257 SF

NOTE:
* REFER TO CIVIL ENGINEERING PLANS AND DETAILS FOR LIMITS OF PAVEMENT TYPES AND PAVEMENT SECTIONS.

J.U.L.I.E.
Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

Design Builder:
Mortenson
N. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:
WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2695 Greenspoint Parkway, Suite 600
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LICENSE NO. 184.000947-0006

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ARCHITECTURE + ENGINEERING
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Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4804
www.eea-ltd.com
LICENSE NO. 184.003220-0002

STATE OF ILLINOIS
STEVEN S. GREGORY
157-000682
LANDSCAPE ARCHITECT
EXPIRES: 08/31/2021

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	SSG
CHECKED BY:	SC

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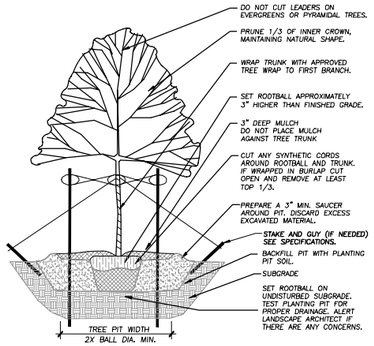
SHEET TITLE:
LANDSCAPE PLAN

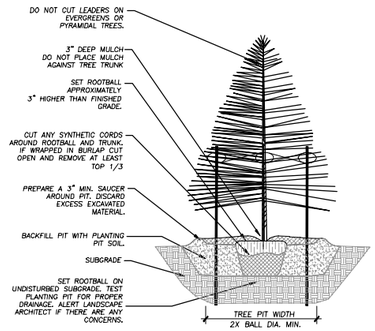
L-100

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYMSON.rvt

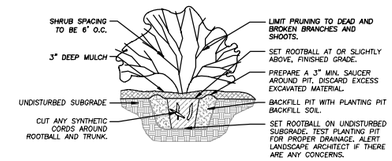
Attachment: 24. Landscape Plan and Details - L-100 - L-200, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)



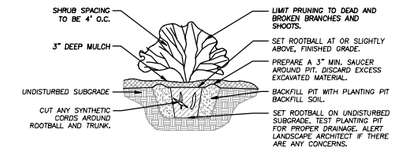
1 TREE PLANTING DETAIL
Not To Scale 329343-01



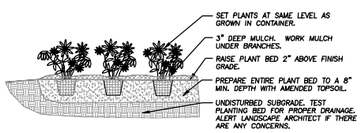
2 EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE 329343-02



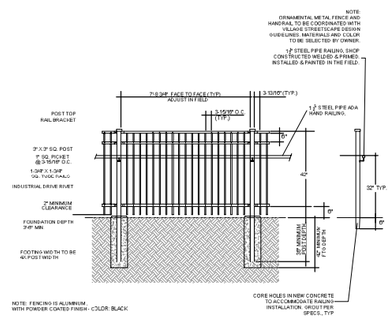
3 LARGE SHRUB PLANTING DETAIL
Not To Scale (FOR SHRUBS WITH MATURE HEIGHT OF 3' OR GREATER) 329333-05



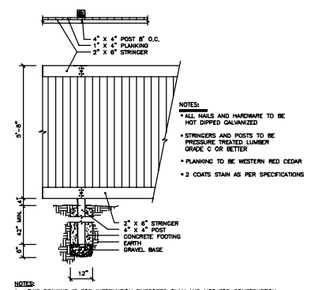
4 SMALL SHRUB PLANTING DETAIL
Not To Scale (FOR SHRUBS WITH MATURE HEIGHT OF 3' OR LESS) 329333-04



5 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL
Not To Scale 329381-03



6 42" ORNAMENTAL METAL FENCE WITH HANDRAIL
Not To Scale 323119-24



NOTES:
1. THIS DRAWING IS FOR INFORMATION PURPOSES ONLY AND NOT FOR CONSTRUCTION.
2. DO NOT SCALE DRAWINGS.

7 6' SOLID WOOD FENCE
NOT TO SCALE 323129.23-02

Design Builder:

Mortenson
N. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

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STATE OF ILLINOIS
STEVEN S. GREGORY
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LICENSED LANDSCAPE ARCHITECT
EXPIRES: 08/31/2021

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
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REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
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CHECKED BY:	SC

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SHEET TITLE:
LANDSCAPE DETAILS

L-200

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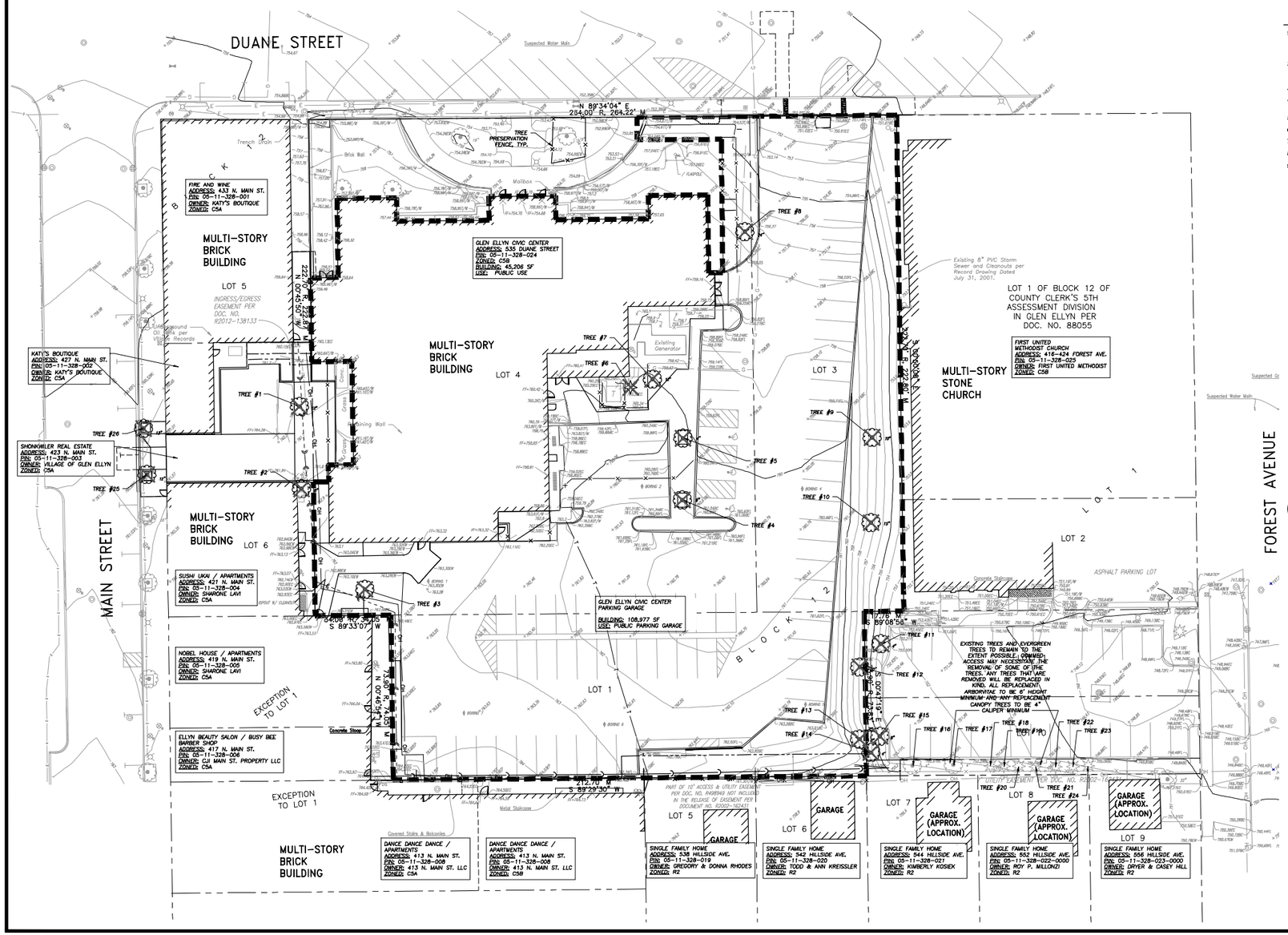
Existing Tree Inventory

TAG #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Prunus spp.	Pear Species	12" Cal.	Poor	Top cental leader sitted out
2	Ulmus pumila	Siberian Elm	8" Cal.	Poor	Growing at foundation of building
3	Acer saccharinum	Silver Maple	12" Cal.	Good	Growing into overhead wires
4	Gleditsia triacanthos inermis	Thornless Honeylocust	4" Cal.	Good	
5	Gleditsia triacanthos inermis	Thornless Honeylocust	5" Cal.	Good	
6	Thuja occidentalis	Arborvitae	6" Cal.	Fair	Right next to building foundation
7	Malus spp.	Crabapple spp.	12" Cal.	Good	
8	Gleditsia triacanthos inermis	Thornless Honeylocust	24" Cal.	Good	
9	Juglans nigra	Black Walnut	10" Cal.	Good	
10	Ulmus pumila	Siberian Elm	15" Cal.	Good	
11	Gleditsia triacanthos inermis	Thornless Honeylocust	4" Cal.	Good	
12	Juglans nigra	Black Walnut	10" Cal.	Fair	Large upper limb missing steep slope
13	Ailanthus altissima	Tree of Heaven	8" Cal.	Good	Invasive species should be removed
14	Ailanthus altissima	Tree of Heaven	4" Cal.	Good	Invasive species should be removed
15	Acer platinoides	Norway Maple	8" Cal.	Good	Replace with 4" Cal. Maple Tree
16	Acer platinoides	Norway Maple	4" Cal.	Good	Replace with 4" Cal. Maple Tree
17	Acer platinoides	Norway Maple	4" Cal.	Good	Replace with 4" Cal. Maple Tree
18	Thuja occidentalis	Arborvitae	4' Ht.	Fair	Replace with 6' Arborvitae
19	Thuja occidentalis	Arborvitae	4' Ht.	Fair	Replace with 6' Arborvitae
20	Thuja occidentalis	Arborvitae	4' Ht.	Fair	Replace with 6' Arborvitae
21	Thuja occidentalis	Arborvitae	4' Ht.	Fair	Replace with 6' Arborvitae
22	Thuja occidentalis	Arborvitae	8' Ht.	Good	Replace with 6' Arborvitae
23	Thuja occidentalis	Arborvitae	8' Ht.	Good	Replace with 6' Arborvitae
24	Thuja occidentalis	Arborvitae	8' Ht.	Good	Replace with 6' Arborvitae
25	Gleditsia triacanthos inermis	Thornless Honeylocust	12" Cal.	Good	Main Street Tree to be Removed
26	Gleditsia triacanthos inermis	Thornless Honeylocust	13" Cal.	Good	Main Street Tree to be Removed

N

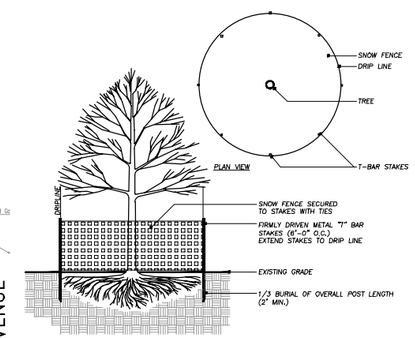
20' 0' 20' 40' 60'

Scale: 1"= 20'



Tree Preservation Notes

1. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
2. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
3. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
4. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
5. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
6. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
7. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
8. TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
9. TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.



1 TREE PROTECTION DETAIL

Not To Scale 329383-01

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

Design Builder:

Mortenson

M. A. MORTENSON COMPANY

300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

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STATE OF ILLINOIS
STEVEN S. GREGORY
157-000682
LICENSED LANDSCAPE ARCHITECT

EXPIRES: 08/31/2021

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	SSG
CHECKED BY:	SC

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SHEET TITLE:
TREE PRESERVATION PLAN

TP-100

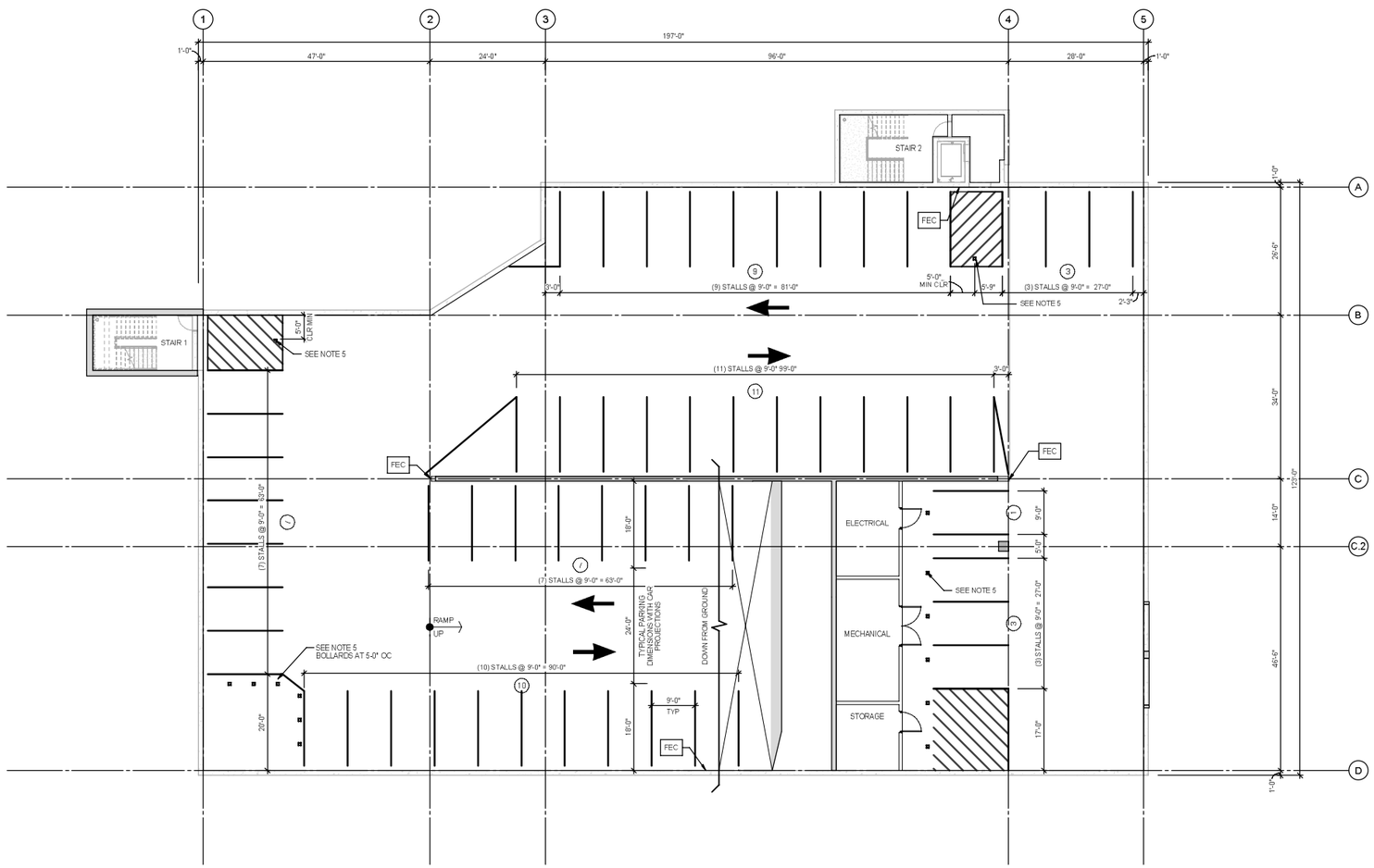
2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYNSON.rvt

Attachment: 25. Tree Preservation Plan - TP-100, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

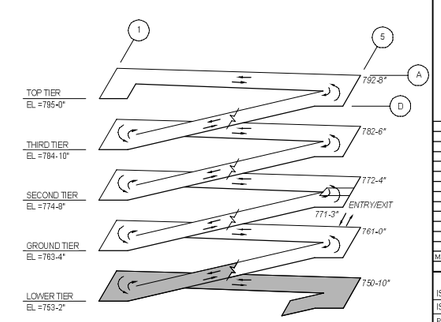
LEGEND SIGN KEY
(TYPICAL ALL TIERS)

MARK (SEE SIGN SCHEDULE)
FACE OF SIGN
TO TIER / TO TIER — DENOTES MATCHLINE BETWEEN TIERS
FD — DENOTES FLOOR DRAIN

NOTES:
1. SEE SHEET AG-100 FOR TYPICAL STRIPING DETAILS AND FLOOR MARKINGS.
2. SEE SHEETS AG-601, AG-602 AND AG-701 FOR SIGN SCHEDULE, COMPONENTS AND MOUNTING DETAILS.
3. ALL DIMENSIONS FOR STRIPING ARE FROM FACE OF COLUMN OR INSIDE FACE OF WALL, UNO.
4. FOR FLOOR ELEVATIONS, SEE STRUCTURAL PLANS.
5. SEE 5/S-550 FOR PIPE BOLLARD DETAIL, TYP.
6. INDICATES ACCESSIBLE PARKING STALL.



1 LOWER TIER PLAN
3/32" = 1'-0"



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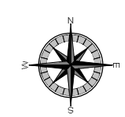

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BRADLEY F. NAVARRO
062-058766
STATE OF ILLINOIS
11/18/2019

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	MJK
CHECKED BY:	BFN

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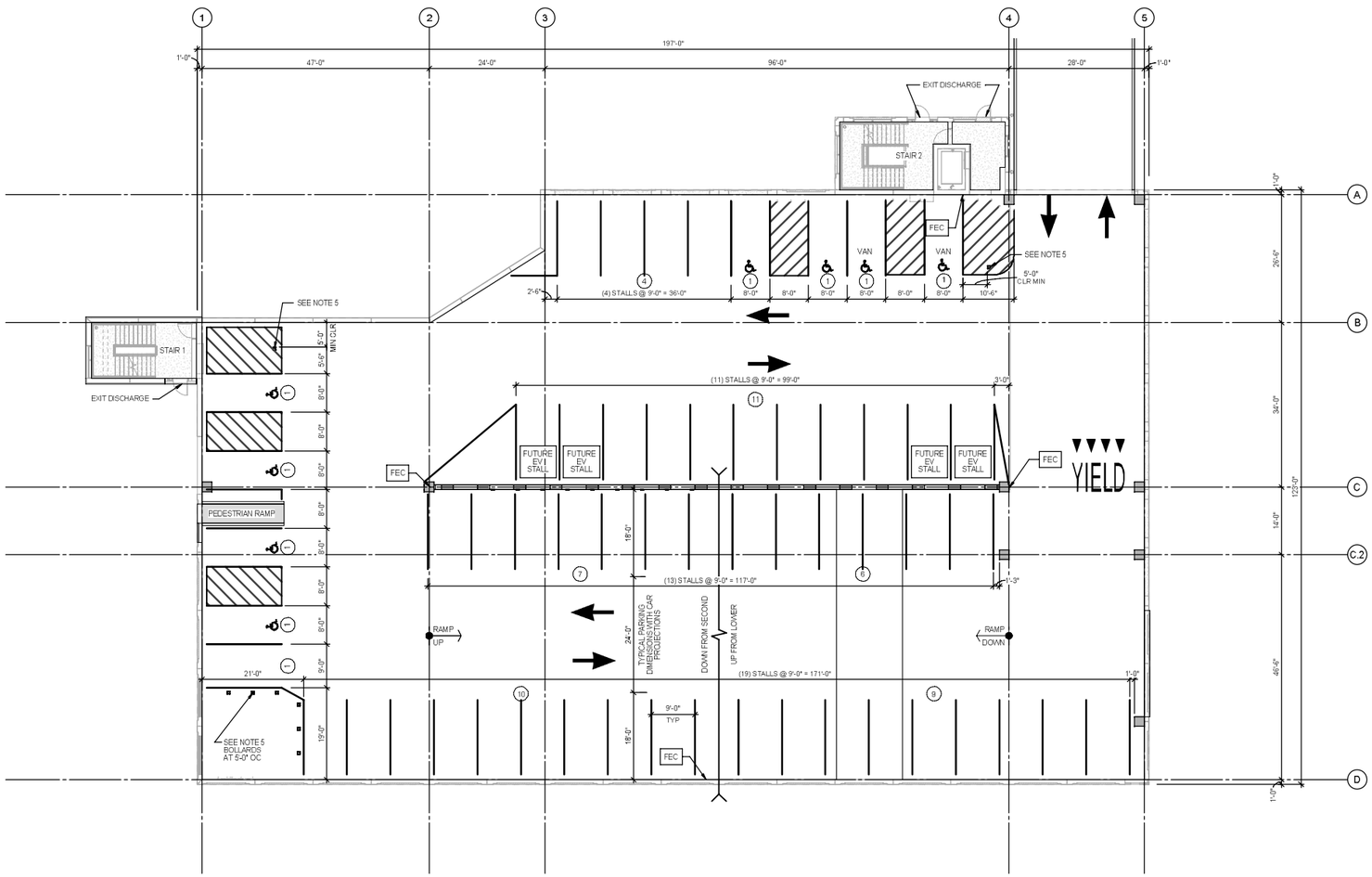
SHEET TITLE
LOWER TIER PLAN

AG-101

11/12/2019 9:42:11 AM C:\Revit Projects\31-8445.00-Glen_Ellyn_R-19_mustrh3208r.rvt



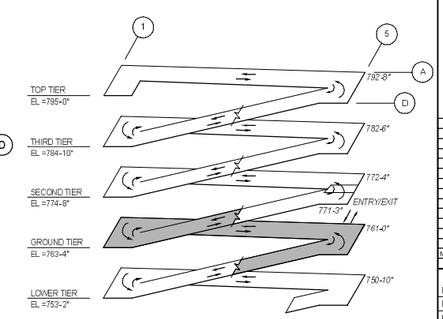
1 GROUND TIER PLAN
3/32" = 1'-0"

LEGEND SIGN KEY
(TYPICAL ALL TIERS)

MARK (SEE SIGN SCHEDULE)
FACE OF SIGN
TO TIER / TO TIER — DENOTES MATCHLINE BETWEEN TIERS
FD — DENOTES FLOOR DRAIN

NOTES:
1. SEE SHEET AG-100 FOR TYPICAL STRIPING DETAILS AND FLOOR MARKINGS.
2. SEE SHEETS AG-601, AG-602 AND AG-701 FOR SIGN SCHEDULE, COMPONENTS AND MOUNTING DETAILS.
3. ALL DIMENSIONS FOR STRIPING ARE FROM FACE OF COLUMN OR INSIDE FACE OF WALL, UNO.
4. FOR FLOOR ELEVATIONS, SEE STRUCTURAL PLANS.
5. SEE 5/S-550 FOR PIPE BOLLARD DETAIL, TYP.
6. INDICATES ACCESSIBLE PARKING STALL.

PARKING STALL COUNT - GARAGE				
9'-0" 90° STANDARD STALL				
8'-0" ACCESSIBLE STALL + 8'-0" ACCESS AISLE				
TIER	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
LOWER	51	0	0	51
GROUND	48	6	2	56
SECOND	62	0	0	62
THIRD	62	0	0	62
TOP	46	0	0	46
	269	6	2	277



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M. A. MORTENSON COMPANY
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Itasca, IL 60143
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Parking Consultant / Structural Engineer
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BRADLEY F. NAVARRO
062-058766
STATE OF ILLINOIS
11/18/2019
ER

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
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	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE: ZONING SUBMITTAL NO. 6
ISSUE DATE: 11/14/2019
PROJECT NO: 31-9445.00
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CHECKED BY: BFN

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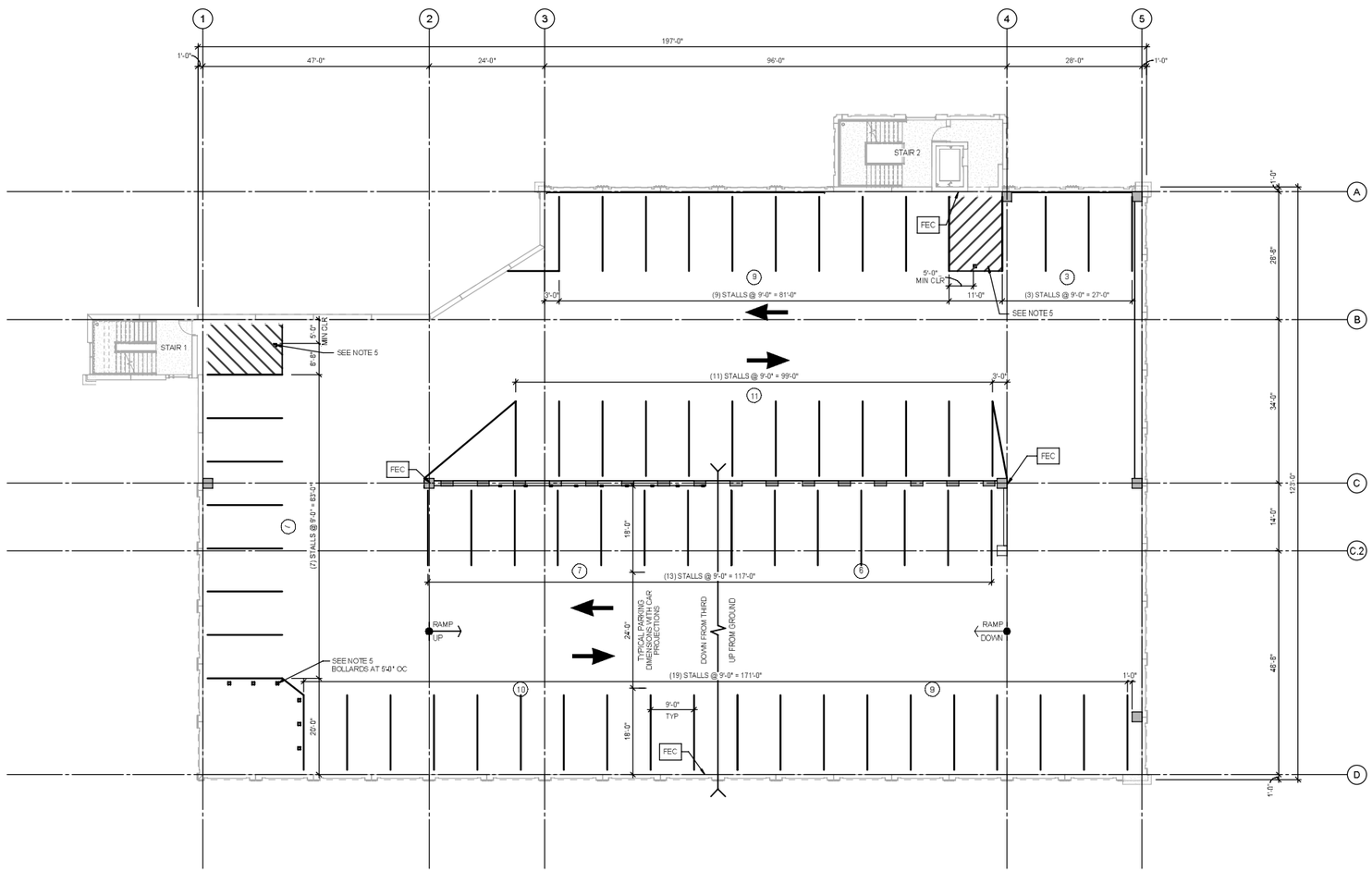
SHEET TITLE:
GROUND TIER PLAN

AG-102

11/12/2019 9:43:15 AM C:\Revit Projects\31-9445-00-Glen Ellyn, IL-18_mkurth3zfkX.rvt

Attachment: 26. Floor Plans, Lower Tier - Top Tier, AG-101 - AG105, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

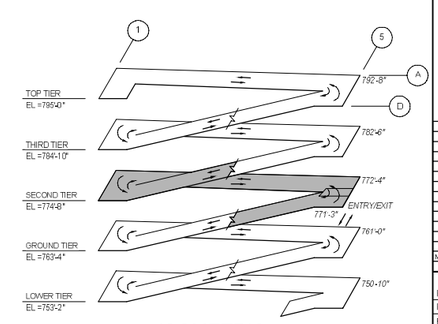


1 SECOND TIER PLAN
3/32" = 1'-0"

LEGEND SIGN KEY
(TYPICAL ALL TIERS)

MARK (SEE SIGN SCHEDULE)
FACE OF SIGN
TO TIER / TO TIER — DENOTES MATCHLINE BETWEEN TIERS
FD — DENOTES FLOOR DRAIN

NOTES:
1. SEE SHEET AG-100 FOR TYPICAL STRIPING DETAILS AND FLOOR MARKINGS.
2. SEE SHEETS AG-601, AG-602 AND AG-701 FOR SIGN SCHEDULE, COMPONENTS AND MOUNTING DETAILS.
3. ALL DIMENSIONS FOR STRIPING ARE FROM FACE OF COLUMN OR INSIDE FACE OF WALL, UNO.
4. FOR FLOOR ELEVATIONS, SEE STRUCTURAL PLANS.
5. SEE 505-560 FOR PIPE BOLLARD DETAIL, TYP.
6. INDICATES ACCESSIBLE PARKING STALL.



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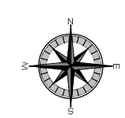

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Itasca, IL 60143
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062-058786
STATE OF ILLINOIS
11/14/2019
EXP. 11/30/2019

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
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MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	09/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
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CHECKED BY:	BFN

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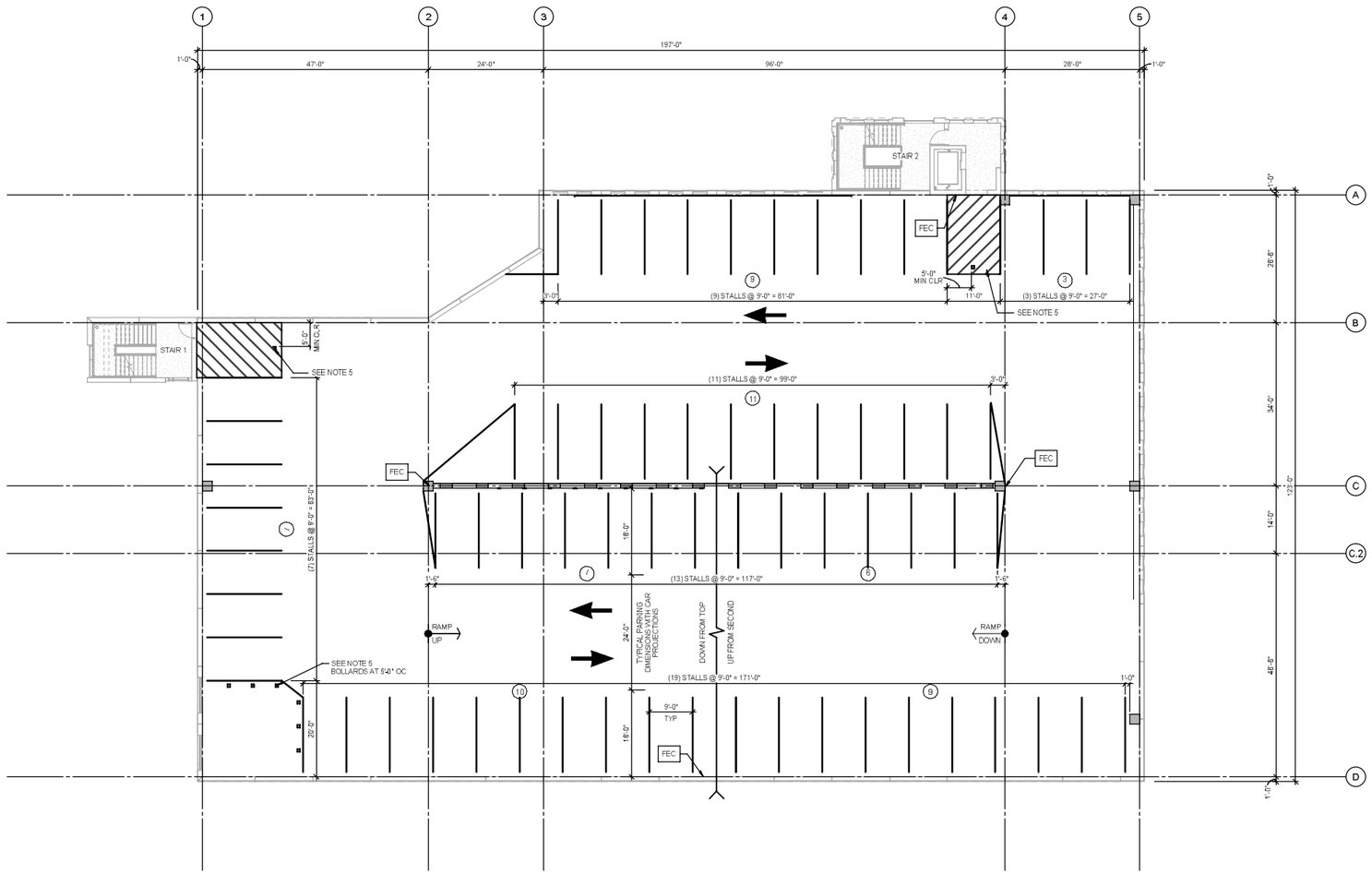
SHEET TITLE
SECOND TIER PLAN

AG-103

11/12/2019 9:43:18 AM C:\Revit Projects\31-8445.00 Glen Ellyn R-15 mikuchk3ZSK.rvt

Attachment: 26. Floor Plans, Lower Tier - Top Tier, AG-101 - AG105, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street |)



1 THIRD TIER PLAN
3/32" = 1'-0"

LEGEND SIGN KEY
(TYPICAL ALL TIERS)

MARK (SEE SIGN SCHEDULE)
FACE OF SIGN
TO TIER / TO TIER — DENOTES MATCHLINE BETWEEN TIERS
FD — DENOTES FLOOR DRAIN

NOTES:
1. SEE SHEET AG-100 FOR TYPICAL STRIPING DETAILS AND FLOOR MARKINGS.
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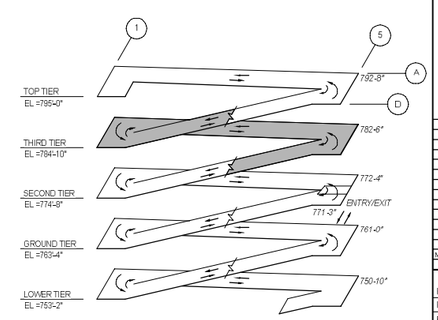
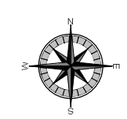
4. FOR FLOOR ELEVATIONS, SEE STRUCTURAL PLANS.
5. SEE 5/S-550 FOR PIPE BOLLARD DETAIL, TYP.
6. INDICATES ACCESSIBLE PARKING STALL.



ISOMETRIC



Design Builder:

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M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
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Design Consultants:

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2895 Greenspoint Parkway, Suite 600
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BRADLEY F. NAVARRO
062-058766
STATE OF ILLINOIS
11/18/2019

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
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	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

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CHECKED BY: BFN

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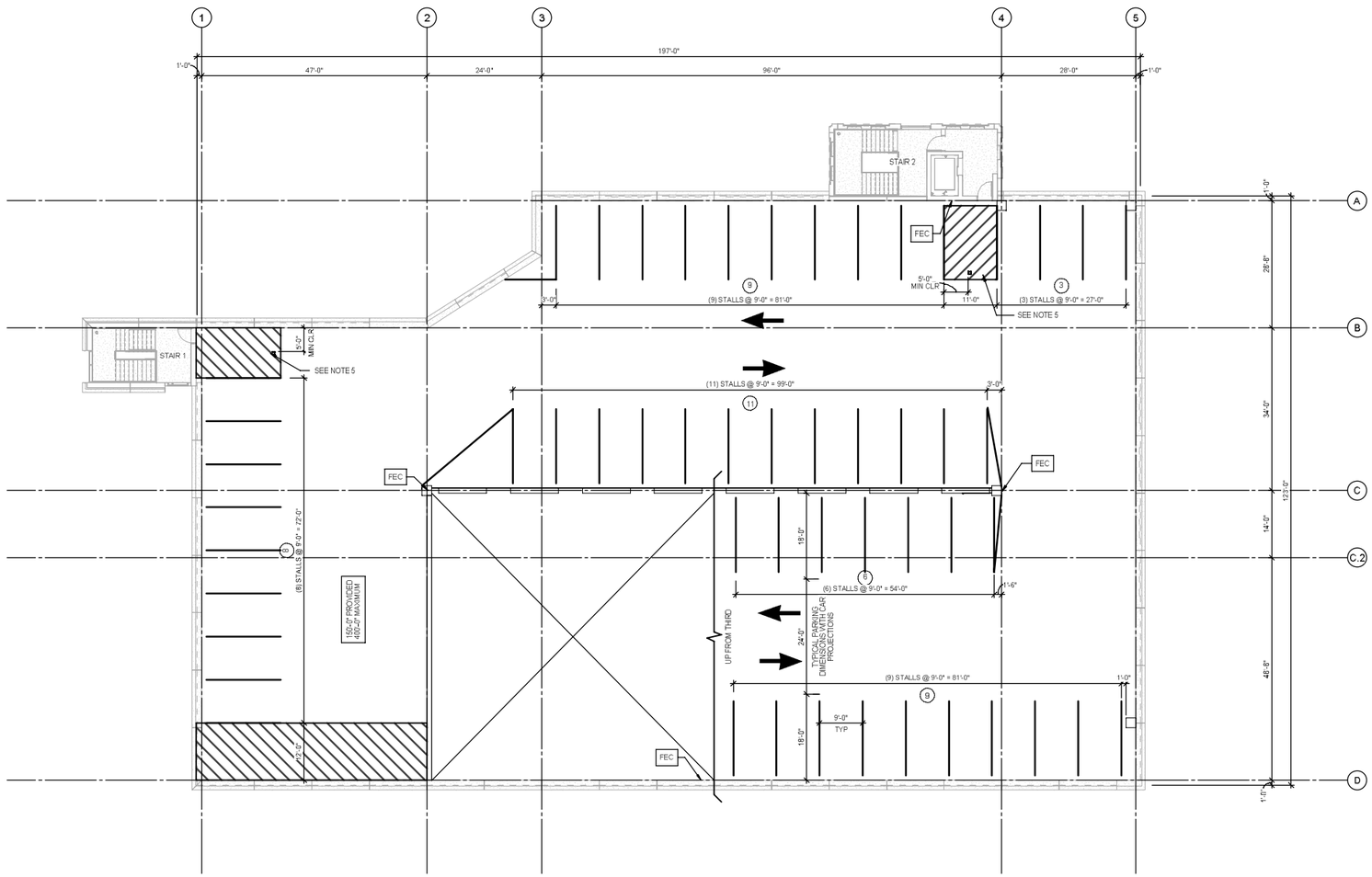
SHEET TITLE:
THIRD TIER PLAN

AG-104

11/13/2019 9:44:22 AM C:\Revit Projects\31-8445.00 Glen Ellyn R19 mkoch\XZRK.rvt

Attachment: 26. Floor Plans, Lower Tier - Top Tier, AG-101 - AG105, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)



1 TOP TIER PLAN
3/32" = 1'-0"

LEGEND SIGN KEY
(TYPICAL ALL TIERS)

MARK (SEE SIGN SCHEDULE)
FACE OF SIGN
TO TIER / TO TIER — DENOTES MATCHLINE BETWEEN TIERS
FD — DENOTES FLOOR DRAIN

NOTES:
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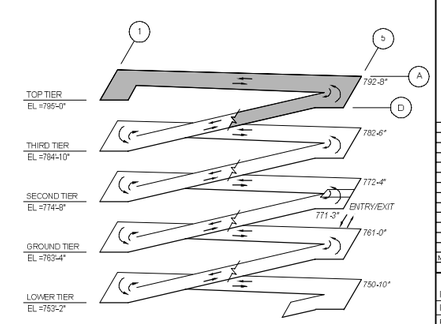
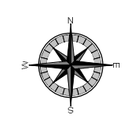
5. SEE 5/S-550 FOR PIPE BOLLARD DETAIL, TYP.
6. INDICATES ACCESSIBLE PARKING STALL.



ISOMETRIC



Design Builder:

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M. A. MORTENSON COMPANY
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Itasca, IL 60143
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Design Consultants:

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BRADLEY F. NAVARRO
062-058766
STATE OF ILLINOIS
11/18/2019

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REVISIONS

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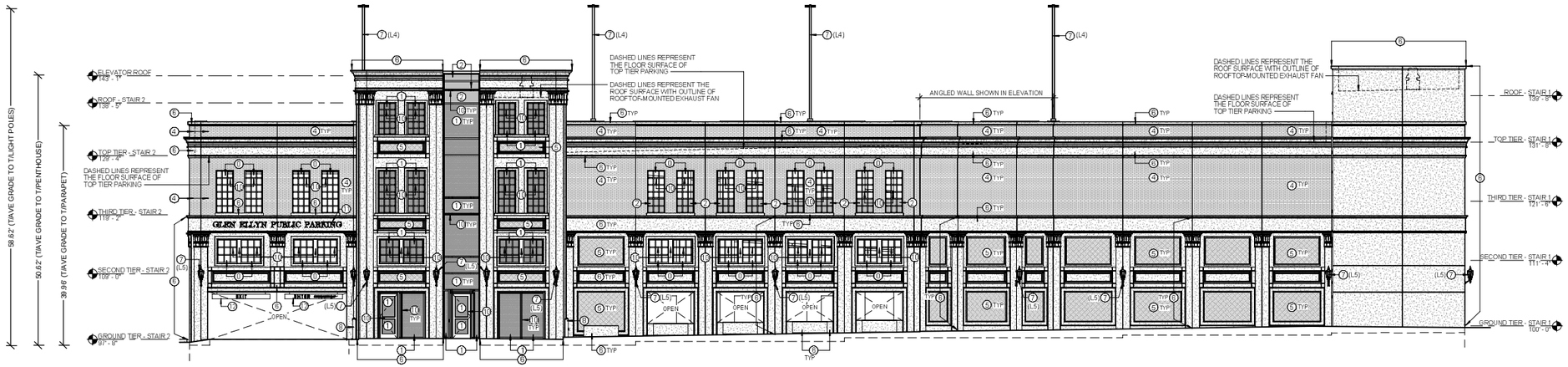
SHEET TITLE:
TOP TIER PLAN

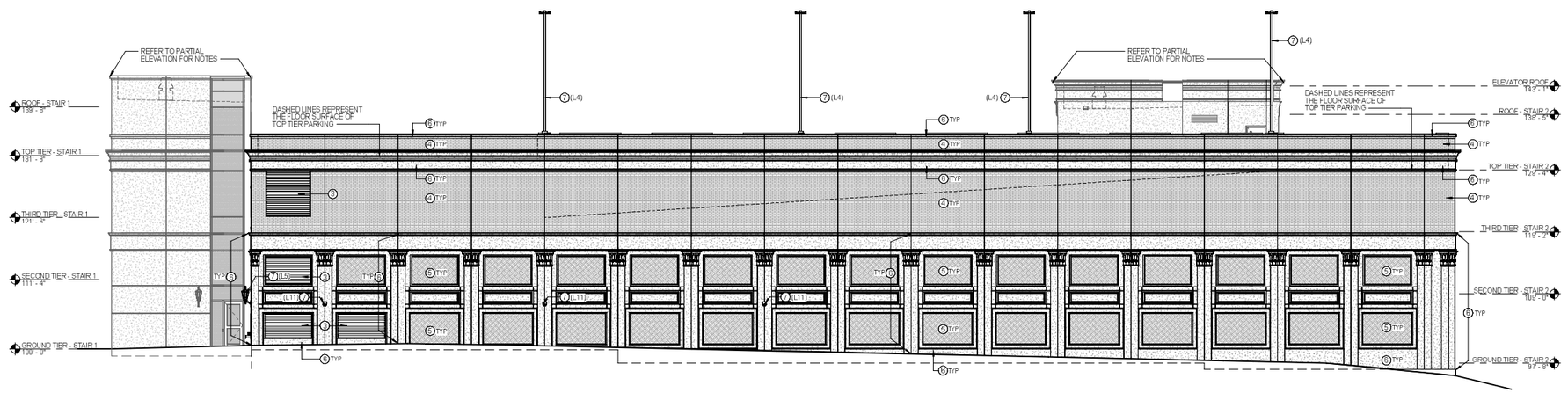
AG-105

11/13/2019 9:43:25 AM C:\Revit Projects\31-8445-00 Glen Ellyn R-15_mkuzik325K.rvt

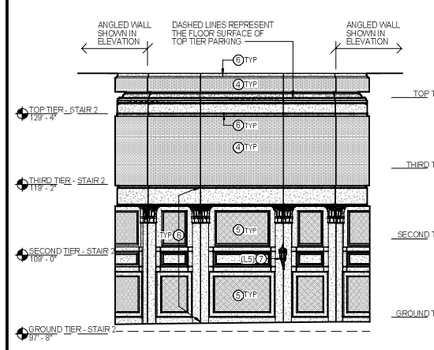
Attachment: 26. Floor Plans, Lower Tier - Top Tier, AG-101 - AG105, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)



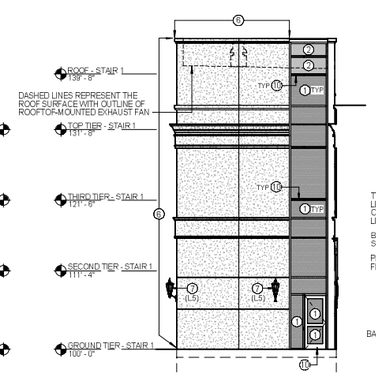
1 NORTH ELEVATION
1/8" = 1'-0"



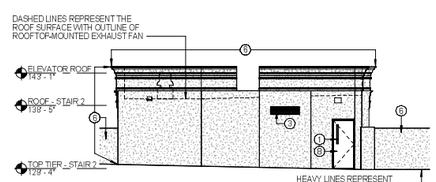
2 SOUTH ELEVATION
1/8" = 1'-0"



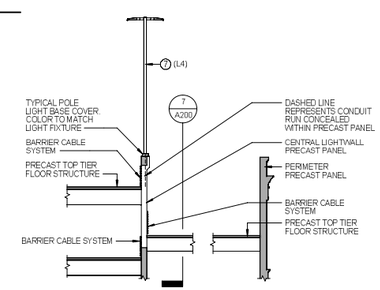
3 PARTIAL NORTH ELEVATION
1/8" = 1'-0"



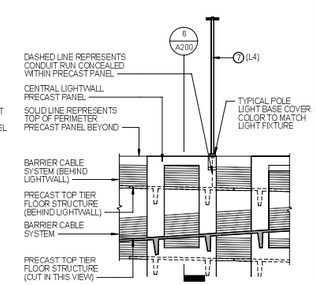
4 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"



5 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"



6 POLE LIGHT FIXTURE AT LIGHTWALL
1/8" = 1'-0"



7 POLE LIGHT FIXTURE AT LIGHTWALL
1/8" = 1'-0"
VIEWING NORTH
VIEWING SOUTH IS SIMILAR

EXTERIOR ELEVATION LEGEND

MATERIAL SHADING	MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
NO PATTERN	OPEN FRAME - NO GLASS	NONE	(U)	OPEN AIR FROM EXTERIOR INTO GARAGE STRUCTURE
	1/4" THICK CLEAR GLAZING	CLEAR	(1)	GLASS AT STAIR & ELEVATOR TOWER WINDOWS AND DOORS
	1/4" THICK SPANDREL GLAZING	DARK GRAY	(2)	GLASS TO CONCEAL WALL OR STRUCTURE BEYOND
	MECHANICAL LOUVER - ALUMINUM	SILVER METALLIC PAINTED	(3)	MECHANICAL EXHAUST/ INTAKE LOUVERS
	THIN BRICK - RUNNING BOND PATTERN	REDI BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	(4)	TYPICAL BRICK FACADE MATERIAL
	THIN BRICK - BASKETWEAVE PATTERN	REDI BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	(5)	ACCENT BRICK FACADE MATERIAL
	PRECAST CONCRETE	MATCH INDIANA BUFF LIMESTONE ON GLEN ELLYN CIVIC CENTER DUANE STREET FACADE	(6)	TYPICAL "STONE" FACADE MATERIAL
NO PATTERN	MISC. METAL LIG-HT FIXTURE	BLACK PAINTED	(7) (L#)	TYPICAL LIGHT FIXTURE FINISH - SEE LIGHTING SCHEDULE
NO PATTERN	METAL	PAINTED TO MATCH PRECAST COLOR (BUFF LIMESTONE)	(8)	EXTERIOR BOLLARDS AND GALV. STEEL DOORS - PAINT
	FIXED LOUVER - STEEL	SILVER METALLIC PAINTED	(9)	DECORATIVE METAL GATE - LOUVER SCREEN (TRASH ENCL.)
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	(10)	ALUMINUM ENTRY DOORS, CURTAIN WALL FRAMING, STOREFRONT WINDOW FRAMING, ETC.
NO PATTERN	ALUMINUM	BLACK ANODIZED	(11)	VILLAGE FACILITY SIGN - IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHAPTER 4-6, SIGN CODE, OF THE VILLAGE CODE.
NO PATTERN	PVC	BLACK BACKGROUND WITH WHITE REFLECTIVE LETTER DIE-CUT TEXT	(12)	10" DIAMETER X 10'-0" LONG SUSPENDED SIGNAGE AT VEHICULAR ENTRY
NO PATTERN	CAST-IN-PLACE CONCRETE	STANDARD GRAY CONCRETE	(13)	EXPOSED CONCRETE FOUNDATIONS BELOW PRECAST PANELS

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8800
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 300
Chicago, IL 60654
Tel: 312.334.5500
www.shivehattery.com
LICENSE NO. 184.0002140015

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4894
www.eea-ltd.com
LICENSE NO. 184.0032040002

LICENSED ARCHITECT
Victor H. Ritter
001.020538
STATE OF ILLINOIS
Expires: 11-30-2020

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	09/19/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE: ZONING SUBMITTAL NO. 6
ISSUE DATE: 11/14/2019
PROJECT NO: 7192780
DRAWN BY: CH
CHECKED BY: VR

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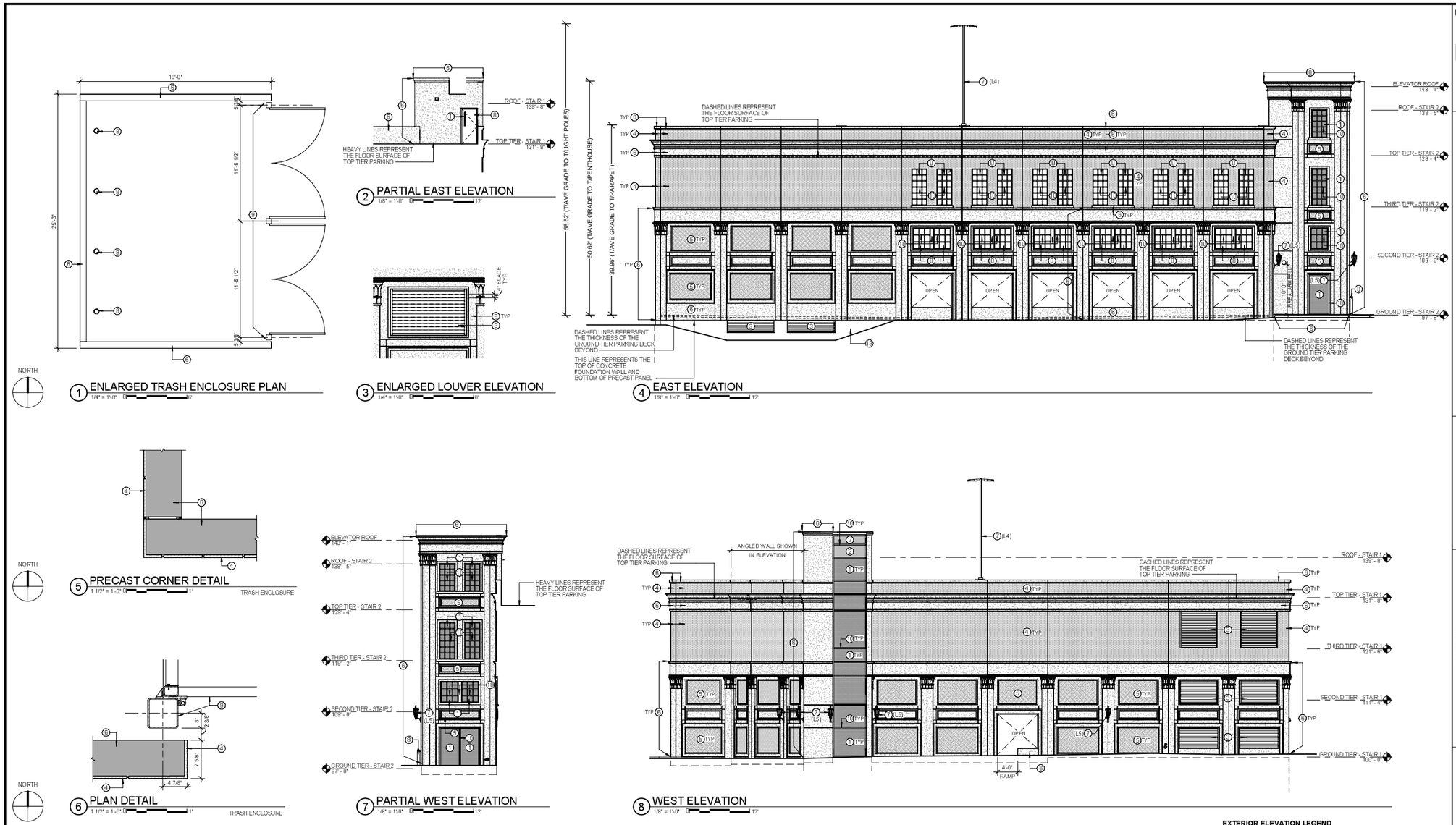
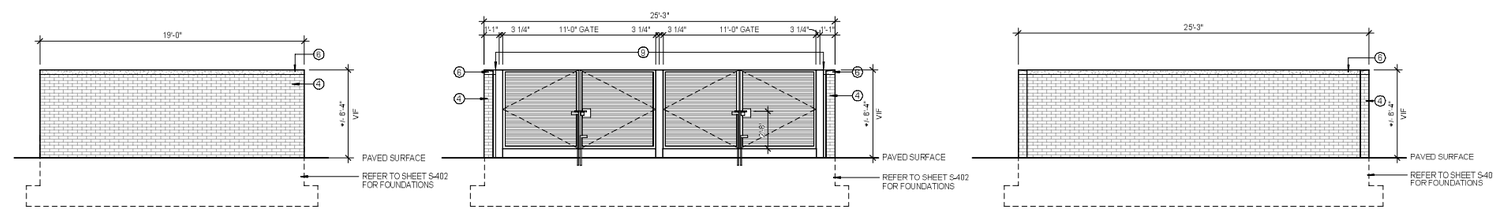
SHEET TITLE
EXTERIOR ELEVATIONS

A200

11/12/2019 10:02:45 AM C:\Users\Revit_Local_2019\192780A-Cert_chadwell.rvt

Attachment: 27. Building Elevations - A-200 - A-201, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)





EXTERIOR ELEVATION LEGEND

MATERIAL SHADING	MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
NO PATTERN	OPEN FRAME - NO GLASS	NONE	15	OPEN AIR FROM EXTERIOR INTO GARAGE STRUCTURE
	1/4" THICK CLEAR GLAZING	CLEAR	1	GLASS AT STAIR & ELEVATOR TOWER WINDOWS AND DOORS
	1/4" THICK SPANDREL GLAZING	DARK GRAY	2	GLASS TO CONCEAL WALL OR STRUCTURE BEYOND
	MECHANICAL LOUVER - ALUMINUM	SILVER METALLIC PAINTED	3	MECHANICAL EXHAUST/ INTAKE LOUVERS
	THIN BRICK - RUNNING BOND PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	4	TYPICAL BRICK FACADE MATERIAL
	THIN BRICK - BASKETWEAVE PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	5	ACCENT BRICK FACADE MATERIAL
	PRECAST CONCRETE	MATCH INDIANA BUFF LIMESTONE ON GLEN ELLYN CIVIC CENTER DUANE STREET FACADE	6	TYPICAL "STONE" FACADE MATERIAL
NO PATTERN	MISC. METAL LIGHT FIXTURE	BLACK PAINTED	7 (L#)	TYPICAL LIGHT FIXTURE FINISH - SEE LIGHTING SCHEDULE
NO PATTERN	METAL	PAINTED TO MATCH PRECAST COLOR (BUFF LIMESTONE)	8	EXTERIOR BOLLARDS AND GALV. STEEL DOORS - PAINT
	FIXED LOUVER - STEEL	SILVER METALLIC PAINTED	9	DECORATIVE METAL GATE - LOUVER SCREEN (TRASH ENCL.)
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	10	ALUMINUM ENTRY DOORS, CURTAIN WALL FRAMING, STOREFRONT WINDOW FRAMING, ETC.
NO PATTERN	ALUMINUM	BLACK ANODIZED	11	VILLAGE FACILITY SIGN - IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHAPTER 4-5, SIGN CODE, OF THE VILLAGE CODE
NO PATTERN	PVC	BLACK BACKGROUND WITH WHITE REFLECTIVE LETTER DIE-CUT TEXT	12	10" DIAMETER X 10'-0" LONG SUSPENDED SIGNAGE AT VEHICULAR ENTRY
NO PATTERN	CAST-IN-PLACE CONCRETE	STANDARD GRAY CONCRETE	13	EXPOSED CONCRETE FOUNDATIONS BELOW PRECAST PANELS

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Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
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www.eea-ltd.com
LICENSE NO. 184.003210-0002

LICENSED ARCHITECT
Victor H. Ritter
001.020538
STATE OF ILLINOIS
Expires: 11-30-2020

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PUBLIC PARKING GARAGE

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	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE: ZONING SUBMITTAL NO. 6
ISSUE DATE: 11/14/2019
PROJECT NO: 7192780
DRAWN BY: CH
CHECKED BY: VR

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SHEET TITLE:
EXTERIOR ELEVATIONS

A201

Attachment: 27. Building Elevations - A-200 - A-201, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

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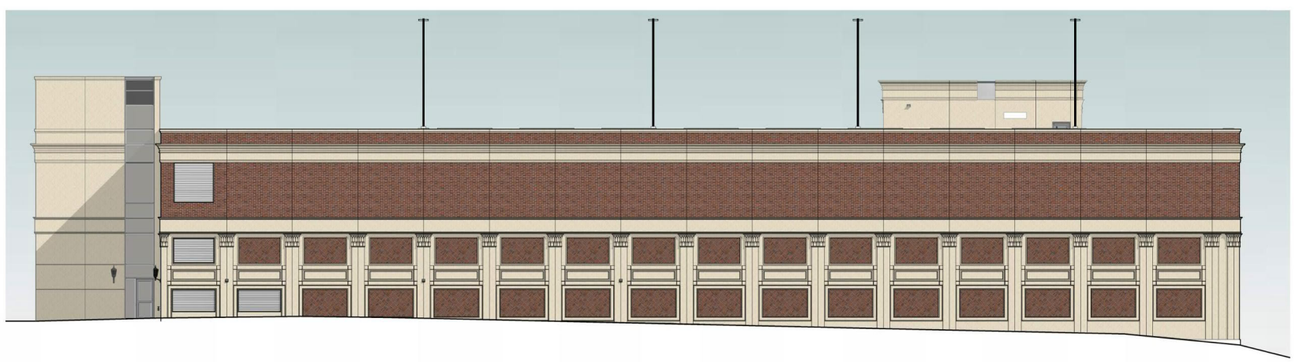
NORTH ELEVATION

EAST ELEVATION

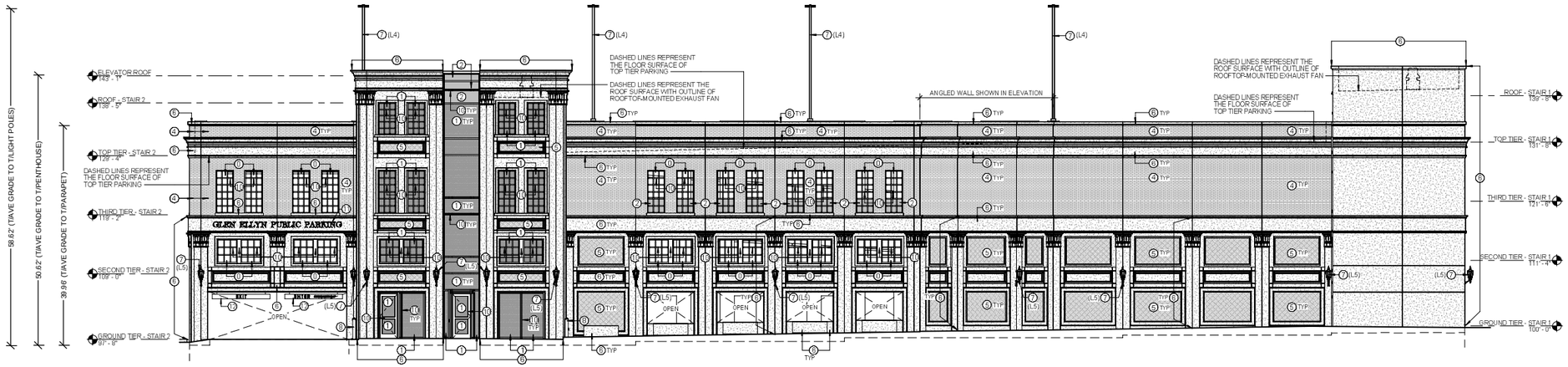


SOUTH ELEVATION

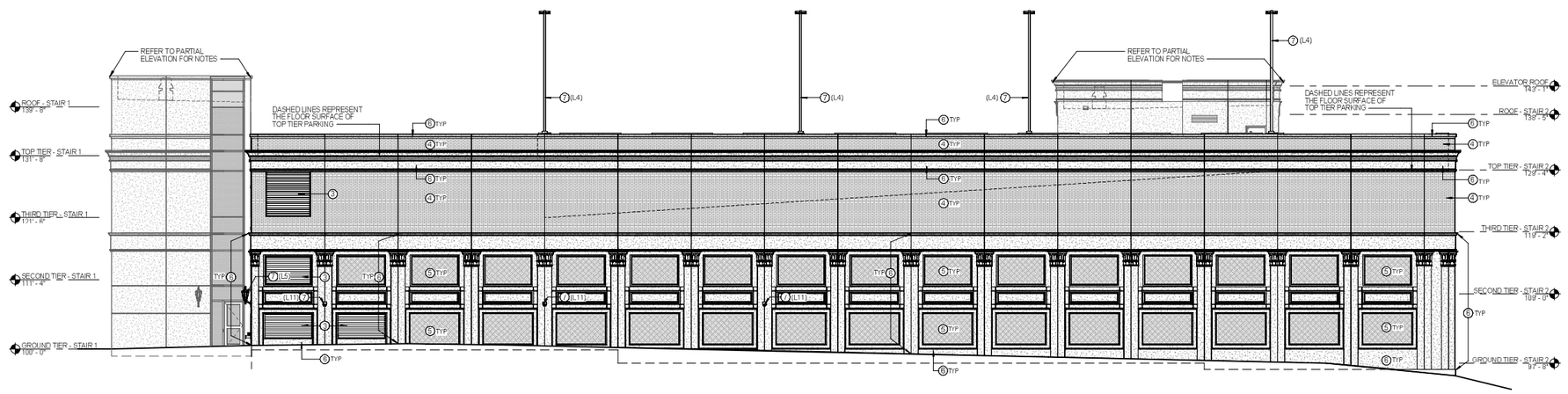
WEST ELEVATION

Attachment: 28. Elevations, in color (4256 : 535 Duane Street & 423 N. Main Street I)

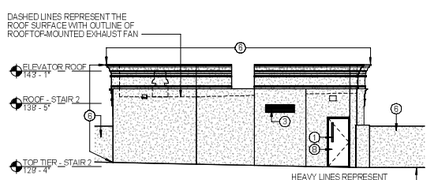
SHIVEHATTERY
ARCHITECTURE + ENGINEERING



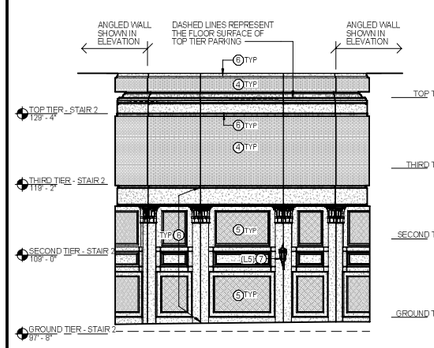
1 NORTH ELEVATION
1/8" = 1'-0"



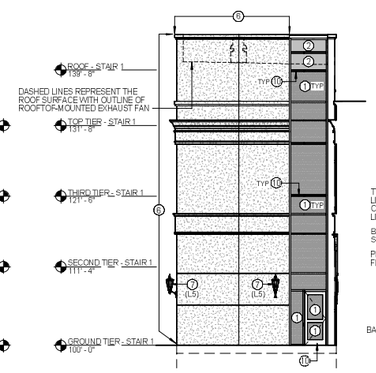
2 SOUTH ELEVATION
1/8" = 1'-0"



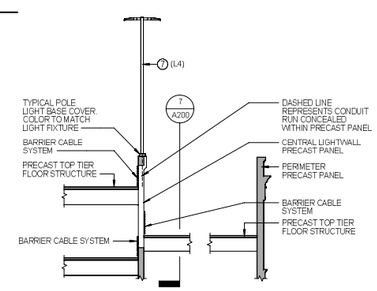
5 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"



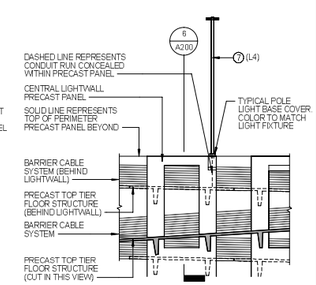
3 PARTIAL NORTH ELEVATION
1/8" = 1'-0"



4 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"



6 POLE LIGHT FIXTURE AT LIGHTWALL
1/8" = 1'-0"



7 POLE LIGHT FIXTURE AT LIGHTWALL
1/8" = 1'-0"
VIEWING NORTH
VIEWING SOUTH IS SIMILAR

EXTERIOR ELEVATION LEGEND

MATERIAL SHADING	MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
NO PATTERN	OPEN FRAME - NO GLASS	NONE	U	OPEN AIR FROM EXTERIOR INTO GARAGE STRUCTURE
	1/4" THICK CLEAR GLAZING	CLEAR	1	GLASS AT STAIR & ELEVATOR TOWER WINDOWS AND DOORS
	1/4" THICK SPANDREL GLAZING	DARK GRAY	2	GLASS TO CONCEAL WALL OR STRUCTURE BEYOND
	MECHANICAL LOUVER - ALUMINUM	SILVER METALLIC PAINTED	3	MECHANICAL EXHAUST/ INTAKE LOUVERS
	THIN BRICK - RUNNING BOND PATTERN	REDI BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	4	TYPICAL BRICK FACADE MATERIAL
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NO PATTERN	MISC. METAL LIGHT FIXTURE	BLACK PAINTED	7 (L#)	TYPICAL LIGHT FIXTURE FINISH - SEE LIGHTING SCHEDULE
NO PATTERN	METAL	PAINTED TO MATCH PRECAST COLOR (BUFF LIMESTONE)	8	EXTERIOR BOLLARDS AND GALV. STEEL DOORS - PAINT
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NO PATTERN	CAST-IN-PLACE CONCRETE	STANDARD GRAY CONCRETE	13	EXPOSED CONCRETE FOUNDATIONS BELOW PRECAST PANELS

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Tel: 312.334.5500
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	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

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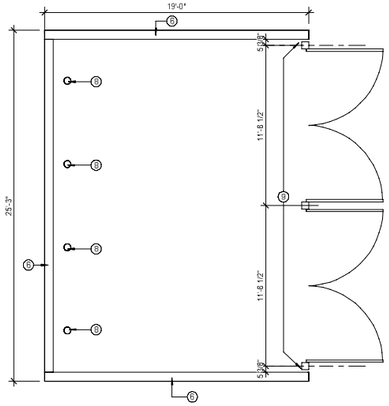
SHEET TITLE
EXTERIOR ELEVATIONS

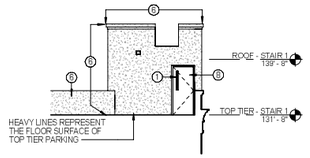
A200

11/12/2019 10:02:45 AM C:\Users\Revit_Local_2019\192780A-Cert_chicago.rvt

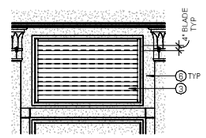
Attachment: 28. Elevations, in color (4256 : 535 Duane Street & 423 N. Main Street I)



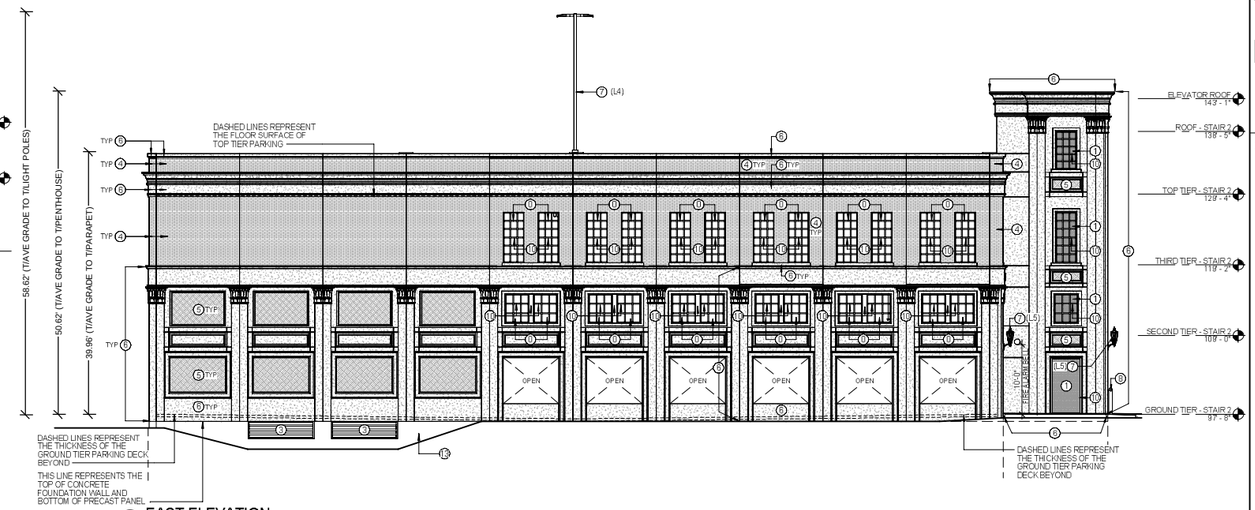
1 ENLARGED TRASH ENCLOSURE PLAN
1/4" = 1'-0"



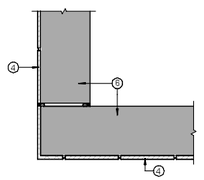
2 PARTIAL EAST ELEVATION
1/8" = 1'-0"



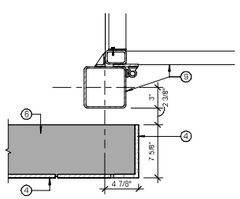
3 ENLARGED LOUVER ELEVATION
1/4" = 1'-0"



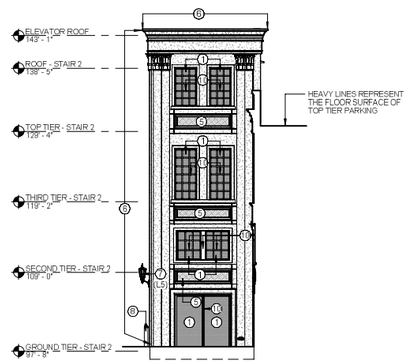
4 EAST ELEVATION
1/8" = 1'-0"



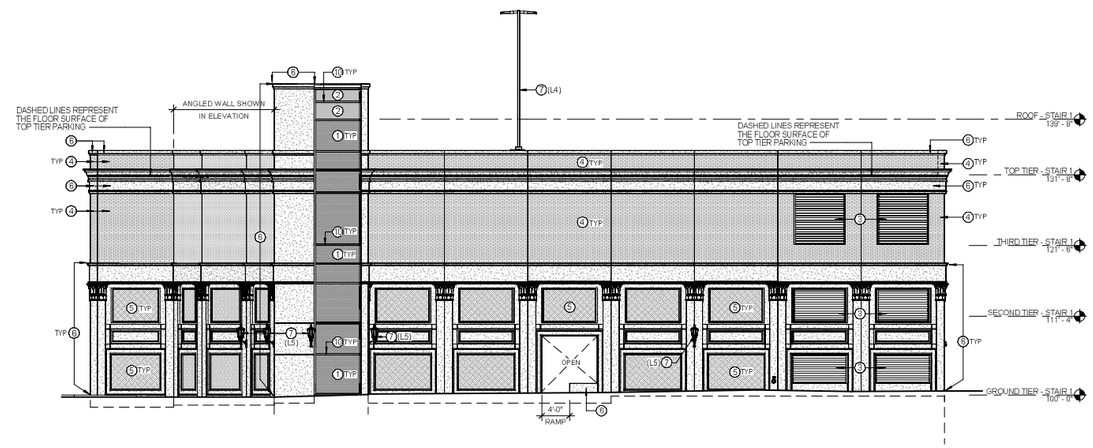
5 PRECAST CORNER DETAIL
1 1/2" = 1'-0"
TRASH ENCLOSURE



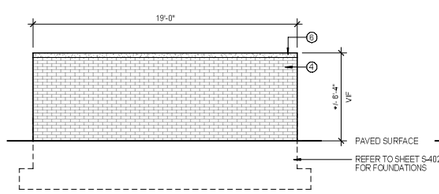
6 PLAN DETAIL
1 1/2" = 1'-0"
TRASH ENCLOSURE



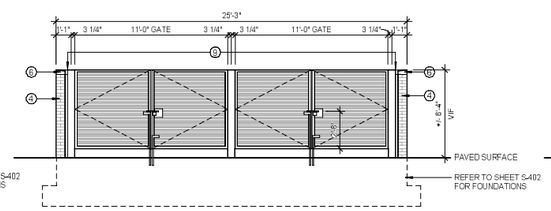
7 PARTIAL WEST ELEVATION
1/8" = 1'-0"



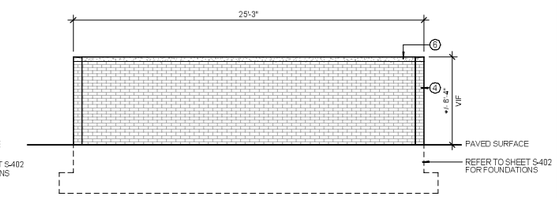
8 WEST ELEVATION
1/8" = 1'-0"



9 TRASH ENCLOSURE - SIDE
1/4" = 1'-0"



10 TRASH ENCLOSURE - FRONT
1/4" = 1'-0"



11 TRASH ENCLOSURE - BACK
1/4" = 1'-0"

EXTERIOR ELEVATION LEGEND

MATERIAL SHADING	MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
NO PATTERN	OPEN FRAME - NO GLASS	NONE	10	OPEN AIR FROM EXTERIOR INTO GARAGE STRUCTURE
	1/4" THICK CLEAR GLAZING	CLEAR	1	GLASS AT STAIR & ELEVATOR TOWER WINDOWS AND DOORS
	1/4" THICK SPANDREL GLAZING	DARK GRAY	2	GLASS TO CONCEAL WALL OR STRUCTURE BEYOND
	MECHANICAL LOUVER - ALUMINUM	SILVER METALLIC PAINTED	3	MECHANICAL EXHAUST/ INTAKE LOUVERS
	THIN BRICK - RUNNING BOND PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	4	TYPICAL BRICK FACADE MATERIAL
	THIN BRICK - BASKETWEAVE PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: AUTUMN SANDS / MERLOT SANDS	5	ACCENT BRICK FACADE MATERIAL
	PRECAST CONCRETE	MATCH INDIANA BUFF LIMESTONE ON GLEN ELLYN CIVIC CENTER DUANE STREET FACADE	6	TYPICAL "STONE" FACADE MATERIAL
NO PATTERN	MISC. METAL LIGHT FIXTURE	BLACK PAINTED	7 (L#)	TYPICAL LIGHT FIXTURE FINISH - SEE LIGHTING SCHEDULE
NO PATTERN	METAL	PAINTED TO MATCH PRECAST COLOR (BUFF LIMESTONE)	8	EXTERIOR BOLLARDS AND GALV. STEEL DOORS - PAINT
	FIXED LOUVER - STEEL	SILVER METALLIC PAINTED	9	DECORATIVE METAL GATE - LOUVER SCREEN (TRASH ENCL.)
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	10	ALUMINUM ENTRY DOORS, CURTAIN WALL FRAMING, STOREFRONT WINDOW FRAMING, ETC.
NO PATTERN	ALUMINUM	BLACK ANODIZED	11	VILLAGE FACILITY SIGN - IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHAPTER 4-5, SIGN CODE OF THE VILLAGE CODE
NO PATTERN	PVC	BLACK BACKGROUND WITH WHITE REFLECTIVE LETTER DIE-CUT TEXT	12	10" DIAMETER X 10'-0" LONG SUSPENDED SIGNAGE AT VEHICULAR ENTRY
NO PATTERN	CAST-IN-PLACE CONCRETE	STANDARD GRAY CONCRETE	13	EXPOSED CONCRETE FOUNDATIONS BELOW PRECAST PANELS

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2695 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

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ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 300
Chicago, IL 60654
Tel: 312.324.5500
www.shive-hattery.com
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ERIKSSON ENGINEERING ASSOCIATES, LTD.
Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4894
www.eea-ltd.com
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LICENSED ARCHITECT
Victor H. Ritter
001.020538
STATE OF ILLINOIS
Expires: 11-30-2020

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	09/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE: ZONING SUBMITTAL NO. 6
ISSUE DATE: 11/14/2019
PROJECT NO: 7102760
DRAWN BY: CH
CHECKED BY: VR

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SHEET TITLE
EXTERIOR ELEVATIONS

A201

Attachment: 28. Elevations, in color (4256 : 535 Duane Street & 423 N. Main Street I)

SITE DATA:

SITE OPEN SPACE:		
REQUIRED:	0	
PROVIDED:	6,257 S.F.	OPEN SPACE AREA
TREES:		
REQUIRED:	4	
PROVIDED:	6	

NOTE:
- SHADING INDICATED OPEN SPACE AREAS USED IN THE OPEN SPCAE CALCULATIONS.

LANDSCAPE NARRATIVE:

THE PROPOSED LANDSCAPE PLANTINGS HELP FRAME THE VIEW OF THE NEW PARKING DECK FROM DUANE STREET AND WELCOME THE USERS INTO THE SITE. WE ALSO HAVE PROVIDED NEW LANDSCAPE SCREENING OF THE REDUCED SURFACE AREA PARKING ALONG THE EAST BORDER OF THE PROPERTY. WE HAVE PROVIDED FOUNDATION PLANTINGS ALONG THE EAST FACE OF THE PARKING GARAGE AND AND ADDED A COUPLE OF CANOPY TREES TO HELP SOFTEN THE VIEW OF THE GARAGE FROM THE EAST. ON THE NORTH ELEVATION OF THE PARKING GARAGE ADJACENT TO THE NEW PLAZA SPACE PLANTERS HAVE BEEN ADDED TO CREATE A PEDESTRIAN FRIENDLY ENVIRONMENT ADJACENT TO THE NEW GARAGE. ADDITIONALLY, WE HAVE PROPOSED TO CONTAIN THE NEEDED SERVICE ELEMENTS SUCH AS THE TRASH ENCLOSURE AND TRANSFORMERS INTERNAL TO THE SITE TO THE GREATEST EXTENT POSSIBLE TO KEEP THEM SCREENED FROM THE SURROUNDING PUBLIC R.O.W.

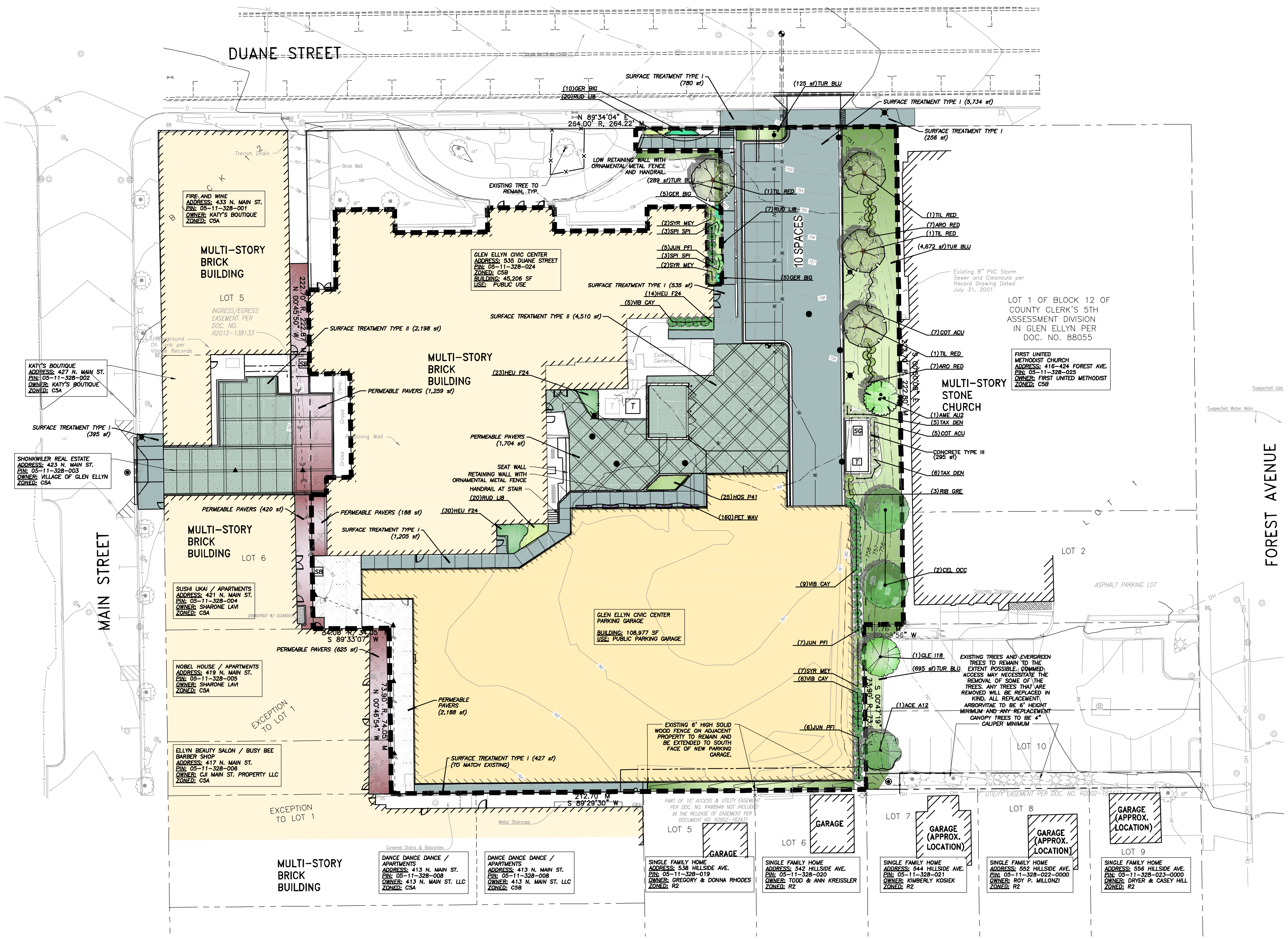
PLANT SCHEDULE

CANOPY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
ACE A12	ACER X FREEMANII 'JEFFSRED' / AUTUMN BLAZE MAPLE	B & B	4"CAL	1
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	3" CAL.	2
GLE I18	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / THORNLESS SKYLINE HONEYLOCUST	B & B	4"CAL	1
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	3" CAL.	4
UNDERSTORY TREES	**BOTANICAL / COMMON NAME**	**COND**	**SIZE**	**QTY**
AME AU2	AMELANCHIER GRANDIFLORA / SHADBLOW SERVICEBERRY	B & B	8' CLUMP	1
DECIDUOUS SHRUBS	**BOTANICAL / COMMON NAME**	**COND.**	**SIZE**	**QTY**
ARO RED	ARONIA ARBUTIFOLIA / RED CHOKEBERRY	B & B	30" HT.	14
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	30" HT.	12
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	3
SPI SPI	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	B & B	30" HT.	6
SYR MEY	SYRINGA MEYERI 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	11
VIB CAY	VIBURNUM CARLESII 'CAYUGA' / KOREAN SPICE VIBURNUM	B & B	30" HT.	20
EVERGREEN SHRUBS	**BOTANICAL / COMMON NAME**	**COND.**	**SIZE**	**QTY**
JUN PFI	JUNIPERUS CHINENSIS 'KALLAYS COMPACT' / KALLAY COMPACT PFITZER JUNIPER	B & B	18" HT.	18
TAX DEN	TAXUS X MEDIA 'DENSIFORMIS' / DENSE YEW	B & B	36" HT.	11
GROUND COVERS	**BOTANICAL / COMMON NAME**	**COND**	**SIZE**	**QTY**
GER BIG	GERANIUM MACRORRHIZUM / BIGROOT GERANIUM	CONT.	#1	20
HEU F24	HEUCHERA X 'FIRE ALARM' / FIRE ALARM CORAL BELLS	CONT.	#1	67
HOS P41	HOSTA X 'PATRIOT' / PATRIOT HOSTA	CONT.	#1	25
RUD LI8	RUDBECKIA FULGIDA 'LITTLE GOLD STAR' / LITTLE GOLD STAR BLACK-EYED SUSAN	CONT.	#1	36
ANNUALS	**BOTANICAL / COMMON NAME**	**COND**	**SIZE**	**QTY**
PET WAV	PETUNIA X HYBRIDA 'PURPLE WAVE' TM / PETUNIA	CONT.	3" POTS	160
TURF GRASS	**BOTANICAL / COMMON NAME**	**COND**	**SIZE**	**QTY**
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	ROLLED	SOD	6,060 SF

N

20' 0' 20' 40' 60'

Scale: 1"= 20'



LANDSCAPE NOTES

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC.. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN ESTABLISHED WITH SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL
17. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
18. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
19. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
20. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
21. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
22. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
23. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.

SITE MATERIAL SCHEDULE

	SURFACE TREATMENT TYPE II	6,708 SF
	PERMEABLE PAVERS	4,260 SF
	SURFACE TREATMENT TYPE I	9,332 SF

NOTE:
- REFER TO CIVIL ENGINEERING PLANS AND DETAILS FOR LIMITS OF PAVEMENT TYPES AND PAVEMENT SECTIONS.

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
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Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
Chicago, IL 60564
Tel: 312.324.5500
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Civil Engineering / Landscape Architecture
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STATE OF ILLINOIS STEVEN S. GREGORY 157-000562 LICENSED LANDSCAPE ARCHITECT

EXPIRES: 08/31/2021

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	08/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE:	ZONING SUBMITTAL NO. 6
ISSUE DATE:	11/14/2019
PROJECT NO:	31-8445.00
DRAWN BY:	SSG
CHECKED BY:	SC

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SHEET TITLE:
LANDSCAPE PLAN

L-100

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYMSON.rvt

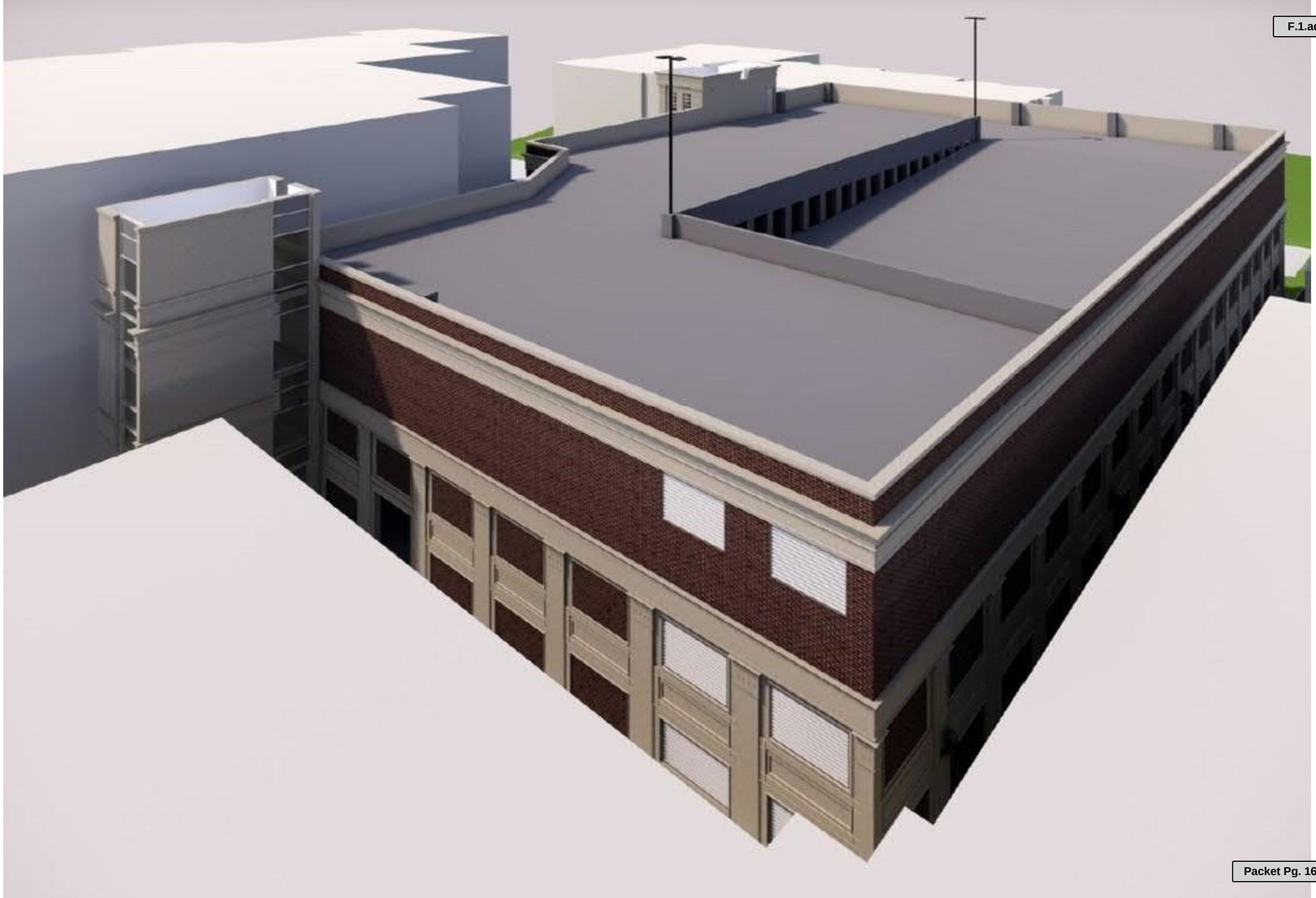
Attachment: 29. Landscape Plan, in color (4256 : 535 Duane Street & 423 N. Main Street |)

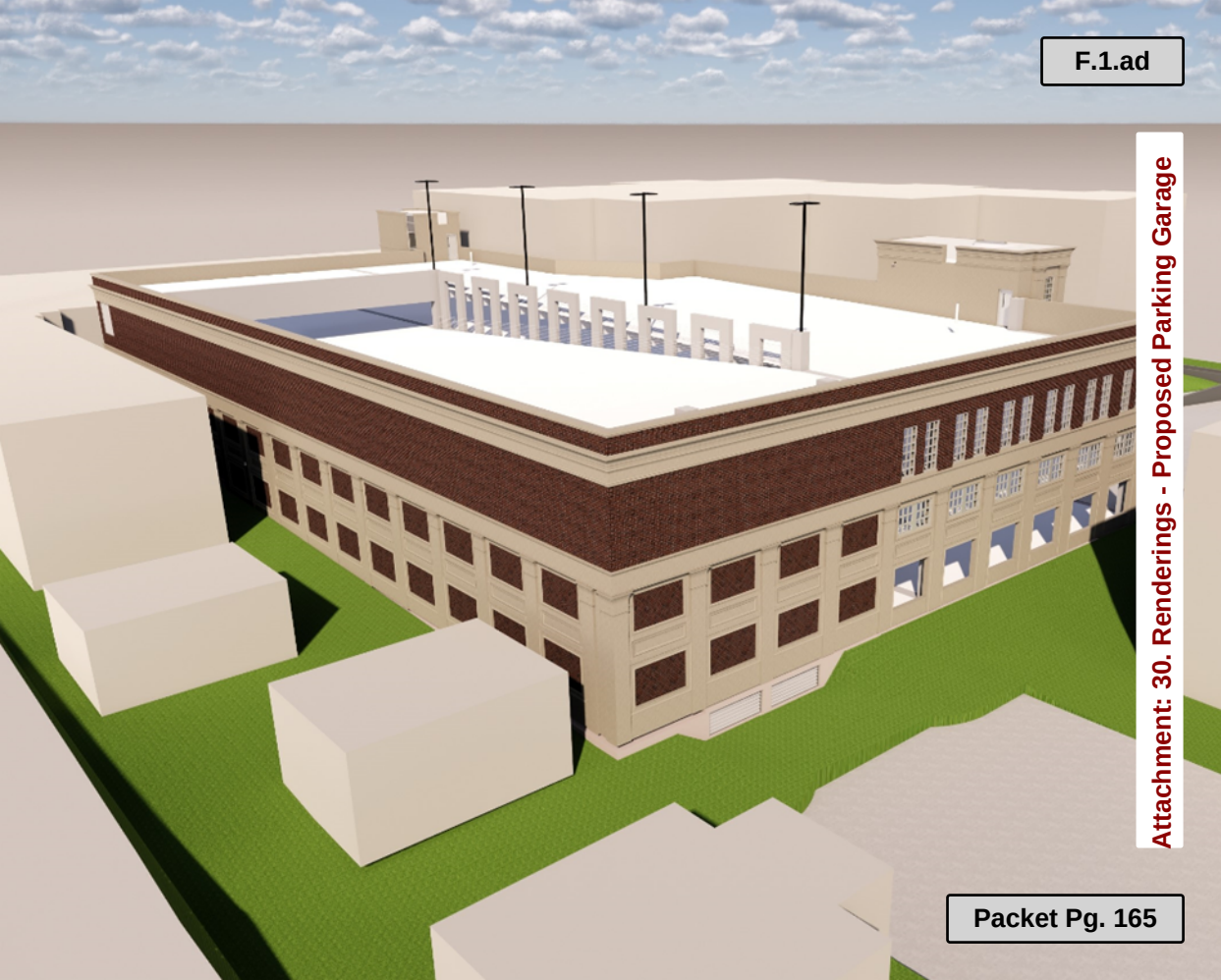
Attachment: 30. Renderings - Proposed Parking Garage (4256 : 535 Duane Street & 423 N. Main Street I)

Attachment: 30. Renderings - Proposed Parking Garage (4256 : 535 Duane Street & 423 N. Main Street I)

Attachment: 30. Renderings - Proposed Parking Garage (4256 : 535 Duane Street & 423 N. Main Street I)

Attachment: 30. Renderings - Proposed Parking





Attachment: 30. Renderings - Proposed Parking Garage

Attachment: 31. Renderings - Public Spaces, Pathways (4256 : 535 Duane Street & 423 N. Main Street |)

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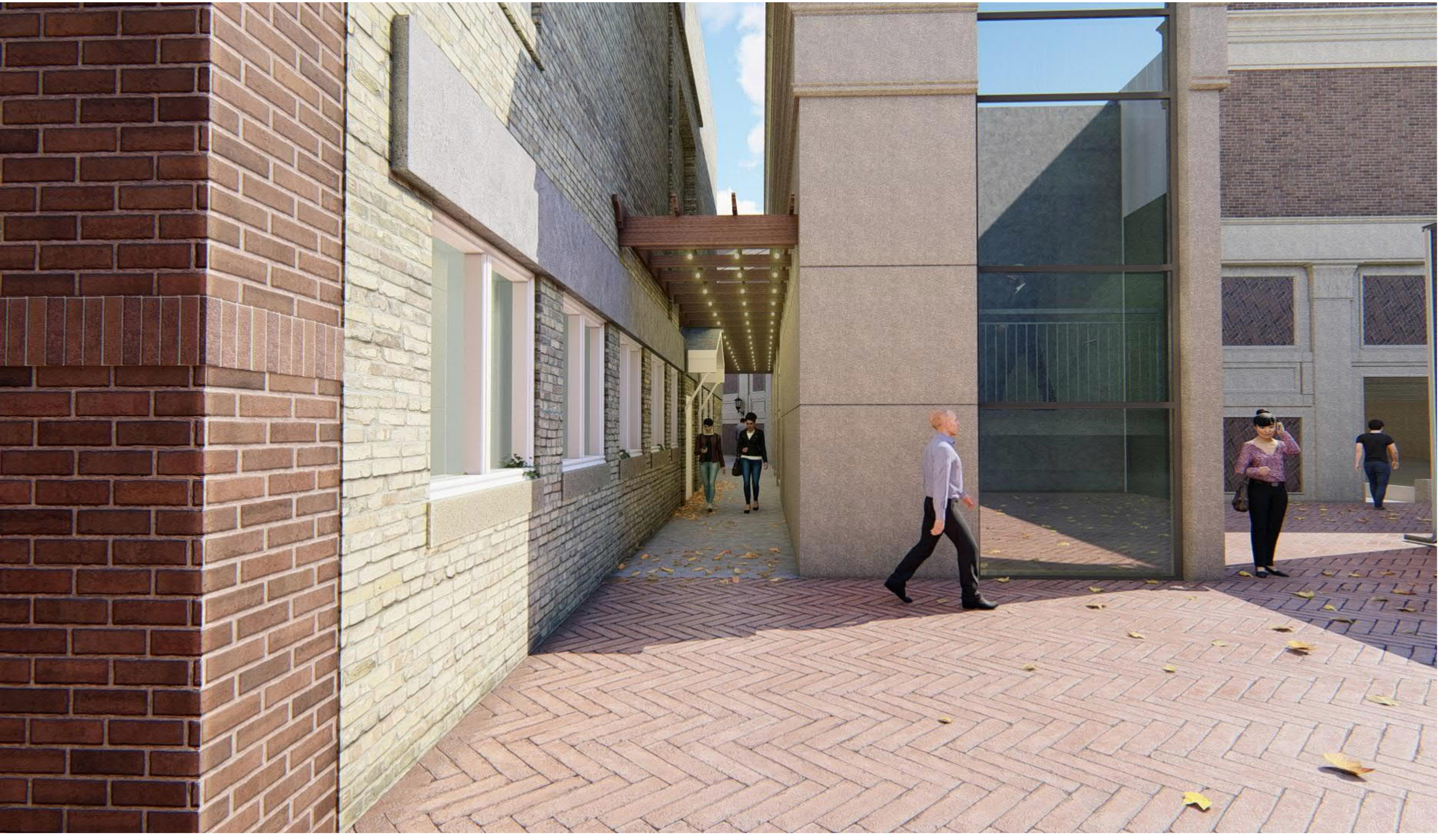

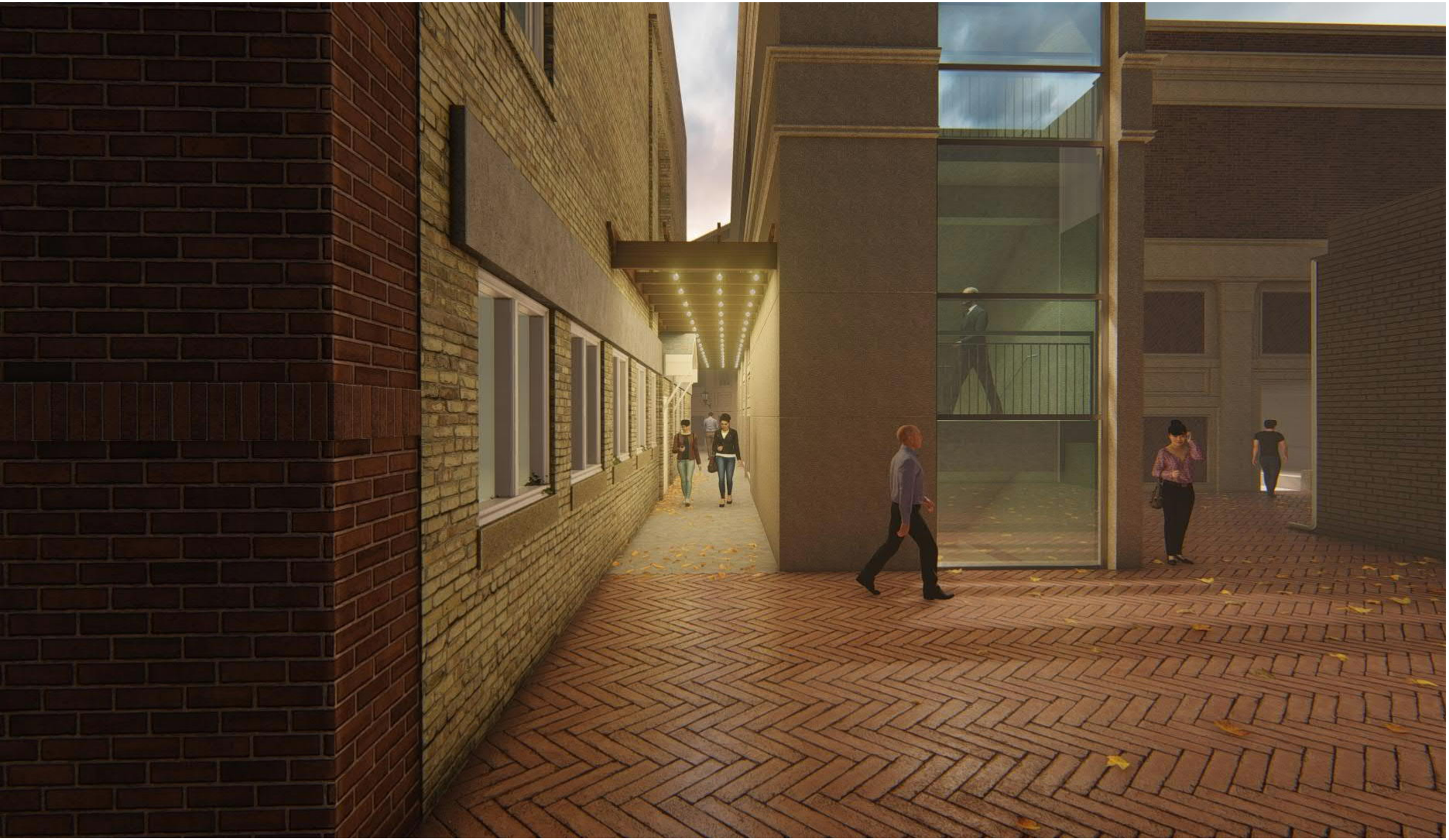

Attachment: 31. Renderings - Public Spaces, Pathways (4256 : 535 Duane Street & 423 N. Main Street |)

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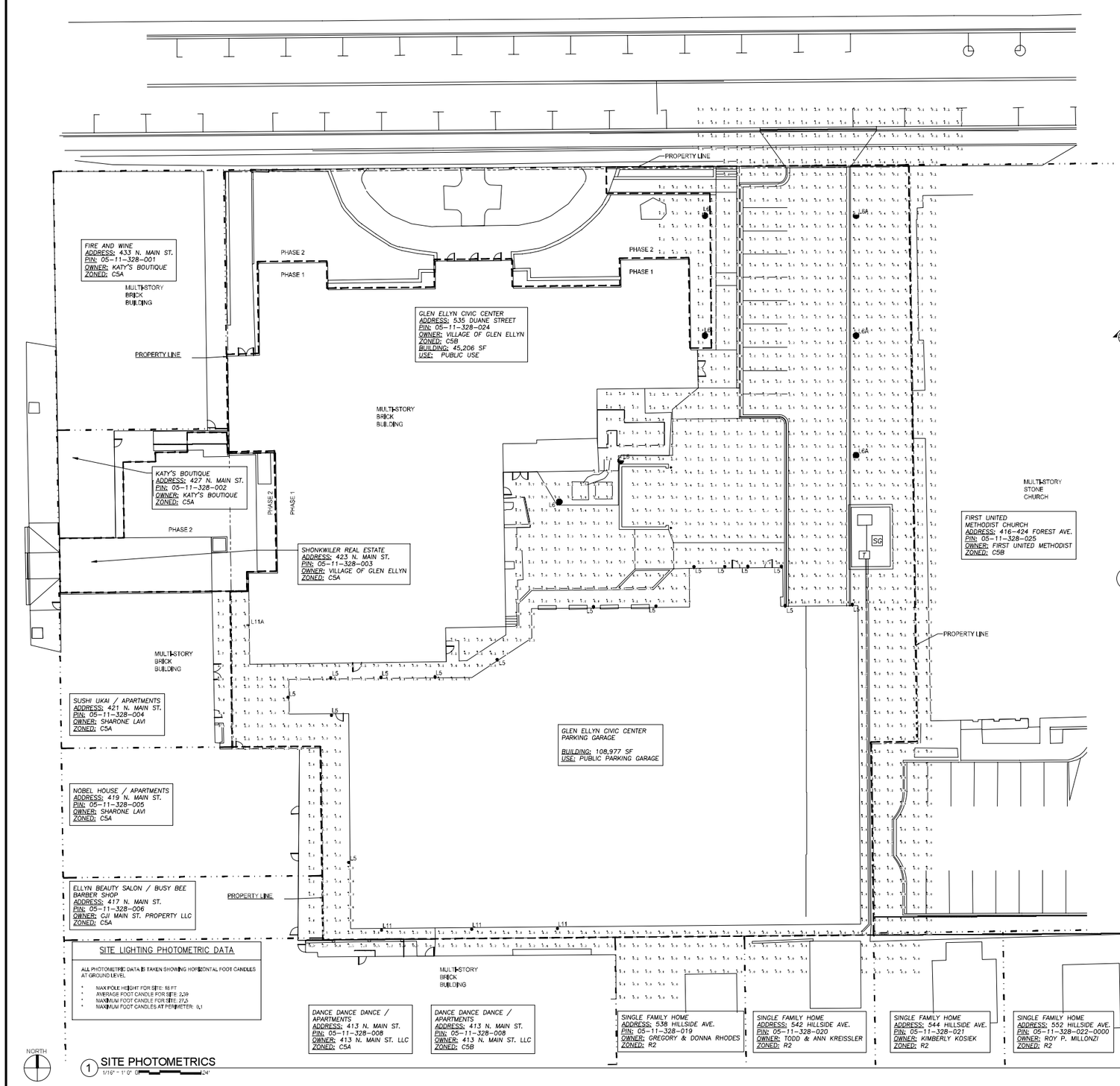

SITE LIGHTING PHOTOMETRIC DATA

ALL PHOTOMETRIC DATA IS TAKEN SHOWING HORIZONTAL FOOT CANDLES AT GROUND LEVEL.

- MAX POLE HEIGHT FOR SITE: 16 FT
- AVERAGE FOOT CANDLE FOR SITE: 2.39
- MAXIMUM FOOT CANDLE FOR SITE: 27.5
- MAXIMUM FOOT CANDLES AT PERIMETER: 0.1

LIGHTING FIXTURE SCHEDULE

L5
MANUFACTURER: STERNBERG LIGHTING N-MS605BLED-3ARC-15-T3-MDL12
VOLTAGE: 120
FINISH:
LAMP: QUANTITY = 15, WATTS = 50, TYPE = LED
REMARKS: 16" DIA. WALL MOUNTED LIGHT (10'AFF), SHALL BE ENERGY STAR RATED, COLOR TEMPERATURE SHALL BE 4500K, AND SHALL MATCH BUILDING FACE

L6, L6A
MANUFACTURER: STERNBERG LIGHTING 962TC-OTLED PT-XRLED-12L30T3-MDL14-6VTICAFDRB-BK
VOLTAGE: 120
FINISH:
LAMP: QUANTITY = 7, WATTS = 60, TYPE = LED
REMARKS: 14' DIA. POLE MOUNTED LIGHT (16'), SHALL BE ENERGY STAR RATED, COLOR TEMPERATURE SHALL BE 3000K, HOLOPHANE POLE, LADDER ARM AND BANNER BRACKETS SIMILAR TO EXISTING LIGHT POLES. NOTE POLES WITH SUBSCRIPT L6A HAVE A HSS. HOUSE SIDE SHIELD.

L11, L11A
MANUFACTURER: LUMARK AX CS1A-BK
VOLTAGE: 120
FINISH:
LAMP: QUANTITY = 8, WATTS = 14, TYPE = LED
REMARKS: WALL MOUNTED LIGHT (5'AFF) ON FENCE, SHALL BE ENERGY STAR RATED, COLOR TEMPERATURE SHALL BE 4000K. NOTE FIXTURE L11A HAS A PHOTOCELL INCLUDED.

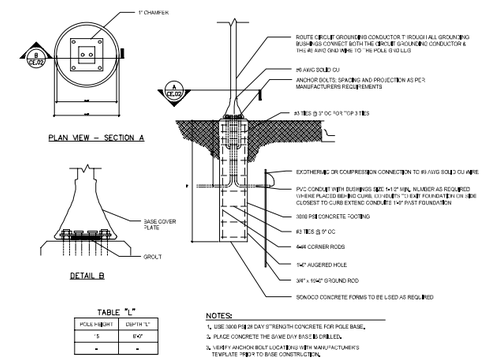

TABLE "L"

POLE HEIGHT	DEPTH "L"
15	8'-0"
-	-

NOTES:
1. USE 3000 PSI 28 DAY STRENGTH CONCRETE FOR POLE BASE.
2. PLACE CONCRETE THE SAME DAY BASES ARE DRILLED.
3. VERIFY ANCHOR BOLT LOCATIONS WITH MANUFACTURER'S TEMPLATE PRIOR TO BASE CONSTRUCTION.

2 STANDARD PEDESTRIAN POLE LIGHT BASE
NOT TO SCALE

Design Builder:
Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:
WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
Architect / MEP - FP Engineer
440 North Wells Street, Suite 320
Chicago, IL 60654
Tel: 312.324.5500
www.shive-hattery.com
LICENSE NO. 184.0002140015

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Civil Engineering / Landscape Architecture
145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4894
www.eea-ltd.com
LICENSE NO. 184.0032040002

LICENSED PROFESSIONAL ENGINEER
Jake Henkle
062_049964
STATE OF ILLINOIS
Expires: 11-30-2019

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
	10/11/2019	ZONING SUBMITTAL NO. 5
	09/29/2019	ZONING SUBMITTAL NO. 4
	07/19/2019	ZONING SUBMITTAL NO. 3
	05/21/2019	ZONING SUBMITTAL NO. 2
	03/21/2019	ZONING SUBMITTAL NO. 1

REVISIONS

ISSUE: ZONING SUBMITTAL NO. 6
ISSUE DATE: 11/14/2019
PROJECT NO: 7182780
DRAWN BY: JCH
CHECKED BY: JJH

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SHEET TITLE:
SITE - PHOTOMETRICS

EP-6

11/12/2019 8:36:22 AM C:\Users\Revit_Local_2019\182780-MEP-Cent_Underlay.rvt

Attachment: 32. Site Photometrics, Phase 1 - EP-600, issue date 11-14-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

November 11, 2019

M.A. Mortenson Company
ATTN: Ms. Candace Small
300 Park Blvd, Suite 100
Itasca, IL 60143

RE: Village of Glen Elly – Public Parking Garage
Development Plan Review No. 5, Comment No. 8

Dear Candance:

We wanted to provide an expanded response to review Comment No. 8 which is listed below for reference:

8. Deviation Required – After further consideration and review, an additional deviation from section 10-5-13(M)(2)(a)(1) is required to allow foot-candle levels adjacent to the residential uses on 413 N. Main St., 415-419 N. Main St., and 421 N. Main St. to exceed one-half (0.5) foot-candle.

The identified area in question is at the west side of the proposed new parking garage. We have designed that area to be slightly above one foot-candle average. The design basis is pertaining to safety and security of public walking traffic through the area. The following standards were utilized as a design basis for this space.

1. IES G-1-16 Guide for Security Lighting for People, Property and Critical Infrastructure.

   Paragraph 8.2.6
   "*Sidewalks, footpaths and grounds around or supporting parking lot should be illuminated to no less than 6 lx (0.6 FC)……"*

   Paragraph 8.2.8
   For public areas where security is a concern - *"..illuminated levels should be at least 11 lx (1.0 FC) horizontal at ground level…."*

2. IESNA G-1-03 Guideline for Security Lighting for People, Property and Public Spaces.

   Paragraph 7.2.6
   "*…walkways open to the public at night should be illuminated to at least 6 lux (0.6 FC) …"*

3. IESNA Lighting Handbook – tenth edition. Chapters 25, 26 and 34

Attachment: 33. Light Level Deviation Justification - Light Fixture Specs (4256 : 535 Duane Street & 423 N. Main Street |)

Shive-Hattery | 2839 Northgate Drive | Iowa City, IA 52245 | 319.354.3040 | fax 319.354.6921 | shive-hattery.com

We recommend following these standards and allowing a higher than one-half (0.5) foot-candle at the property line for public safety.

Thank you for your consideration and please give us a call if you have any questions.

Sincerely,

SHIVE-HATTERY, INC.

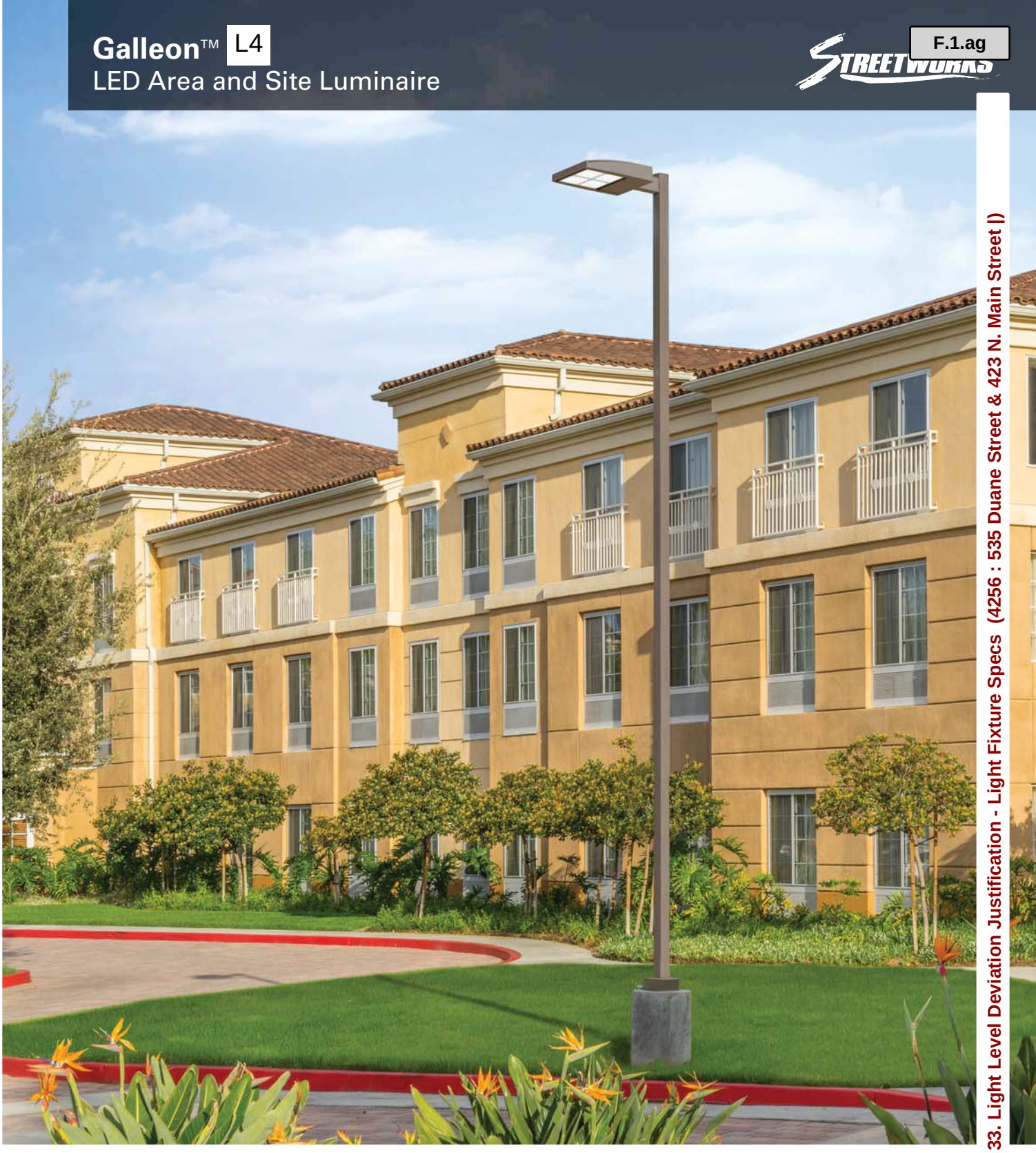
Jake J. Henkle, P.E.
jhenkle@shive-hattery.com

JJH/atf

Copy: Brad Navarro, Walker Consultants

Galleon™ L4

LED Area and Site Luminaire



Cooper Lighting
by EATON

Galleon LED Design Excellence

Stepping Up to the Challenge

The Galleon LED luminaire delivers exceptional performance in a highly scalable, low-profile design. The patented, high-efficiency AccuLED Optics™ system provides uniform and energy-conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. With HID equivalents ranging from 100W up to 1000W, the Galleon LED luminaire is designed to meet the toughest lighting challenges.

Construction

- Extruded aluminum driver enclosure
- Heavy-wall die-cast aluminum end caps
- 3G vibration rated
- IP66-rated housing and LED Light Squares
- Optional tool-less entry

Electrical

- Operates in -40°C to 40°C ambient with optional high ambient 50°C ambient configuration
- Proprietary circuit module designed to withstand 10kV of transient line surge
- >L90 60,000 hours at 40°C, compliant with IESNA TM-21
- 120V-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation

Controls

- Standard with 0-10V dimming driver(s)
- Optional occupancy sensor
- Optional wireless control and monitoring system

Finish

- Five-stage, super durable TGIC paint resists extreme weather conditions while providing optimal color and gloss retention. It's available in standard grey or optional bronze, black, dark platinum, graphite metallic or white.

Grey

Bronze

Black

Dark Platinum

Graphite Metallic

White

Warranty

- Five-year warranty

Surge Protection

A 10kV common surge (line-to-ground) and differential surge (line-to-line) mode protection is standard.

NEMA Twistlock Photocontrol Receptacle

An optional gasketed receptacle allows for mounting the standard NEMA photocontrol (order separately).

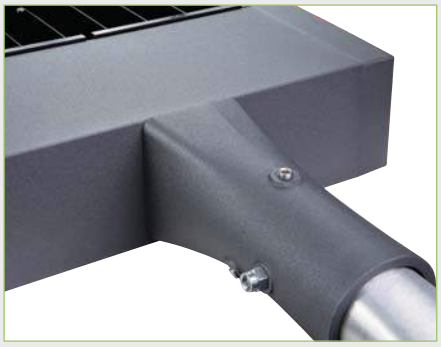
Light Square Trim Plate Finish

An optional finish to match LED trim plates to the housings exterior allows luminaire to blend seamlessly in any site lighting application.

Mounting Options

Occupancy Sensor

The optional motion sensor reduces energy use for site lighting applications.



Mast Arm Adapter

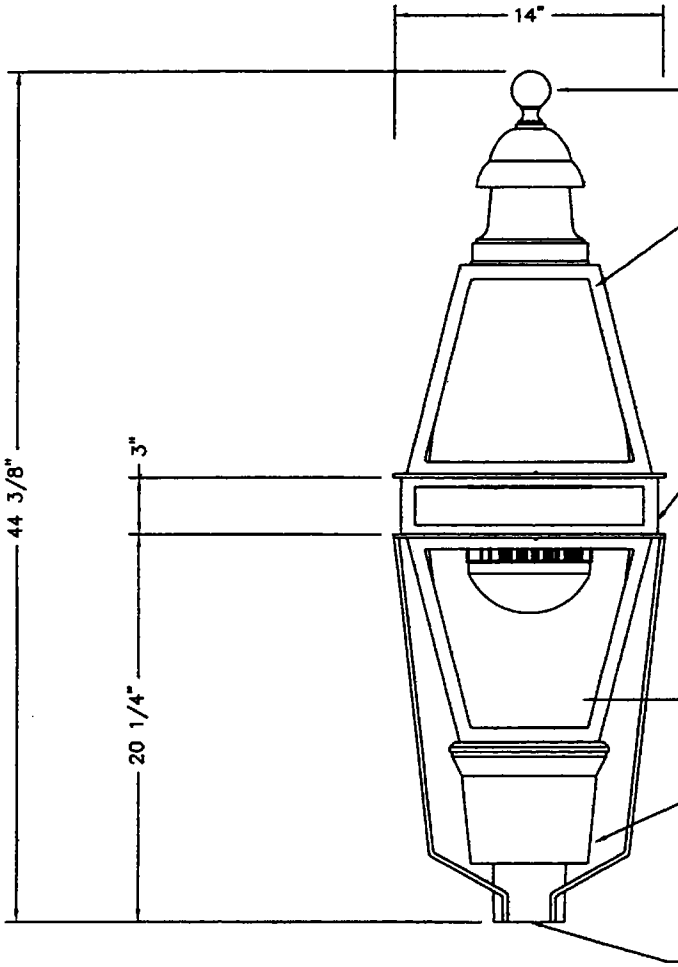
An optional cast aluminum mast arm adapter secures fixture head to nominal 2" (2-3/8" O.D. pipe size) horizontal steel tenon arm.

Wall Mount Bracket

An optional wall-mount plate is secured to wall by four lag bolts (supplied by others).

Type L5

wall mtd



356 ALLOY CAST ALUMINUM FINIAL

CLEAR ACRYLIC LENS PANEL

20 WATT UPPER LED ARRAY WITH SEPARATE DRIVER AND CIRCUIT FOR CONVERTIBLE UP-LIGHT SYSTEM

PROVIDED WITH POLE BASE MOUNTED SWITCH TO BE FIELD CONVERTIBLE TO ALLOW SOURCE TO BE SHUT DOWN AND PROVIDE FOR DARK SKY COMPLIANCE

356 ALLOY, CAST ALUMINUM FIXTURE BODY, SOLID ALUMINUM CENTER PANELS, PAINTED TO MATCH FIXTURE

DOWNWARD FACING LED ENGINE
- 75 CRI
- 58 WATT, 3000K COLOR TEMP
- TYPE 5 DISTRIBUTION
- APPROX 3850 LUMENS
- ELECTRICAL SURGE PROTECTION IN ACCORDANCE WITH ANSI C62.41.2
- UL LISTED FIXTURE
- 120 TO 277 VOLT OPERATION
- SUPPLIED WITH DIMMABLE DRIVER AND FIELD CONFIGURABLE SWITCHED DIMMING BOARD

SOFTVUE1 LENS OVER LED ARRAY ONLY

CLEAR ACRYLIC LENS PANEL

356 ALLOY, CAST ALUMINUM DRIVER COMPARTMENT

STANDARD STERNBERG POWDER COAT BLACK FINISH

ALL EXPOSED HARDWARE IS STAINLESS STEEL AND FINISHED TO MATCH

STANDARD 7 YEAR LED, FIXTURE AND FINISH WARRANTY

TO SLIP FIT 3" OD X 3" TALL TENON

REV	REVISIONS	DATE	RVSD
A	ORIGINAL	8/30/16	
B	UPDATED FRBD —> FDRB	10-5-16	AMK

Glen Ellyn LED Decorative Luminaire

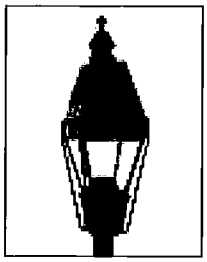
962TC-OTLED/PT/XRLED-9L30T3-MDL14-SVT/CA/FDRB/BK

SS

SternbergLighting

POLE HEIGHTS HAVE A TOLERANCE OF + OR - 2"

SC26494A



962TC-XRLED GLEN ELLYN SERIES

LED

EPA	5 YEAR WARRANTY	LUMEN RANGE	LIFE SPAN	UL LISTED	CLICK FOR FAQ'S
3.65 (ft²) WEIGHT 36 LBS	5	1,550 to 5,210	L70 MINIMUM 50,000 HOURS	UL	FAQ

JOB NAME

FIXTURE TYPE L5

MEMO

BUILD A PART NUMBER

ORDERING EXAMPLE: 2A-962TC-XRLED-12L45T5-MDL14-CA-HSS-FHD/478PM/2112FP5/SCC/BKT

Mounting Config.	Fixture	LED	CCT	Type	Driver	Lens	Option House Side Shield	Option Fuse	Option Internal Lens	[illegible]	[illegible]	Finish

Mounting Configuration
(Click here to view mounting configuration sheet)

- 1W
- PT
- 1A
- 1APT
- 2A
- 2A90
- 2APT
- 3A
- 3A90
- 3APT
- 4A
- 4APT
- 1AM
- 2AM
- 450PB

W = Wall Mount PT = Post Top A = Arm Mount AM = Arm Mid-Mount PB = Pier Base

Fixture
- 962TC
- 962TCGT (Glow Top)[1]

[1] Add 10 watts.

LED
- XRLED-9L
- XRLED-12L

CCT - Color Temperature (K)
- 45(00)
- 35(00)
- 27(00)
- 30

Type
- T2
- T3
- T4
- T5

Driver
- MDL07 (120v-277v, 700Ma)[2]
- MDL14 (120v-277v, 1400Ma)
- MDH07 (347v-480v, 700Ma)[2]
- MDH14 (347v-480v, 1400Ma)

[2] For use with 9L system only.

Lens (Click here to link to lens options)
- SV1 (Flat Soft Vue Medium Diffuse Acrylic)
- SV2 (Flat Soft Vue Heavy Diffuse Acrylic)
- CA (Clear Acrylic)
- CTA (Clear Textured Acrylic)
- CSA (Clear Seeded Acrylic)
- PA (Pristmatic Acrylic)
- WA (White Acrylic)
- 5YT

Options (Click here to view accessories sheet)
- HSS House Side Shield
- FHD[3] Dual Fuse & Holder
- SVD1 Soft Vue Medium Diffuse, Internal Dome Lens
- SVD2 Soft Vue Heavy Diffuse, Internal Dome Lens

[3] Ships loose for installation in base.

Arm (Click here to link to arm specification page)
See Arms & Wall Brackets specification sheets.
- 478
- 480
- 6236
- 579
- TA
- TASCR

Pole (Click here to link to pole specification page)
See Pole specification sheets.

Finish (Click here to view paint finish sheet)

Standard Finishes[4]
- BKT Black Textured
- WHT White Textured
- PGT Park Green Textured
- ABZT Architectural Medium Bronze Textured
- DBT Dark Bronze Textured
- BK

[4] Smooth finishes are available upon request

Custom Finishes[5]
- CM Custom Match
- OI Old Iron
- RT Rust
- WBR Weathered Brown
- CD Cedar
- WBK Weathered Black
- TT Two Tone

[5] Custom colors require upcharge.

Sternberg Select Finishes
- VG Verde Green
- SI Swedish Iron
- OWGT Old World Gray Textured

Specifications

Fixture
The 962TC fixture shall be 14" wide and the overall height shall have 42". It shall be made of heavy wall cast aluminum, 356 alloy and lenses shall be made of vandal resistant acrylic. The fixture cage shall be cast in one piece and shall have a lift hinged door. The four paneled roof shall be closed with solid aluminum panels. The Luminaire shall be UL approved in US and Canada.

Fitter
The fitter or base shall be heavy wall cast aluminum, 356 alloy for high tensile strength. It shall have an inside diameter opening to accept a 3" diameter pole or tenon. When ordered with a Sternberg aluminum pole, the fitter shall be set screwed to the pole top or tenon.

LEDs
The luminaire shall use high output, high brightness LED's. They shall be mounted in arrays, on printed circuit boards designed to maximize heat transfer to the heat sink surface. The arrays shall be downward facing to minimize up-light. The LED's and printed circuit boards shall be shall be environmentally friendly and 100% recyclable, they shall also be protected from moisture and corrosion by a conformal coating of 1 to 3 mils. They shall not contain lead, mercury or any other hazardous substances and shall be RoHS compliant. The LED life rating data shall be determined in accordance with IESNA LM-80. The High Performance white LED's will have a life expectancy of approximately 50,000 hours with not less than 70% of original brightness (lumen maintenance), rated at 25°C. The High Brightness, High Output LED's shall be 4500K (3500K or 2700K option) color temperature with a typical of 70 CRI. Consult factory for custom color CCT. The luminaire shall have a minimum _____ (see table) delivered initial lumen rating when operated at steady state with an average ambient temperature of 25°C (77°F).

Optics
The luminaire shall be provided with individual, refractor type optics applied to each LED. The luminaire shall provide Type ___ (2, 3, 4 or 5) light distribution per the IESNA classifications. Testing shall be done in accordance with IESNA LM-79.

See next page

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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962TC-XRLED GLEN ELLYN SERIES

LED

Electronic Drivers

The LED driver shall be U.L. Recognized.
It shall be securely mounted inside the fixture, for optimized performance and longevity. It shall be supplied with a quick-disconnect electrical connector on the power supply, providing easy power connections and fixture installation. It shall have overload as well as short circuit protection, and have a DC voltage output, constant current design, 50/60HZ. It shall be supplied with line-ground, line-neutral and neutral-ground electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines. It shall be dimmable using a 0-10v signal.

For sources over 50w: The driver shall have a minimum efficiency of 90%. The driver shall be rated at full load with THD<20% and a power factor of greater than 0.90. The driver shall contain over-heat protection.

For sources under 50w: The driver shall have a minimum efficiency of 88%.

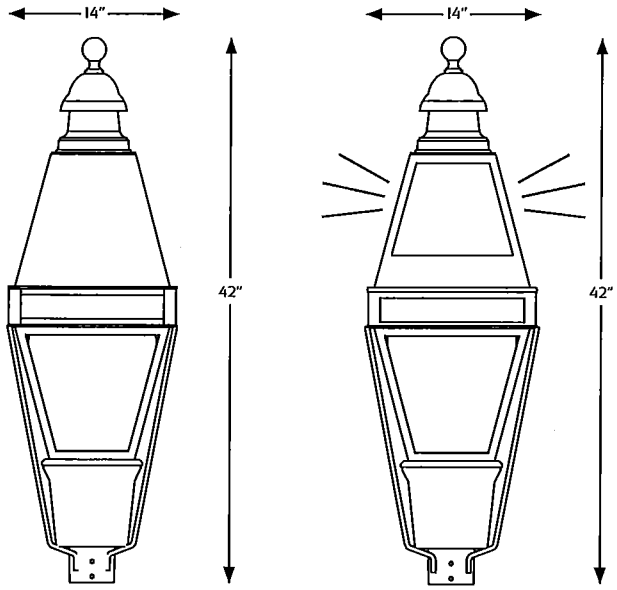
Warranty

Five-year warranty. See product and finish warranty guide for details.

Finish

Refer to website for details.

Fixtures



962TC

962TCGT
(Glow Top)

Performance (Based on CSA Lens)

LIGHT SOURCE	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE*
09L27T_-MDL07	1610	73.1	1600	72.6	1550	70.3	1670	75.9	22
09L35T_-MDL07	1895	86	1880	85.5	1820	82.8	1965	89.4	22
09L45T_-MDL07	2035	92.5	2025	92	1960	89	2115	96.1	22
09L27T_-MDL14	2860	59.6	2810	58.5	2745	57.1	2960	61.6	48
09L35T_-MDL14	3370	70.2	3310	68.9	3230	67.3	3485	72.6	48
09L45T_-MDL14	3625	75.5	3560	74.1	3470	72.3	3745	78	48
12L27T_-MDL14	4060	67.6	3960	66	3945	65.7	4120	68.6	60
12L35T_-MDL14	4780	79.6	4660	77.7	4640	77.4	4850	80.8	60
12L45T_-MDL14	5140	85.6	5010	83.5	4990	83.2	5210	86.9	60

*Glow top option adds 10 watts.

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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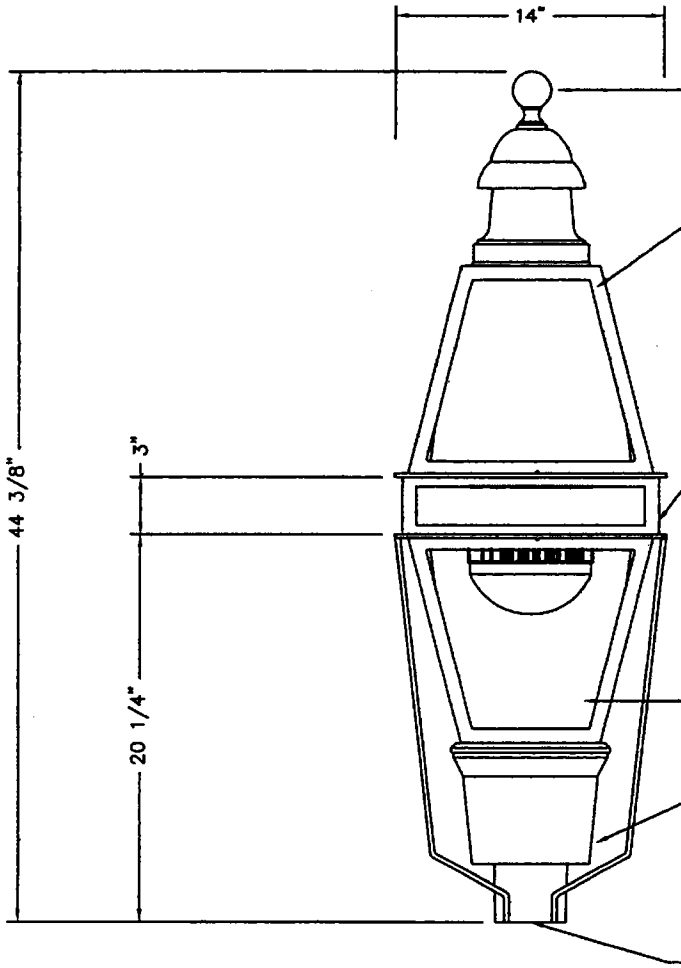
TYPE L6



356 ALLOY CAST ALUMINUM FINIAL

CLEAR ACRYLIC LENS PANEL

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PROVIDED WITH POLE BASE MOUNTED SWITCH TO BE FIELD CONVERTIBLE TO ALLOW SOURCE TO BE SHUT DOWN AND PROVIDE FOR DARK SKY COMPLIANCE

356 ALLOY, CAST ALUMINUM FIXTURE BODY, SOLID ALUMINUM CENTER PANELS, PAINTED TO MATCH FIXTURE

DOWNWARD FACING LED ENGINE
- 75 CRI
- 58 WATT, 3000K COLOR TEMP
- TYPE 5 DISTRIBUTION
- APPROX 3850 LUMENS
- ELECTRICAL SURGE PROTECTION IN ACCORDANCE WITH ANSI C62.41.2
- UL LISTED FIXTURE
- 120 TO 277 VOLT OPERATION
- SUPPLIED WITH DIMMABLE DRIVER AND FIELD CONFIGURABLE SWITCHED DIMMING BOARD

SOFTVUE1 LENS OVER LED ARRAY ONLY

CLEAR ACRYLIC LENS PANEL

356 ALLOY, CAST ALUMINUM DRIVER COMPARTMENT

STANDARD STERNBERG POWDER COAT BLACK FINISH

ALL EXPOSED HARDWARE IS STAINLESS STEEL AND FINISHED TO MATCH

STANDARD 7 YEAR LED, FIXTURE AND FINISH WARRANTY

TO SLIP FIT 3" OD X 3" TALL TENON

REV	REVISIONS	DATE	RVSD
A	ORIGINAL	8/30/16	
B	UPDATED FRBD --> FDRB	10-5-16	AMK

Glen Ellyn LED Decorative Luminaire

962TC-OTLED/PT/XRLED-12L30T3-MDL14-SVT/CA/FDRB/BK

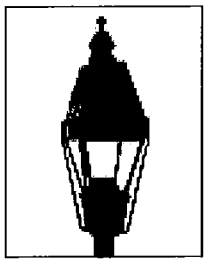
DRAWN SS

SCALE

SternbergLighting
ESTABLISHED 1923 EMPLOYEE OWNED

POLE HEIGHTS HAVE A TOLERANCE OF + OR - 2"

DRAWING NUMBER SC26494A



962TC-XRLED GLEN ELLYN SERIES

LED

EPA	5 YEAR WARRANTY	LUMEN RANGE	LIFE SPAN	UL LISTED	CLICK FOR FAQ'S
3.65 (ft²) WEIGHT 36 LBS	5	1,550 to 5,210	L70 MINIMUM 50,000 HOURS	UL	FAQ

JOB NAME

FIXTURE TYPE L.6

MEMO

BUILD A PART NUMBER

ORDERING EXAMPLE: 2A-962TC-XRLED-12L45T5-MDL14-CA-HSS-FHD/478PM/2112FP5/SCC/BKT

Mounting Configuration	Fixture	LED	CCT	Type	Driver	Lens	Option House Side Shield	Option Fuse	Option Internal Lens	[illegible]	[illegible]	Finish

Mounting Configuration
(Click here to view mounting configuration sheet)

- 1W
- 2A
- 3A90
- 1AM
- PT
- 2A90
- 3APT
- 2AM
- 1A
- 2APT
- 4A
- 450PB
- 1APT
- 3A
- 4APT

W = Wall Mount PT = Post Top A = Arm Mount AM = Arm Mid-Mount PB = Pier Base

Fixture
- 962TC
- 962TCGT (Glow Top)[1]

[1] Add 10 watts.

LED
- XRLED-9L
- XRLED-12L

CCT - Color Temperature (K)
- 45(00)
- 35(00)
- 27(00)
- 30

Type
- T2
- T3
- T4
- T5

Driver
- MDL07 (120v-277v, 700Ma)[2]
- MDL14 (120v-277v, 1400Ma)
- MDH07 (347v-480v, 700Ma)[2]
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[2] For use with 9L system only.

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- CA (Clear Acrylic)
- CTA (Clear Textured Acrylic)
- CSA (Clear Seeded Acrylic)
- PA (Pristmatic Acrylic)
- WA (White Acrylic)
- SVT

Options (Click here to view accessories sheet)
- HSS House Side Shield
- FHD[3] Dual Fuse & Holder
- SVD1 Soft Vue Medium Diffuse, Internal Dome Lens
- SVD2 Soft Vue Heavy Diffuse, Internal Dome Lens

[3] Ships loose for installation in base.

Arm (Click here to link to arm specification page)
See Arms & Wall Brackets specification sheets.
- 478
- 480
- 6236
- 579
- TA
- TASCR

Pole (Click here to link to pole specification page)
See Pole specification sheets.

Finish (Click here to view paint finish sheet)

Standard Finishes[4]
- BKT Black Textured
- WHT White Textured
- PGT Park Green Textured
- ABZT Architectural Medium Bronze Textured
- DBT Dark Bronze Textured

[4] Smooth finishes are available upon request

Custom Finishes[5]
- CM Custom Match
- OI Old Iron
- RT Rust
- WBR Weathered Brown
- CD Cedar
- WBK Weathered Black
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CA/FDRB/BK

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See next page

SternbergLighting
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962TC-XRLED GLEN ELLYN SERIES

LED

Electronic Drivers

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For sources over 50w: The driver shall have a minimum efficiency of 90%. The driver shall be rated at full load with THD<20% and a power factor of greater than 0.90. The driver shall contain over-heat protection.

For sources under 50w: The driver shall have a minimum efficiency of 88%.

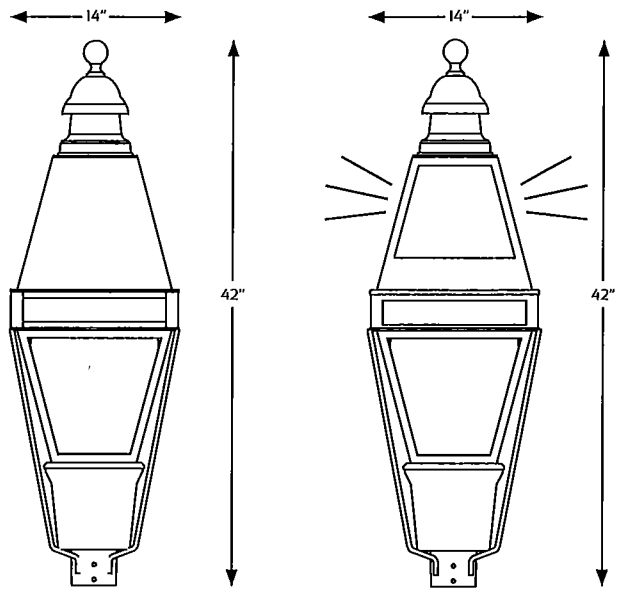
Warranty

Five-year warranty. See product and finish warranty guide for details.

Finish

Refer to website for details.

Fixtures



962TC

962TCGT
(Glow Top)

Performance (Based on CSA Lens)

LIGHT SOURCE	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE*
09L27T_-MDL07	1610	73.1	1600	72.6	1550	70.3	1670	75.9	22
09L35T_-MDL07	1895	86	1880	85.5	1820	82.8	1965	89.4	22
09L45T_-MDL07	2035	92.5	2025	92	1960	89	2115	96.1	22
09L27T_-MDL14	2860	59.6	2810	58.5	2745	57.1	2960	61.6	48
09L35T_-MDL14	3370	70.2	3310	68.9	3230	67.3	3485	72.6	48
09L45T_-MDL14	3625	75.5	3560	74.1	3470	72.3	3745	78	48
12L27T_-MDL14	4060	67.6	3960	66	3945	65.7	4120	68.6	60
12L35T_-MDL14	4780	79.6	4660	77.7	4640	77.4	4850	80.8	60
12L45T_-MDL14	5140	85.6	5010	83.5	4990	83.2	5210	86.9	60

*Glow top option adds 10 watts.

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Attachment: 33. Light Level Deviation Justification - Light Fixture Specs (4256 : 535 Duane Street & 423 N. Main Street I)

962TC-XRLED GLEN ELLYN SERIES

LED

EPA	5 YEAR WARRANTY	LUMEN RANGE	LIFE SPAN	UL LISTED	CLICK FOR FAQ'S
3.65 (ft²) WEIGHT 36 LBS	5	1,550 to 5,210	L70 MINIMUM 50,000 HOURS	UL	FAQ

JOB NAME

FIXTURE TYPE L6

MEMO 962TC-XR-LED-12L45T2 -MDL14-HSS

BUILD A PART NUMBER

ORDERING EXAMPLE: 2A-962TC-XRLED-12L45T5-MDL14-CA-HSS-FHD/478PM/2112FP5/SCC/BKT

Mounting Config.	Fixture	LED	CCT	Type	Driver	Lens	Option House Side Shield	Option Fuse	Option Internal Lens	Arm See Arm Spec Sheets	Pole See Pole Spec Sheets	Finish
PT	962TC	XRLED-1	45	T2	MDL14		HSS					BKT

Mounting Configuration
(Click here to view mounting configuration sheet)

- 1W
- PT
- 1A
- 1APT
- 2A
- 2A90
- 2APT
- 3A
- 3A90
- 3APT
- 4A
- 4APT
- 1AM
- 2AM
- 450PB

W = Wall Mount **PT** = Post Top **A** = Arm Mount **AM** = Arm Mid-Mount **PB** = Pier Base

Fixture
- 962TC
- 962TCGT (Glow Top)[1]

[1] Add 10 watts.

LED
- XRLED-9L
- XRLED-12L

CCT - Color Temperature (K)
- 45(00)
- 35(00)
- 27(00)

Type
- T2
- T3
- T4
- T5

Driver
- **MDL07** (120v-277v, 700Ma)[2]
- **MDL14** (120v-277v, 1400Ma)
- **MDH07** (347v-480v, 700Ma)[2]
- **MDH14** (347v-480v, 1400Ma)

[2] For use with 9L system only.

Lens (Click here to link to lens options)
- **SV1** (Flat Soft Vue Medium Diffuse Acrylic)
- **SV2** (Flat Soft Vue Heavy Diffuse Acrylic)
- **CA** (Clear Acrylic)
- **CTA** (Clear Textured Acrylic)
- **CSA** (Clear Seeded Acrylic)
- **PA** (Pristmatic Acrylic)
- **WA** (White Acrylic)

Options (Click here to view accessories sheet)
- **HSS** House Side Shield
- **FHD**[3] Dual Fuse & Holder
- **SVD1** Soft Vue Medium Diffuse, Internal Dome Lens
- **SVD2** Soft Vue Heavy Diffuse, Internal Dome Lens

[3] Ships loose for installation in base.

Arm (Click here to link to arm specification page)
See Arms & Wall Brackets specification sheets.
- 478
- 480
- 6236
- 579
- TA
- TASCR

Pole (Click here to link to pole specification page)
See Pole specification sheets.

Finish (Click here to view paint finish sheet)

Standard Finishes[4]
- **BKT** Black Textured
- **WHT** White Textured
- **PGT** Park Green Textured
- **ABZT** Architectural Medium Bronze Textured
- **DBT** Dark Bronze Textured

[4] Smooth finishes are available upon request

Custom Finishes[5]
- **CM** Custom Match
- **OI** Old Iron
- **RT** Rust
- **WBR** Weathered Brown
- **CD** Cedar
- **WBK** Weathered Black
- **TT** Two Tone

[5] Custom colors require upcharge.

Sternberg Select Finishes
- **VG** Verde Green
- **SI** Swedish Iron
- **OWGT** Old World Gray Textured

Specifications

Fixture
The 962TC fixture shall be 14" wide and the overall height shall have 42". It shall be made of heavy wall cast aluminum, 356 alloy and lenses shall be made of vandal resistant acrylic. The fixture cage shall be cast in one piece and shall have a lift hinged door. The four paneled roof shall be closed with solid aluminum panels. The Luminaire shall be UL approved in US and Canada.

Fitter
The fitter or base shall be heavy wall cast aluminum, 356 alloy for high tensile strength. It shall have an inside diameter opening to accept a 3" diameter pole or tenon. When ordered with a Sternberg aluminum pole, the fitter shall be set screwed to the pole top or tenon.

LEDs
The luminaire shall use high output, high brightness LED's. They shall be mounted in arrays, on printed circuit boards designed to maximize heat transfer to the heat sink surface. The arrays shall be downward facing to minimize up-light. The LED's and printed circuit boards shall be shall be environmentally friendly and 100% recyclable, they shall also be protected from moisture and corrosion by a conformal coating of 1 to 3 mils. They shall not contain lead, mercury or any other hazardous substances and shall be RoHS compliant. The LED life rating data shall be determined in accordance with IESNA LM-80. The High Performance white LED's will have a life expectancy of approximately 50,000 hours with not less than 70% of original brightness (lumen maintenance), rated at 25°C. The High Brightness, High Output LED's shall be 4500K (3500K or 2700K option) color temperature with a typical of 70 CRI. Consult factory for custom color CCT. The luminaire shall have a minimum _____ (see table) delivered initial lumen rating when operated at steady state with an average ambient temperature of 25°C (77°F).

Optics
The luminaire shall be provided with individual, refractor type optics applied to each LED. The luminaire shall provide Type ___ (2, 3, 4 or 5) light distribution per the IESNA classifications. Testing shall be done in accordance with IESNA LM-79.

See next page

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962TC-XRLED GLEN ELLYN SERIES

LED

Electronic Drivers

The LED driver shall be U.L. Recognized.
It shall be securely mounted inside the fixture, for optimized performance and longevity. It shall be supplied with a quick-disconnect electrical connector on the power supply, providing easy power connections and fixture installation. It shall have overload as well as short circuit protection, and have a DC voltage output, constant current design, 50/60HZ. It shall be supplied with line-ground, line-neutral and neutral-ground electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines. It shall be dimmable using a 0-10v signal.

For sources over 50w: The driver shall have a minimum efficiency of 90%. The driver shall be rated at full load with THD<20% and a power factor of greater than 0.90. The driver shall contain over-heat protection.

For sources under 50w: The driver shall have a minimum efficiency of 88%.

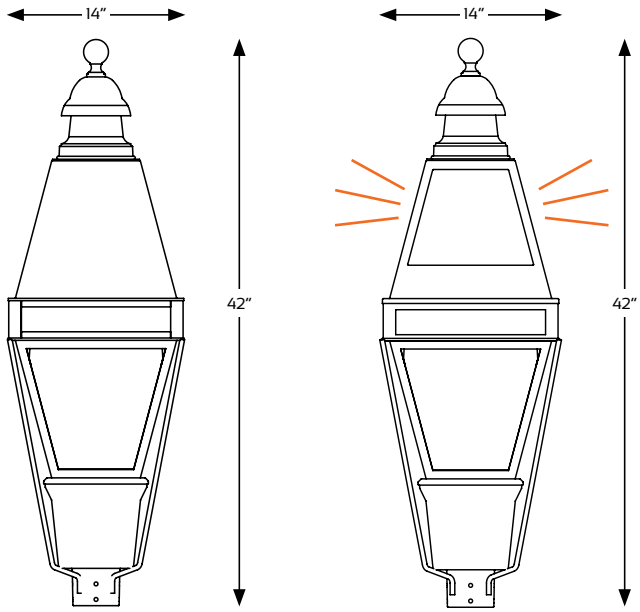
Warranty

Five-year warranty. See product and finish warranty guide for details.

Finish

Refer to website for details.

Fixtures



962TC

962TCGT
(Glow Top)

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Glen Ellyn Parking Garage
Traffic Impact Study
Downtown Glen Ellyn, Illinois

Prepared For:

Walker Parking

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON ENGINEERING ASSOCIATES, LTD.

145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

www.eea-ltd.com

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

1 – INTRODUCTION

This report summarizes the results of a transportation analysis for a proposed public parking garage in the downtown Glen Ellyn, Illinois. The garage site is located on the existing surface parking lot serving Village Hall with an existing access drive on Duane Street. The parking garage will be used by village hall employees, for employees of businesses in Downtown Glen Ellyn, for Metra commuters, and for visitors to the downtown.

Parking will be provided with five parking levels and have up to 300 parking spaces. The main access to the garage will be on Duane Street at the same location of the existing parking lot with some modifications. A potential secondary access to the east to Forest Avenue through the First United Methodist Church parking lot was also considered in this study.

Figure 1 illustrates the site location and surrounding land-uses and roadways.

Methodology

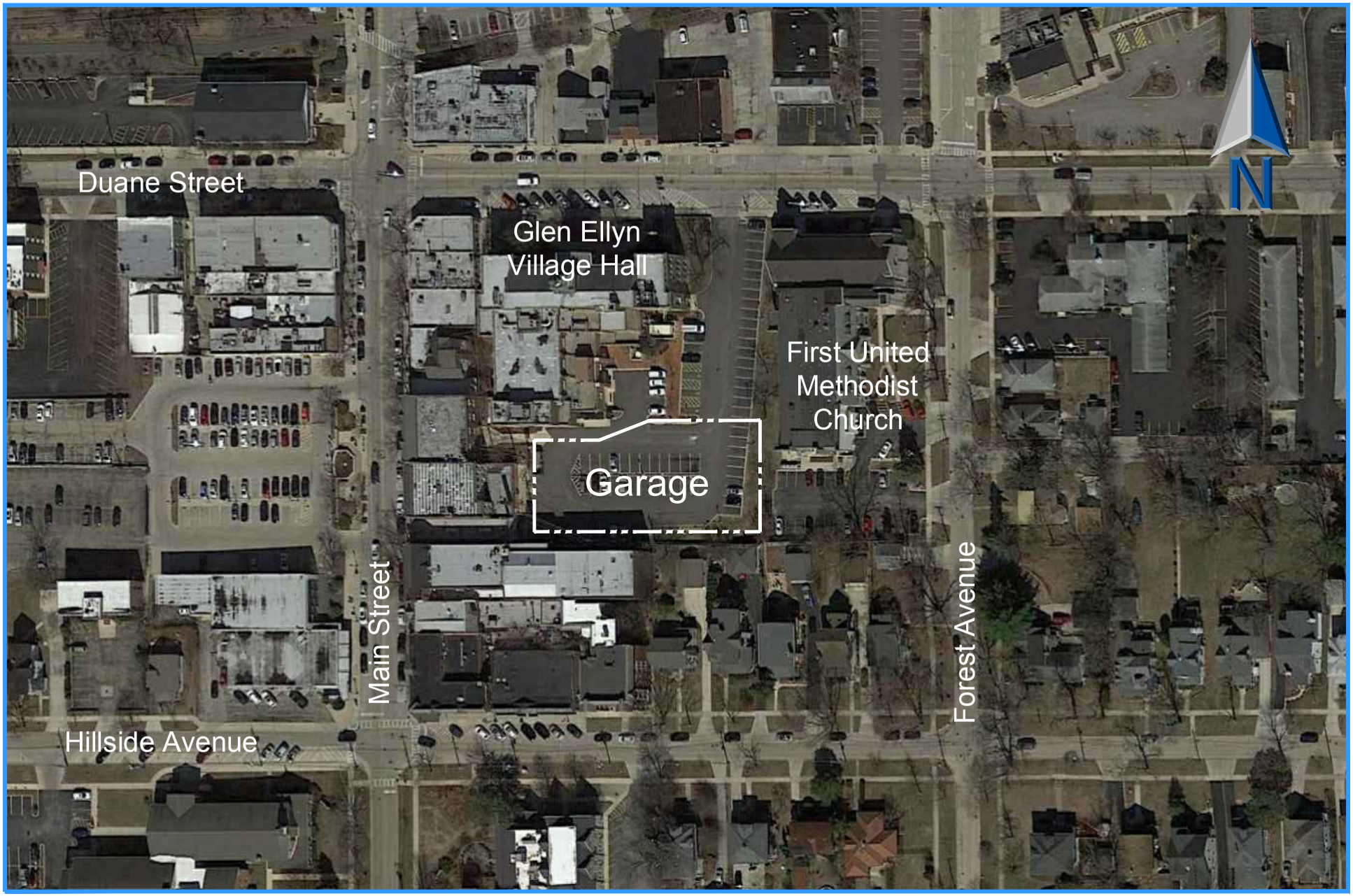
The purpose of this study was to identify the transportation system serving the site, to determine its transportation characteristics and to evaluate the need for improvements to support the proposed parking garage. The area studied in this report is bounded by Main Street to the west, Forest Avenue to the east, Hillside Street to the south, and Duane Street to the north. Data was collected on existing pedestrian and vehicular traffic volumes along with an inventory of traffic control devices, sidewalks, bike lanes, parking, and traffic lanes. Projections were made of future traffic volumes by the garage and nearby developments and combined with the existing traffic volumes. Analyses were conducted and recommendations developed to accommodate the development.

Conclusions

The results of the preceding traffic study for the proposed garage developed the following conclusions and recommendations:

1. The proposed parking garage is projected have 196 to 192 vehicles entering or exiting the garage during the morning and evening peak-hour. This includes the existing Village Hall lot traffic which makes up 32% to 19% of the garage's total driveway volumes.
2. All intersections within the study area work at acceptable levels of service and delay. The street network can accommodate the additional traffic from the proposed project, nearby developments, and other traffic growth.
3. A secondary benefit of the garage to Downtown traffic conditions is the reduction of vehicles circulating on the adjacent streets looking for a vacant parking space.
4. In anticipation of the more commuter crossings of Duane Street at the existing crosswalk on the west side of Forest Avenue, pedestrian crossing signs should be provided.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)



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Garage Location & Study Area

Figure 1

2 – EXISTING TRANSPORTATION NETWORK

Site Location

The proposed parking garage is located at Glen Ellyn Village Hall on its surface parking lot east and south of the building. The garage site is bound by Village Hall and Duane Street to the north, First United Methodist Church to the east, single-family homes and a commercial building to the south, and commercial buildings facing Main Street to the west. The existing lot contains 74 spaces with one driveway on Duane Street.

Existing Roadway Characteristics

A description of the study area roadways providing access to the site is illustrated on **Figure 2** and provided below:

Main Street is a north-south village arterial with one travel lane in each direction. At its intersection with Duane Street, Main Street has a right-turn and shared thru/left-turn lanes southbound. Northbound Main Street is under stop control with a single left/thru/right lane. At Hillside Avenue, one-way westbound, there is a three way stop controlled intersection with single lane approaches on Main Street. On-street parking is permitted on Main Street. It is under the jurisdiction of the Village of Glen Ellyn with a 30-mph speed limit.

Duane Street is an east-west community collector with one travel lane in each direction. At Main Street in both directions, both approaches have single lane and on-street parking. It is under the jurisdiction of the Village of Glen Ellyn with a 25-mph speed limit.

Hillside Avenue is an east-west community collector traveling one-way westbound with one travel lane and on-street parking on the north side. West of Main Street, it has on-street angled parking on the south side. There are stop signs at Forest Avenue and at Main Street. It is under the jurisdiction of the Village of Glen Ellyn with a 25-mph speed limit.

Forest Avenue is a north-south one-way southbound roadway. North of Duane Street, it is the exit for the Metra commuter parking and pick-up area with a separate left-turn lane and a shared thru/right-turn lane under stop sign control. No parking, except buses is permitted north of Forest Avenue. South of Duane Street, four-hour parking is permitted on the west side south of the church. Parking on Sundays is permitted in front of the church. It is under the jurisdiction of the Village of Glen Ellyn with a 25-mph speed limit.

Pedestrians

The streets within the study area provide sidewalks on both sides. The intersections of Forest Avenue at Duane Street and Hillside Avenue at Main Street provide painted cross-walks on all four legs of each intersection. The intersection of Main Street at Duane Street provides painted crosswalks on the east, south, and west legs. The intersection of Forest Avenue at Hillside Avenue does not have painted crosswalks.

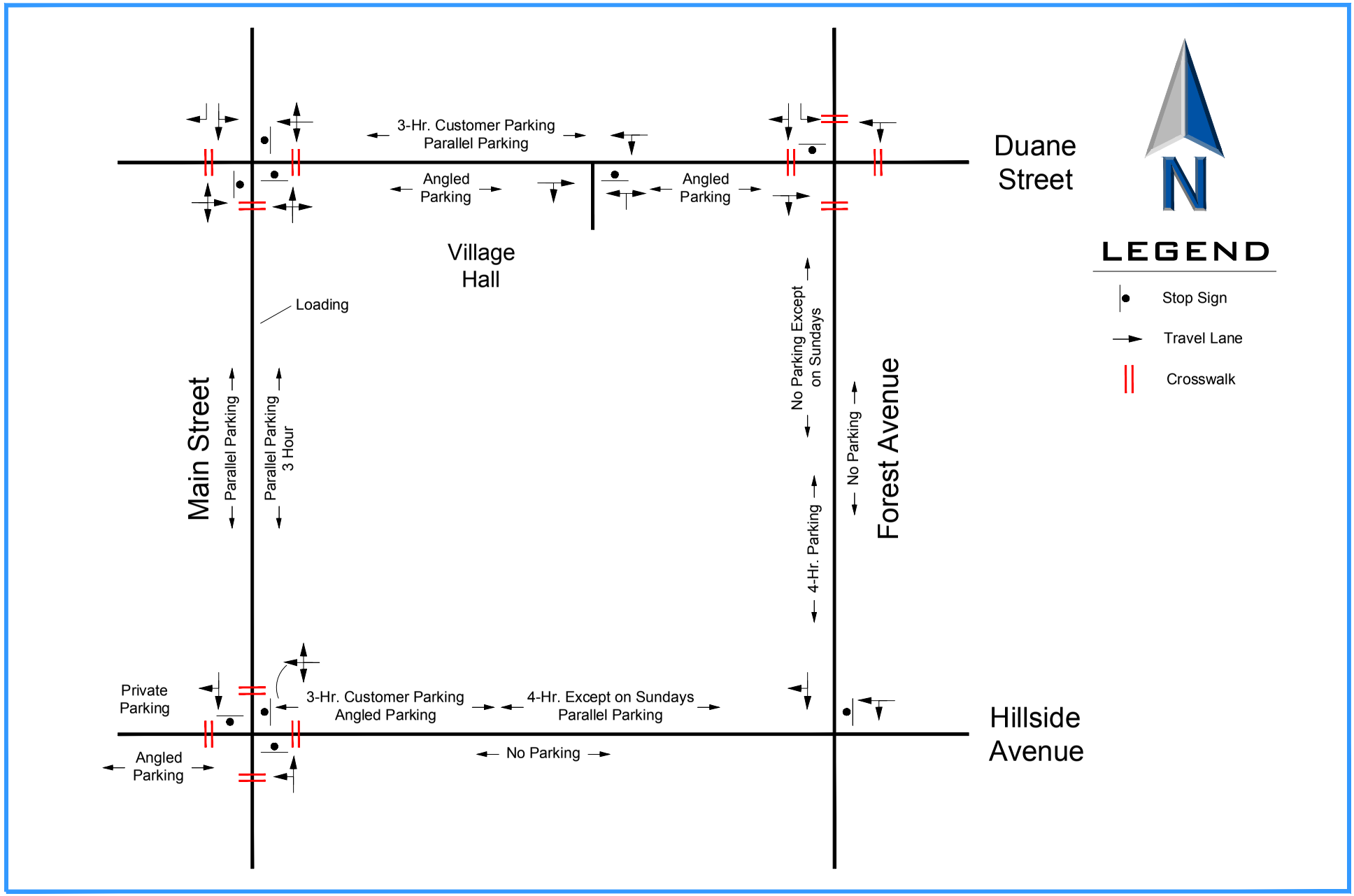
Existing Vehicular and Pedestrian Volumes

Weekday morning (7:00 to 8:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians, bicyclists, and vehicles were conducted or obtained at the following study area intersections:

- Duane Street at Main Street, Village Hall Lot, and Forest Avenue
- Hillside Avenue at Main Street and Forest Avenue

These counts showed the peak-hours of traffic occurring from 7:15 AM to 8:15 AM and 5:00 to 6:00 PM on a weekday. **Figures 3** and **4** illustrates the existing vehicular and pedestrian volumes respectively. Copies of the counts can be found in the **Appendix**.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)



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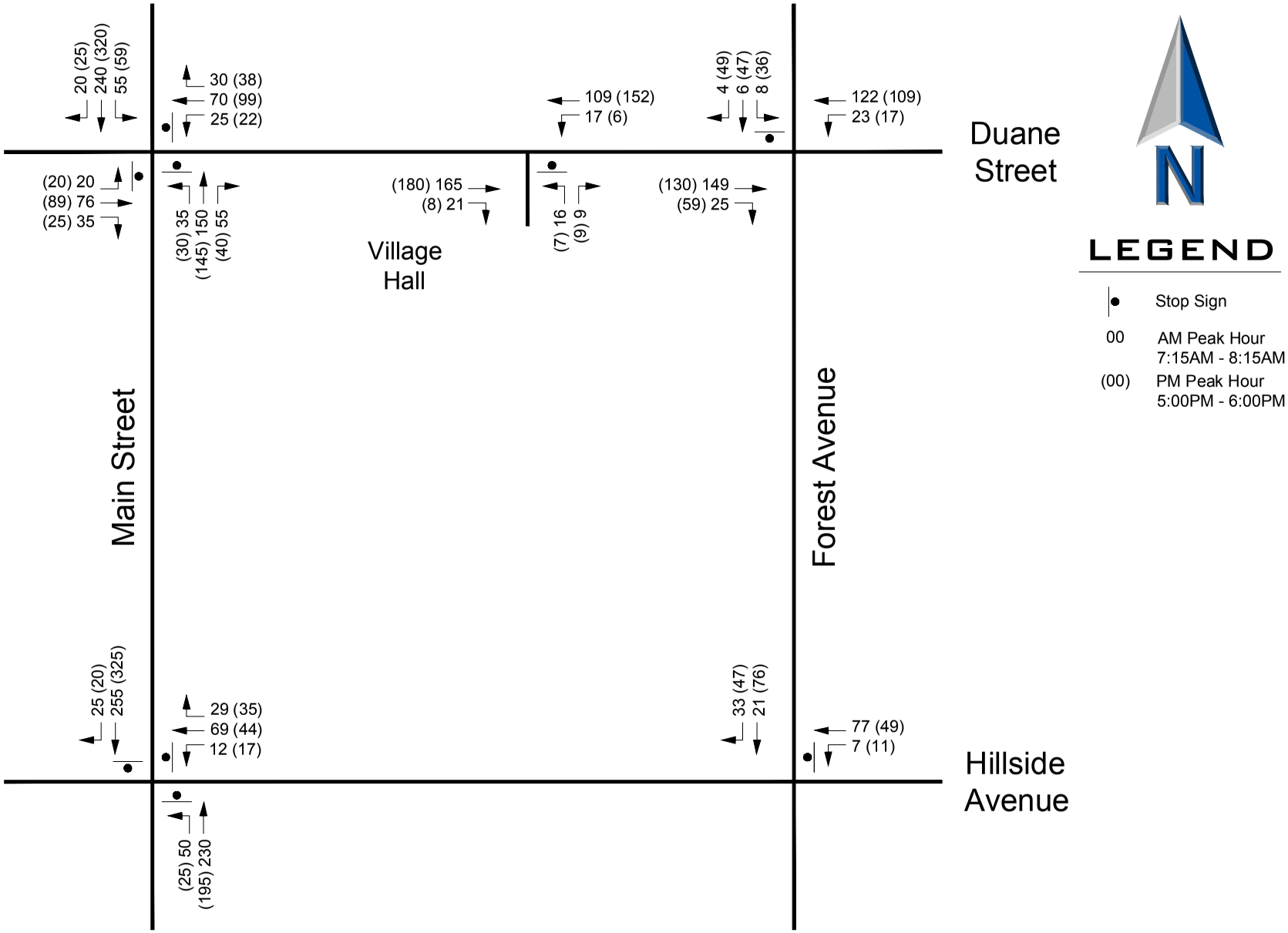
Existing Roadway Characteristics

Figure 2



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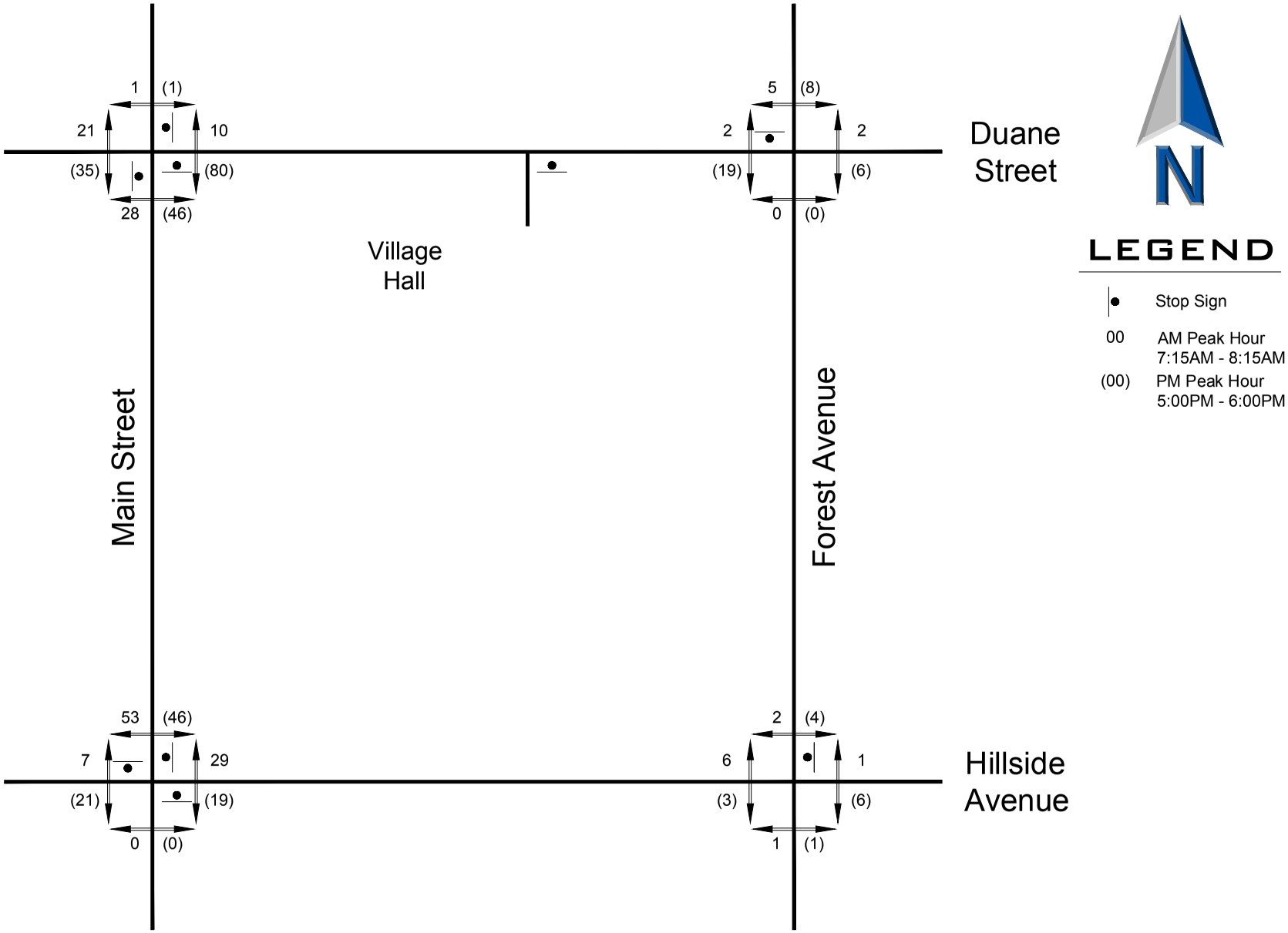
Existing Traffic Volumes

Figure 3



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Existing Pedestrian Volumes

Figure 4

3 - TRAFFIC CHARACTERISTICS

Existing and Proposed Use

The existing site for the garage is currently occupied by 74 spaces used by Glen Ellyn's Village Hall for its employees, municipal vehicles, and visitors. Access to these spaces is provided by one two-lane driveway on Duane Street under stop sign control.

The proposed parking garage will contain up to 300 parking spaces including a few surface spaces along the access aisle between the garage and Duane Street. Primary access to the garage will remain on Duane Street with the existing driveway reconstructed and moved to the west a few feet. Exiting traffic will be controlled by a stop sign. The users of the garage will be village hall employees and visitors, Metra commuters, and downtown business' employees and visitors.

This traffic study also analyzed secondary access to the garage from the east through the First United Methodist Church parking lot to Forest Avenue. Agreements have not been reached with the church at this time. As a result, future traffic conditions were studied with and without the Forest Avenue access.

Site Trip Generation

Vehicular volumes generated by each user within the parking garage were estimated from a combination of existing traffic counts, national trip generation data, and Metra boarding data. For the 60 spaces used by Village Hall and College of DuPage, the existing parking lot traffic counts were used along with an increase in visitor traffic. Please note that the College of DuPage's usage is mostly outside the peak commuter periods.

Trip estimates for the 60 downtown merchant's visitors (30 spaces) and employees (30 spaces) were based on national trip generation data for retail and restaurant users for the morning and evening peak periods. Use of the parking garage is expected to be used more during the day and in the evening outside peak hours traffic hours.

The largest component of the garage, 180 spaces, will be reserved for Metra parking commuters using the Glen Ellyn train station. Metra boarding data (2016) for the Glen Ellyn station was used to determine the highest peak hour boardings in the morning and evening as a percentage of the overall boardings. The results showed that 58% of commuters boarded in the morning and 62% exited in the evening during the peak 60-minute time period. To be conservative, the assumption that 60% of the commuters would arrive in a one-hour period (108 vehicles) and 65% would leave (117 vehicles).

The resulting traffic volumes projected for the parking garage is shown in **Table 1.** With the continued use of the garage for Village Hall, 32% of the morning volumes and 19% of the evening volumes are already on the road system. The net new traffic volumes ranged from 133 to 162 vehicles per hour for the remaining 240 spaces.

Table 1
Parking Garage Trip Generation Estimates

User	Number of Spaces	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Village Hall/ College of DuPage	60	38(1)	25	63	14	16	30
		5(2)	5	10	5	5	10
Downtown Employees/Visitors	60	5	5	10	15	15	30
Commuters	180	108	5	113	5	117	122
Total Garage Traffic Volumes		**156**	**40**	**196**	**39**	**153**	**192**
Net New Traffic without Existing Village Hall Traffic		**118**	**15**	**133**	**25**	**137**	**162**

(1) Existing Village Hall Lot traffic volumes (2) Additional Visitors

To be conservative, the new garage traffic was considered as new traffic to the Downtown Glen Ellyn area. In reality, a portion of the commuter traffic is already parking in other parts of the Downtown. The garage will also allow overnight parking for nearby residents (20-30 spaces) that will have to exit the garage by 7:00 AM. These resident vehicles are entering or exiting outside the morning and evening peaks and will not impact peak traffic conditions.

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes, the existing road system, traffic congestion, and the proposed site access. The resulting trip distribution for the site is shown on **Table 2** and **Figure 5**.

Table 2
Directional Distribution

Direction	Percentage
North on Main Street	30%
South on Main Street	30%
East on Duane Street	30%
West on Duane Street	10%
Total	**100%**

Background Traffic Growth

The growth in existing traffic volumes are estimated for a period five years after the projected opening of the garage which is the Year 2025. Traffic projections provided by the Chicago Metropolitan Agency for Planning shows an annual growth rate of 0.8% per year on Main Street. A copy of the CMAP letter is included in the Appendix. This growth rate was applied to the existing traffic volumes to obtain the base 2025 volumes without the development (see **Figure 6**).

The development of the Apex 400 mixed use project west of Main Street will add additional traffic at the study area intersections and was also included in this study. **Figure 7** shows their traffic volumes assigned to the road system based on the development's traffic study. Their study also recommends that Hillside Avenue be converted to two-way traffic west on Main Street which was incorporated in this report.

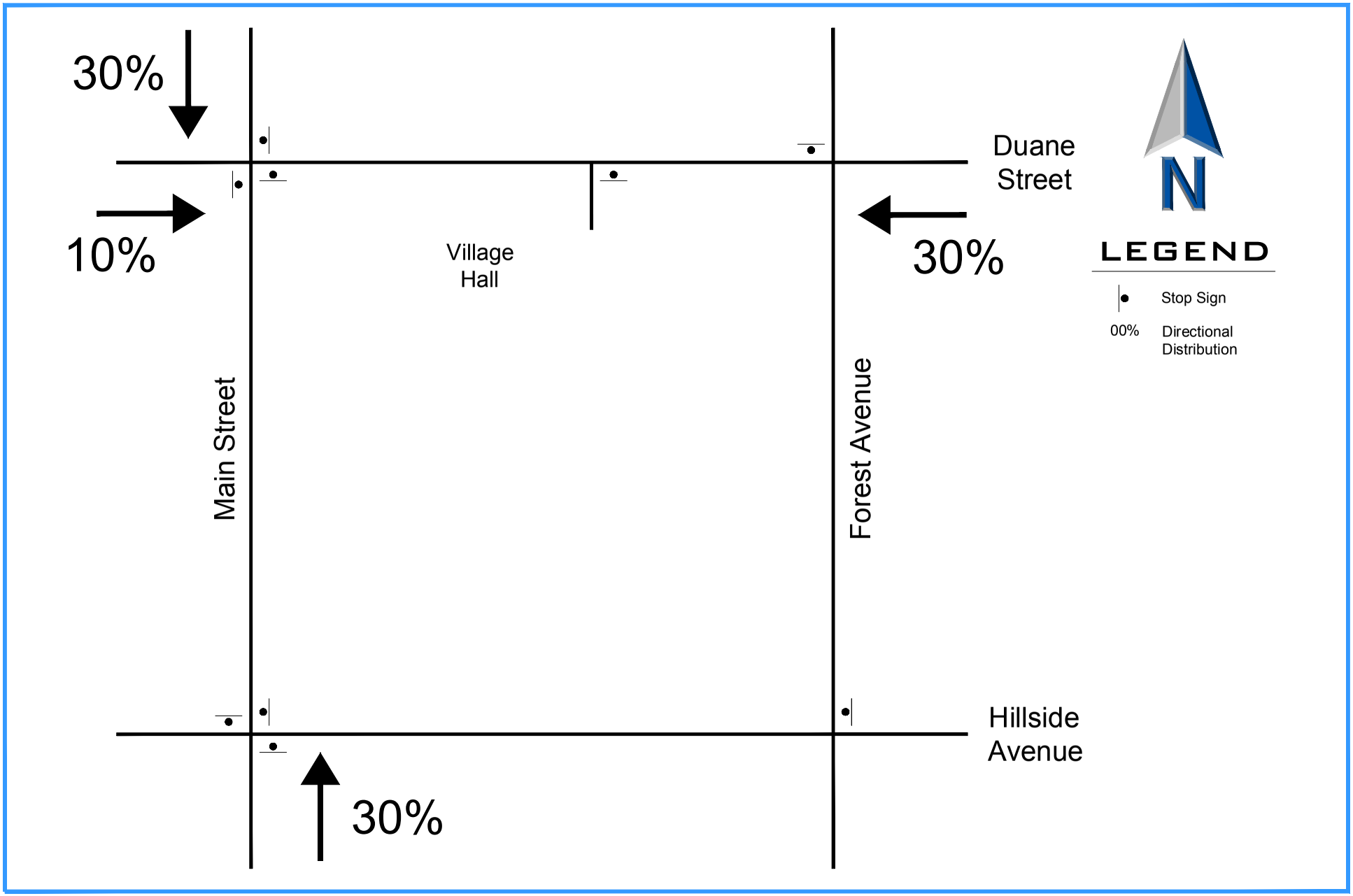
Site Traffic Assignment

Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed locations, access drives and area roadways. **Figure 8** shows the resulting traffic assignments to the site parking garage with one access drive onto Duane Street. **Figure 9** illustrates the site traffic volumes with the additional driveway onto Forest Avenue.

Total Traffic Volumes

The total traffic volumes were projected five years in the future (Year 2025) and included the existing traffic volumes, APEX 400, the site-generated traffic, and general growth in traffic volumes. The total traffic volumes for the Year 2025 for both access alternatives are shown in **Figures 10 and 11**.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)



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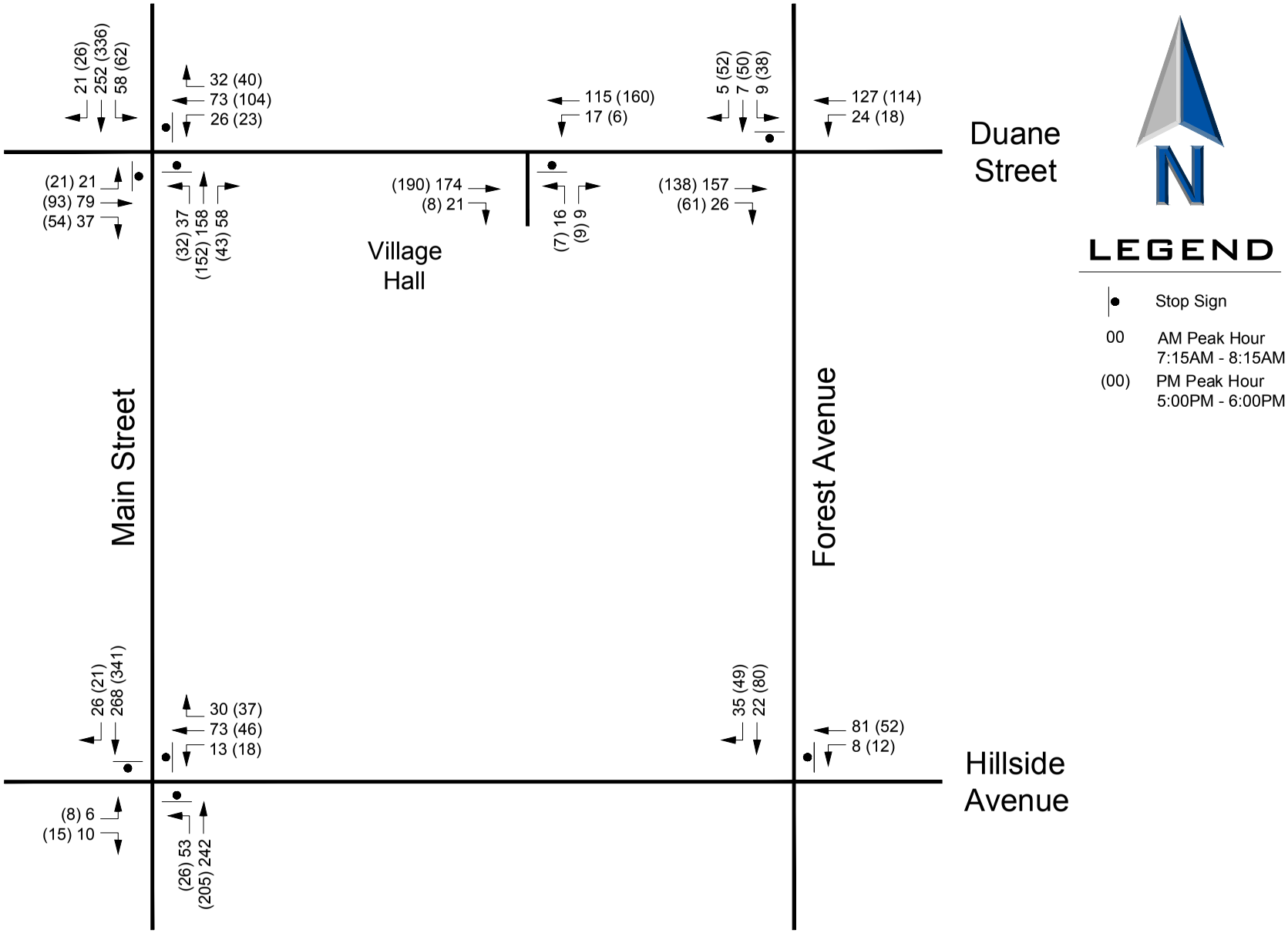
Directional Distribution

Figure 5



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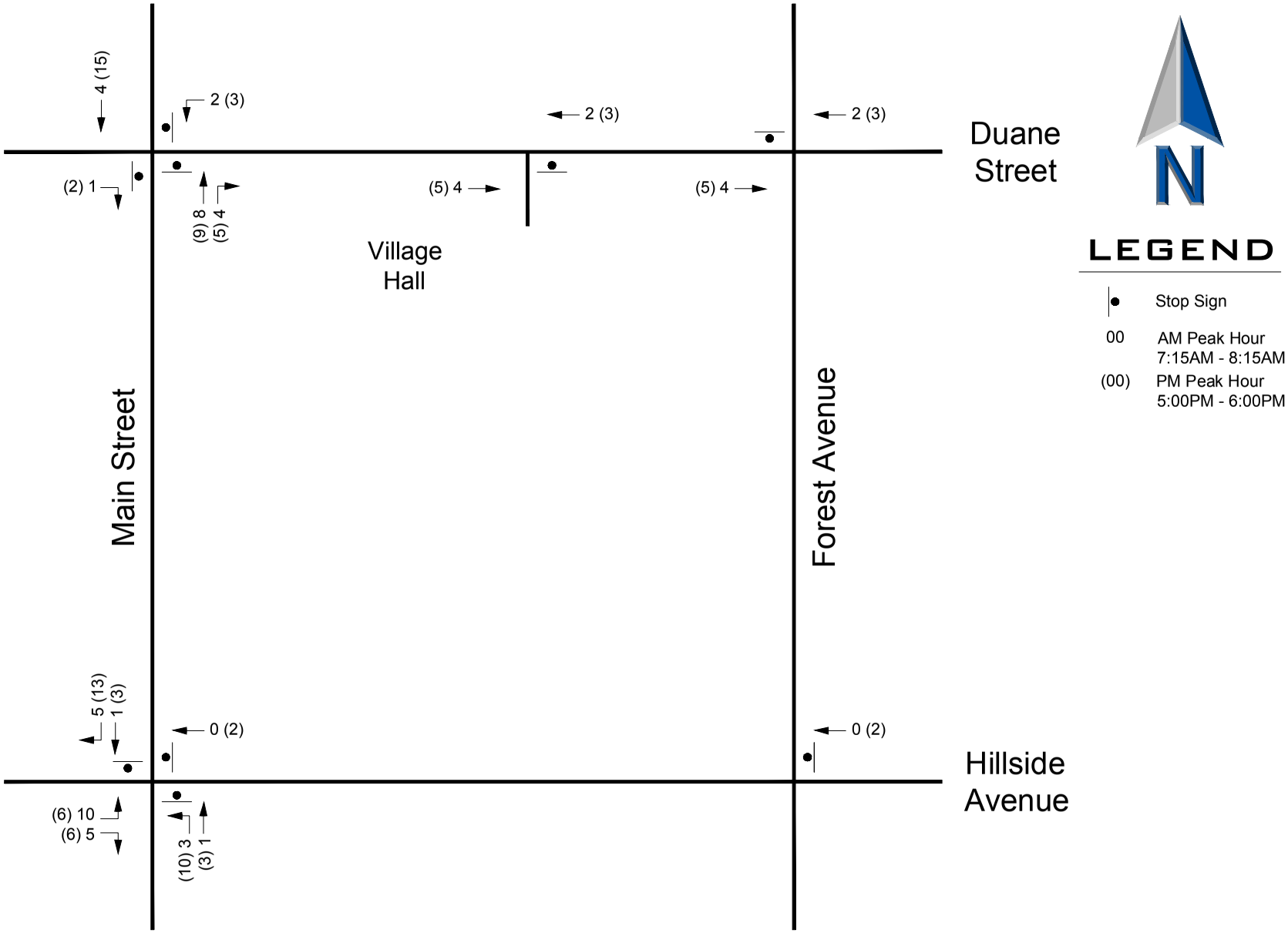
Year 2025 Base Traffic Volumes

Figure 6



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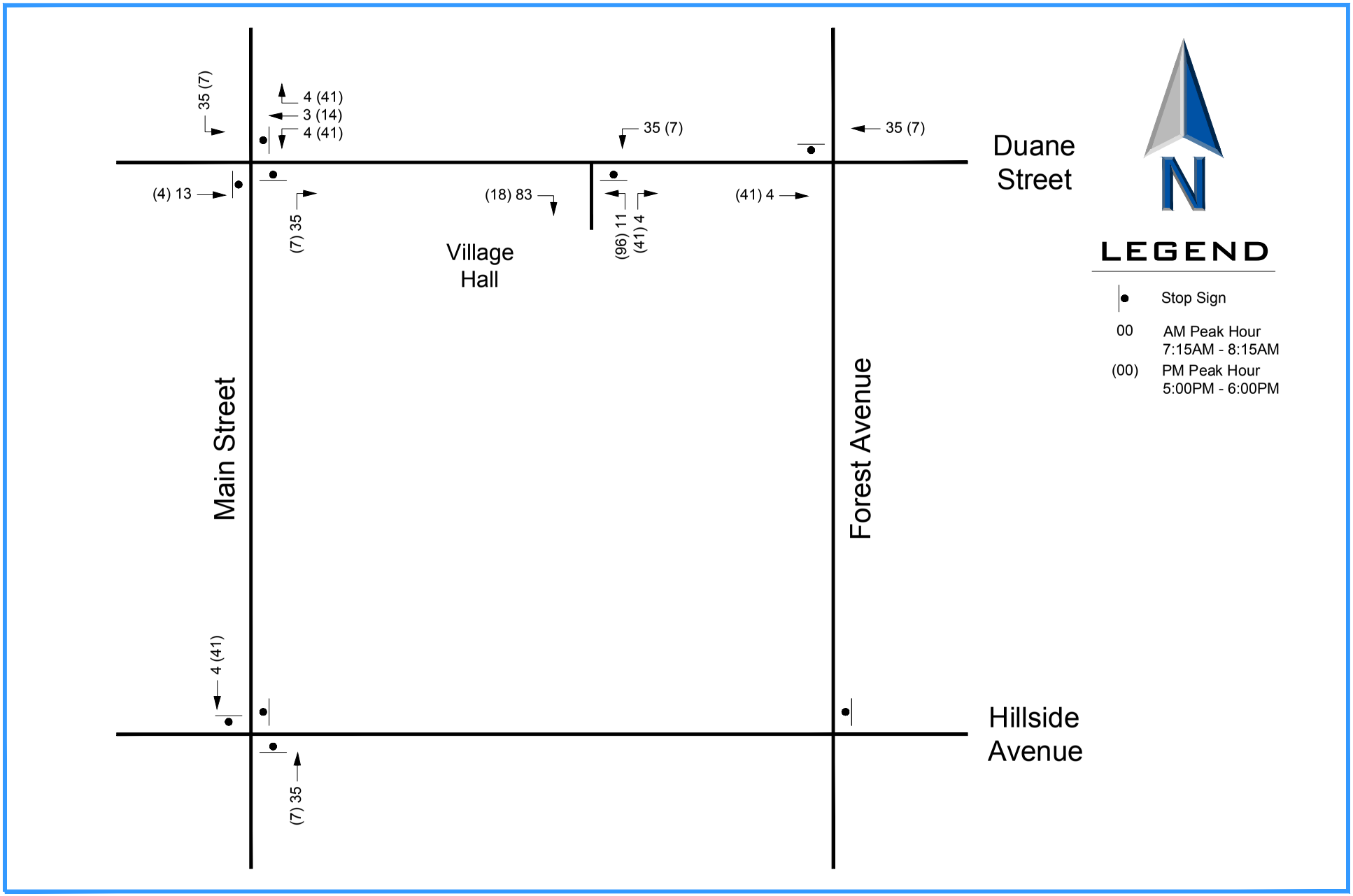
Apex 400 Site Traffic

Figure 7



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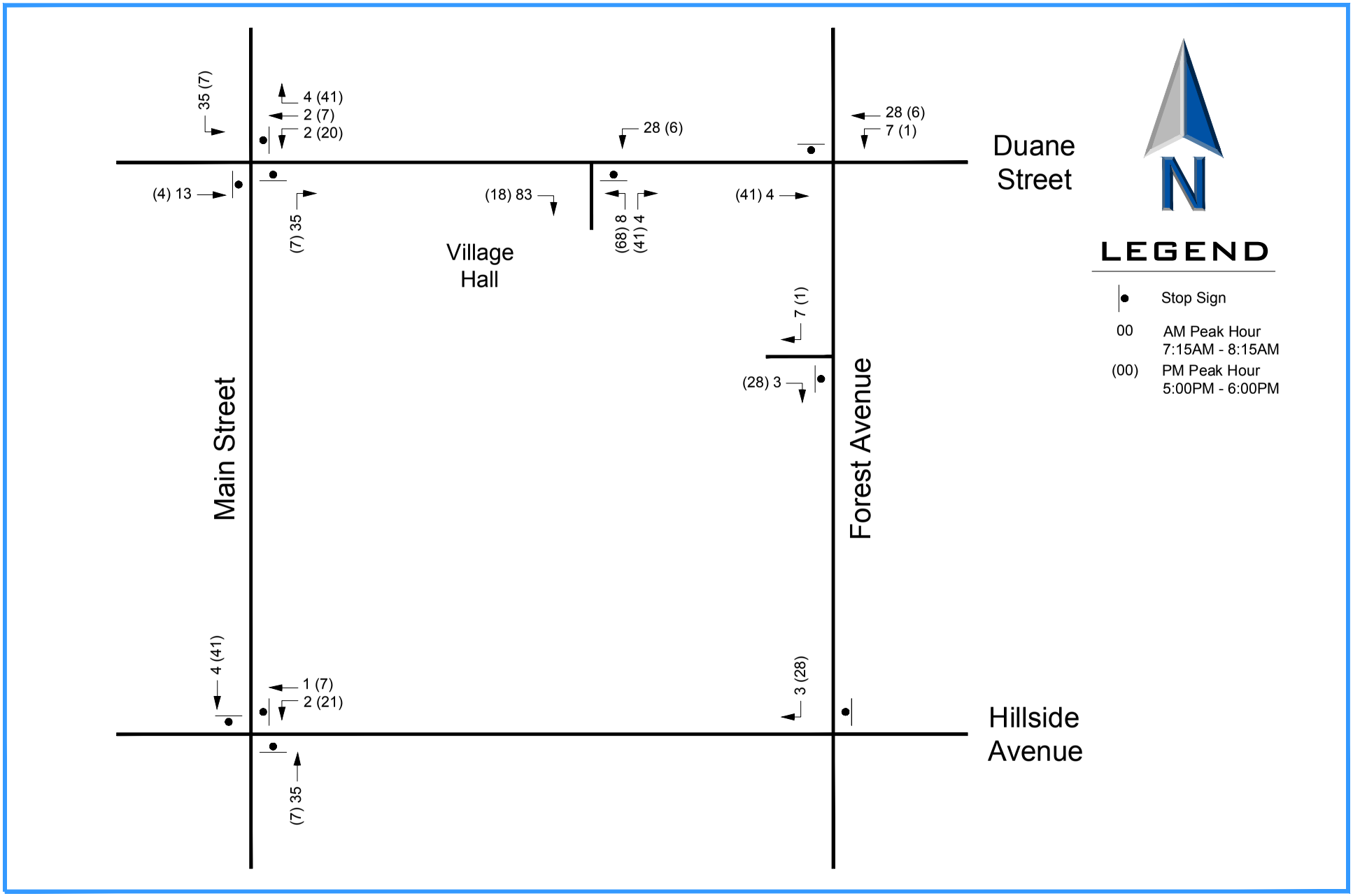
New Garage Traffic Volumes with One Access Drive

Figure 8



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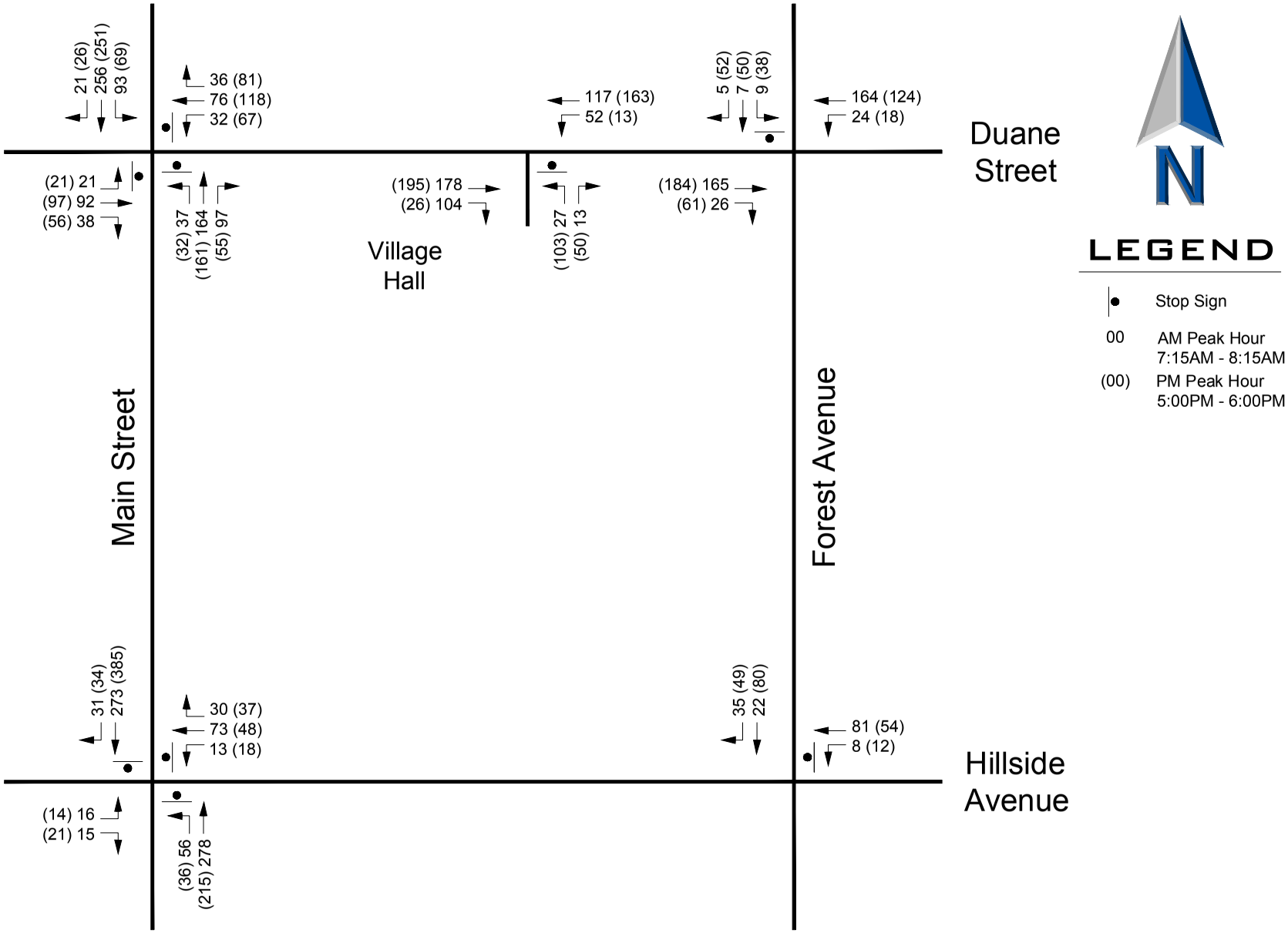
New Garage Traffic Volumes with Two Access Drives

Figure 9



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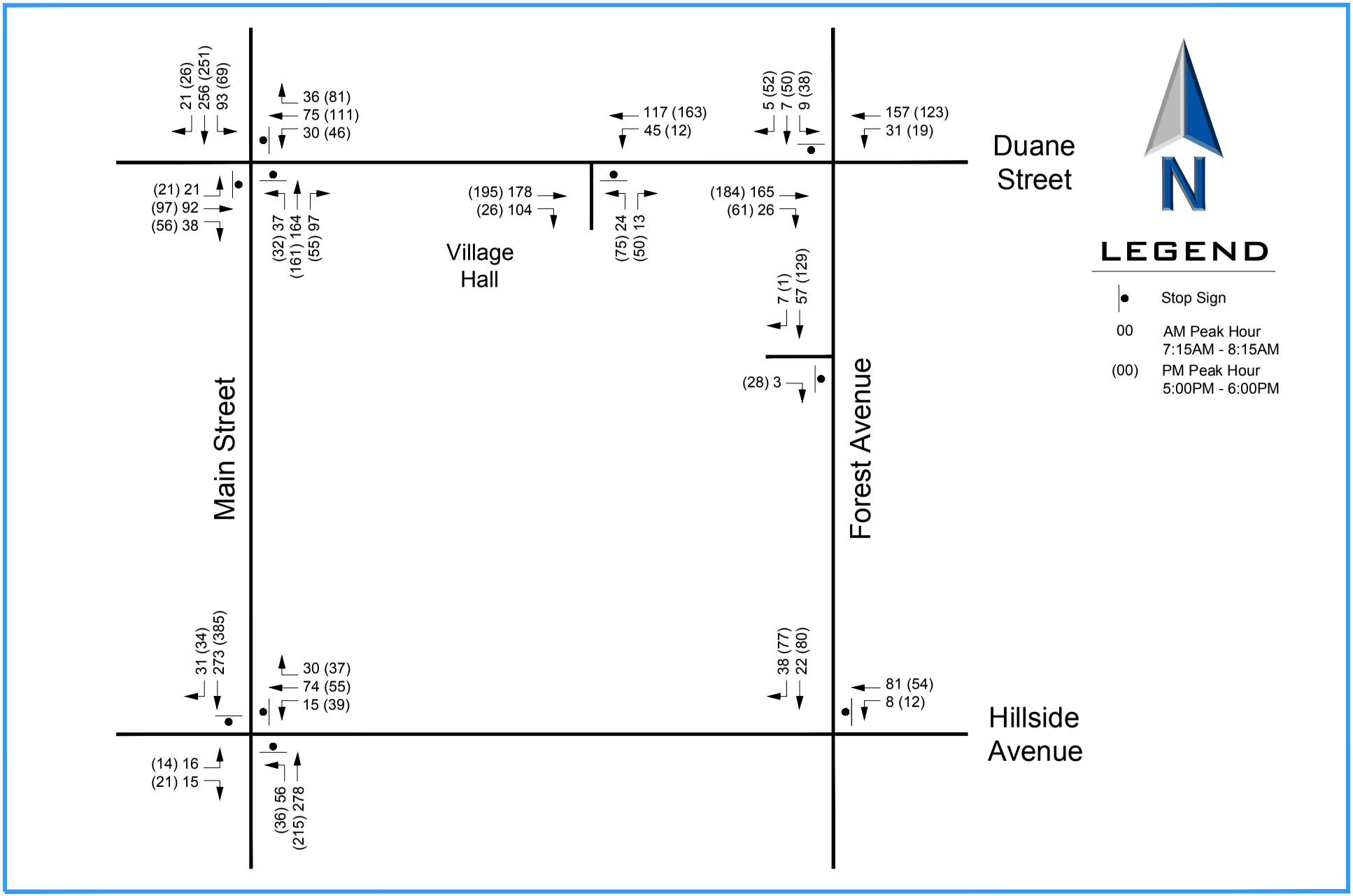
Year 2025 Total Traffic Volumes with One Access Drive

Figure 10



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Year 2025 Total Traffic Volumes with Two Access Drives

Figure 11

4 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and the access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the SYCHRO computer program to determine the existing and future operations of the transportation system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the study area traffic conditions. All the intersections within the study are currently operating at a good level of service. Overall, with the low volume of site generated traffic distributed among several different approach routes, the future traffic conditions are minimally impacted. The conclusion of the analyses is that the road system can accommodate the projected traffic volumes.

Duane Street at Main Street

The traffic control of this intersection provides stop signs on the east, south, and west legs. Southbound traffic on Main Street is free flow to prevent vehicles from backing onto the railroad tracks. The Highway Capacity procedures do not account for this configuration so the intersection capacity utilization method was used which shows how much of the intersection's capacity is used. Under existing conditions, 55% to 59% of the intersection's capacity is used.

In the Year 2025, the growth in existing traffic and the additional garage traffic volumes start increasing the utilization of the intersection but will not require additional roadway improvements. There is surplus roadway capacity to accommodate additional traffic volumes.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Table 4
Intersection Level of Service and Total Delay (seconds)

Intersection	Approach	Morning Peak			Afternoon Peak		
		2019	2025 (1 drive)	2025 (2 drives)	2019	2025 (1 drive)	2025 (2 drives)
Duane St. at Main St.	Intersection (1)	A-55%	B-64%	B-59%	B-59%	D-75%	C-69%
Duane St. at Village Hall Drive	Wb Left	A-7.7	A-8.1	A-8.0	A-7.7	A-7.9	A-7.8
	Nb Approach	B-10.4	B-11.9	B-11.6	B-10.4	B-13.8	B-12.8
Duane St. at Forest Ave.	Wb Left	A-7.8	A-7.8	A-7.8	A-7.8	A-8.0	A-8.0
	Sb Left	B-11.5	B-12.3	B-12.5	B-11.6	B-12.7	B-12.7
	Sb Thru/Right	A-9.2	A-9.5	A-9.4	A-9.9	B-10.1	B-10.1
Hillside Ave. at Main St.	Nb Approach	B-10.5	B-12.0	B-12.1	A_9.6	B-10.7	B-11.0
	Wb Approach	A-9.2	A-9.7	A-9.8	A-9.0	A-9.6	B-10.2
	Sb Approach	B-10.2	B-11.1	B-11.2	B-11.1	B-13.6	B-14.1
	Eb Approach		A-8.9	A-8.9		A-8.9	A-9.0
Garage Drive at Forest Ave.	Eb Approach			A-8.6			A-9.1
Hillside Drive at Forest Ave.	Wb Approach	A-9.2	A-9.3	A-9.3	A-9.6	A-9.7	A-9.8

(1) Intersection Capacity Utilization Method (critical volume to saturation flow)

Duane Street at Parking Garage Entrance

The existing Village Hall parking lot access has one inbound lane and one outbound lane under stop sign control. Duane Street has one lane in each direction with no right- or left-turn lanes. For the parking garage, the access will remain the same but reconstructed slightly west of its current location. The existing angles spaces along the south side of Duane Street will be converted to parallel spaces on either side of the driveway.

The Year 2025 total traffic volumes with this drive as the only access point to the garage shows it works well with levels of service A or B. There should be minimal queuing along Duane Street and the exiting evening queue from the garage is two vehicles. A worst-case analysis in the evening peak hour was completed assuming all the parking garage spaces exiting in one hour which slightly increased the outbound delay by four seconds and had three vehicles queued.

Two outbound lanes, a left-turn and a right-turn, were also analyzed for the one access scenario to determine the possible benefits versus the approximate $75,000 cost to build. The second outbound lane reduced the evening peak-hour delay by just over one second and reduced the queueing from two to one vehicle. A second outbound lane does not provide a significant improvement for exiting traffic conditions.

The diversion of traffic from the Duane Street garage access to a secondary access on Forest Avenue will lower the traffic volumes using the main entrance with minimal impact on traffic conditions. However, from a planning perspective, a second access to the garage will allow more flexibility in accommodating event parking and maintenance operations at the facility.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Duane Street at Forest Avenue

With only a stop sign on the north leg of the intersection serving minimal morning traffic and modest volumes in the evening, the intersection of Duane Street and Forest Avenue works well and will continue to in the future under both access alternatives. With 180 spaces reserved for commuter parking, it is expected that the majority of the commuter pedestrian traffic will exit the garage to Duane Street, head east to the west crosswalk at Forest Avenue and go north to the train station and platforms. It is recommended that pedestrian warning signs be installed at the crosswalk to alert drivers along Duane Street.

Please note that the Village of Glen Ellyn is conducting a separate study of this intersection and their recommendations have not been developed yet.

Hillside Avenue at Main Street

Hillside Avenue is currently one-way westbound thru the Main Street intersection with stop signs on the north, east, and west legs. As part of the APEX 400 development, the west leg will be converted to a two-way street with one-lane in each direction. The new west leg will also be under stop sign control resulting in an all-way-stop intersection. For both access scenarios, the intersection will continue to work well in the Year 2025.

Hillside Avenue at Forest Avenue

This intersection consists of two one-way streets (westbound and southbound) with a stop sign on Forest Avenue. Traffic operates at a level of service under existing and future conditions. No additional improvements are needed under either scenario. Additional garage related traffic won Forest Avenue to the south is minimal and would not affect the nearby neighbors.

Garage Access on Forest Avenue

Since Forest Avenue is one-way southbound, the proposed secondary garage access through the First United Methodist Church lot will have right-in and right-out movements. The driveway will work well at level of service A if the garage access is provided.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

5 - SUMMARY

The results of the preceding traffic study for the proposed garage developed the following conclusions and recommendations:

1. The proposed parking garage is projected have 196 to 192 vehicles entering or exiting the garage during the morning and evening peak-hour. This includes the existing Village Hall lot traffic which makes up 32% to 19% of the garage's total driveway volumes.
2. All intersections within the study area work at acceptable levels of service and delay. The street network can accommodate the additional traffic from the proposed project, nearby developments, and other traffic growth.
3. A secondary benefit of the garage to Downtown traffic conditions is the reduction of vehicles circulating on the adjacent streets looking for a vacant parking space.
4. In anticipation of the more commuter crossings of Duane Street at the existing crosswalk on the west side of Forest Avenue, pedestrian crossing signs should be provided.

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

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APPENDIX

- **Existing Traffic Counts**
- **CMAP Traffic Projections Letter**
- **Intersection Capacity Analyses**

Hillside Avenue at Forest Avenue

Glen Ellyn, Illinois

Begin Time	Forest Avenue Southbound Right Turn	Forest Avenue Southbound Through	Hillside Avenue Westbound Through	Hillside Avenue Westbound Left Turn	15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts North Leg	Pedestrian Counts East Leg	Pedestrian Counts South Leg	Pedestrian Counts West Leg
	Thursday February 7, 2019										
7:00 AM	2	2	6	3	13	106	0.60	0	1	0	3
7:15 AM	4	9	13	1	27	**138**	**0.77**	1	0	1	1
7:30 AM	6	5	10	1	22	128	0.71	1	1	0	1
7:45 AM	9	4	30	1	44	133	0.74	0	0	0	0
8:00 AM	14	3	24	4	45	129	0.72	0	0	0	4
8:15 AM	1	2	13	1	17			0	1	0	1
8:30 AM	3	3	20	1	27			1	0	0	0
8:45 AM	12	3	23	2	40			0	0	0	0
Total	51	31	139	14				3	3	1	10
7:15-8:15 AM	**33**	**21**	**77**	**7**	**138**			**2**	**1**	**1**	**6**
	Thursday February 7, 2019										
4:00 PM	8	5	7	1	21	115	0.87	0	0	3	1
4:15 PM	6	9	12	2	29	126	0.95	1	0	0	0
4:30 PM	14	9	7	2	32	136	0.87	1	2	0	2
4:45 PM	6	15	11	1	33	147	0.85	3	2	1	2
5:00 PM	10	7	11	4	32	**171**	**0.75**	2	0	0	0
5:15 PM	13	14	9	3	39			0	4	0	2
5:30 PM	9	16	16	2	43			0	0	0	0
5:45 PM	15	27	13	2	57			2	2	1	1
Total	81	102	86	17				9	10	5	8
5:00-6:00 PM	**47**	**64**	**49**	**11**	**171**			**4**	**6**	**1**	**3**

Duane Street at Village Hall Access

Glen Ellyn, Illinois

Begin Time	Duane Street Westbound Through	Duane Street Westbound Left Turn	Village Hall Northbound Right Turn	Village Hall Northbound Left Turn	Duane Street Eastbound Right Turn	Duane Street Eastbound Through	15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Thursday February 7, 2019								
7:00 AM	24	2	0	1	1	30	58	304	0.84
7:15 AM	22	2	5	4	2	53	88	**337**	**0.93**
7:30 AM	35	7	1	8	4	36	91	299	0.82
7:45 AM	19	6	2	1	8	31	67	254	0.70
8:00 AM	33	2	1	3	7	45	91	260	0.71
8:15 AM	18	2	0	1	7	22	50		
8:30 AM	18	2	0	2	2	22	46		
8:45 AM	26	0	4	3	5	35	73		
Total	195	23	13	23	36	274			
7:15-8:15 AM	**109**	**17**	**9**	**16**	**21**	**165**	**337**		
	Thursday February 7, 2019								
4:00 PM	33	1	3	4	5	43	89	277	0.78
4:15 PM	17	1	1	4	3	29	55	267	0.84
4:30 PM	24	0	8	2	1	28	63	275	0.87
4:45 PM	26	1	4	1	3	35	70	305	0.82
5:00 PM	26	0	4	3	2	44	79	**311**	**0.84**
5:15 PM	19	2	0	1	1	40	63		
5:30 PM	26	2	2	3	3	57	93		
5:45 PM	30	2	3	0	2	39	76		
Total	201	9	25	18	20	315			
5:00-6:00 PM	**101**	**6**	**9**	**7**	**8**	**180**	**311**		

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Forest Avenue & Duane Street
Glen Ellyn, IL
12:00 AM - 12:00 PM

File Name : forest & duane am
Site Code :
Start Date : 2/13/2019
Page No : 1

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	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:45 AM	0	0	1	1	0	1	0	1	0	1	0	1	3	0	1	4	7
Total	0	0	2	2	0	1	0	1	0	1	0	1	3	3	1	7	11
01:00 AM	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
01:15 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	3	0	3	6
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
Total	1	2	2	5	0	2	0	2	1	1	0	2	0	4	0	4	13
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
02:45 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	0	1	3	4	0	1	0	1	0	0	0	0	1	2	1	4	9
03:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	2	0	1	0	1	0	0	0	0	0	5	0	5	8
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	4	0	5	6
Total	0	0	1	1	0	1	0	1	0	0	0	0	1	10	0	11	13
05:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
05:15 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	3	1	4	12
05:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
05:45 AM	0	0	0	0	2	11	0	13	0	0	0	0	0	6	3	9	22
Total	0	0	1	1	2	25	0	27	0	0	0	0	0	16	5	21	49

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Page No : 2

Groups Printed- PC - SU - MU

	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	8	2	10	19
06:15 AM	0	1	0	1	1	8	0	9	0	0	0	0	0	8	2	10	20
06:30 AM	1	0	0	1	1	8	0	9	0	0	0	0	0	13	0	13	23
06:45 AM	0	0	1	1	1	16	0	17	0	0	0	0	0	15	3	18	36
Total	1	1	1	3	3	41	0	44	0	0	0	0	0	44	7	51	98
07:00 AM	1	1	0	2	1	19	0	20	0	0	0	0	0	20	2	22	44
07:15 AM	2	1	4	7	6	33	0	39	0	0	0	0	0	56	3	59	105
07:30 AM	1	4	2	7	7	36	0	43	0	0	0	0	0	22	3	25	75
07:45 AM	0	0	0	0	0	23	0	23	0	0	0	0	0	24	7	31	54
Total	4	6	6	16	14	111	0	125	0	0	0	0	0	122	15	137	278
08:00 AM	1	1	2	4	6	26	0	32	0	0	0	0	0	44	6	50	86
08:15 AM	1	0	1	2	2	22	0	24	0	0	0	0	0	26	3	29	55
08:30 AM	2	0	2	4	5	15	0	20	0	0	0	0	0	19	10	29	53
08:45 AM	0	0	1	1	3	14	0	17	0	0	0	0	0	21	8	29	47
Total	4	1	6	11	16	77	0	93	0	0	0	0	0	110	27	137	241
09:00 AM	2	0	2	4	0	11	0	11	0	0	0	0	0	33	10	43	58
09:15 AM	0	0	4	4	3	8	0	11	0	0	0	0	0	10	7	17	32
09:30 AM	2	0	3	5	7	13	0	20	0	0	0	0	0	18	9	27	52
09:45 AM	4	0	3	7	6	15	0	21	0	0	0	0	0	30	6	36	64
Total	8	0	12	20	16	47	0	63	0	0	0	0	0	91	32	123	206
10:00 AM	0	2	1	3	1	10	0	11	0	0	0	0	0	19	4	23	37
10:15 AM	1	0	3	4	5	13	0	18	1	0	0	1	0	23	5	28	51
10:30 AM	1	0	0	1	4	18	0	22	0	0	0	0	0	24	4	28	51
10:45 AM	0	0	1	1	1	17	0	18	0	0	0	0	0	21	7	28	47
Total	2	2	5	9	11	58	0	69	1	0	0	1	0	87	20	107	186
11:00 AM	0	1	0	1	3	19	0	22	0	0	0	0	0	21	9	30	53
11:15 AM	1	0	1	2	0	16	0	16	0	0	0	0	0	27	4	31	49
11:30 AM	0	3	2	5	0	21	0	21	0	0	0	0	0	29	8	37	63
11:45 AM	0	1	2	3	8	21	0	29	0	0	0	0	0	21	6	27	59
Total	1	5	5	11	11	77	0	88	0	0	0	0	0	98	27	125	224
Grand Total	21	19	45	85	73	442	0	515	2	2	0	4	5	592	135	732	1336
Apprch %	24.7	22.4	52.9		14.2	85.8	0		50	50	0		0.7	80.9	18.4		
Total %	1.6	1.4	3.4	6.4	5.5	33.1	0	38.5	0.1	0.1	0	0.3	0.4	44.3	10.1	54.8	
PC	19	19	40	78	73	426	0	499	2	2	0	4	0	558	128	686	1267
% PC	90.5	100	88.9	91.8	100	96.4	0	96.9	100	100	0	100	0	94.3	94.8	93.7	94.8
SU	2	0	5	7	0	13	0	13	0	0	0	0	5	29	6	40	60

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	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
MU	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
% MU	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	0.8	0.7	0.8	0.7

	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	1	**4**	**7**	6	33	0	39	0	0	0	0	0	**56**	3	**59**	**105**
07:30 AM	1	**4**	2	7	**7**	**36**	0	**43**	0	0	0	0	0	22	3	25	75
07:45 AM	0	0	0	0	0	23	0	23	0	0	0	0	0	24	**7**	31	54
08:00 AM	1	1	2	4	6	26	0	32	0	0	0	0	0	44	6	50	86
Total Volume	4	6	8	18	19	118	0	137	0	0	0	0	0	146	19	165	320
% App. Total	22.2	33.3	44.4		13.9	86.1	0		0	0	0		0	88.5	11.5		
PHF	.500	.375	.500	.643	.679	.819	.000	.797	.000	.000	.000	.000	.000	.652	.679	.699	.762

Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				07:15 AM				12:15 AM				07:15 AM			
+0 mins.	2	0	2	4	6	33	0	39	0	0	0	0	0	**56**	3	**59**
+15 mins.	0	0	**4**	4	**7**	**36**	0	**43**	0	0	0	0	0	22	3	25
+30 mins.	2	0	3	5	0	23	0	23	0	**1**	0	**1**	0	24	**7**	31
+45 mins.	**4**	0	3	**7**	6	26	0	32	0	1	0	1	0	44	6	50
Total Volume	8	0	12	20	19	118	0	137	0	2	0	2	0	146	19	165
% App. Total	40	0	60		13.9	86.1	0		0	100	0		0	88.5	11.5	
PHF	.500	.000	.750	.714	.679	.819	.000	.797	.000	.500	.000	.500	.000	.652	.679	.699

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12:00 PM - 12:00 AM

File Name : forest & duane pm
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	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	4	1	6	11	2	16	0	18	0	0	0	0	0	19	8	27	56
12:15 PM	2	0	1	3	1	19	0	20	0	0	0	0	0	22	18	40	63
12:30 PM	1	0	5	6	7	18	0	25	0	0	0	0	0	23	23	46	77
12:45 PM	5	0	1	6	5	29	0	34	0	0	0	0	0	35	18	53	93
Total	12	1	13	26	15	82	0	97	0	0	0	0	0	99	67	166	289
01:00 PM	2	0	2	4	3	22	0	25	0	0	0	0	0	38	9	47	76
01:15 PM	1	2	3	6	4	20	0	24	0	0	0	0	0	24	14	38	68
01:30 PM	4	0	3	7	2	14	0	16	0	0	0	0	0	22	5	27	50
01:45 PM	0	0	2	2	3	11	0	14	0	0	0	0	0	29	5	34	50
Total	7	2	10	19	12	67	0	79	0	0	0	0	0	113	33	146	244
02:00 PM	2	0	3	5	0	20	0	20	0	0	0	0	0	30	14	44	69
02:15 PM	5	1	3	9	2	23	0	25	0	0	0	0	0	31	7	38	72
02:30 PM	2	4	2	8	5	24	0	29	0	0	0	0	0	33	5	38	75
02:45 PM	4	7	2	13	3	23	0	26	0	0	0	0	0	22	7	29	68
Total	13	12	10	35	10	90	0	100	0	0	0	0	0	116	33	149	284
03:00 PM	1	1	3	5	4	19	0	23	0	0	0	0	0	40	7	47	75
03:15 PM	4	2	4	10	2	21	0	23	0	0	0	0	0	37	7	44	77
03:30 PM	5	1	1	7	3	15	0	18	0	0	0	0	0	44	13	57	82
03:45 PM	2	2	3	7	4	15	0	19	0	0	0	0	0	26	7	33	59
Total	12	6	11	29	13	70	0	83	0	0	0	0	0	147	34	181	293
04:00 PM	4	0	3	7	5	19	0	24	0	0	0	0	0	42	14	56	87
04:15 PM	5	1	0	6	2	13	0	15	0	0	0	0	0	47	19	66	87
04:30 PM	9	0	8	17	3	14	0	17	0	0	0	0	0	45	7	52	86
04:45 PM	10	10	4	24	8	24	0	32	0	0	0	0	0	25	9	34	90
Total	28	11	15	54	18	70	0	88	0	0	0	0	0	159	49	208	350
05:00 PM	2	3	2	7	3	18	0	21	0	0	0	0	0	31	12	43	71
05:15 PM	11	11	8	30	5	38	0	43	0	0	0	0	0	21	10	31	104
05:30 PM	7	8	3	18	2	22	0	24	0	0	0	0	0	38	14	52	94
05:45 PM	23	15	16	54	6	25	0	31	0	0	0	0	0	31	16	47	132
Total	43	37	29	109	16	103	0	119	0	0	0	0	0	121	52	173	401

Quigg Engineering, Inc.

111 S Wacker Dr, Ste. 3910
Chicago, IL 60606
www.quiggengineering.com

Forest Avenue & Duane Street
Glen Ellyn, IL
12:00 PM - 12:00 AM

File Name : forest & duane pm
Site Code :
Start Date : 2/13/2019
Page No : 2

Groups Printed- PC - SU - MU

	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	8	13	9	30	4	24	0	28	1	0	0	1	0	26	19	45	104
06:15 PM	17	20	5	42	4	24	0	28	0	0	0	0	0	23	10	33	103
06:30 PM	2	1	1	4	7	17	0	24	0	0	0	0	0	33	8	41	69
06:45 PM	10	18	12	40	10	20	0	30	0	0	0	0	0	25	14	39	109
Total	37	52	27	116	25	85	0	110	1	0	0	1	0	107	51	158	385
07:00 PM	1	2	2	5	6	23	0	29	0	0	0	0	0	28	8	36	70
07:15 PM	2	1	1	4	4	21	0	25	0	0	0	0	0	44	10	54	83
07:30 PM	5	5	4	14	4	6	0	10	0	0	0	0	0	18	3	21	45
07:45 PM	1	1	1	3	5	10	0	15	0	0	0	0	0	16	5	21	39
Total	9	9	8	26	19	60	0	79	0	0	0	0	0	106	26	132	237
08:00 PM	1	0	1	2	3	15	0	18	0	0	0	0	0	20	2	22	42
08:15 PM	0	2	1	3	5	12	0	17	0	0	0	0	0	19	4	23	43
08:30 PM	6	4	6	16	4	7	0	11	0	0	0	0	0	16	2	18	45
08:45 PM	0	1	1	2	2	10	0	12	0	0	0	0	0	18	2	20	34
Total	7	7	9	23	14	44	0	58	0	0	0	0	0	73	10	83	164
09:00 PM	0	1	1	2	1	8	0	9	0	0	0	0	0	17	2	19	30
09:15 PM	1	0	5	6	1	9	0	10	0	0	0	0	0	18	0	18	34
09:30 PM	2	1	5	8	2	6	0	8	0	0	0	0	0	16	3	19	35
09:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total	3	2	11	16	4	29	0	33	0	0	0	0	0	56	5	61	110
10:00 PM	0	2	1	3	0	2	0	2	0	0	0	0	0	5	3	8	13
10:15 PM	2	1	2	5	0	3	0	3	0	0	0	0	0	9	0	9	17
10:30 PM	2	0	1	3	0	2	0	2	0	0	0	0	0	13	0	13	18
10:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
Total	4	3	4	11	0	9	0	9	0	0	0	0	0	34	3	37	57
11:00 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	1	2	5
11:15 PM	2	1	1	4	0	2	0	2	0	0	0	0	0	1	1	2	8
11:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
11:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	2	3	1	6	0	8	0	8	0	0	0	0	0	5	2	7	21
Grand Total	177	145	148	470	146	717	0	863	1	0	0	1	0	1136	365	1501	2835
Apprch %	37.7	30.9	31.5		16.9	83.1	0		100	0	0		0	75.7	24.3		
Total %	6.2	5.1	5.2	16.6	5.1	25.3	0	30.4	0	0	0	0	0	40.1	12.9	52.9	
PC	175	144	146	465	146	708	0	854	1	0	0	1	0	1125	363	1488	2808
% PC	98.9	99.3	98.6	98.9	100	98.7	0	99	100	0	0	100	0	99	99.5	99.1	99
SU	1	1	2	4	0	9	0	9	0	0	0	0	0	10	1	11	24

Quigg Engineering, Inc.

111 S Wacker Dr, Ste. 3910
Chicago, IL 60606
www.quiggengineering.com

Forest Avenue & Duane Street
Glen Ellyn, IL
12:00 PM - 12:00 AM

File Name : forest & duane pm
Site Code :
Start Date : 2/13/2019
Page No : 3

Groups Printed- PC - SU - MU

	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
MU	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
% MU	0.6	0	0	0.2	0	0	0	0	0	0	0	0	0	0.1	0.3	0.1	0.1

	Forest Avenue From North				Duane Street From East				Forest Avenue From South				Duane Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	11	11	8	30	5	**38**	0	**43**	0	0	0	0	0	21	10	31	104
05:30 PM	7	8	3	18	2	22	0	24	0	0	0	0	0	**38**	14	**52**	94
05:45 PM	**23**	**15**	**16**	**54**	**6**	25	0	31	0	0	0	0	0	31	16	47	**132**
06:00 PM	8	13	9	30	4	24	0	28	**1**	0	0	**1**	0	26	**19**	45	104
Total Volume	49	47	36	132	17	109	0	126	1	0	0	1	0	116	59	175	434
% App. Total	37.1	35.6	27.3		13.5	86.5	0		100	0	0		0	66.3	33.7		
PHF	.533	.783	.563	.611	.708	.717	.000	.733	.250	.000	.000	.250	.000	.763	.776	.841	.822

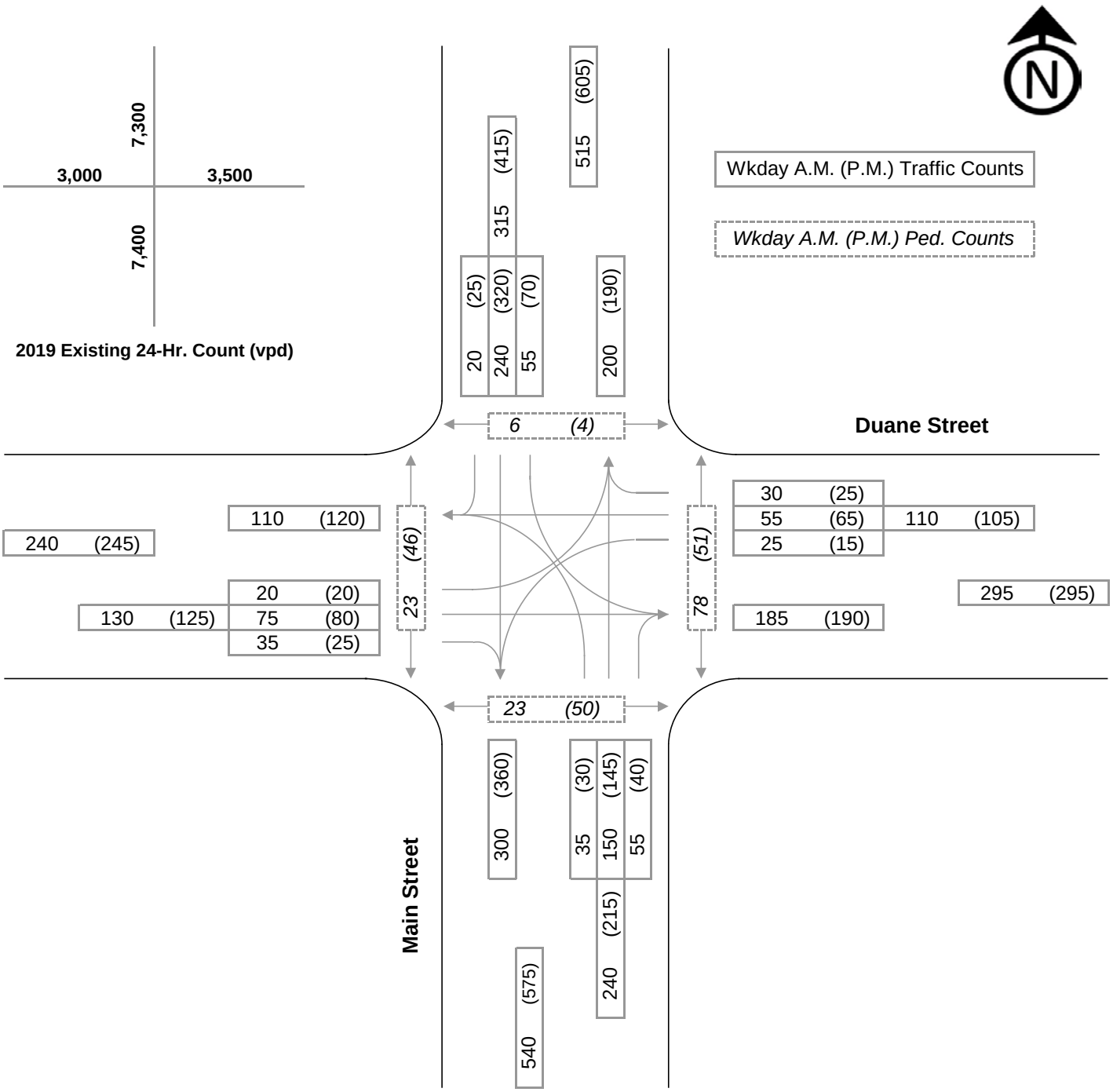
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:30 PM				05:15 PM				05:15 PM				03:30 PM			
+0 mins.	7	8	3	18	5	**38**	0	**43**	0	0	0	0	0	44	13	57
+15 mins.	**23**	15	**16**	**54**	2	22	0	24	0	0	0	0	0	26	7	33
+30 mins.	8	13	9	30	**6**	25	0	31	0	0	0	0	0	42	14	56
+45 mins.	17	**20**	5	42	4	24	0	28	**1**	0	0	**1**	0	**47**	**19**	**66**
Total Volume	55	56	33	144	17	109	0	126	1	0	0	1	0	159	53	212
% App. Total	38.2	38.9	22.9		13.5	86.5	0		100	0	0		0	75	25	
PHF	.598	.700	.516	.667	.708	.717	.000	.733	.250	.000	.000	.250	.000	.846	.697	.803

File Name: Forest & Duane
Start Date: 2/13/2019
Start Time: 12:00:00 AM

	Forest Avenue Crossing North Leg				Duane Street Crossing East Leg				Forest Avenue Crossing South Leg				Duane Street Crossing West Leg			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
12:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
01:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	7
05:45 PM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	7
06:00 PM	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	5
06:15 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)



Vehicle Traffic Peak Hours:

7:15 A.M. to 8:15 A.M.
4:30 P.M. to 5:30 P.M.

Count Date(s):

Tuesday, 3/19/2019

Prepared: 3/29/2019

Village of Glen Ellyn

CBD Streetscape and Utility Improvements

2019 Existing Peak Hour Traffic

Main Street and Duane Street

CIVILTECH

File: PHD Main and Duane.xlsx

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

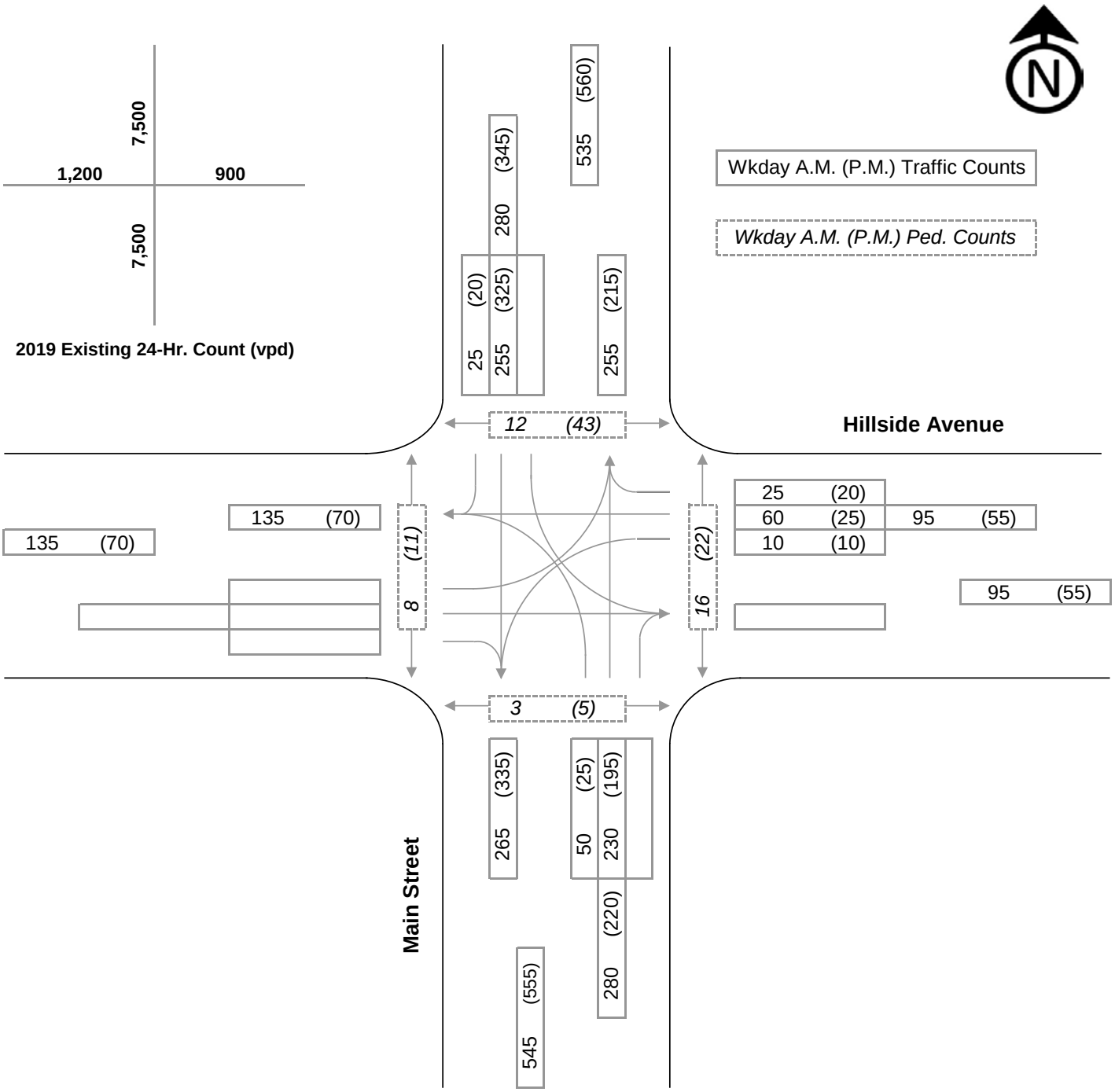
Project CBD Streetscape and Utility Improvements
Count Date 3/19/2019

Total Vehicles (1-hour intervals)

	Main Street									Duane Street									
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
12:00 AM	2	9	5	16	1	6	3	10	26	2	2	1	5	0	1	1	2	7	33
1:00 AM	0	5	1	6	1	4	3	8	14	0	0	1	1	0	1	0	1	2	16
2:00 AM	0	4	2	6	0	5	1	6	12	0	0	0	0	1	1	0	2	2	14
3:00 AM	0	12	3	15	1	4	0	5	20	1	1	1	3	0	2	0	2	5	25
4:00 AM	0	10	3	13	1	10	1	12	25	1	0	3	4	1	3	0	4	8	33
5:00 AM	4	24	14	42	8	16	5	29	71	4	9	3	16	3	12	3	18	34	105
6:00 AM	8	79	28	115	13	71	10	94	209	18	20	7	45	8	13	7	28	73	282
7:00 AM	17	217	48	282	55	152	27	234	516	29	45	23	97	17	67	19	103	200	716
8:00 AM	17	263	55	335	35	127	32	194	529	30	50	11	91	48	77	15	140	231	760
9:00 AM	12	209	48	269	30	87	25	142	411	18	49	10	77	35	43	19	97	174	585
10:00 AM	16	203	55	274	33	138	25	196	470	28	25	13	66	29	51	23	103	169	639
11:00 AM	22	263	51	336	39	157	35	231	567	28	41	20	89	28	59	14	101	190	757
12:00 PM	22	236	44	302	39	169	41	249	551	24	32	14	70	40	53	23	116	186	737
1:00 PM	14	200	45	259	42	143	30	215	474	22	49	17	88	28	53	18	99	187	661
2:00 PM	24	220	36	280	43	153	25	221	501	35	51	9	95	29	60	21	110	205	706
3:00 PM	23	249	58	330	30	158	35	223	553	16	61	14	91	41	95	16	152	243	796
4:00 PM	16	267	56	339	39	137	28	204	543	18	70	11	99	34	62	16	112	211	754
5:00 PM	20	307	49	376	46	156	28	230	606	30	58	24	112	32	86	17	135	247	853
6:00 PM	27	231	50	308	39	164	26	229	537	21	42	23	86	39	59	15	113	199	736
7:00 PM	13	171	37	221	33	119	24	176	397	11	26	12	49	29	60	14	103	152	549
8:00 PM	10	131	24	165	13	96	18	127	292	8	23	7	38	13	22	8	43	81	373
9:00 PM	3	90	18	111	18	74	11	103	214	4	27	7	38	10	15	7	32	70	284
10:00 PM	2	60	8	70	6	43	6	55	125	9	4	3	16	7	9	4	20	36	161
11:00 PM	1	16	2	19	2	11	6	19	38	2	4	1	7	1	3	0	4	11	49
TOTAL	**273**	**3476**	**740**	**4489**	**567**	**2200**	**445**	**3212**	**7701**	**359**	**689**	**235**	**1283**	**473**	**907**	**260**	**1640**	**2923**	**10624**

24-Hour Vehicle Traffic Count

North Leg	7,300
South Leg	7,400
East Leg	3,500
West Leg	3,000



Vehicle Traffic Peak Hours:

7:15 A.M. to 8:15 A.M.
4:30 P.M. to 5:30 P.M.

Count Date(s):

Tuesday, 3/19/2019

Prepared: 4/8/2019

Village of Glen Ellyn

CBD Streetscape and Utility Improvements

2019 Existing Peak Hour Traffic

Main Street and Hillside Avenue

CIVILTECH

File: PHD Main and Hillside.xlsx

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Project CBD Streetscape and Utility Improvements
Count Date 3/19/2019

Total Vehicles (1-hour intervals)

	Main Street									Hillside Avenue									
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
12:00 AM	2	12	0	14	0	6	0	6	20	1	0	0	1	0	0	0	0	1	21
1:00 AM	0	6	0	6	0	8	0	8	14	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	4	0	4	0	6	1	7	11	0	0	1	1	0	0	0	0	1	12
3:00 AM	2	9	1	12	0	3	0	3	15	0	0	0	0	0	0	0	0	0	15
4:00 AM	3	8	1	12	0	9	0	9	21	1	2	0	3	0	1	1	2	5	26
5:00 AM	1	26	0	27	0	30	4	34	61	0	4	0	4	0	0	2	2	6	67
6:00 AM	12	86	0	98	0	95	21	116	214	5	11	2	18	1	0	0	1	19	233
7:00 AM	16	233	0	249	0	216	42	258	507	29	37	12	78	0	0	0	0	78	585
8:00 AM	28	280	0	308	0	185	43	228	536	18	38	9	65	0	0	0	0	65	601
9:00 AM	36	224	0	260	0	133	43	176	436	23	22	10	55	0	0	0	0	55	491
10:00 AM	21	224	1	246	1	181	27	209	455	24	18	12	54	0	0	0	0	54	509
11:00 AM	21	295	0	316	0	206	36	242	558	28	28	13	69	0	0	0	0	69	627
12:00 PM	17	271	0	288	1	241	29	271	559	19	17	8	44	0	0	0	0	44	603
1:00 PM	24	224	0	248	0	194	22	216	464	22	19	14	55	0	0	0	0	55	519
2:00 PM	19	241	1	261	0	184	23	207	468	24	40	23	87	0	0	0	0	87	555
3:00 PM	32	281	1	314	0	212	28	240	554	25	31	16	72	0	0	0	0	72	626
4:00 PM	12	291	0	303	0	192	32	224	527	18	26	13	57	0	0	0	0	57	584
5:00 PM	24	321	3	348	1	220	37	258	606	28	32	18	78	0	0	0	0	78	684
6:00 PM	32	254	0	286	0	221	38	259	545	24	31	11	66	0	0	0	0	66	611
7:00 PM	18	204	0	222	0	167	26	193	415	14	18	6	38	0	0	0	0	38	453
8:00 PM	10	157	0	167	0	122	17	139	306	5	10	5	20	0	0	0	0	20	326
9:00 PM	12	113	0	125	0	91	10	101	226	12	9	4	25	0	0	2	2	27	253
10:00 PM	5	72	0	77	0	41	8	49	126	3	5	2	10	0	0	0	0	10	136
11:00 PM	1	19	0	20	0	16	3	19	39	0	2	0	2	0	0	0	0	2	41
TOTAL	**348**	**3855**	**8**	**4211**	**3**	**2979**	**490**	**3472**	**7683**	**323**	**400**	**179**	**902**	**1**	**1**	**5**	**7**	**909**	**8592**

24-Hour Vehicle Traffic Count

North Leg	7,500
South Leg	7,500
East Leg	900
West Leg	1,200

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

June 25, 2018

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Main Street from Hillside Avenue to Duane Street
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated June 22, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Main St from Hillside Ave to Duane St	6,450	7,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\GlenEllyn\du-29-18\du-29-18.docx

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	21	17	109	16	9
Future Vol, veh/h	165	21	17	109	16	9
Conflicting Peds, #/hr	0	10	10	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	177	23	18	117	17	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	210	0	352	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1361	-	646	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1348	-	630	834
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	1348	-
HCM Lane V/C Ratio	0.039	-	-	0.014	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	149	25	23	122	0	0	0	0	8	6	4
Future Vol, veh/h	0	149	25	23	122	0	0	0	0	8	6	4
Conflicting Peds, #/hr	5	0	0	0	0	5	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	196	33	30	161	0	0	0	0	11	8	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	229	0	0	436	450	163
Stage 1	-	-	-	-	-	-	221	221	-
Stage 2	-	-	-	-	-	-	215	229	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1339	-	0	578	504	882
Stage 1	0	-	-	-	-	0	816	720	-
Stage 2	0	-	-	-	-	0	821	715	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1339	-	-	564	0	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	0	-
Stage 1	-	-	-	-	-	-	816	0	-
Stage 2	-	-	-	-	-	-	800	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.2	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1339	-	564	880
HCM Lane V/C Ratio	-	-	0.023	-	0.019	0.015
HCM Control Delay (s)	-	-	7.8	0	11.5	9.2
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1	0

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	7	77	0	0	0	0	0	21	33
Future Vol, veh/h	0	0	0	7	77	0	0	0	0	0	21	33
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	6
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	100	0	0	0	0	0	27	43

Major/Minor	Minor1			Major2		
Conflicting Flow All	50	76	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	50	76	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	959	814	0	0	-	-
Stage 1	-	-	0	0	-	-
Stage 2	972	832	0	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	959	0	-	-	-	-
Mov Cap-2 Maneuver	959	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	972	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.2	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT	SBR
Capacity (veh/h)	959	-	-
HCM Lane V/C Ratio	0.114	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Intersection Delay, s/veh	10.2
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	12	69	29	50	230	0	0	255	25
Future Vol, veh/h	0	0	0	12	69	29	50	230	0	0	255	25
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	13	73	31	53	245	0	0	271	27
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	9.2	10.5	10.2
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	18%	11%	0%
Vol Thru, %	82%	63%	91%
Vol Right, %	0%	26%	9%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	280	110	280
LT Vol	50	12	0
Through Vol	230	69	255
RT Vol	0	29	25
Lane Flow Rate	298	117	298
Geometry Grp	1	1	1
Degree of Util (X)	0.381	0.166	0.374
Departure Headway (Hd)	4.599	5.118	4.516
Convergence, Y/N	Yes	Yes	Yes
Cap	780	697	795
Service Time	2.635	3.174	2.552
HCM Lane V/C Ratio	0.382	0.168	0.375
HCM Control Delay	10.5	9.2	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	1.8	0.6	1.7

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Lanes, Volumes, Timings
1: Main St & Duane St

Glen Ellyn Parking Garage
04/12/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	76	35	25	70	30	35	150	55	55	240	20
Future Volume (vph)	20	76	35	25	70	30	35	150	55	55	240	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.964			0.967			0.969				0.850
Flt Protected		0.992			0.990			0.993			0.991	
Satd. Flow (prot)	0	1443	0	0	1444	0	0	1452	0	0	1661	1425
Flt Permitted		0.992			0.990			0.993			0.991	
Satd. Flow (perm)	0	1443	0	0	1444	0	0	1452	0	0	1661	1425
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		265			330			520			279	
Travel Time (s)		7.2			9.0			11.8			6.3	
Confl. Peds. (#/hr)	1		28	28		1	21		10	10		21
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
Parking (#/hr)		0			0			0				
Adj. Flow (vph)	21	80	37	26	74	32	37	158	58	58	253	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	0	0	132	0	0	253	0	0	311	21
Sign Control		Stop			Stop			Stop			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	8	6	152	7	9
Future Vol, veh/h	180	8	6	152	7	9
Conflicting Peds, #/hr	0	10	10	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	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	10	7	181	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	424	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1333	-	587	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	578	802
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	1320	-
HCM Lane V/C Ratio	0.028	-	-	0.005	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	130	59	17	109	0	0	0	0	36	47	49
Future Vol, veh/h	0	130	59	17	109	0	0	0	0	36	47	49
Conflicting Peds, #/hr	8	0	0	0	0	8	19	0	6	6	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	171	78	22	143	0	0	0	0	47	62	64

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	0	249	0	0		403	436	162
Stage 1	-	-	-	-	-	-		187	187	-
Stage 2	-	-	-	-	-	-		216	249	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1317	-	0		603	514	883
Stage 1	0	-	-	-	-	0		845	745	-
Stage 2	0	-	-	-	-	0		820	701	-
Platoon blocked, %		-	-		-					
Mov Cap-1 Maneuver	-	-	-	1317	-	-		592	0	867
Mov Cap-2 Maneuver	-	-	-	-	-	-		592	0	-
Stage 1	-	-	-	-	-	-		845	0	-
Stage 2	-	-	-	-	-	-		805	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1317	-	592	867
HCM Lane V/C Ratio	-	-	0.017	-	0.08	0.146
HCM Control Delay (s)	-	-	7.8	0	11.6	9.9
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3	0.5

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	49	0	0	0	0	0	76	47
Future Vol, veh/h	0	0	0	11	49	0	0	0	0	0	76	47
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	6
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	65	0	0	0	0	0	101	63

Major/Minor	Minor1			Major2		
Conflicting Flow All	134	170	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	134	170	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	860	723	0	0	-	-
Stage 1	-	-	0	0	-	-
Stage 2	892	758	0	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	860	0	-	-	-	-
Mov Cap-2 Maneuver	860	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	892	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT	SBR
Capacity (veh/h)	860	-	-
HCM Lane V/C Ratio	0.093	-	-
HCM Control Delay (s)	9.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Intersection Delay, s/veh	10.3
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	17	44	35	25	195	0	0	325	20
Future Vol, veh/h	0	0	0	17	44	35	25	195	0	0	325	20
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	47	37	27	207	0	0	346	21
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	9.6	11.1
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	11%	18%	0%
Vol Thru, %	89%	46%	94%
Vol Right, %	0%	36%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	220	96	345
LT Vol	25	17	0
Through Vol	195	44	325
RT Vol	0	35	20
Lane Flow Rate	234	102	367
Geometry Grp	1	1	1
Degree of Util (X)	0.3	0.144	0.451
Departure Headway (Hd)	4.61	5.072	4.421
Convergence, Y/N	Yes	Yes	Yes
Cap	779	705	815
Service Time	2.644	3.123	2.451
HCM Lane V/C Ratio	0.3	0.145	0.45
HCM Control Delay	9.6	9	11.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.3	0.5	2.4

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Lanes, Volumes, Timings
1: Main St & Duane St

Glen Ellyn Parking Garage
04/12/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	89	25	22	99	38	30	145	40	59	320	25
Future Volume (vph)	20	89	25	22	99	38	30	145	40	59	320	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.975			0.968			0.975				0.850
Flt Protected		0.993			0.993			0.993			0.992	
Satd. Flow (prot)	0	1461	0	0	1450	0	0	1461	0	0	1663	1425
Flt Permitted		0.993			0.993			0.993			0.992	
Satd. Flow (perm)	0	1461	0	0	1450	0	0	1461	0	0	1663	1425
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		265			330			520			279	
Travel Time (s)		7.2			9.0			11.8			6.3	
Confl. Peds. (#/hr)	1		46	46		1	35		80	80		10
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
Parking (#/hr)		0			0			0				
Adj. Flow (vph)	21	94	26	23	104	40	32	153	42	62	337	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	167	0	0	227	0	0	399	26
Sign Control		Stop			Stop			Stop			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	104	52	117	27	13
Future Vol, veh/h	178	104	52	117	27	13
Conflicting Peds, #/hr	0	10	10	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	112	56	126	29	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	313	0	495	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1247	-	534	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1235	-	502	775
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	-	-	1235	-
HCM Lane V/C Ratio	0.076	-	-	0.045	-
HCM Control Delay (s)	11.9	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	165	26	24	164	0	0	0	0	9	7	5
Future Vol, veh/h	0	165	26	24	164	0	0	0	0	9	7	5
Conflicting Peds, #/hr	5	0	0	0	0	5	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	217	34	32	216	0	0	0	0	12	9	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	251	0	0	516	531	218
Stage 1	-	-	-	-	-	-	280	280	-
Stage 2	-	-	-	-	-	-	236	251	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1314	-	0	519	454	822
Stage 1	0	-	-	-	-	0	767	679	-
Stage 2	0	-	-	-	-	0	803	699	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1314	-	-	504	0	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	0	-
Stage 1	-	-	-	-	-	-	767	0	-
Stage 2	-	-	-	-	-	-	781	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1314	-	504	820
HCM Lane V/C Ratio	-	-	0.024	-	0.023	0.019
HCM Control Delay (s)	-	-	7.8	0	12.3	9.5
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1	0.1

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	8	81	0	0	0	0	0	22	35
Future Vol, veh/h	0	0	0	8	81	0	0	0	0	0	22	35
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	6
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	105	0	0	0	0	0	29	45

Major/Minor	Minor1			Major2		
Conflicting Flow All	53	80	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	53	80	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	955	810	0	0	-	-
Stage 1	-	-	0	0	-	-
Stage 2	970	828	0	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	955	0	-	-	-	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT	SBR
Capacity (veh/h)	955	-	-
HCM Lane V/C Ratio	0.121	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

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Intersection	
Intersection Delay, s/veh	11.2
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	13	73	30	56	278	0	0	273	31
Future Vol, veh/h	16	0	15	13	73	30	56	278	0	0	273	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	16	14	78	32	60	296	0	0	290	33
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	8.9	9.7	12	11.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	52%	11%	0%
Vol Thru, %	83%	0%	63%	90%
Vol Right, %	0%	48%	26%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	31	116	304
LT Vol	56	16	13	0
Through Vol	278	0	73	273
RT Vol	0	15	30	31
Lane Flow Rate	355	33	123	323
Geometry Grp	1	1	1	1
Degree of Util (X)	0.47	0.051	0.185	0.423
Departure Headway (Hd)	4.758	5.619	5.391	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	753	641	658	760
Service Time	2.824	3.619	3.485	2.773
HCM Lane V/C Ratio	0.471	0.051	0.187	0.425
HCM Control Delay	12	8.9	9.7	11.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.5	0.2	0.7	2.1

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Lanes, Volumes, Timings
1: Main St & Duane St

Glen Ellyn Parking Garage
04/12/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	92	38	32	76	36	37	164	97	93	256	21
Future Volume (vph)	21	92	38	32	76	36	37	164	97	93	256	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		60	0		60	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.966			0.966			0.956				0.850
Flt Protected		0.993			0.989			0.994			0.987	
Satd. Flow (prot)	0	1447	0	0	1441	0	0	1434	0	0	1655	1425
Flt Permitted		0.993			0.989			0.994			0.987	
Satd. Flow (perm)	0	1447	0	0	1441	0	0	1434	0	0	1655	1425
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		265			330			520			279	
Travel Time (s)		7.2			9.0			11.8			6.3	
Confl. Peds. (#/hr)	1		28	28		1	21		10	10		21
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
Parking (#/hr)		0			0			0				
Adj. Flow (vph)	22	97	40	34	80	38	39	173	102	98	269	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	152	0	0	314	0	0	367	22
Sign Control		Stop			Stop			Stop			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	104	45	117	24	13
Future Vol, veh/h	178	104	45	117	24	13
Conflicting Peds, #/hr	0	10	10	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	112	48	126	26	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	313	0	479	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1247	-	545	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1235	-	517	775
Mov Cap-2 Maneuver	-	-	-	-	517	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	1235	-
HCM Lane V/C Ratio	0.068	-	-	0.039	-
HCM Control Delay (s)	11.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	165	26	31	157	0	0	0	0	9	7	5
Future Vol, veh/h	0	165	26	31	157	0	0	0	0	9	7	5
Conflicting Peds, #/hr	5	0	0	0	0	5	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	217	34	41	207	0	0	0	0	12	9	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	251	0	0	525	540	209
Stage 1	-	-	-	-	-	-	289	289	-
Stage 2	-	-	-	-	-	-	236	251	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1314	-	0	513	449	831
Stage 1	0	-	-	-	-	0	760	673	-
Stage 2	0	-	-	-	-	0	803	699	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1314	-	-	495	0	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	0	-
Stage 1	-	-	-	-	-	-	760	0	-
Stage 2	-	-	-	-	-	-	775	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.3	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1314	-	495	829
HCM Lane V/C Ratio	-	-	0.031	-	0.024	0.019
HCM Control Delay (s)	-	-	7.8	0	12.5	9.4
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1	0.1

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	0	57	7
Future Vol, veh/h	0	3	0	0	57	7
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	-	-	16974	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	0	62	8

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	66	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	998	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	998	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	998	-	-
HCM Lane V/C Ratio	0.003	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

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Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	8	81	0	0	0	0	0	22	38
Future Vol, veh/h	0	0	0	8	81	0	0	0	0	0	22	38
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	6
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	105	0	0	0	0	0	29	49

Major/Minor	Minor1			Major2		
Conflicting Flow All	55	84	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	55	84	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	953	806	0	0	-	-
Stage 1	-	-	0	0	-	-
Stage 2	968	825	0	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	953	0	-	-	-	-
Mov Cap-2 Maneuver	953	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	968	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT	SBR
Capacity (veh/h)	953	-	-
HCM Lane V/C Ratio	0.121	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

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Intersection	
Intersection Delay, s/veh	11.3
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	15	74	30	56	278	0	0	273	31
Future Vol, veh/h	16	0	15	15	74	30	56	278	0	0	273	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	16	16	79	32	60	296	0	0	290	33
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	8.9	9.8	12.1	11.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	52%	13%	0%
Vol Thru, %	83%	0%	62%	90%
Vol Right, %	0%	48%	25%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	31	119	304
LT Vol	56	16	15	0
Through Vol	278	0	74	273
RT Vol	0	15	30	31
Lane Flow Rate	355	33	127	323
Geometry Grp	1	1	1	1
Degree of Util (X)	0.47	0.052	0.19	0.423
Departure Headway (Hd)	4.766	5.626	5.398	4.714
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	640	657	757
Service Time	2.836	3.626	3.493	2.785
HCM Lane V/C Ratio	0.473	0.052	0.193	0.427
HCM Control Delay	12.1	8.9	9.8	11.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.5	0.2	0.7	2.1

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Lanes, Volumes, Timings
1: Main St & Duane St

Glen Ellyn Parking Garage
04/12/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	92	38	30	75	36	37	164	97	93	256	21
Future Volume (vph)	21	92	38	30	75	36	37	164	97	93	256	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		60	0		60	0		75
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.966			0.993	0.850			0.850
Flt Protected		0.993			0.989			0.991			0.987	
Satd. Flow (prot)	0	1447	0	0	1441	0	0	1411	1354	0	1655	1425
Flt Permitted		0.993			0.989			0.991			0.987	
Satd. Flow (perm)	0	1447	0	0	1441	0	0	1411	1354	0	1655	1425
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		265			330			520			279	
Travel Time (s)		7.2			9.0			11.8			6.3	
Confl. Peds. (#/hr)	1		28	28		1	21		10	10		21
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
Parking (#/hr)		0			0			0				
Adj. Flow (vph)	22	97	40	32	79	38	39	173	102	98	269	22
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	159	0	0	149	0	0	222	92	0	367	22
Sign Control		Stop			Stop			Stop			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

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Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	26	13	163	103	50
Future Vol, veh/h	195	26	13	163	103	50
Conflicting Peds, #/hr	0	10	10	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	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	232	31	15	194	123	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	482	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1290	-	543	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1278	-	531	774
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	592	-	-	1278	-
HCM Lane V/C Ratio	0.308	-	-	0.012	-
HCM Control Delay (s)	13.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-

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Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	184	61	18	124	0	0	0	0	38	50	52
Future Vol, veh/h	0	184	61	18	124	0	0	0	0	38	50	52
Conflicting Peds, #/hr	8	0	0	0	0	8	19	0	6	6	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	242	80	24	163	0	0	0	0	50	66	68

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	0	322	0	0		499	533	182
Stage 1	-	-	-	-	-	-		211	211	-
Stage 2	-	-	-	-	-	-		288	322	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1238	-	0		531	453	861
Stage 1	0	-	-	-	-	0		824	728	-
Stage 2	0	-	-	-	-	0		761	651	-
Platoon blocked, %		-	-		-					
Mov Cap-1 Maneuver	-	-	-	1238	-	-		520	0	845
Mov Cap-2 Maneuver	-	-	-	-	-	-		520	0	-
Stage 1	-	-	-	-	-	-		824	0	-
Stage 2	-	-	-	-	-	-		745	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1238	-	520	845
HCM Lane V/C Ratio	-	-	0.019	-	0.096	0.159
HCM Control Delay (s)	-	-	8	0	12.7	10.1
HCM Lane LOS	-	-	A	A	B	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3	0.6

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	54	0	0	0	0	0	80	49
Future Vol, veh/h	0	0	0	12	54	0	0	0	0	0	80	49
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	6
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	72	0	0	0	0	0	107	65

Major/Minor	Minor1			Major2		
Conflicting Flow All	141	178	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	141	178	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	852	716	0	0	-	-
Stage 1	-	-	0	0	-	-
Stage 2	886	752	0	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	852	0	-	-	-	-
Mov Cap-2 Maneuver	852	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	886	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT	SBR
Capacity (veh/h)	852	-	-
HCM Lane V/C Ratio	0.103	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

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Intersection	
Intersection Delay, s/veh	12
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	18	48	37	36	215	0	0	385	34
Future Vol, veh/h	14	0	21	18	48	37	36	215	0	0	385	34
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	22	19	51	39	38	229	0	0	410	36
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	8.9	9.6	10.7	13.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	40%	17%	0%
Vol Thru, %	86%	0%	47%	92%
Vol Right, %	0%	60%	36%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	35	103	419
LT Vol	36	14	18	0
Through Vol	215	0	48	385
RT Vol	0	21	37	34
Lane Flow Rate	267	37	110	446
Geometry Grp	1	1	1	1
Degree of Util (X)	0.36	0.058	0.165	0.568
Departure Headway (Hd)	4.853	5.564	5.415	4.59
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	647	655	780
Service Time	2.927	3.564	3.512	2.654
HCM Lane V/C Ratio	0.364	0.057	0.168	0.572
HCM Control Delay	10.7	8.9	9.6	13.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.6	0.2	0.6	3.6

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Lanes, Volumes, Timings
1: Main St & Duane St

Glen Ellyn Parking Garage
04/12/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	97	56	67	118	81	32	161	55	69	251	26
Future Volume (vph)	21	97	56	67	118	81	32	161	55	69	251	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		60	0		60	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.956			0.959			0.970				0.850
Flt Protected		0.994			0.987			0.994			0.989	
Satd. Flow (prot)	0	1434	0	0	1428	0	0	1455	0	0	1658	1425
Flt Permitted		0.994			0.987			0.994			0.989	
Satd. Flow (perm)	0	1434	0	0	1428	0	0	1455	0	0	1658	1425
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		265			330			520			279	
Travel Time (s)		7.2			9.0			11.8			6.3	
Confl. Peds. (#/hr)	1		46	46		1	35		80	80		10
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
Parking (#/hr)		0			0			0				
Adj. Flow (vph)	22	102	59	71	124	85	34	169	58	73	264	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	280	0	0	261	0	0	337	27
Sign Control		Stop			Stop			Stop			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	26	12	163	75	50
Future Vol, veh/h	195	26	12	163	75	50
Conflicting Peds, #/hr	0	10	10	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	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	232	31	14	194	89	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	480	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1290	-	545	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1278	-	533	774
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	609	-	-	1278	-
HCM Lane V/C Ratio	0.244	-	-	0.011	-
HCM Control Delay (s)	12.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	184	61	19	123	0	0	0	0	38	50	52
Future Vol, veh/h	0	184	61	19	123	0	0	0	0	38	50	52
Conflicting Peds, #/hr	8	0	0	0	0	8	19	0	6	6	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	242	80	25	162	0	0	0	0	50	66	68

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	0	322	0	0		500	534	181
Stage 1	-	-	-	-	-	-		212	212	-
Stage 2	-	-	-	-	-	-		288	322	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1238	-	0		530	452	862
Stage 1	0	-	-	-	-	0		823	727	-
Stage 2	0	-	-	-	-	0		761	651	-
Platoon blocked, %		-	-		-					
Mov Cap-1 Maneuver	-	-	-	1238	-	-		518	0	846
Mov Cap-2 Maneuver	-	-	-	-	-	-		518	0	-
Stage 1	-	-	-	-	-	-		823	0	-
Stage 2	-	-	-	-	-	-		744	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1238	-	518	846
HCM Lane V/C Ratio	-	-	0.02	-	0.097	0.159
HCM Control Delay (s)	-	-	8	0	12.7	10.1
HCM Lane LOS	-	-	A	A	B	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3	0.6

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	0	0	129	1
Future Vol, veh/h	0	28	0	0	129	1
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	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	0	0	140	1

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	141	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	907	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	907	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	907	-	-
HCM Lane V/C Ratio	0.034	-	-
HCM Control Delay (s)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	54	0	0	0	0	0	80	77
Future Vol, veh/h	0	0	0	12	54	0	0	0	0	0	80	77
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	6
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	72	0	0	0	0	0	107	103

Major/Minor	Minor1			Major2		
Conflicting Flow All	160	216	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	160	216	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	831	682	0	0	-	-
Stage 1	-	-	0	0	-	-
Stage 2	869	724	0	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	831	0	-	-	-	-
Mov Cap-2 Maneuver	831	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	869	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT	SBR
Capacity (veh/h)	831	-	-
HCM Lane V/C Ratio	0.106	-	-
HCM Control Delay (s)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Intersection	
Intersection Delay, s/veh	12.3
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	39	55	37	36	215	0	0	385	34
Future Vol, veh/h	14	0	21	39	55	37	36	215	0	0	385	34
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	22	41	59	39	38	229	0	0	410	36
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	10.2	11	14.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	40%	30%	0%
Vol Thru, %	86%	0%	42%	92%
Vol Right, %	0%	60%	28%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	35	131	419
LT Vol	36	14	39	0
Through Vol	215	0	55	385
RT Vol	0	21	37	34
Lane Flow Rate	267	37	139	446
Geometry Grp	1	1	1	1
Degree of Util (X)	0.368	0.059	0.217	0.58
Departure Headway (Hd)	4.956	5.669	5.616	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	635	642	762
Service Time	3.055	3.675	3.619	2.773
HCM Lane V/C Ratio	0.373	0.058	0.217	0.585
HCM Control Delay	11	9	10.2	14.1
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.7	0.2	0.8	3.8

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street |)

Lanes, Volumes, Timings
1: Main St & Duane St

Glen Ellyn Parking Garage
04/12/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	97	56	46	111	81	32	161	55	69	251	26
Future Volume (vph)	21	97	56	46	111	81	32	161	55	69	251	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		60	0		60	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.956			0.954			0.970				0.850
Flt Protected		0.994			0.990			0.994			0.989	
Satd. Flow (prot)	0	1434	0	0	1425	0	0	1455	0	0	1658	1425
Flt Permitted		0.994			0.990			0.994			0.989	
Satd. Flow (perm)	0	1434	0	0	1425	0	0	1455	0	0	1658	1425
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		265			330			520			279	
Travel Time (s)		7.2			9.0			11.8			6.3	
Confl. Peds. (#/hr)	1		46	46		1	35		80	80		10
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
Parking (#/hr)		0			0			0				
Adj. Flow (vph)	22	102	59	48	117	85	34	169	58	73	264	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	250	0	0	261	0	0	337	27
Sign Control		Stop			Stop			Stop			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Attachment: 34. Traffic Impact Study, dated 4-15-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

JAMES J. BENES AND ASSOCIATES, INC.
950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532
Tel. (630) 719-7570 ▪ Fax (630) 719-7589

MEMORANDUM

Date: June 12, 2019

To: Katie Ashbaugh, Planner
Village of Glen Ellyn

From: Daniel H. Schoenberg, PE
Project Engineer

Re: Civic Center Parking Garage
Job No. 1115.076

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

- Topographic Survey prepared by DLZ Industrial Surveying Inc. dated February 14, 2019
- Glen Ellyn Parking Garage Subdivision prepared by DLZ Industrial Surveying Inc. dated May 8, 2019
- Public Parking Garage prepared by MA Mortenson Company and others dated March 21, 2019
- Traffic Impact Study (TIS) prepared by Eriksson Engineering associates, Ltd. dated April 15, 2019
- Response document to JJB April 24, 2019 review prepared by MA Mortenson Company dated May 28, 2019

The existing off-street surface public parking lot east of the Civic Center building will be removed and replaced by a multi-story public parking structure with either (1) access only from Duane Street or (2) access from Duane and from existing private parking lot on Forest Avenue. The access affects the number of parking spaces provided. We understand downtown employee, Civic Center employee/visitor and commuter parking uses will be assigned within the proposed lot. Since the last submittal, on-street parking on Duane Street has been revised to be consistent with the Village streetscape project. The sidewalk to Main Street has been widened.

Vehicular Access. The location of the current access on Duane Street does not change appreciably. The 10' driveway flares on Duane now comply with 10' C5 District requirements of 10-5-11E3.

Vehicular Traffic Impacts. The TIS uses the traffic counts prepared for the Apex 400 development in its consideration of traffic along Main Street. New counts for Forest Avenue were prepared. The network peak hours for Main and Forest are the same.

Attachment: 35. Memo from Village's Traffic Consultant, dated 6-12-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

The projected on-site trips in the TIS are based upon 300 on-site parking spaces of which 60 serve the Civic Center, 60 are assigned for other downtown employees and 180 are reserved for commuters. The site plan shows 290 interior and exterior spaces, rendering these projections conservative, if the assignment of spaces is accurate**.** If any assigned parking becomes open parking midday, then the number of PM peak trips may be affected by afternoon downtown visitors**.**

Civic Center trips are assumed to follow existing use plus a modest increase to account for remodeling of municipal offices. This appears reasonable.

In an earlier review we noted about 31% of the daily weekday total of 2016 METRA railroad boardings at Glen Ellyn occur during the morning peak and 50% of daily railroad alightings occur during the evening weekday peak hour. The analysis has conservatively assumes all commuter assigned parking will be filled each weekday and that 60% of commuter arrivals occur during the AM peak and 65% of commuter departures occur during the PM peak.

The derivation of the trips generated by downtown employees averages possible office, retail and restaurant land uses, which is acceptable. However, a 25% reduction for multi-purpose parking and for public transportation is inappropriate. This methodology double-counts mass transit users. The use of a parking space for multiple downtown purposes affects the duration of the parking, not necessarily peak hour trips. Fortunately, the reduction accounts for only 3 trips during the AM peak and 10 trips in the PM peak, which are not significant.

The intersection of Duane/Main with stop control on three of four approaches cannot be analyzed using conventional HCS analysis methods. The method employed for this intersection in the TIS uses a critical movement methodology. It estimates overall intersection operations as if the intersection is signalized, which provides a rough comparison before and after operations.

According to the TIS, 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 difference in delays between the single and double access options is small.

Parking

We counted the following parking space totals:

Location	pre-construction	post-construction	difference
On-site interior	0 spaces	280 spaces	280 spaces
On-site exterior	75 spaces	10 spaces	-65 spaces
Church exterior	26 spaces	22 spaces	-4 spaces
On-street	--	--	-6 spaces
TOTAL			205 spaces net gain

The driveway aisles have a module width of 60' (two 18' long spaces and a 24' aisle). 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 59' with 9' wide spaces.

There are some driveway aisles with one side of parking with a module width of 47' This complies with Section 10-5-8 which requires 19' + 25' = 44'.

Attachment: 35. Memo from Village's Traffic Consultant, dated 6-12-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

The Dimensions of Parking suggests cross slopes on ramps with perpendicular parking spaces should be 6.7% or less. The slope of the ramps is 6.3-6.5%. The outside parking spaces have a 7.8% cross-slope but are an improvement over the existing spaces.

The spaces at the end of the lowest tiers have no turn around area. If these spaces are assigned to specific users, this is not a problem. If these spaces are to be used by the general public, turnaround spaces should be provided.

According to Illinois Accessibility Code (IAC) Table 208.2, a facility with 280 spaces should include seven accessible spaces and eight correctly sized spaces 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]" The layout complies.

We understand Village Staff will address the number and location of handicap accessible spaces.

Lighting

No new illumination information was received. The response letter says IES Recommended Practice for Lighting of Parking Facilities illumination levels for enclosed garages and for open parking areas will be followed. Minimum illumination of at least 1.0 ft-c for open and enclosed areas is met in all tiers but sections of the lower tier (Sheet EP-1) . IES also recommends max-to-min illuminance uniformity ratio of 10:1 for enclosed spaces. Provide this calculation.

--END--

Attachment: 35. Memo from Village's Traffic Consultant, dated 6-12-2019 (4256 : 535 Duane Street & 423 N. Main Street I)

Transportation Policies

In general, Glen Ellyn is well served by a system of streets, parking, sidewalks, and commuter facilities. As a mature community, the transportation infrastructure is well developed and the primary street system is in place.

The guidelines presented below and highlighted in Figure 8 address the entire Village. More detailed recommendations for Downtown, Roosevelt Road and Five Corners are presented in Section 3 of this Plan report.

Streets and Highways:

The street system in Glen Ellyn contains various types of facilities including highways, arterial, collector, and local streets. This functional classification separates streets into various categories based on their traffic-carrying role and connectivity within the overall transportation system. No major changes to the primary street system are expected in the future.

The I-355 Tollway is a limited-access highway that provides good regional access and serves a significant amount of traffic in the region.

Arterial streets consist of regional, local, and Village arterials. They are intended to serve vehicle trips beyond the Village boundaries (regional arterials) and longer trips within the Village (local and Village arterials). The "Village arterial" is a new classification which is intended to recognize and enhance the unique role, character and configuration of the arterial routes passing through or near Downtown Glen Ellyn.

Collector streets are intended to provide access to activity centers in Glen Ellyn. Community collector streets provide connections between activity centers, while neighborhood collectors provide access within a neighborhood to local centers.

Arterials and collectors are highlighted in the map at left. The remaining streets in Glen Ellyn are local streets intended to serve the traffic access and intra-neighborhood circulation needs.

The Village should work with IDOT to promote an appropriate cross-section for the Route 53 corridor. The cross-section with accommodations for separate bicycle access. The improved corridor should also be more "pedestrian friendly." Land uses and access drives should be developed with adequate setbacks to allow for landscape buffers and separate bicycle facilities.

The Village should enhance pedestrian facilities in the Taylor Street viaduct to provide a safer condition for pedestrians without promoting additional vehicular traffic.

The Village should encourage the use of appropriate traffic calming techniques to reduce vehicle speeds in residential areas and to discourage non-local traffic through neighborhoods. Traffic control plans should be developed for local schools to better manage traffic around facilities that experience significant traffic backups.

Parking:

The Village should promote the provision of adequate parking for all activity centers. Opportunities for shared parking facilities should be promoted to minimize the overall number of spaces that need to be provided and maximize the use of facilities that are developed.

Zoning requirements for Downtown parking should be reviewed to determine if the current parking ratios are appropriate.

The Village should study the desirability of a Downtown parking structure. A carefully designed and appropriately scaled structure could provide necessary parking for commercial uses and have ground floor retail or service space to provide an attractive streetscape.

The Village should work with District 87 to develop a plan for addressing the increasing parking needs at Glenbard West High School.

Transit and Commuter Facilities:

The downtown commuter station is a key asset to the Village. Enhancement or replacement of the station facility should be encouraged. Compatible new transit-oriented and community-related services should also be considered.

The Village should work with PACE and other agencies to promote improved bus and shuttle service in the sisted-living housing may generate new demand for shuttle service, and continued residential development within the Downtown may also result in an increased need for transit service.

Pedestrian and Bicycle Facilities:

To maintain a safe and convenient environment for pedestrians, the Village should promote the provision of sidewalks or side paths along all streets where practical, especially along school access routes and collector streets.

Glen Ellyn has access to two premier bicycle and pedestrian trails: the Illinois Prairie Path and the Great Western Trail. While these trails provide good east-west regional access, the community should provide a more defined system of intra-community routes and trails to provide good north-south access through the community.

The proposed Forest Preserve District trail along the I-355 corridor from Churchill Woods Forest Preserve through the Morton Arboretum and the proposed trail between College of DuPage, the Prairie Path and Downtown Glen Ellyn will provide improved regional north-south access. The Village should promote new grade-separated pedestrian/bicycle crossings at major streets and other appropriate locations along trail systems. DuPage County has recently developed a Bicycle Plan, and the Village should continue working with the County to identify all key corridors where bicycle access should be enhanced. These corridors should provide safe access to schools and community facilities.

Because Glen Ellyn is a mature community, the majority of the bicycle system will consist of on-street routes. Attention should be given to ensuring safe crossings at busy streets and to controlling traffic speeds on streets where bicycle traffic is promoted.

The maintenance and upkeep of bicycle and pedestrian trails is also very important. Stores and businesses which back onto a public trail should be encouraged to provide rear entrances.

Attachment: 36. Excerpts from 2001 Comprehensive Plan (4256 : 535 Duane Street & 423 N. Main Street I)

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 the 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, pi- 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.

- Traffic within Downtown should continue to be controlled by stop signs and similar traffic control techniques. Traffic lights, which would alter the basic character and "ambiance" of Downtown, should not be installed.
- Proposals for major new developments within Downtown should include a traffic impact analysis in order to ensure that the traffic generated by new development can be adequately accommodated by the Downtown street system.
- Street surfaces in poor condition should be repaired. While surface conditions do not necessarily affect traffic circulation or safety, they do detract from the overall image and appearance of the Downtown.
- Several streets within Downtown should be designated as "bike routes," and these should connect with designated bike routes in the surrounding community. More bicycle parking should also be provided in the Downtown.
- To the extent possible, the barrier effect created by the Union Pacific Railroad within Downtown should be minimized. While the possibility of a new vehicular overpass or underpass was considered in the planning process, it is not recommended at this time due to the impact of such a project on existing stores and businesses, traffic circulation and on the image and character of Downtown. However, at a minimum, additional landscaping and the improvement of pedestrian routes should be used to help visually minimize the separation between the north and south sides of Downtown. In addition, if a new commuter station is constructed, a pedestrian underpass or overpass might be considered as a part of the new station facility.
- The Village should work with Metra to replace the existing commuter station with a new facility within Downtown. As a part of this project, the possibility of incorporating new retail and service uses into the new station should be explored. In addition, the provision of a new green space adjacent to the station and public restroom facilities open to Downtown shoppers should also be considered.
- Where safety standards and requirements permit, the design and appearance of railroad crossing gates and fencing within the Downtown should be improved and enhanced.

PARKING:

- To the extent possible, off-street parking should be evenly distributed throughout the Downtown so that all areas are well served. Parking should also be located convenient to the uses generating the major parking demands. There may be opportunities for small new public parking lots immediately north and south of the railroad.
- Surface parking lots should be located behind buildings or at mid block. Parking in front of buildings or at corner locations within the Downtown should be discouraged. Landscaping and decorative amenities should be installed along the edges of surface parking lots that border public walkways.
- Small, separate parking lots within the same block should be combined and consolidated where possible. Curb cuts and access drives should be minimized, particularly along pedestrian shopping streets and arterial routes.
- Some church parking lots and other facilities are used primarily during off-peak periods or on an intermittent basis. The possibility of making these parking spaces available to surrounding businesses during certain time periods should be explored.
- On-street parking should be allowed throughout Downtown.
- The Village should study Downtown parking on a comprehensive, area-wide basis. Issues to be explored include:
  a) The possibility of one or more parking structures to meet the long-term needs of Downtown. If carefully designed and located, parking structures would not only increase the supply of parking spaces but could also conserve valuable land, create opportunities for new building development, and enhance the image and character of the commercial area. Possible locations for a new parking structure include the Giesche block, the Civic Center parking lot, and several other sites discussed below.
  b) The possibility of establishing a "parking fund" into which a developer could contribute in lieu of providing on-site parking. This fund might then be used by the

Attachment: 36. Excerpts from 2001 Comprehensive Plan (4256 : 535 Duane Street & 423 N. Main Street I)

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 to 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

Attachment: 37. Excerpts from 2009 Downtown Strategic Plan (4256 : 535 Duane Street & 423 N. Main Street I)

existing one-way traffic loop north of the tracks passes by very few public parking spaces, resulting in frustrated shoppers who sometimes decide to shop elsewhere. The waiting list for merchant parking permits has grown to 90. Future commuter parking needs identified by Metra require an additional supply of 300-500 (to a maximum of 1,100) Downtown commuter parking spaces.

Measure: Increase the number of time-constricted and conveniently-located public, commuter, and merchant parking *in the Downtown, beginning with the reconfiguration of on-street parking on Main Street and Crescent Boulevard, followed by the construction of one or two parking structures near the train station, where they will be convenient for shoppers and commuters, and the Village will have a greater chance of obtaining grant assistance.*

10. In Chicago's western suburbs, it can be difficult to differentiate between the downtowns of different communities. In addition, consumers are looking for enjoyable experiences. Differentiating Downtown Glen Ellyn from other communities with a distinguishing feature and special attractions will make the Downtown more memorable and enjoyable, and draw visitors back for return visits.

    Measure: Design and construct "The Downtown Greenway".

11. Currently, the Village, region, and nation are in the middle of an economic downturn; however, the *Downtown Strategic Plan* outlines a 20-year vision and implementation strategy. Now is the time to identify and pursue funding opportunities to begin projects once the economy gains positive momentum.

    Measure: Prepare a list of funding sources for each major Downtown reinvestment project and initiative.

Attachment: 37. Excerpts from 2009 Downtown Strategic Plan (4256 : 535 Duane Street & 423 N. Main Street |)

Expert Analysis

The Village of Glen Ellyn contracted with the Town Builder Studios (TBS) Team to work with the community and facilitate the planning process for the Downtown Strategic Plan. Along with Town Builder Studios, the team was comprised of Gruen Gruen + Associates, Walker Parking Consultants, and BauerLatoza Studio.

Land Use and Public Policy Analysis

Downtown Glen Ellyn has several mixed-use buildings along Main Street and Crescent Boulevard, with first floor retail and residential or office uses above. The number of these types of buildings should be increased – via remodeling or new development – to create a more vibrant Downtown.

In recent years, Village staff has established a more efficient review and approval processes for business, event, and development proposals; however, adjustments should be made to the Zoning Code, Sign Code, Glen Ellyn Appearance Review Guidelines, and Glen Ellyn Appearance Review Guidelines Photo Resource Directory, to create an even better business-friendly partnership between the Village and the Downtown business community.

Market Analysis

Downtown's primary market area is 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. The market analysis concludes that the retail supply is double what the spending power is within the primary market area; there is a lack of incubator office space in the Downtown; there is a lack of residential units in the Downtown for smaller-sized to provide Glen Ellyn residents the opportunity to live near their workplaces; the restaurants are an asset to draw visitors to the Downtown; and there needs to be a collection of businesses, activities, and a community gathering place that work together better as a whole than the sum of their parts.

Circulation and Access Analysis

Downtown Glen Ellyn was first settled in the mid-1800s when the railroad came through the area and a train station was constructed. The street grid is conducive to a pedestrian-friendly environment; however, over the years, increased rail traffic has made the Downtown less circulation-friendly with approximately 180 trains passing through the Downtown every day.

In general, there is a perceived shortage of public parking and an actual lack of convenient public and commuter parking in the Downtown. Downtown employee parking needs and future Metra commuter parking needs result in the need for a parking structure in the short-term. The Illinois Prairie Path and Glen Ellyn Train Station are some of the Downtown amenities that should be enhanced and future reinvestment efforts in these amenities should occur.

Historic Inventory

The historically-significant buildings were built primarily in the 1890s and the 1920s, with many of the current "outstanding" and "notable" structures in the Downtown comprised of Old-English Tudor and Half-Timber architectural styles. Since the character of these buildings cannot be replicated today, it is recommended that a historic district be established for much of the Downtown core. A building with a National Register designation can provide the building owner the opportunity to utilize tax credits for renovating and restoring it to its original splendor.

Attachment: 37. Excerpts from 2009 Downtown Strategic Plan (4256 : 535 Duane Street & 423 N. Main Street |)

The Goal for Glen Ellyn's Downtown

The purpose of the Downtown Strategic Plan process is to identify strategies to slow down and reverse the trend of increasing Downtown business vacancies, resulting in the following goal for the Downtown Strategic Plan:

Create an economically-viable Downtown that is attractive to citizens and businesses.

Some of the means in which to achieve this goal are:

1. Provide an appropriate mix and supply of retail establishments to draw consumers to the Downtown.
2. Increase the Village's population within walking distance of the Downtown, by increasing the number of dwelling units (and thereby, consumers) in and around the Downtown.
3. Improve the condition of many Downtown buildings, by upgrading and modernizing building interiors and maintaining and restoring building exteriors.
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.

Attachment: 37. Excerpts from 2009 Downtown Strategic Plan (4256 : 535 Duane Street & 423 N. Main Street I)

11. Design and Construct the Mixed-Use Forest Avenue South Parking Structure

Infrastructure

Construct a new parking structure south of the Glen Ellyn Train Station and northeast of the Civic, Leadership, and Learning Center in the vicinity of Duane Street and Forest Avenue. The facility should be designed to accommodate commuter, merchant, and public parking demand.

To accommodate the construction of the parking structure, the Village should work and/or partner with existing business and property owners to relocate them elsewhere in the Downtown, and/or incorporate interested parties in post-construction building occupancy and maintenance. Two commercial properties would be replaced with a parking structure that would include first floor retail, up to 350 new commuter parking stalls (or 200 new and 150 replacement stalls to allow for the construction of the south greenway). The structure would appear to be 2.5 stories from Duane Street and 3.5 stories from the greenway and the railroad tracks. The feasibility of one or more levels of underground parking should be considered as well. Like the north parking structure, the garage should be carefully designed to blend in with the historic character of the Downtown.

Source of Funds and Resources
Village of Glen Ellyn
Metra (may be available for new parking spaces)
Congestion Mitigation and Air Quality (CMAQ)
Tax Increment Financing (TIF)

Figure 54: Mixed-Use Forest Avenue South Parking Structure Area and Concept Plan
Source: maps.live.com with edits by Town Builder Studios, and Town Builder Studios.

Attachment: 37. Excerpts from 2009 Downtown Strategic Plan (4256 : 535 Duane Street & 423 N. Main Street |)

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:

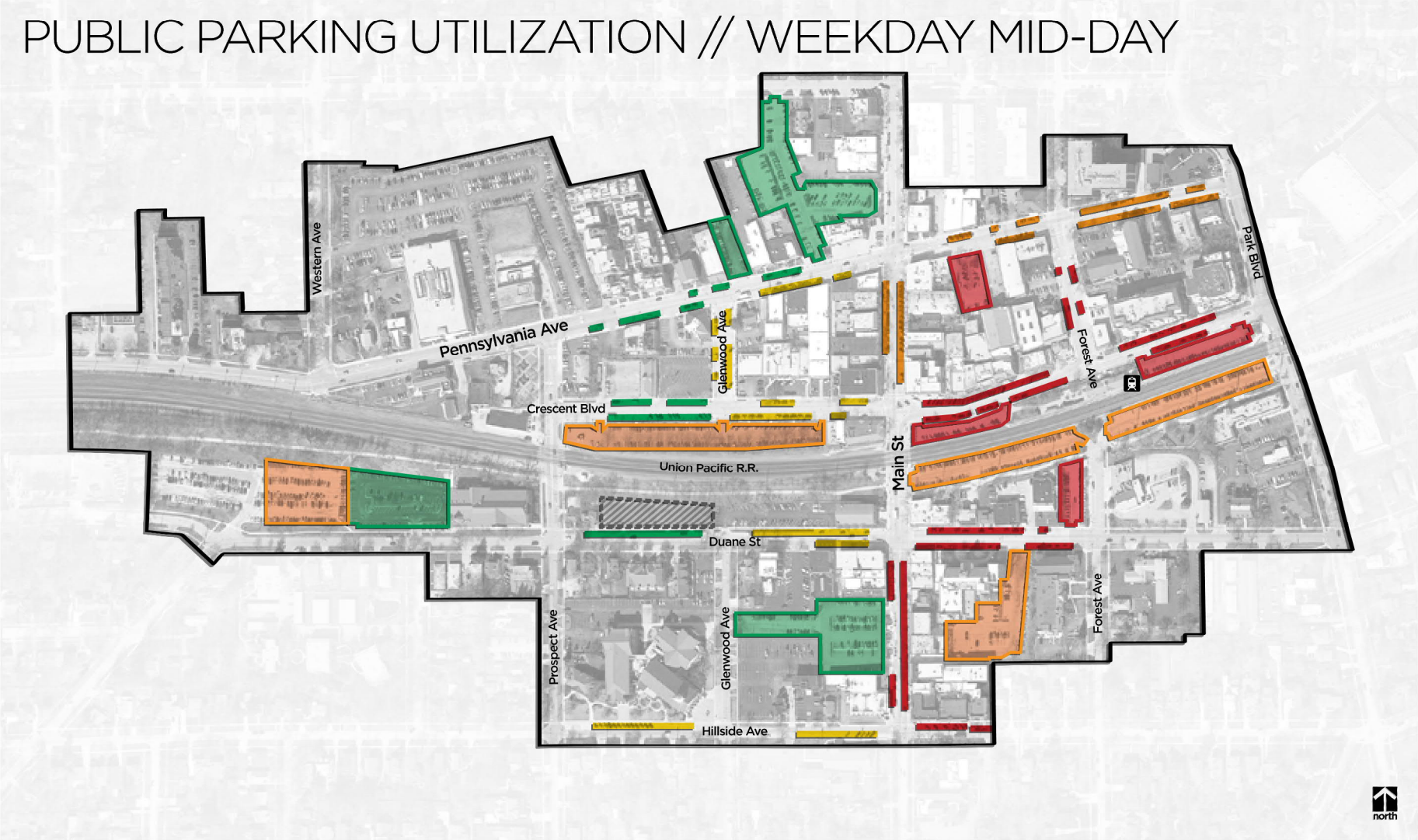
- The existing Main Street lot between Duane and Hillside
- The existing Civic Center lot
- The northeast corner of Duane and Forest (US Bank site)

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.

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY

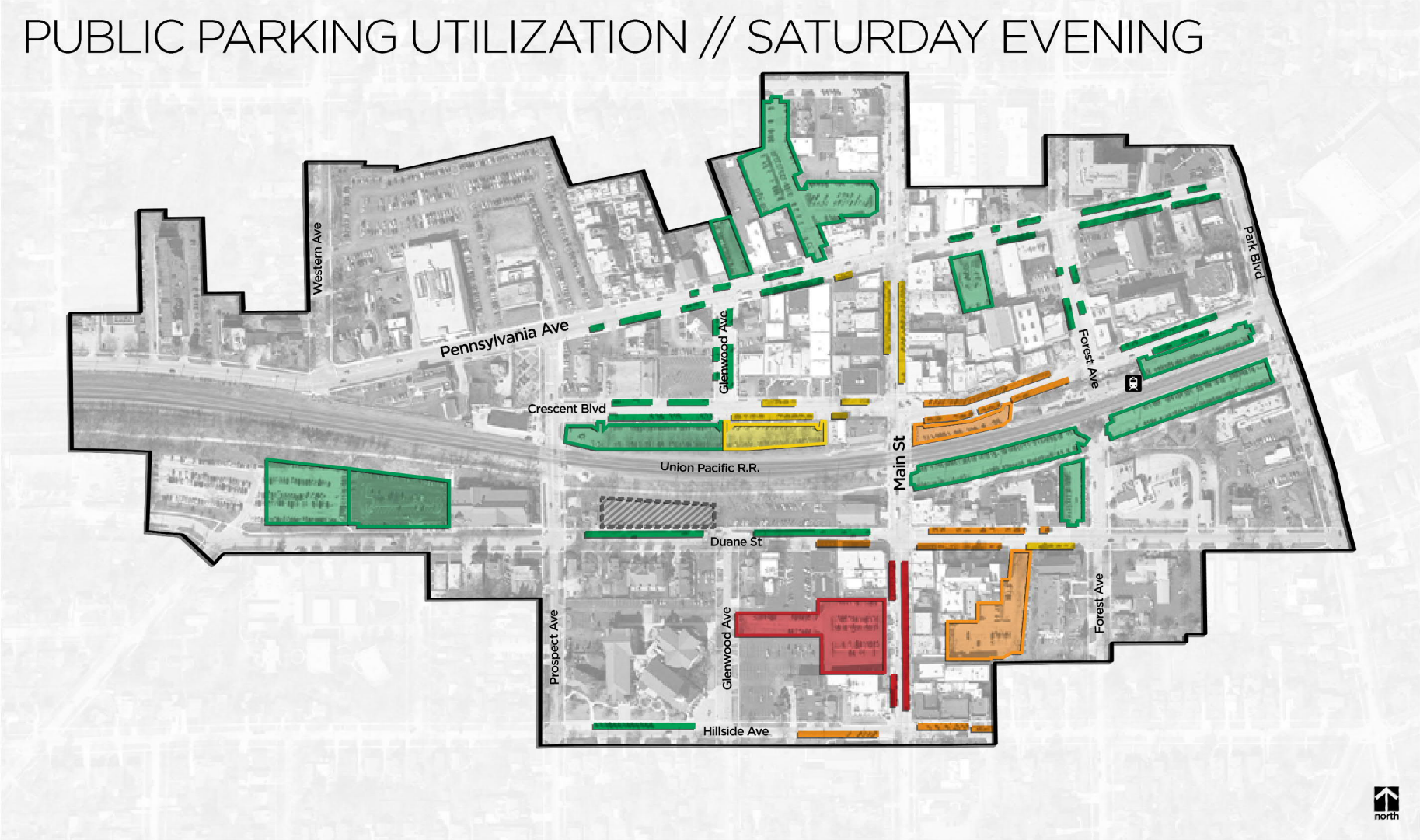


data from 2009 Downtown Plan and 2012 Traffic Study

Legend

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

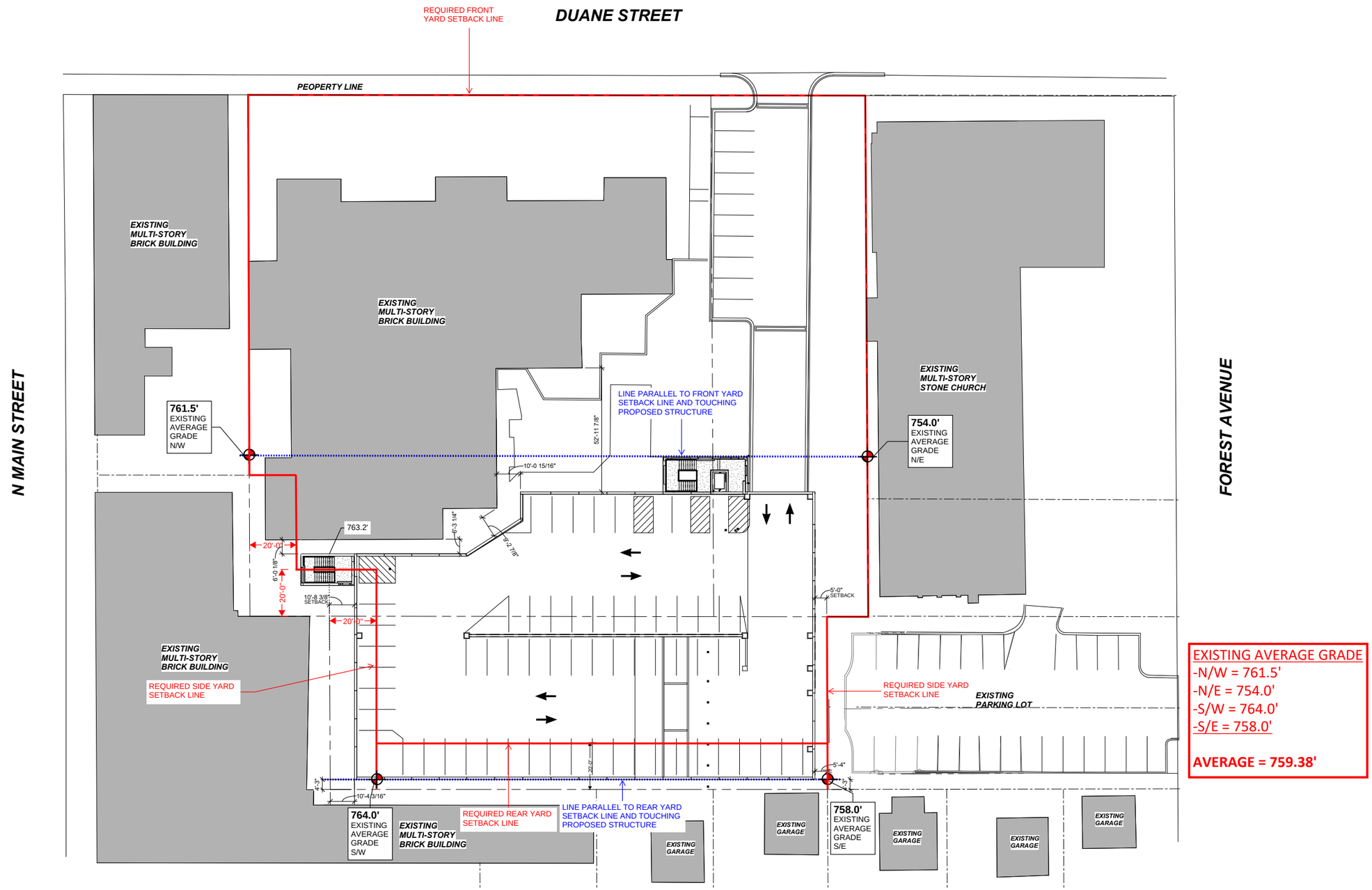
PUBLIC PARKING UTILIZATION // SATURDAY EVENING



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



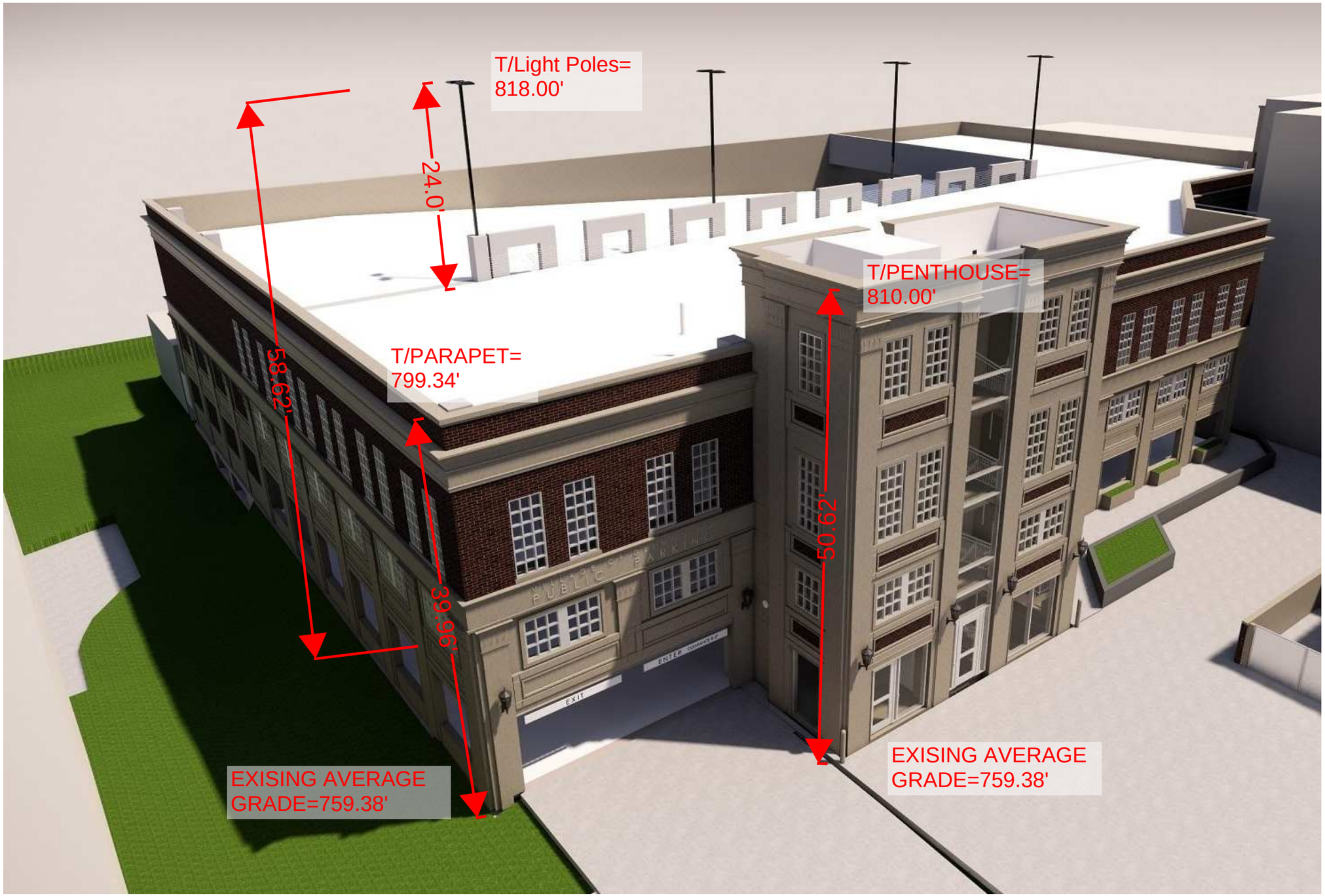
EXISTING AVERAGE GRADE
-N/W = 761.5'
-N/E = 754.0'
-S/W = 764.0'
-S/E = 758.0'

AVERAGE = 759.38'

WALKER CONSULTANTS

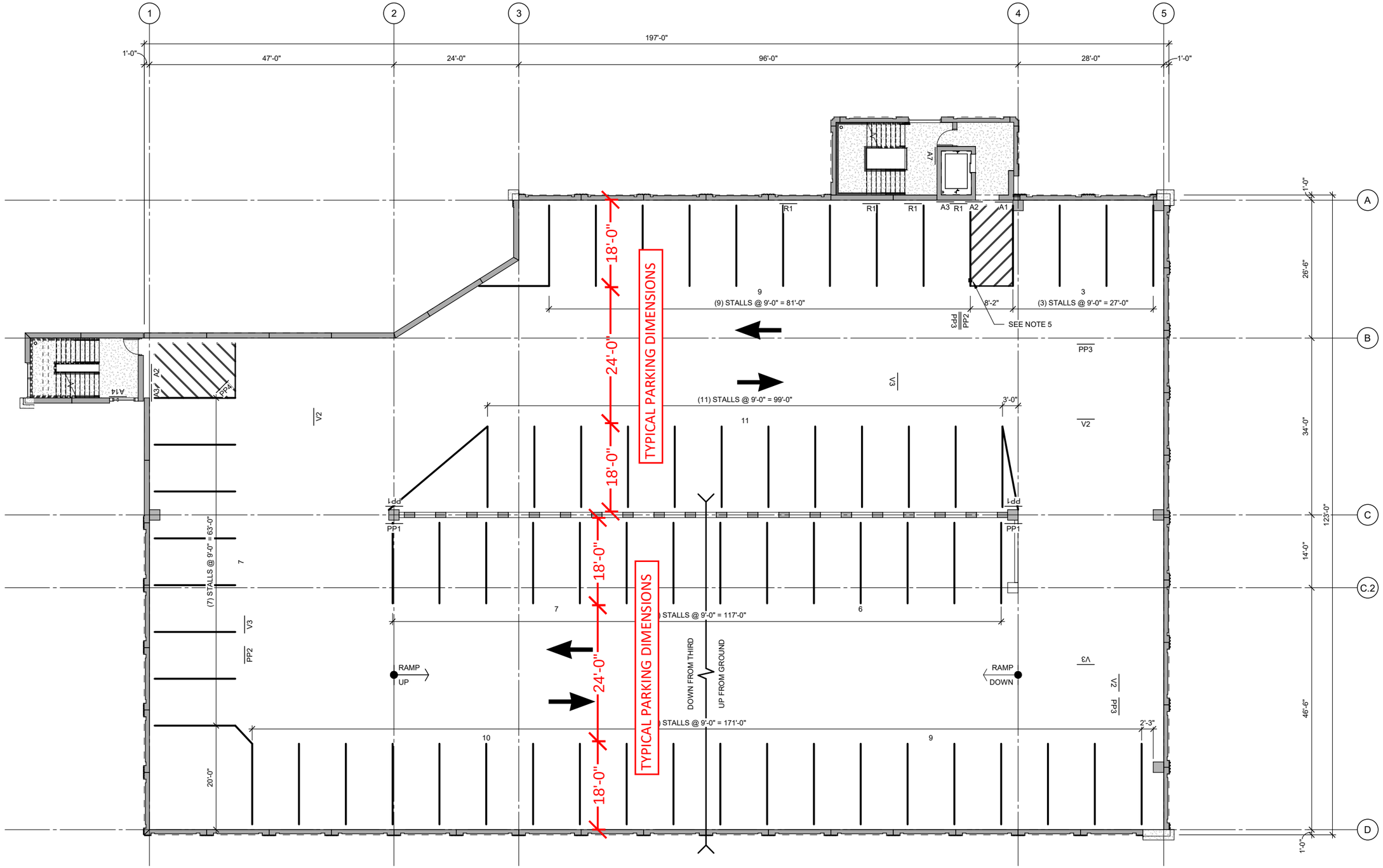
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
847.697.2640 Ph
www.walkerconsultants.com

PROJECT NAME:	VILLAGE OF GLEN ELLYN	NO:
PROJECT NO:	31-8445.00	Exhibit A
DATE:	10/11/2019	



WALKER CONSULTANTS	2895 Greenspoint Parkway, Suite 600 Hoffman Estates IL 60169 847.697.2640 Ph www.walkerconsultants.com	PROJECT NAME:	VILLAGE OF GLEN ELLYN	NO:
		PROJECT NO:	31-8445.00	Exhibit B
		DATE:	10/11/2019	

Attachment: 40. Exhibit B, Height (4256 : 535 Duane Street & 423 N. Main Street I)

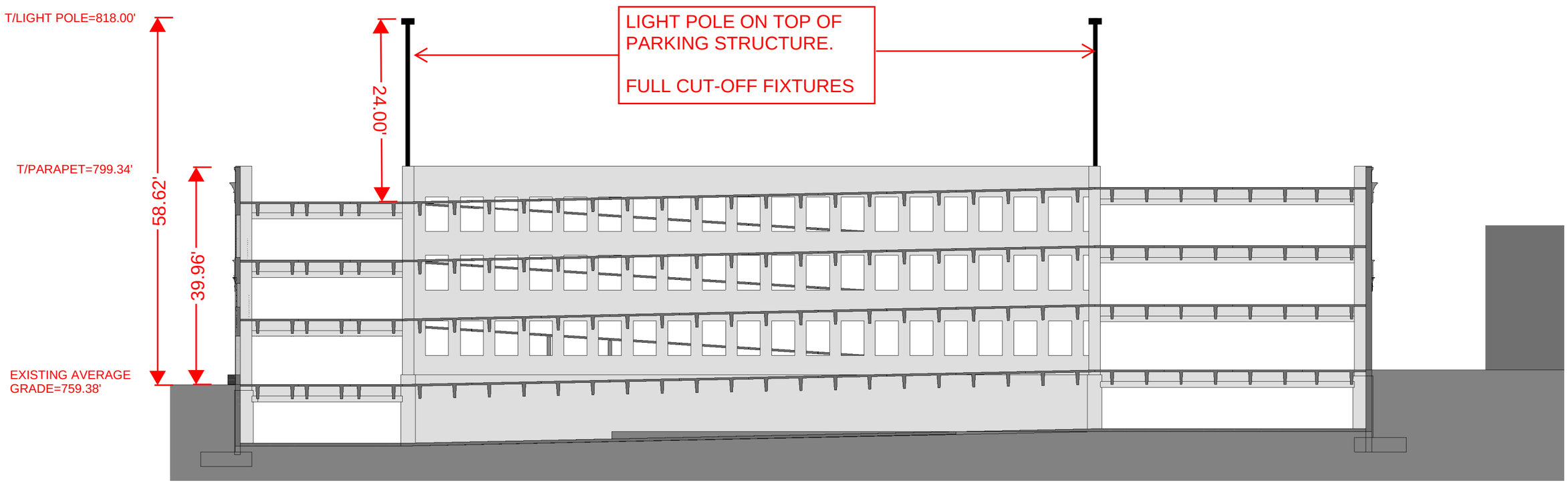


WALKER CONSULTANTS

2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
847.697.2640 Ph
www.walkerconsultants.com

PROJECT NAME:	VILLAGE OF GLEN ELLYN	NO: Exhibit C
PROJECT NO:	31-8445.00	
DATE:	10/11/2019	

Attachment: 41. Exhibit C, Parking Modules (4256 : 535 Duane Street & 423 N. Main Street |)



WALKER CONSULTANTS

2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
847.697.2640 Ph
www.walkerconsultants.com

PROJECT NAME:	VILLAGE OF GLEN ELLYN	NO:
PROJECT NO:	31-8445.00	Exhibit D
DATE:	10/11/2019	

Attachment: 42. Exhibit D, Height - Light Poles (4256 : 535 Duane Street & 423 N. Main Street |)

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

Meeting: 12/18/17 07:30 PM
Department: Glen Ellyn Village Board
Department Head: Lindsey Kaminsky
Category: Discussion Item
Prepared By: Lindsey Kaminsky

SCHEDULED

AGENDA ITEM (ID # 3012) DOC ID: 3012

Village Manager Franz, Planning and Development Director Hulseberg and Finance Director Coyle will lead a discussion on Central Business District (CBD) Parking Structure and Parking Fund Assessment.

During the strategic planning session and budget discussions this year, the Village Board directed staff to begin an analysis of a possible parking structure project in the Central Business District (CBD). Staff has reviewed the 2009 Downtown Plan and 2013 Streetscape and Parking Plan and have narrowed the focus on 2 or 3 most feasible locations to discuss with the Village Board. These sites are still relevant and should be looked at more closely to determine the best option. In addition, staff has been evaluating the demand for parking and what growth is expected in the downtown over the next 10 years. If the Village Board decided to make this investment in the downtown, we must determine how best to fund this significant capital expense. Lastly, staff is reviewing parking fees and fines and comparing our rates to other communities which was all discussed with the Finance Commission last week. Staff is looking for some direction on these matters as we shift to CY18.

Background

Our previous Interim Assistant Village Manager, Kevin Bowens, was the Village Manager in Libertyville for over 20 years. During his tenure, their downtown saw a significant increase in commercial growth and opportunities. Given his experience, we asked him to evaluate the 2013 Streetscape and Parking Study to provide insight and recommendations on how Glen Ellyn's downtown could benefit from lessons learned in Libertyville. Attached ***(Exhibit F)*** is his summary and analysis of the different locations identified in the 2013 plan and Kevin's thoughts regarding our parking needs.

In summary, he believes that although the Study did not specifically recommend a downtown parking structure at the time, it did acknowledge that **"well located parking 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."** Libertyville was able to use TIF funds to build multiple garages, but the parking structures and parking improvements, along with a number of other factors, served as a catalyst for significant restaurant and retail development in the downtown, in his opinion.

He notes that Libertyville decided on two smaller parking structures rather than one large parking structure, in part to blend in with the scale of buildings and structures in the downtown area, and also because of the lineal geography of the downtown and the presence of a four-lane Milwaukee Avenue (which created a perceived barrier to pedestrian activity traffic and activity). He sees a somewhat similar environment with downtown Glen Ellyn, given the scale of buildings and the presence of the Union Pacific Railroad dividing the downtown.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street |)

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Downtown Strategic Plan and Parking Study

The **2009 Downtown Plan** included research and recommendations on parking. The study found that the total parking supply in the downtown is 3,236 spaces including public lots, private lots, and on-street parking. Of these total spaces, 1,401 are located north of the tracks and 1,835 are south of the tracks. The Downtown Plan also included specific recommendations for the location of parking structures including:

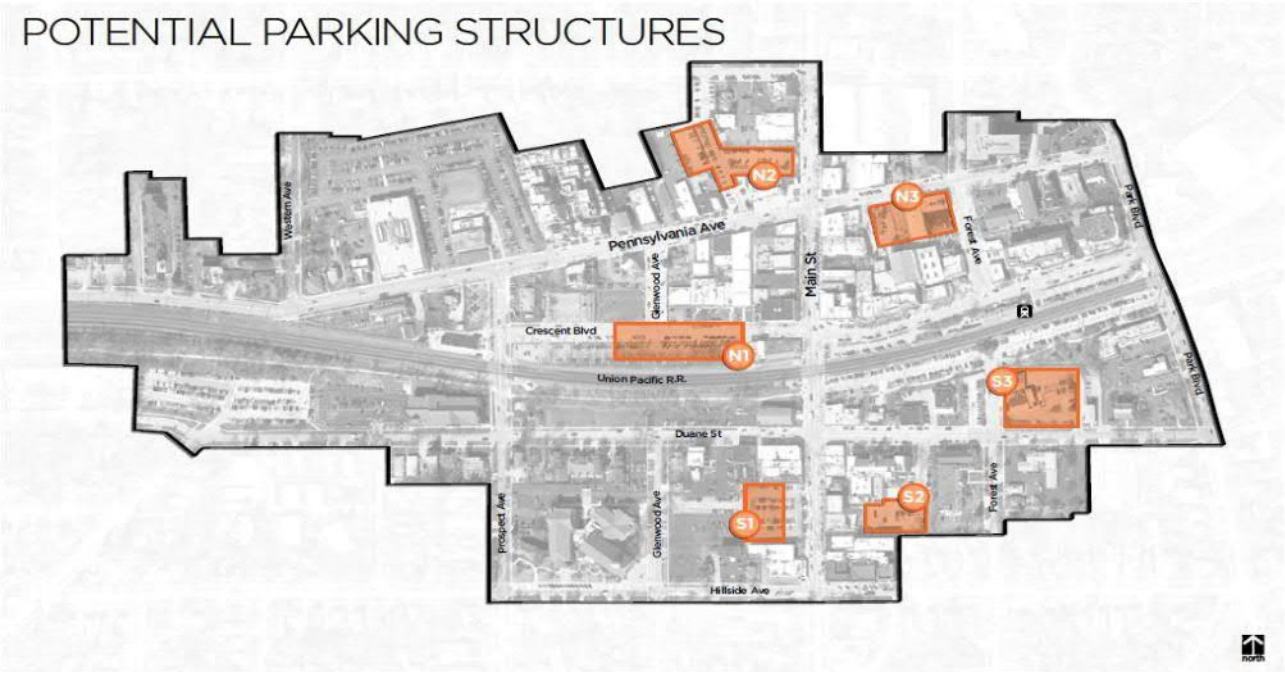
- A mixed-use neighborhood development in the Crescent and Glenwood area that could include public and/or commuter parking
- A mixed-use parking garage at the southwest corner of Pennsylvania and Forest
- A mixed-use parking garage on the Main Street parking lot
- A mixed-use parking garage at the northeast corner of Forest and Duane

The study concluded that even though parking supply is sufficient, it is not convenient. The study recommended the Village construct a parking structure both north and south of the tracks. The **2013 Streetscape Plan and Parking Study** further evaluated public parking in the downtown including parking management principles, parking utilization, and six possible structured parking locations.

According to the **2013 Parking Study *(Exhibit H),*** the downtown has an adequate inventory of parking from a supply standpoint, however, the location, visibility and accessibility of spaces does not always match the needs of residents, businesses, shoppers and commuters. As we have learned, at an indoor mall or strip mall, shoppers will typically walk a great distance to the store from a parking stall because their destination is visible. However, in downtown situations, individuals are often not willing to park a similar distance because they cannot see their destination and therefore perceive it to be farther. As a result, complaints of parking shortages are nearly universal in downtown environments.

The Parking Study evaluated the four parking structure locations identified above in the Downtown Plan and two additional locations. Three of the structures were proposed north of the tracks and three south of the tracks as follows:

- N1(Crescent): South of the intersection of Crescent and Glenwood
- N2 (Main/Penn): Behind the Fire Station
- N3 (Penn/Forest): Southwest corner of Pennsylvania and Forest
- S1(Main): Main Street parking lot
- S2 (Civic Center): Behind the Civic Center
- S3 (Forest/Duane): Northeast corner of Forest and Duane



The Parking Study concluded that it would be most advantageous for the Village to partner with a private developer to construct public structured parking on Village-owned property. A public/private partnership would allow the Village to maximize the use of Village property and reduce the public cost of structured parking.

Preferred Structure Locations

In evaluating the recommendations of the above plans in the current downtown environment, staff would suggest that the N3 garage option at the southwest corner of Pennsylvania and Forest is no longer a feasible option. The owners of Magenium Solutions at 535 Pennsylvania made a significant investment in the property and the cost to acquire this property and the adjacent Baird and Warner building would be significant.

N3 Pennsylvania and Forest Site

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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While the remaining five potential garage locations can all be considered, the N2 and S3 garage locations are more complicated. N2 requires a relocation of the Fire Station and possible removal of covenant restrictions, while S3 requires the acquisition of private property that received a significant remodeling and addition investment in the past several years. Therefore, staff would recommend further evaluating the N2 and S3 garage options in future years.

However, the Village owns the N1, S1 and S2 properties and could move forward rather expeditiously with the construction of a public parking garage. Therefore, these three lots should be the focus moving forward:

1. N1(Crescent): South of the intersection of Crescent and Glenwood
2. S1(Main): Main Street parking lot
3. S2 (Civic Center): Behind the Civic Center

Staff has reached out to a parking consultant who could provide some rough sketches and general cost ranges for the N1 - Glenwood/Crescent and S1 - Main Street sites. Dewberry has been working on similar information for the S2 - Civic Center site which will be shared at December 18th Board Workshop Meeting.

S1 - Main Street Site

Civic Center Parking Lot Assessment

As part of the master planning that was completed for the Civic Center, Dewberry was asked to evaluating parking options, including a structure for the existing parking lot behind the building. Brain Meade, from Dewberry, will attend the meeting and present the concept designs and cost estimates. See attached **(Exhibit G).** In summary, Dewberry evaluated and designed three options. Option 1 maintained the existing parking layout, but included concepts for access improvements through the Dance, Dance, Dance property that would also provide aesthetic improvements to encourage outdoor dining. The second option would build out the surface lot and take full advantage of the entire lot to maximize the number of parking spaces. The third option is to construct a two-story garage on site, with access from Duane and the Methodist Church parking lot. Below is an analysis of the estimated costs, which shows that the net cost per parking space seems

extremely high and might lead us to consider other locations for a parking deck.

Civic Center Parking Cost Estimates							
	Current Parking Spaces	*New Parking Spaces*	*Net New Parking Spaces*	*Project Cost-Low*	*Project Cost-High*	*Cost per new space-Low*	*Cost per new space-High*
Option 1	78	N/A	N/A	N/A	N/A	N/A	N/A
Option 2	78	93	15	$1,024,125	$1,489,125	$68,275	$99,275
Option 3	78	189	111	$5,544,000	$6,966,000	$49,946	$62,757

Parking Demand

In general, overall parking demand is somewhat hard to quantify and all downtown areas have different demands. Commuters, employees, residents, and customers have many different needs. Commuters fall into different categories, including our daily lot which is almost always filled and monthly permit lots. Currently, the first available commuter wait list is three years (889 people) which does not include any non-residents.

The employee waiting list is estimated at 25 businesses, but that does not take into account how Village staff regulates this with business owners. At this point, the businesses on the list are those that want additional parking beyond what has already been allocated to them. On a case by case basis, staff works with businesses to understand their needs and provide what parking is available and has provided some restrictions to ensure all businesses are treated fairly. The Alliance and the Chamber have been advocating for additional employee parking in the downtown as well as encourage the Village to consider a parking structure(s) to further enhance the downtown commercial district.

In addition, the number of new businesses in the downtown has increased in the past few years and will be increasing in the immediate future. The Village has seen an increase in restaurants in the downtown which creates higher demand both for employees as well as customers. Over the last five years, over 10 new or expanded restaurants have opened or are planned to open in the CBD. Additionally, parking is necessary not only for existing and future businesses, but for special events and to fulfill the Village goal of becoming an 18-hour downtown. The success of the Chamber and Downtown Alliance have led to successful downtown events and this will likely continue and needs to be supported from a parking perspective.

Furthermore, to successfully grow the office market in the CBD would require additional parking to make Glen Ellyn attractive and attainable for office use. Increasing the quality office opportunities in the downtown would increase daytime activity for our restaurants and businesses and would further the goal of becoming an 18-hour downtown. Also, some churches have requested to be included in discussions about parking garages, as they have unmet needs as well and may be willing to contribute to a public garage.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Lastly, the 2009 Downtown Plan recommended an additional 400 residential units in the downtown. As we see more residential growth, visitor parking and overflow parking to support this residential development might also be necessary. The recently completed Community Survey asked for feedback on supporting a parking structure, and 75% strongly or somewhat supported the concept.

Parking Structure/Parking Fund/Fee& Fines

The Village has a Parking Fund which accounts for the activity of Village-owned or leased parking lots. The major sources of revenue are merchant and commuter permits and proceeds from the daily commuter lot. The expenses in the Parking Fund include those expenses necessary to maintain and operate the parking lots as well as the capital expenses to resurface or reconstruct the lots as necessary. The majority of the rates for the commuter lots were last changed in 2002, almost 15 years ago. Given this length of time, we are at a juncture where these rates should be reviewed to determine if they are competitive to other communities as well as able to provide for the current and future expenses of the Parking Fund.

At the Finance Commission last week, staff discussed the following questions/issues:

1. Should the Village consider building a parking structure? If so, what locations should be considered? How should we fund this project?
2. Should the Village increase fees for permit parking? If so, does the Village Board agree with staff's recommendation?
3. Does the Village Board agree that adding a CPI or cost of living adjustment to the fees each year is a prudent way to manage fees?
4. What does the Village Board believe is an appropriate reserve policy for the Parking Fund?
5. Does the Village Board agree with increasing parking fines as presented in the memo?

Parking Questions:

Question 1: Should the Village consider building a parking structure? If so, what locations should be considered? How should we fund this project?

If a new garage is built, bonds will need to be issued to construct it. The feasibility of building a parking structure depends on a number of variables including the size, shape, access and slope of the site. Some parking structures are more efficient because they can achieve a higher number of parking spaces per square foot. That makes a structure more cost effective to construct. Regardless of the size and location, an additional revenue source will be needed to pay back the debt service on the bonds as well as to pay for added operational costs related to maintaining the new deck. Given the strains on the capital budget, an additional revenue source is needed to address other capital projects as well. Therefore, staff is recommending the Food & Beverage tax to meet these capital needs, including a parking garage. Based on preliminary projections, a food and beverage tax would pay for an approximately $7 million parking garage. A parking deck in the downtown would have a direct benefit to the restaurants in the Central Business District. Also, as staff has discussed with the Finance Commission in the past, food and beverage taxes are prevalent in surrounding communities,

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

even those with vibrant restaurant economies such as Lombard, Downers Grove, or Naperville.

Some additional options for funding a garage would include a special service area or an increase to the home rule sales tax. TIF monies from the Central Business District TIF could also be used to fund the project. We would not anticipate TIF revenues to be at a high enough level when a garage is constructed to immediately pay for the debt service. However, the TIF could generate revenue in the future to offset the debt service in the future. Or, growth in the TIF could be used to construct a second garage in the CBD. Other sources of revenue to pay for additional parking are the permit fee increases, CBD Special Service Areas (SSA) increases, fee in lieu options and/or public private partnerships.

Staff has prepared a preliminary 10-year forecast assuming a $7M garage is constructed and a food and beverage tax is implemented (**Exhibit D**). Based upon these preliminary projections, this funding option is feasible. Once a location and construction cost is known, staff would go through a more in-depth financial analysis.

The Finance Commission was supportive of a garage in the downtown and was generally supportive of the locations considered. The Commission understood the need for an additional revenue source for the garage and had been supportive of a Food & Beverage tax when it was thought to replace vehicle stickers. The Commission would like to have more detailed concept garages with more defined costs and further vet a new revenue source rather than commit to a Food & Beverage tax at this time.

Question 2: Should the Village increase fees for permit parking? If so, does the Village Board agree with staff's recommendation?

The majority of permit fees were last adjusted in 2002, almost 15 years ago. Staff believes that our fees are out of line with the surrounding market for permit parking and that an adjustment is needed. **Exhibit A** outlines some benchmarks for comparable communities. Staff sought pricing for most communities on the UP line. Staff also targeted a few communities off the UP line such as Naperville, Downers Grove, and Lisle which had central business districts near train lines. Each community in the comparison has unique abilities and challenges when it comes to parking. Several communities on this list already have a municipal parking garage or multiple garages.

Staff is recommending raising the rates in 2019 and again in 2021. The rates for a regular commuter lot would be $350 per year in 2019 and $400 per year in 2021. The rates for the train lot, our most premium lot, would be $400 in 2019 and $500 in 2021. Merchant rates are proposed to be discounted 50% from commuter rates. In the plan, the Duane/Lorraine daily fee would be raised to $2.50 in 2021. **Exhibit B** outlines a 10-year forecast for the Parking Fund given these rates, with no garage.

This rate adjustment is needed for several reasons. First, the increased rates are necessary to provide funding for the Parking Fund. In the next few years, a series of resurfacings of the parking lots will occur. After these resurfacings, the next iteration of maintenance of the lots will call for complete rehabilitation, which is costlier than a simple resurfacing. Staff has attached a schedule prepared by

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Village Engineer's which shows the replacement schedule for the various lots **(Exhibit C)**. Staff has also used this schedule to prepare a "depreciation" schedule to determine how much should be saved each year to have adequate funding when each lot needs to be fully rehabilitated. Working with this information as well as operating costs, staff prepared an attached 10-year forecast for the Parking Fund. Even with increasing rates as proposed by staff in 2019 and 2021 and continuing with CPI increases thereafter, the fund does not have adequate cash levels to pay for all scheduled rehabilitations. However, staff does not recommend prematurely raising rates to a level outside of our market comparisons. Many of the complete rehabilitations are 15 years in the future. While it is prudent to be saving some dollars at this point, it is also not necessary to fund the entire outlook as a forecast is only a guideline and many factors can change within 15 years. As we grow nearer to the rehabilitations, the Village will need to review the scope of the rehabilitation and determine what dollar amounts are needed for the project. If additional funding is needed, the Village can determine what options are available at that point.

Increasing rates will also help reduce the waiting list for Village parking. The current first available commuter spot is a 3 to 4-year wait. By raising rates to be in line with our market comparisons, there will be those individuals that relinquish their permit. The Cashier's Office regularly hears from individuals that they hold onto their permit for occasional use because the cost is so low. By increasing the price, some of these occasional users may relinquish their permit and allow others to move up on the waiting list. The Village would need to balance the oversold percentages in each lot if the prices were raised. It is possible the number of available permits would need to decrease if those purchasing the permits were more regular users rather than occasional users.

Staff believes the proposed rate increases are in line with the comparable communities without moving to the top end of the comparisons. After the increases are completed in 2021, the Village should again review this analysis to determine if additional changes are necessary.

The Finance Commission was in full agreement to raise the permit rates.

Question 3: Does the Village Board agree that adding a CPI or cost of living adjustment to fees each year is a prudent way to manage the permit rates?

Staff is recommending that rates include a CPI or cost of living adjustment each year subsequent to 2021. Staff believes this is a prudent way to manage fees. Fees are increased as inflation or cost of living is increased, which should be relative to the costs that the Village incurs. If this manner is employed, fees will increase gradually each year rather than waiting several years before larger increases are done. This does not remove the necessity to revisit fees every 5 or so years, but it allows the Parking Fund to progress more gradually rather than in big jumps.

The Finance Commission agreed it was prudent to add a CPI factor.

Question 4: What does the Village Board believe is an adequate reserve for the Parking Fund?

The Village Board has requested to review the reserve policy for the Village's funds. The parking reserve policy started with a reserve level of 25%, increasing one percent each year until 35% is

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achieved. The level for 2018 will be 31% or approximately $71,000. The Parking Fund is not a high-risk fund. The main use of reserves is to provide an appropriate buffer for cash flow during the year as the main revenue stream, permit revenue, is received in the months of November and December. From the months of March through October, the Fund uses approximately $50-60K to pay for operations. Also, as the Village explores development opportunities in combination with its current parking lots, the reserves could offset lost revenues if the Village needs to close a lot for a portion of time while a development is built. For comparison purposes, if the reserve policy was set at 25%, the reserve level would be approximately $55,000. If the policy was set at 30%, the reserve level would be approximately $68,000. Neither a change to 25% or 30% would generate significant dollars. If the policy was lowered, the monies would be reallocated for Parking Fund capital projects. This would be a one-time reset and would not provide a significant increase in funding for the Parking Fund or the Village.

The Finance Commission thought that any change to the reserve policy was irrelevant for the Parking Fund as any change did not yield significant change in the dollar level of the policy. Any reallocated reserve would merely go to capital outlay.

Question 5: Does the Village Board agree with increasing parking fines as outlined?

Changes to parking fines were last made in 2010, approximately seven years ago. Staff recently conducted a survey of surrounding communities to determine if our parking fines were comparable. **Exhibit E** shows this comparison. Based upon this analysis, the Village could increase its parking fines. This fine revenue helps pay for General Fund police operations. Annually, parking fines generate approximately $60,000. If the majority of fines were increased from $15/$25 to $30, this would generate an additional $16,000 for the General Fund. The $30 fine is comparable with other communities and is also not the highest of the communities surveyed. While the additional $16,000 would not generate much extra revenue for the General Fund, every positive revenue change takes pressure off of other revenues, such as property taxes, to perform.

Lastly, the Village also should review parking fines to ensure they are appropriate. This was last done in 2001. Parking fines are not collected in the Parking Fund. Rather, they are revenues in the General Fund. The goal of parking fines is to ensure compliance. Maintaining parking fines at an appropriate level helps maintain compliance as well as provide some funding to police the parking lots. Although the potential additional revenue does not help the parking garage, staff is going through a process of reviewing all fee and fines and thought this was the appropriate time to discuss parking fines as well.

There was mixed input from the Finance Commission on this topic. Some Commissioners felt we should raise the fines to discourage noncompliance; that the fines were too low to discourage noncompliance. Others thought the fines created negative feelings among residents.

Next Steps

Parking issues are common in successful downtowns. We are fortunate to have thriving businesses and a desirable and attractive downtown. However, an ongoing lack of convenient parking could

cause existing businesses to struggle or fail and may deter future economic development opportunities. Increasing concerns from downtown businesses, the Downtown Alliance, and residents have brought this issue to the forefront.

The Village receives continual input from residents and businesses regarding parking issues in the downtown. Village staff regularly evaluates downtown parking and implements changes as necessary. However, the system of downtown parking is complicated and interconnected. As one element is changed, issues are created elsewhere. An increase in parking supply would be a potential solution for many of the parking issues in the downtown. In reviewing the studies above, changes since the adoption of the above plans, proposed business opportunities, ancillary downtown projects, and ongoing public and business input, Village staff believes it is an appropriate time for the Village Board to further discuss the issue of downtown parking.

If the Village Board determines that a parking garage is necessary, staff recommends creating some more detailed concepts of the Main Street parking lot and the Crescent parking lot to compare and contrast different ideas for each site. For example, an engineering firm could review the initial plans for Crescent and evaluate the differences in decking just the parking lot versus decking a portion of the street (air rights) to determine what provides the best value. The Main parking lot could be reexamined to determine if a garage on the entire site versus providing retail opportunity on Main Street, with parking behind could help offset the costs of the garage. As part of the next steps, a more detailed financial analysis should be performed and staff should seek potential partners that may be willing to support these efforts financially. In short, staff is seeking direction from the Board on whether to move forward and perform more due diligence on identifying a location and constructing a parking garage.

ATTACHMENTS:

- Exhibit A - Parking Rate Comparison (PDF)
- Exhibit B - 10 Year Forecast Parking Fund No Garage (PDF)
- Exhibit C - Rehabilitation and Replacement Schedule (PDF)
- Exhibit D - 10 Year Forecast Parking Fund One Garage (PDF)
- Exhibit E - Parking Fine Survey (PDF)
- Exhibit F - Memo and summary of 2103 Parking Study (Interim Assistant Village Manager Kevin Bowens)
- Exhibit G - Dewberry Site Study Updates, Architectural Renderings and Preliminary Cost Estimates
- Exhibit H - Streetscape and Parking Study 2013

ATTACHMENTS:

- Exhibit A: Parking Rate Comparison (PDF)
- Exhibit B: 10 Year Forecast for Parking Fund No Garage (PDF)
- Exhibit C: Rehabilitation and Replacement Schedule (PDF)

- Exhibit D: 10 Year Forecast - One Garage (PDF)
- Exhibit E: Parking Fines Survey (PDF)
- Exhibit F: Memo and Summary of 2013 Parking Study (Interim Assistant Village Manager Kevin Bowens) (PDF)
- Exhibit G: Dewberry Site Study Updates, Architectural Renderings and Preliminary Cost Estimates (PDF)
- Exhibit H: Streetscape and Parking Study 2013 (PDF)

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Attachment: Exhibit A: Parking Rate Comparison

Village of Glen Ellyn
Exhibit A: Parking Rate Comparison
Updated November 2017

	Glen Ellyn	Geneva	West Chicago	Winfield	Wheaton	Lombard	Villa Park	Elmhurst	Naperville	Downers Grove	Lisle	Average	Median
Daily Lot (per day)	$ 2.00	$ 2.00	$ 1.50	$ 2.50	$ 1.50	$ 1.25	$ 2.00	$ 2.00	$ 2.00	$ 3.00	$ 3.00	$ 2.07	$ 2.00
Premium Lot (annual)	$ 340.00	$ 400.00	$ 360.00	$ 480.00	$ 300.00	$ 600.00	$ 400.00	$ 400.00	$ 480.00	$ 372.00	$ 528.00	$ 423.64	$ 400.00
Commuter (annual)	$ 280.00	$ 400.00	$ 360.00	$ 480.00	$ 240.00	$ 300.00	$ 400.00	$ 400.00	$ 440.00	$ 372.00	$ 528.00	$ 381.82	$ 400.00
Merchant Premium (annual)	$ 220.00	N/A	N/A	N/A	$ 300.00	N/A	N/A	N/A	N/A	N/A	N/A		
Merchant Regular (annual)	$ 160.00	N/A	N/A	N/A	$ 240.00	N/A	N/A	$ 400.00	$ 5.00	$ 100.00	N/A		
Merchant - Special (annual)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ -	N/A	N/A	$ 90.00		
Notes on Merchant Parking		Geneva does not provide any permitted spaces for businesses. Businesses either park in the daily lot or on street.						Elmhurst designates 157 spots (out of 1,848 total spots) as parking for part time employees. Employees must provide proof that they are a part time employee to receive a spot. Parking is first come-first serve.	The City of Naperville designates certain areas for businesses to park on a first come first serve basis and charges $5 annually for a permit.	The City of Downers Grove designates certain lots where employees can park on a first-come first serve basis	There is one lot in Lisle behind the businesses which is the only spot employees can park on a first-come first serve basis. Cost is 22.50 per quarter		

EXHIBIT B
10 YEAR FORECAST FOR PARKING FUND
NO PARKING GARAGE

Revenues																
Leased Parking Lot Fees	No. Lic Issued	Current Rate	Rate 2019	Rate 2021	Rate after 2021*	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Commuter	447	$ 280.00	$ 350.00	$ 400.00	CPI increase	$ 156,450.00	$ 156,450.00	$ 156,450.00	$ 178,800.00	$ 182,376.00	$ 186,023.52	$ 189,743.99	$ 193,538.87	$ 197,409.65	$ 201,357.84
Commuter - Train	271	$ 340.00	$ 400.00	$ 500.00	CPI increase	$ 108,400.00	$ 108,400.00	$ 108,400.00	$ 135,500.00	$ 138,210.00	$ 140,974.20	$ 143,793.68	$ 146,669.56	$ 149,602.95	$ 152,595.01
Merchant	228	$ 160.00	$ 175.00	$ 200.00	CPI increase	$ 39,900.00	$ 39,900.00	$ 39,900.00	$ 39,900.00	$ 40,698.00	$ 41,511.96	$ 42,342.20	$ 43,189.04	$ 44,052.82	$ 44,933.88
Merchant Train	42	$ 220.00	$ 200.00	$ 250.00	CPI increase	$ 8,400.00	$ 8,400.00	$ 8,400.00	$ 10,500.00	$ 10,710.00	$ 10,924.20	$ 11,142.68	$ 11,365.54	$ 11,592.85	$ 11,824.71
Daily Fees	42,500	$ 2.00	$ 2.00	$ 2.50	CPI increase	$ 85,000.00	$ 106,250.00	$ 106,250.00	$ 106,250.00	$ 108,375.00	$ 110,542.50	$ 112,753.35	$ 115,008.42	$ 117,308.59	$ 119,654.76
Coin Collection - Village Lots		.25/3hr	.25/1hr	.25/1hr		$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00
Coin Collection - CNW Lot		.25/3hr	.25/1hr	.25/1hr		$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00
Investment Income						$ 3,500.00	$ 3,570.00	$ 3,501.00	$ 3,571.02	$ 3,502.00	$ 3,572.04	$ 3,503.00	$ 3,573.06	$ 3,504.00	$ 3,574.08
Misc. Revenue						$ 1,000.00	$ 1,020.00	$ 1,040.40	$ 1,061.21	$ 1,082.43	$ 1,104.08	$ 1,126.16	$ 1,148.69	$ 1,171.66	$ 1,195.09
Lease Agreement - ORD 5808						$ 300.00	$ 300.00	$ 309.00	$ 309.00	$ 309.00	$ 309.00	$ 309.00	$ 324.00	$ 324.00	$ 324.00
Total Revenues						$ 413,950.00	$ 435,290.00	$ 435,250.40	$ 486,891.23	$ 496,262.43	$ 505,961.50	$ 515,714.07	$ 525,817.17	$ 535,966.51	$ 546,459.36
Expenses															
Printing						$ 500.00	$ 510.00	$ 520.20	$ 530.60	$ 541.22	$ 552.04	$ 563.08	$ 574.34	$ 585.83	$ 597.55
Maintenance - Buildings & Grounds						$ 50,000.00	$ 51,000.00	$ 52,020.00	$ 53,060.40	$ 54,121.61	$ 55,204.04	$ 56,308.12	$ 57,434.28	$ 58,582.97	$ 59,754.63
Rental - Lease						$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71
Utilities						$ 3,500.00	$ 3,570.00	$ 3,641.40	$ 3,714.23	$ 3,788.51	$ 3,864.28	$ 3,941.57	$ 4,020.40	$ 4,100.81	$ 4,182.82
Operating Supplies						$ 4,500.00	$ 4,590.00	$ 4,727.70	$ 4,869.53	$ 5,015.62	$ 5,166.09	$ 5,321.07	$ 5,480.70	$ 5,645.12	$ 5,814.47
Accounting Service Charge						$ 13,390.00	$ 13,791.70	$ 14,205.45	$ 14,631.61	$ 15,070.56	$ 15,522.68	$ 15,988.36	$ 16,468.01	$ 16,962.05	$ 17,470.91
PW Service Charge						$ 108,459.00	$ 111,712.77	$ 115,064.15	$ 118,516.08	$ 122,071.56	$ 125,733.71	$ 129,505.72	$ 133,390.89	$ 137,392.62	$ 141,514.39
Street/Forestry Service Charge						$ 25,080.50	$ 25,832.92	$ 26,607.90	$ 27,406.14	$ 28,228.32	$ 29,075.17	$ 29,947.43	$ 30,845.85	$ 31,771.23	$ 32,724.36
Liability Insurance Charge						$ 735.00	$ 771.75	$ 810.34	$ 850.85	$ 893.40	$ 938.07	$ 984.97	$ 1,034.22	$ 1,085.93	$ 1,140.23
Capital Outlay						$ 235,000.00	$ 381,000.00	$ 10,000.00	$ 142,598.00	$ 106,607.00	$ 36,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 150,000.00
Total Expenses						$ 459,211.21	$ 610,825.85	$ 245,643.85	$ 384,224.16	$ 354,384.51	$ 290,102.79	$ 270,607.03	$ 277,295.41	$ 284,173.26	$ 431,246.08
Change in Net Position (Net Income)						$ (45,261.21)	$ (175,535.85)	$ 189,606.55	$ 102,667.07	$ 141,877.92	$ 215,858.71	$ 245,107.04	$ 248,521.76	$ 251,793.25	$ 115,213.28
Net Position Beginning of Year						$ 1,165,000.00	$ 1,119,738.79	$ 944,202.95	$ 1,133,809.49	$ 1,236,476.56	$ 1,378,354.48	$ 1,594,213.20	$ 1,839,320.24	$ 2,087,842.01	$ 2,339,635.26
Net Position - End of Year						$ 1,119,738.79	$ 944,202.95	$ 1,133,809.49	$ 1,236,476.56	$ 1,378,354.48	$ 1,594,213.20	$ 1,839,320.24	$ 2,087,842.01	$ 2,339,635.26	$ 2,454,848.54
Reserve Policy - 31% in 2018 to max 35% in 2022 and thereafter						$ 69,505.48	$ 73,544.27	$ 77,762.47	$ 82,152.89	$ 86,722.13	$ 88,935.98	$ 91,212.46	$ 93,553.39	$ 95,960.64	$ 98,436.13
Net Position Committed for Parking Lot Capital Maintenance & Replacement						$ 1,050,233.31	$ 870,658.67	$ 1,056,047.02	$ 1,154,323.67	$ 1,291,632.36	$ 1,505,277.22	$ 1,748,107.78	$ 1,994,288.62	$ 2,243,674.62	$ 2,356,412.41
Net Position Needed for Capital Maintenance & Repl - Exhibit B						$ 540,874.11	$ 796,815.64	$ 1,174,483.98	$ 1,428,036.57	$ 1,737,923.10	$ 2,143,865.39	$ 2,575,146.35	$ 3,006,427.30	$ 3,437,708.25	$ 3,756,136.69
Projected Net Position Above/(Below) Replacement Schedule						$ 509,359.20	$ 73,843.03	$ (118,436.96)	$ (273,712.90)	$ (446,290.74)	$ (638,588.17)	$ (827,038.57)	$ (1,012,138.68)	$ (1,194,033.63)	$ (1,399,724.28)
Note: Reserve Policy at 30%						$ 67,263.36	$ 68,947.75	$ 70,693.16	$ 72,487.85	$ 74,333.25	$ 76,230.84	$ 78,182.11	$ 80,188.62	$ 82,251.98	$ 84,373.82
Difference from policy above						$ (2,242.11)	$ (4,596.52)	$ (7,069.32)	$ (9,665.05)	$ (12,388.88)	$ (12,705.14)	$ (13,030.35)	$ (13,364.77)	$ (13,708.66)	$ (14,062.30)

Notes:
*CPI increase is assumed at 2% in this analysis

Attachment: Exhibit C: Rehabilitation and Replacement

Exhibit C: Rehabilitation and Replacement Schedule for Village Parking Lots - Next 10 Years

Lot	Year of Next Rehabilitation	Cost of Next Rehabilitation (FW)	Year of Recon	Cost of Recon (FW)	Years Between 2017 and next Rehabilitation or Reconstruction	Useful Life	2017	2018	2018 Replacements	2019	2019 Replacements	2020	2020 Replacements	2021	2021 Replacements	2022
Civic Center	2031	$ 122,051.79	2046	1,117,006.31	14.00	15.00	8,717.98	8,717.98		8,717.98		8,717.98		8,717.98		8,717.98
Crescent East	2019	$ 46,818.00	2034	315,054.32	2.00	16.00	23,409.00	23,409.00		19,690.89	(46,818.00)	19,690.89		19,690.89		19,690.89
Crescent West	2019	$ 32,772.60	2034	220,538.02	2.00	16.00	16,386.30	16,386.30		13,783.63	(32,772.60)	13,783.63		13,783.63		13,783.63
Duane/Glenwood	2023	$ 25,338.65	2063	1,305,470.93	6.00	45.00	4,223.11	4,223.11		4,223.11		4,223.11		4,223.11		4,223.11
Duane/Lorraine	2017	$ 202,500.00	2032	1,635,230.03	-	14.00	-	116,802.15		116,802.15		116,802.15		116,802.15		116,802.15
Forest/Duane	2033	$ 39,124.39	2048	351,041.87	16.00	30.00	2,445.27	2,445.27		2,445.27		2,445.27		2,445.27		2,445.27
Glenwood/Crescent	2027	$ 147,803.07	2042	1,193,540.86	10.00	24.00	14,780.31	14,780.31		14,780.31		14,780.31		14,780.31		14,780.31
History Center	2017	$ 16,000.00	2047	507,181.24	-	20.00	-	25,359.06		25,359.06		25,359.06		25,359.06		25,359.06
Main/Glenwood East	2022	$ 96,607.07	2052	1,189,934.28	5.00	30.00	19,321.41	19,321.41		19,321.41		19,321.41		19,321.41		39,664.48
Main/Glenwood West	2019	$ 42,136.20	2034	378,065.18	2.00	15.00	21,068.10	21,068.10		25,204.35	(42,136.20)	25,204.35		25,204.35		25,204.35
Main/Pennsylvania	2018	$ 137,700.00	2048	1,696,086.53	1.00	30.00	137,700.00	56,536.22	(137,700.00)	56,536.22		56,536.22		56,536.22		56,536.22
Montclair	2021	$ 132,597.94	2051	1,248,950.63	4.00	30.00	33,149.48	33,149.48		33,149.48		33,149.48		41,631.69	(132,597.94)	41,631.69
Shocks	2018	$ 33,660.00	2033	302,012.86	1.00	15.00	33,660.00	20,134.19	(33,660.00)	20,134.19		20,134.19		20,134.19		20,134.19
Stewart East	2028	$ 96,361.51	2043	778,139.42	11.00	25.00	8,760.14	8,760.14		8,760.14		8,760.14		8,760.14		8,760.14
Stewart West	2028	$ 96,361.51	2043	778,139.42	11.00	25.00	8,760.14	8,760.14		8,760.14		8,760.14		8,760.14		8,760.14
						Annual Savings Needed/(Asset Rehabilitation or Reconstruction)	332,381.25	379,852.86	(171,360.00)	377,668.33	(121,726.80)	377,668.33	-	386,150.53	(132,597.94)	406,493.60
						Cumulative Total	332,381.25	712,234.11	540,874.11	918,542.44	796,815.64	1,174,483.98	1,174,483.98	1,560,634.51	1,428,036.57	1,834,530.17

Attachment: Exhibit C: Rehabilitation and Replacement

Exhibit C: Rehabilitation and Replacement Schedule for Village Parking Lots - Next 10 Years

Lot	Year of Next Rehabilitation	Cost of Next Rehabilitation (FW)	Year of Recon	Cost of Recon (FW)	Years Between 2017 and next Rehabilitation or Reconstruction	Useful Life	2022 Replacements	2023	2023 Replacements	2024	2024 Replacements	2025	2025 Replacements	2026	2026 Replacements
Civic Center	2031	$ 122,051.79	2046	1,117,006.31	14.00	15.00		8,717.98		8,717.98		8,717.98		8,717.98	
Crescent East	2019	$ 46,818.00	2034	315,054.32	2.00	16.00		19,690.89		19,690.89		19,690.89		19,690.89	
Crescent West	2019	$ 32,772.60	2034	220,538.02	2.00	16.00		13,783.63		13,783.63		13,783.63		13,783.63	
Duane/Glenwood	2023	$ 25,338.65	2063	1,305,470.93	6.00	45.00		29,010.47	(25,338.65)	29,010.47		29,010.47		29,010.47	
Duane/Lorraine	2017	$ 202,500.00	2032	1,635,230.03	-	14.00		116,802.15		116,802.15		116,802.15		116,802.15	
Forest/Duane	2033	$ 39,124.39	2048	351,041.87	16.00	30.00		2,445.27		2,445.27		2,445.27		2,445.27	
Glenwood/Crescent	2027	$ 147,803.07	2042	1,193,540.86	10.00	24.00		14,780.31		14,780.31		14,780.31		14,780.31	
History Center	2017	$ 16,000.00	2047	507,181.24	-	20.00		25,359.06		25,359.06		25,359.06		25,359.06	
Main/Glenwood East	2022	$ 96,607.07	2052	1,189,934.28	5.00	30.00	(96,607.07)	39,664.48		39,664.48		39,664.48		39,664.48	
Main/Glenwood West	2019	$ 42,136.20	2034	378,065.18	2.00	15.00		25,204.35		25,204.35		25,204.35		25,204.35	
Main/Pennsylvania	2018	$ 137,700.00	2048	1,696,086.53	1.00	30.00		56,536.22		56,536.22		56,536.22		56,536.22	
Montclair	2021	$ 132,597.94	2051	1,248,950.63	4.00	30.00		41,631.69		41,631.69		41,631.69		41,631.69	
Shocks	2018	$ 33,660.00	2033	302,012.86	1.00	15.00		20,134.19		20,134.19		20,134.19		20,134.19	
Stewart East	2028	$ 96,361.51	2043	778,139.42	11.00	25.00		8,760.14		8,760.14		8,760.14		8,760.14	
Stewart West	2028	$ 96,361.51	2043	778,139.42	11.00	25.00		8,760.14		8,760.14		8,760.14		8,760.14	
Annual Savings Needed/(Asset Rehabilitation or Reconstruction)							(96,607.07)	431,280.95	(25,338.65)	431,280.95	-	431,280.95	-	431,280.95	-
Cumulative Total							1,737,923.10	2,169,204.05	2,143,865.39	2,575,146.35	2,575,146.35	3,006,427.30	3,006,427.30	3,437,708.25	3,437,708.25

Attachment: Exhibit C: Rehabilitation and Replacement

Exhibit C: Rehabilitation and Replacement Schedule for Village Parking Lots - Next 10 Years

Lot	Year of Next Rehabilitation	Cost of Next Rehabilitation (FW)	Year of Recon	Cost of Recon (FW)	Years Between 2017 and next Rehabilitation or Reconstruction	Useful Life	2027	2027 Replacements
Civic Center	2031	$ 122,051.79	2046	1,117,006.31	14.00	15.00	8,717.98	
Crescent East	2019	$ 46,818.00	2034	315,054.32	2.00	16.00	19,690.89	
Crescent West	2019	$ 32,772.60	2034	220,538.02	2.00	16.00	13,783.63	
Duane/Glenwood	2023	$ 25,338.65	2063	1,305,470.93	6.00	45.00	29,010.47	
Duane/Lorraine	2017	$ 202,500.00	2032	1,635,230.03	-	14.00	116,802.15	
Forest/Duane	2033	$ 39,124.39	2048	351,041.87	16.00	30.00	2,445.27	
Glenwood/Crescent	2027	$ 147,803.07	2042	1,193,540.86	10.00	24.00	49,730.87	$ (147,803.07)
History Center	2017	$ 16,000.00	2047	507,181.24	-	20.00	25,359.06	
Main/Glenwood East	2022	$ 96,607.07	2052	1,189,934.28	5.00	30.00	39,664.48	
Main/Glenwood West	2019	$ 42,136.20	2034	378,065.18	2.00	15.00	25,204.35	
Main/Pennsylvania	2018	$ 137,700.00	2048	1,696,086.53	1.00	30.00	56,536.22	
Montclair	2021	$ 132,597.94	2051	1,248,950.63	4.00	30.00	41,631.69	
Shocks	2018	$ 33,660.00	2033	302,012.86	1.00	15.00	20,134.19	
Stewart East	2028	$ 96,361.51	2043	778,139.42	11.00	25.00	8,760.14	
Stewart West	2028	$ 96,361.51	2043	778,139.42	11.00	25.00	8,760.14	
						Annual Savings Needed/(Asset Rehabilitation or Reconstruction)	466,231.51	(147,803.07)
						Cumulative Total	3,903,939.76	3,756,136.69

EXHIBIT D
10 YEAR FORECAST - PARKING FUND
ONE PARKING GARAGE

Revenues

Leased Parking Lot Fees	No. Lic Issued	Current Rate	Rate 2019	Rate 2021	Rate after 2021*	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Commuter	447	$ 280.00	$ 350.00	$ 400.00	CPI increase	$ 156,450.00	$ 156,450.00	$ 156,450.00	$ 178,800.00	$ 182,376.00	$ 186,023.52	$ 189,743.99	$ 193,538.87	$ 197,409.65	$ 201,357.84
Commuter - Train	271	$ 340.00	$ 400.00	$ 450.00	CPI increase	$ 108,400.00	$ 108,400.00	$ 108,400.00	$ 121,950.00	$ 124,389.00	$ 126,876.78	$ 129,414.32	$ 132,002.60	$ 134,642.65	$ 137,335.51
Merchant	228	$ 160.00	$ 175.00	$ 200.00	CPI increase	$ 39,900.00	$ 39,900.00	$ 39,900.00	$ 39,900.00	$ 40,698.00	$ 41,511.96	$ 42,342.20	$ 43,189.04	$ 44,052.82	$ 44,933.88
Merchant Train	42	$ 220.00	$ 200.00	$ 225.00	CPI increase	$ 8,400.00	$ 8,400.00	$ 8,400.00	$ 9,450.00	$ 9,639.00	$ 9,831.78	$ 10,028.42	$ 10,228.98	$ 10,433.56	$ 10,642.23
Commuter - South Gar	83	N/A	N/A	$ 400.00		$ -	$ -	$ -	$ 33,200.00	$ 33,864.00	$ 34,541.28	$ 35,232.11	$ 35,936.75	$ 36,655.48	$ 37,388.59
Merchant - South Gara	83	N/A	N/A	$ 200.00	CPI increase	$ -	$ -	$ -	$ 33,200.00	$ 33,864.00	$ 34,541.28	$ 35,232.11	$ 35,936.75	$ 36,655.48	$ 37,388.59
Daily Fees	42,500	$ 2.00	$ 2.00	$ 2.50		$ 85,000.00	$ 85,000.00	$ 85,000.00	$ 106,250.00	$ 106,250.00	$ 106,250.00	$ 106,250.00	$ 106,250.00	$ 106,250.00	$ 106,250.00
Coin Collection - Village Lots		.25/3hr	.25/1hr	.25/1hr		$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00
Coin Collection - CNW Lot		.25/3hr	.25/1hr	.25/1hr		$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00
Food & Beverage Tax**						$ -	$ 525,000.00	$ 525,000.00	$ 525,000.00	$ 525,000.00	$ 525,000.00	$ 525,000.00	$ 525,000.00	$ 525,000.00	$ 525,000.00
Investment Income						$ 3,500.00	$ 3,570.00	$ 3,501.00	$ 3,571.02	$ 3,502.00	$ 3,572.04	$ 3,503.00	$ 3,573.06	$ 3,504.00	$ 3,574.08
Misc. Revenue						$ 1,000.00	$ 1,020.00	$ 1,040.40	$ 1,061.21	$ 1,082.43	$ 1,104.08	$ 1,126.16	$ 1,148.69	$ 1,171.66	$ 1,195.09
Lease Agreement - ORD 5808						$ 300.00	$ 300.00	$ 309.00	$ 309.00	$ 309.00	$ 309.00	$ 309.00	$ 324.00	$ 324.00	$ 324.00
Total Revenues						$ 413,950.00	$ 939,040.00	$ 939,000.40	$ 1,063,691.23	$ 1,071,973.43	$ 1,080,561.72	$ 1,089,181.29	$ 1,098,128.74	$ 1,107,099.31	$ 1,116,389.82

Expenses

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Printing	$ 500.00	$ 510.00	$ 520.20	$ 530.60	$ 541.22	$ 552.04	$ 563.08	$ 574.34	$ 585.83	$ 597.55
Maintenance - Buildings & Grounds	$ 50,000.00	$ 51,000.00	$ 52,020.00	$ 53,060.40	$ 54,121.61	$ 55,204.04	$ 56,308.12	$ 57,434.28	$ 58,582.97	$ 59,754.63
Rental - Lease	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71	$ 18,046.71
Utilities	$ 3,500.00	$ 3,570.00	$ 3,641.40	$ 3,714.23	$ 3,788.51	$ 3,864.28	$ 3,941.57	$ 4,020.40	$ 4,100.81	$ 4,182.82
Operating Supplies	$ 4,500.00	$ 4,590.00	$ 4,681.80	$ 4,775.44	$ 4,870.94	$ 4,968.36	$ 5,067.73	$ 5,169.09	$ 5,272.47	$ 5,377.92
Accounting Service Charge	$ 13,390.00	$ 13,791.70	$ 14,205.45	$ 14,631.61	$ 15,070.56	$ 15,522.68	$ 15,988.36	$ 16,468.01	$ 16,962.05	$ 17,470.91
PW Service Charge	$ 108,459.00	$ 111,712.77	$ 115,064.15	$ 118,516.08	$ 122,071.56	$ 125,733.71	$ 129,505.72	$ 133,390.89	$ 137,392.62	$ 141,514.39
Street/Forestry Service Charge	$ 25,080.50	$ 25,832.92	$ 26,607.90	$ 27,406.14	$ 28,228.32	$ 29,075.17	$ 29,947.43	$ 30,845.85	$ 31,771.23	$ 32,724.36
Liability Insurance Charge	$ 735.00	$ 771.75	$ 810.34	$ 850.85	$ 893.40	$ 938.07	$ 984.97	$ 1,034.22	$ 1,085.93	$ 1,140.23
Capital Outlay	$ 235,000.00	$ 381,000.00	$ 10,000.00	$ 142,598.00	$ 106,607.00	$ 36,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 150,000.00
Debt Service - Parking Garage - $7M Bond Issuance	$ -	$ -	$ -	$ 470,000.00	$ 470,000.00	$ 470,000.00	$ 470,000.00	$ 470,000.00	$ 470,000.00	$ 470,000.00
Added Maintenance - Parking Garage***	$ -	$ -	$ -	$ 75,000.00	$ 75,000.00	$ 75,000.00	$ 75,000.00	$ 75,000.00	$ 75,000.00	$ 75,000.00
Total Expenses	$ 459,211.21	$ 610,825.85	$ 245,597.95	$ 929,130.06	$ 899,239.84	$ 834,905.06	$ 815,353.69	$ 821,983.79	$ 828,800.61	$ 975,809.52
Change in Net Position (Net Income)	$ (45,261.21)	$ 328,214.16	$ 693,402.45	$ 134,561.16	$ 172,733.60	$ 245,656.66	$ 273,827.61	$ 276,144.95	$ 278,298.71	$ 140,580.30
Net Position Beginning of Year	$ 1,165,000.00	$ 1,119,738.79	$ 1,447,952.95	$ 2,141,355.39	$ 2,275,916.55	$ 2,448,650.15	$ 2,694,306.81	$ 2,968,134.41	$ 3,244,279.36	$ 3,522,578.07
Net Position - End of Year	$ 1,119,738.79	$ 1,447,952.95	$ 2,141,355.39	$ 2,275,916.55	$ 2,448,650.15	$ 2,694,306.81	$ 2,968,134.41	$ 3,244,279.36	$ 3,522,578.07	$ 3,663,158.37
Reserve Policy - 31% in 2018 to max 35% in 2022 and thereafter	$ 78,473.92	$ 80,439.05	$ 82,459.28	$ 110,786.22	$ 112,921.49	$ 115,116.77	$ 117,373.79	$ 119,694.33	$ 122,080.21	$ 124,533.33
Net Position Committed for Parking Lot Capital Maintenance & Replacement	$ 1,041,264.87	$ 1,367,513.90	$ 2,058,896.11	$ 2,165,130.33	$ 2,335,728.66	$ 2,579,190.04	$ 2,850,760.62	$ 3,124,585.03	$ 3,400,497.85	$ 3,538,625.03
Net Position Needed for Capital Maintenance & Repl - Exhibit B	$ 540,874.11	$ 796,815.64	$ 1,174,483.98	$ 1,428,036.57	$ 1,737,923.10	$ 2,143,865.39	$ 2,575,146.35	$ 3,006,427.30	$ 3,437,708.25	$ 3,756,136.69
Projected Net Position Above/(Below) Replacement Schedule	$ 500,390.76	$ 570,698.26	$ 884,412.13	$ 737,093.76	$ 597,805.56	$ 435,324.65	$ 275,614.27	$ 118,157.73	$ (37,210.40)	$ (217,511.66)

Notes
*Assumes CPI of 2%
**Assumes food and beverage tax would be implemented in advance of debt issuance.
***Ongoing operation and maintenance - $200 per space for a surface lot; $800 per space for a parking garage with tollbooth attendant

Exhibit E: Glen Ellyn Police Department Parking Fines Survey

Parking Ordinance	Glen Ellyn	Addison	Bloomingdale	Elmhurst	Glendale Heights	Itasca	Lisle	Lombard	Naperville	Villa Park	Warrenville	West Chicago	Wheaton*	Winfield**	Average	Glen Ellyn +/- Average
3 Hr Meter	15			25		30	20	25	30				30	50	$28	-$12
OT Parking On Street CBD	25			25		30	20	25	30	35			30	50	$30	-$4
6 Hr Meter	15			25		30	10	25	30				30	50	$27	-$11
No Parking-Specified Places	25	25	25	25	35	30	40	25	30	35	20	25	30	50	$30	-$4
Parked on Sidewalk	25	25	25	25	35	30	20	25	30	35		25	30	50	$29	-$3
Parked in Front Of Driveway	25	25	25	25	35	30	20	25	30	35	20	25	30	50	$29	-$3
Parked in Intersection	25	25	25	25	35	30	10	25	30	35	20	25	30	50	$28	-$2
Parked In Crosswalk	25	25	25	25	35	30	20	25	30	35	20	25	30	50	$29	-$3
Parked Within 20 Ft of Crosswalk Or Intersection	25	25	25	25	35	30	10	25	30	35	20	25	30	50	$28	-$2
Parked within 30 Ft of Stop Sign Or Signal	25	25	25	25	35	30	20	25	30	35	20	25	30	50	$29	-$3
Parked Within 50 Ft of RR Crossing	25			25	35	30		25	30	35		25	30	50	$31	-$5
Parked Within 20 Ft or 75 Ft Of Fire Station	25	25	25	25	35	30	50	50	30	35			50	50	$36	-$10
Parked by Excavation	25				35	30	10	25	30	35					$27	-$1
Double Parked	25	25	25	25	35	30	20	25	30	35		25	15	50	$28	-$2
Parked on Bridge or in Tunnel	25	25	25	25	35	30	20	25	30	35		25		50	$29	-$3
Reducing Width of Road <12 Ft	25	25	25	25	35	30	10	25	30	35	20	25	15	15	$24	$2
Posted No Stopping, Standing or Parking	25	25	25	25	35	30		25	30	35		25	15	50	$29	-$3
Left Wheels to Curb or 6 Inches From Curb	25	25	25	25	35	30	25	25	30	35	20	25	15	50	$28	-$2
Parked to Sell Vehicle or to Peddle	25	25	25	25	35	30		25	30	35		25	15	50	$29	-$3
Parked (1) Driven (2) On Sidewalk, Driven on Parkway (3)	25	25	25	25	35	30	20	25	30	35		25	15	50	$28	-$2
Parked on Roosevelt Road	25				35			25		35			15		$27	-$1
No Parking 0200 To 0600	25	15	25	25	35	30	20	25	30	35	20	25	15	50	$27	-$1
5 Hr Limit All Streets 0600-1800	25				35										$30	-$4
Parking Transport Trucks in Residential Area	25	100	25	25	35	30		25	30	35	20	25	15	100	$38	-$12
Violation of Space Markings-Municipal Lots	25		25	25	35	30	40	25	30	35		25	15	50	$30	-$4
OT Parking-Not CBD (Other Than 5 Hrs)	25		25	25	35	30	20	25	30	35		25	15	50	$28	-$2
Unattended Motor Vehicle	25	25	25	25	35	30		25	30	35		25	15	50	$29	-$3
No State License	25	25	25	25	35	30	100	25	30	35	20	25	15	50	$33	-$7
Leased Space Violation	25		25	25	35	30	50	25	30	35		25	15	50	$31	-$5
Private Property Parking	25	25	25	25	35	30	40	25	30	35	25	25	15	50	$29	-$3
Parked W/In 15' Fire Hydrant (1) Or in Fire Lane (2)	25	25	25	25	35	30	50	50	30	35	25	25	50	50	$34	-$8
Municipal Permit Lot Violations	25		25	25	35	30	25	25	30	35		50	15	50	$31	-$5
Snow Emergency	35	25	25	25	35	30	25	25	30	35	25	25	15	15	$26	$10
Handicapped Parking	250	250	250	250	250	250	350	250	250	250	250	350	350	250	$271	-$20
Meter Feeding	15			25		30	10	25	30				15	50	$25	-$9
Failure to Pay-Parking Lots	25			25		30		25	30	35		50	15	50	$32	-$6
Parking Space Violation (Meter/Timed)				25		30	40	25	30				15	50	$31	-$30
Parking without GE Library Authorization	50															
No Village License Displayed	50	25	DNA	25	50	DNA	25	50	30	35		25	15	50	$35	$16

*Wheaton Fines begin at $15, escalate to $30 after 15 days

**Winfield Fines begin at $50, escalate to $75 after 10 days

MEMORANDUM

TO: Mark Franz, Village Manager

FROM: Kevin J. Bowens, Interim Assistant Village Manager

DATE: October 3, 2017

RE: Review and Summary of 2013 Parking Study

Per your request, I reviewed the May 2013 Downtown Streetscape Plan and Parking Study prepared by a Village Steering Committee, Village Staff, and a team of consultants which included Walker Parking Consultants. The Parking Study component of the larger study analyzed existing conditions and polices for both on and off street parking, including a review of the parking inventory, regulations, pricing, enforcement, and other issues. In addition, the Parking Study included an evaluation of potential locations and costs for a structured parking facility in the downtown.

Background

The parking inventory conducted as part of the 2013 Study found that **"the Village has an adequate inventory of parking relative to demand (including business and commuter parking)…However, the location, visibility, and accessibility of spaces do not always match the needs of residents, businesses, shoppers, and commuters."** That issue facilitated the Study including the review of potential locations for structured parking within the Downtown. Although the Study did not specifically recommend a downtown parking structure at the time, it did acknowledge that **"well located parking 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."**

The Study noted that construction costs for above grade parking structures can average $70 to $80 per square foot or $23,000 - $30,000 per space, not including land acquisition and site preparation – below grade spaces can cost even higher. Another alternative to building a stand-alone parking structures is to incorporate the structure into a lager development with commercial and residential uses (such as the redevelopment of the Giesche property, adjacent to the Main Street surface lot).

Prior to the study, the Village evaluated potential structured parking within the downtown area. Two sites were initially identified in the 2009 Downtown Plan, however the Village later expanded the number to six potential locations for further analysis (three north and three sound of Union Pacific Railroad tracks). A summary of those six sites evaluated as part of the 2013 Study is attached, including location, pros and cons of each location, current and possible future number or parking spaces, and estimated costs.

Observations

The findings and recommendations of the 2013 Downtown Streetscape and Parking Study are very similar to a study conducted several years ago while I served as the Village Administrator for the Village of Libertyville, Illinois. The Village of Libertyville moved forward with the renovation of several surface parking lots improvements, and the construction of two parking structures in the downtown, all funded by a TIF District. Those parking structures and parking improvements, along with a number of other factors, in my opinion served as a catalyst for significant restaurant and retail development in the downtown.

I should note that the Village of Libertyville decided on two smaller parking structures rather than one large parking structure, in part to blend in with the scale of buildings and structures in the downtown area, and also because of the lineal geography of the downtown and the presence of a four-lane Milwaukee Avenue (which created a perceived

barrier to pedestrian activity traffic and activity). I see a somewhat similar environment with downtown Glen Ellyn, given the scale of buildings and the presence of the Union Pacific Railroad dividing the downtown. Although not specifically addressed in the 2013 Study, another option could be to consider a smaller parking structure on both the north and south sides of the railroad tracks. With Dewberry currently exploring parking options for the renovation of the Civic Center to accommodate the increased parking needs of the Innovation DuPage proposal (including a two-story structure with pedestrian access to Main Street), or redevelopment of the Giesche property, the two parking structure option would seem even more feasible. Please let me know if I can provide any further information.

Attachments

- Summary of Potential Downtown Parking Structures

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Summary of Potentail Downtown Parking Structures

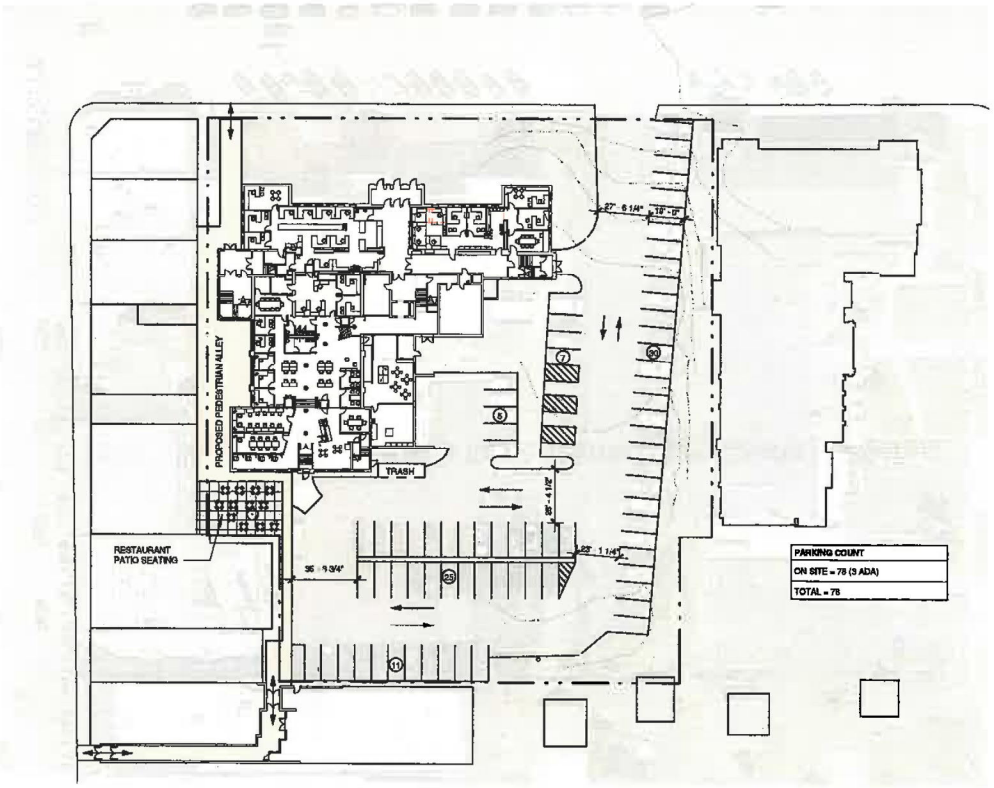
Location	Site Attributes - Positive	Site Attributes - Negative	Current Number of Parking Spaces	Potential Number of Parking Spaces	Estimated Costs [1]
North of RR Tracks					
West Crescent Blvd. Community Lot (N1)	•Located 1/2 block from North Main Street. •No propety acquisiton or loss of property/sales tax.	•Loss of 95 surface spaces. •Tight site may require construction over Crescent ROW. •Possible soil contaminates.	95	445 (3 Levels) Net Gain 350	$10 - $13 Million
NW Corner of Main Street and Pennsylvania Ave (N2)	•Serves retail along North Main Street. •No property acqusition of loss of property/sales tax.	•Loss of 105 surface spaces. •Irregular shape with tight building constraints. •May need to relocate Fire Station 1?	130	490 (4 Levels) Net Gain 385	$11 - $14.7 Millio
SW Corner of Pennslyvania Ave and Forest Ave (N3)	•Location is near the center of the quadrant with the most parking need on weekdays. •Located 1/2 block from North Main Street and one block from Metra. •Could accommodate a variety of users, including commuters, shoppers, and parking for GBW events. •Could serve as a catalyst for additional development within the immediate area.	•Loss of about 36 existing surface parking stalls (public and private). •Site acquisition required (potentially affecting property/sales tax). •Demolition of two existing buildings required. •Need to replace property tax revenue from existing users.	36	350 (4 Levels) Net Gain 314	$8 - $10.5 Million (Excluding Land Acquisition)
South of RR Tracks					
South Main Street Parking Lot (S1)	•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 in front is possible. •Site size and potential to combine with adjacent properties. •No loss of property or sales tax revenue.	•Loss of about 75 existing surface parking stalls for parking structure. •Loss of about 85 existing stalls of parking structure and retail building. •Depending on size and configuration, private property may be required. •Potential environmental issues that will need to be addressed, Brownfield Site.	75	250 (4 Levels) Net Gain 165-175	$5.7 - $7.5 Millior
Civic Center Parking Lot (S2)	•Serves the Civic Center and possible direct access to South Main Street retail through exiting building. •Provides covered parking for municipal vehicles and potential direct access to Civic Center. •Potentially no private property acquisition or loss of tax revenue. •Located near the area of highest evening demand.	•Loss of about 50 existing surface parking stalls. Built over existing parking lot between several buildings, resulting in a tight construction site. •Somewhat removed from the Downtown Core. •Potentially the least amount of net gain in spaces of sites considered. •Previous NFR letters.	50	220 (4 Levels) Net Gain 170	$5 - $6.6 Million
NW Corner of Forest Ave and Duane Street (S3)	•Location is adjacent to the Civic Center and Metra. •No surface parking loss to develop this site.	•Private property acquisition would be required. •Demolition of existing bank building required. •Need to replace property tax revenue from existing use. •Somewhat disconnected from core retailing area.	Private	445 (4 Levels) Net Gain 455	$10.4 - $13.6 Mill (Excluding Land Acquistion)

1 Based on consultant cost estimated contained in 2013 Study

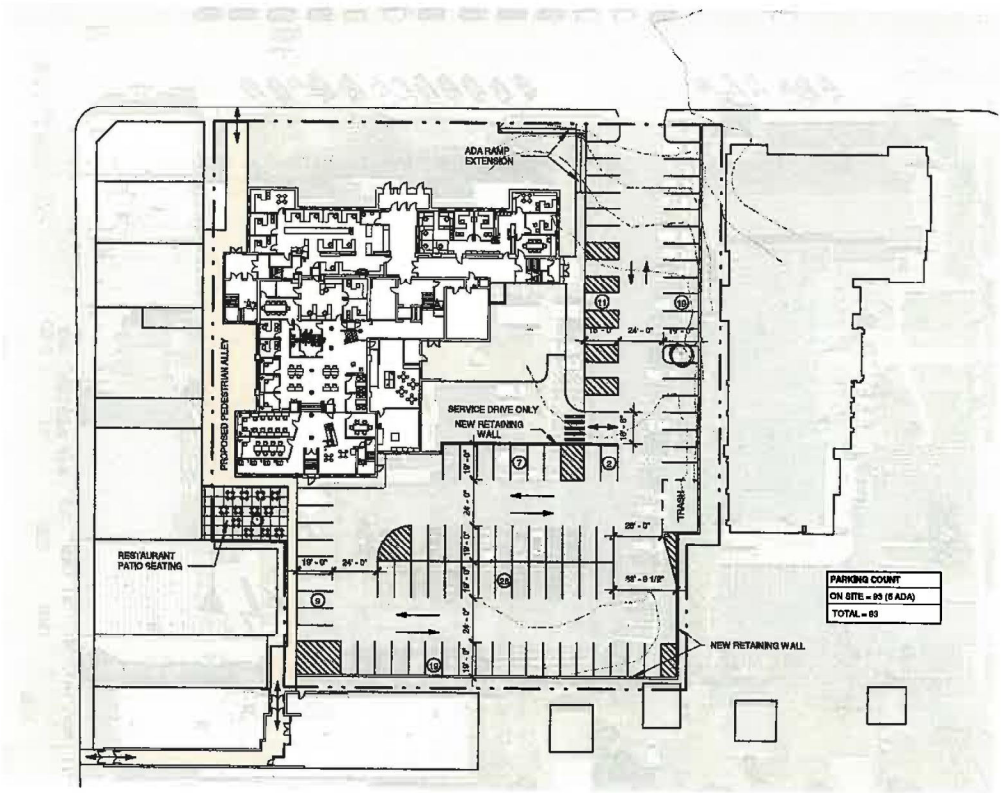
2017 Village of Glen Ellyn Civic Center Site Study Updates

Dewberry

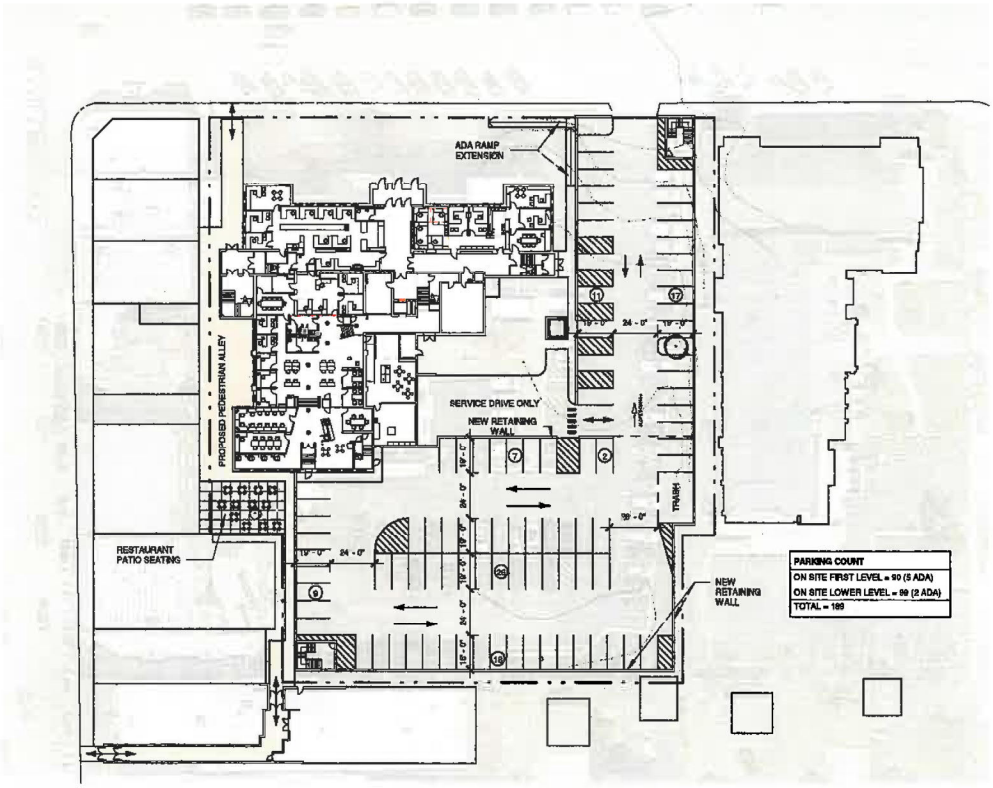
12.18.2017



Parking Concept #1: current conditio

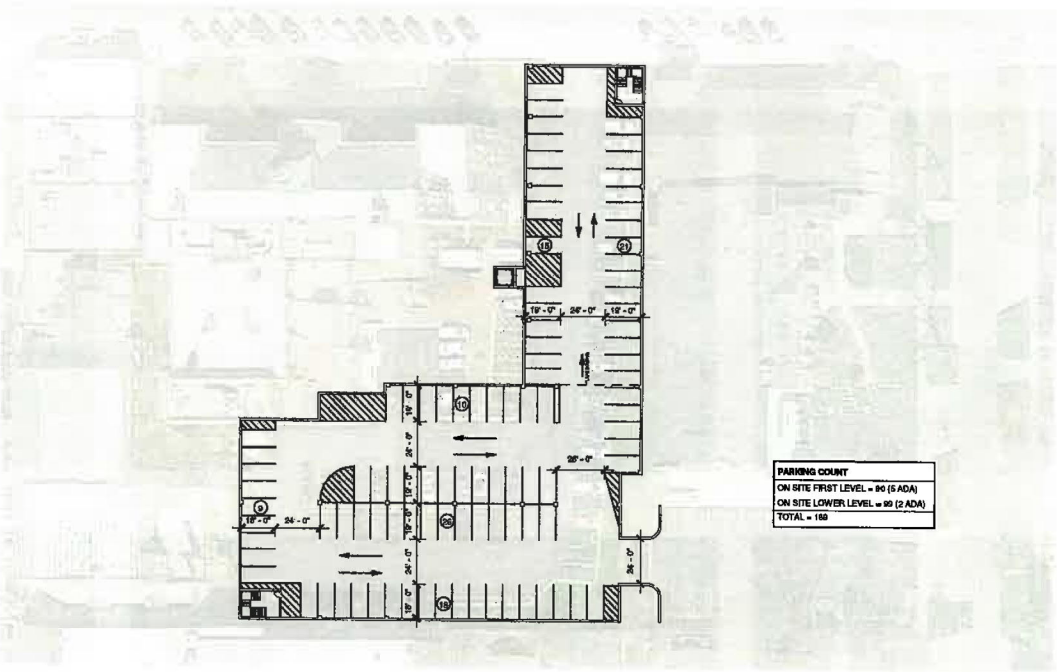


Parking Concept #2: Surface Parking with retaining wa

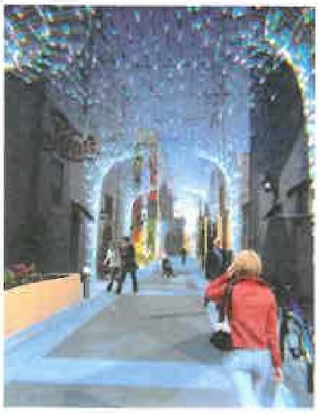


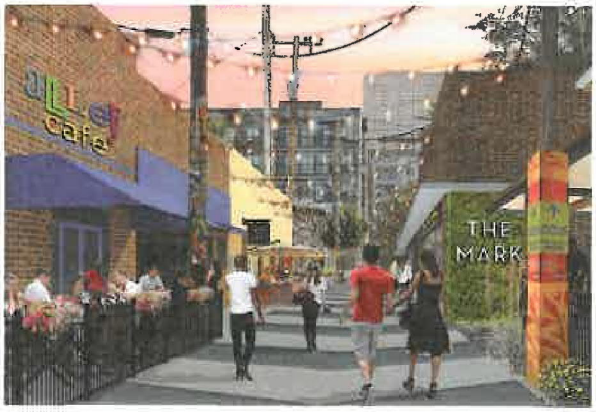
Parking Concept #3: structured deck - upper le

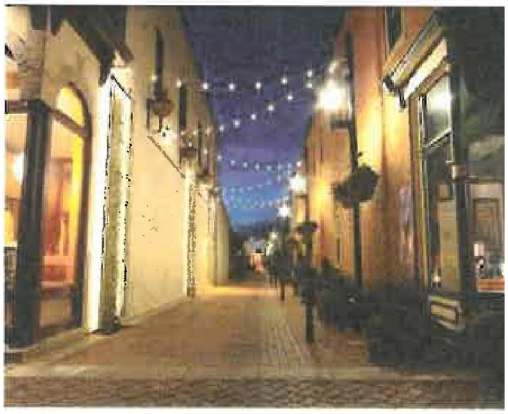
Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

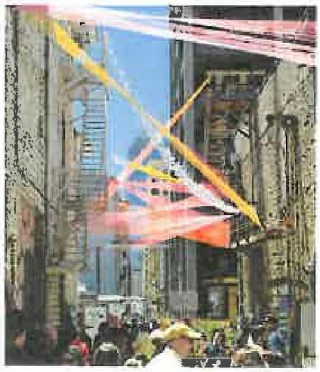


Parking Concept #3: Structured deck - lower lev









pedestrian alley design examp

Existing Conditions along southwest property line

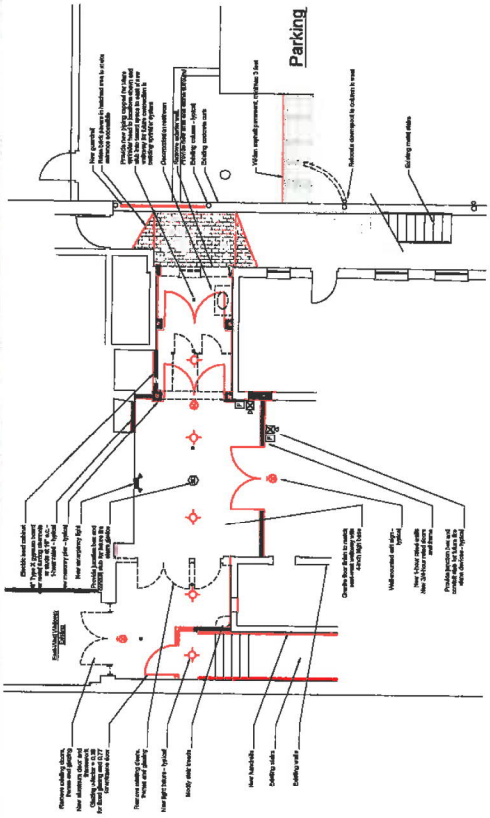
Potential Enhancements along southwest property line:
(improved site lighting, new passage to Main Street, new walkway material, potential trellis and screening to mask overhead lines, etc)

Site view looking southwe

Existing Conditions along west property line

Potential Enhancements along west property line:
(improved site lighting, new passage to Main Street, new walkway material, potential trellis and banner, signage, artwork oppo tunities for south facade of the Civic Center)

Site view looking northw



SW corner public access conce

Dewberry

12.18.2017

Village of Glen Ellyn Civic Center Site Study Update

NW corner pedestrian alley improvement opportun

Dewberry

Dewberry Architects Inc.
25 S. Grove Avenue, Suite 500
Elgin, IL 60120-6400
847.695.5840
847.695.6579 fax
www.dewberry.com

Client:	Village of Glen Ellyn
Attn:	Mark Franz, Village Manager
Date:	December 13, 2017
Dewberry Project No.:	50097032
Project Name/Location:	**Glen Ellyn Civic Center Site Study Executive Summary**

The following narrative is a summary of the key information and results from the most recent site study in which Dewberry developed and graphically documented three parking concept layouts as well as provide a range of preliminary budget numbers for concept #2 and #3.

Parking Concept #1:
This parking layout shows the current condition with 78 onsite surface parking spaces. On this plan graphic, a future pedestrian link has been master planned to extend from Duane Street at the NW corner of the site to a new proposed entry at the SW corner of the parking lot into the passage way inside the building at 413 Main Street. No budget information is known at this time for pedestrian enhancements.

Parking Concept #2:
This parking layout shows increased onsite surface parking by adding new retaining walls to the east and southeast corners of the site. There would be an increase in 15 spaces from 78 to 93 or a 19% increase overall. Please refer to the attached civil narrative from Eriksson Engineering that describes some of the design elements that would be affected by this concept.
Budget information for this concept:

- Assumes $5,000 - $10,000 / space for surface parking depending on complexity of site prep and utilities; For 93 spaces, this could be $465,000 to $930,000.
- Assumes 355LF of new concrete retaining wall along east property at $1500/LF = $532,500
- Assumes 355LF of new metal guardrail on top of retaining wall at $75/LF = $26,625
- **Overall, this option budget for 93 spaces could range from $1,024,125 to $1,489,125.**

Parking Concept #3:
This parking layout shows increased onsite parking by adding a structured parking deck that would fill most of the site. There would be an increase in 111 spaces from 78 to 189 or a 142% increase overall. Please refer to the attached civil narrative from Eriksson Engineering that describes some of the utility elements that would be affected by this concept.
Budget information for this concept:

Budget information for this concept came from Walker Parking Consultants and the 2017 Victoria Transport Policy Institute Parking Cost Analysis Report for the Chicago area:

- For the 90 upper level spaces, assume a range of $22,000 to $29,000 / space or $1,980,000 to $2,610,000 total for the upper spaces.
- For the 99 lower level spaces, assume a range of $36,000 to $44,000 / space or $3,564,000 to $4,356,000 total for the upper spaces.
- **Overall, this option budget for 189 spaces could range from $5,544,000 to $6,966,000.**

Pedestrian access improvements:

This study began the process of exploring how pedestrian access and safety could be improved on the Civic Center site, primarily along the western site property line. This element has been separated into two site regions.

Site region #1:

This area includes a stretch of the site from the south doors of the old police staff entrance to the southwest corner of the site near the proposed new entry vestibule into the pedestrian passage way in the building at 413 Main Street. Two conceptual renderings of this area have been included in the final report to suggest some methods of improving access and safety while making this area more attractive as well.

Site region #2:

This area includes a stretch of the site from the southwest corner of the Civic Center to the northwest corner of the site at the end of the Auditorium sidewalk that leads to Duane Street. No conceptual renderings of this area have been done yet, but photos of the existing conditions of the overgrown areas along this region have been included in the final report.

Dewberry

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Memorandum

ERIKSSON ENGINEERING ASSOCIATES, LTD.

TO: Brian Meade – Dewberry

FROM: Ben Ahring

CC:

DATE: November 28, 2017 Updated: December 11, 2017

RE: Glen Ellyn Civic Center Parking Study

The following narrative for the Glen Ellyn Civic Center Parking Study is intended to be a guide for standard design elements for the project. The quantities are based on Parking Study Option #2, dated 10/09/17.

DEMO:
The contractor shall remove the retaining walls on site, including any required shoring. Railings on top of the retaining walls shall be removed. The portion of the brick retaining wall along Duane St. that fall within the project area will need to be removed. Pavement shall be removed full depth. All existing signs shall be removed and given to public works. Sign posts and foundations shall be removed. Light posts shall be removed and given to public works. Trees shall be kept were possible.

GRADING:
Regrading the parking area, including the eastern edge of the building will be required. Under pavements, curbs, and walks, the fill material must reach a 95% Modified Proctor density.

PAVEMENT:
The parking lot drive isles and parking stalls will be standard duty asphalt composed of 1.5" of Hot Mix Asphalt, Mix D, Il-9.5, N50 surface course; 2.5" of Hot Mix Asphalt, IL-19.0 N binder course; 0.25 gal/ sq. yd. prime coat; and 8" Aggregate Base Course. Approx. 33,600 SF.

The service drive area and trash area will be standard concrete pavement composed of 8" Portland Cement Concrete; 6"x6" W1.4xW1.4 Welded Wire Fabric; and 6" Aggregate Base Course. Approx. 3,400 SF

The sidewalk shall be concrete sidewalk composed of 5" Portland Cement Concrete with a low chert mix; 6" x6" W1.4xW1.4 Welded Wire Fabric; and 2" Aggregate Base Course. Approx. 1,500 SF. NOTE: At the time of this memo it wasn't known if the existing plaza was to remain. If the plaza is removed and replaced, add 2,800 SF to the sidewalk approximate quantity.

The curb shall standard be B6.12 concrete curb and gutter. Paint markings shall be 4" wide Alkyd-resin type paint, color yellow for the parking stalls and accessible spaces. Paint markings for the pedestrian cross walk shall be 12" wide Alkyd-resin type paint, color white.

Retaining walls shall be concrete cast in place. Height will vary. Approx. 500 LF.

UTILITIES:
Utilities comments are based on ERA drawings dated, December 10, 1999. The drawing set provided by the Village was not complete but appeared to cover the proper information.

Sanitary Sewer: There is no sanitary in the parking lot area

Storm Sewer: The storm sewer on the site is approximately 4'-6' deep. It connects to an existing structure on the south portion of Duane Street. To soften the parking lot slope, additional structures and piping will be needed in the parking lot area. All sewers should be televised and their condition assessed. Pipes with cracks, sags and humps shall be removed and replaced. The restrictor, grouted into the upstream pipe of the existing structure at the northeast corner of the site, will need to be removed and replaced.

www.eea-ltd.com

135 S. Jefferson Street, Ste 135, Chicago, IL 60661
312.463.0351

Water Service: The water service shall remain. A backflow preventer or Double Check Detector Assembly (DCDA) will need to be placed on the long fire hydrant lead. The DCDA typically requires a 10'x7'x7' underground vault.
Electric: All of the light poles and electric lines will need to be removed and replaced based on the new configuration and grading for the site. The electric supply line is believed to come from the southern property line power pole, in the middle of the site, and travel north to the transformer on site. The supply line routing may need to be adjusted based on the new grading and parking lot configuration.
Phone: Follows the same path as the electric supply line. The phone line routing may need to be adjusted based on the new grading and parking lot configuration.
Gas: No information provided.

MISCELLANEOUS:
Accessibility signs as well as way-finding signage shall be installed. Parking lot lighting shall be included either by relocating the poles and fixtures removed in demolition or by installing new poles. An allowance for landscaping, including the planting of one 4" dia. tree.

----------END OF MEMO----------

OVERHEAD WIRES

A few streets in the downtown are lined with utility poles and overhead lines which creates visual clutter and prohibits street tree planting in some cases. They are most noticeable where overhead lines cross the right-of-way and are directly above the road.

The cost of burying overhead lines can be prohibitive, but as new development occurs burying the lines should be considered to achieve the visual aesthetic the streetscape recommendations are trying to accomplish.

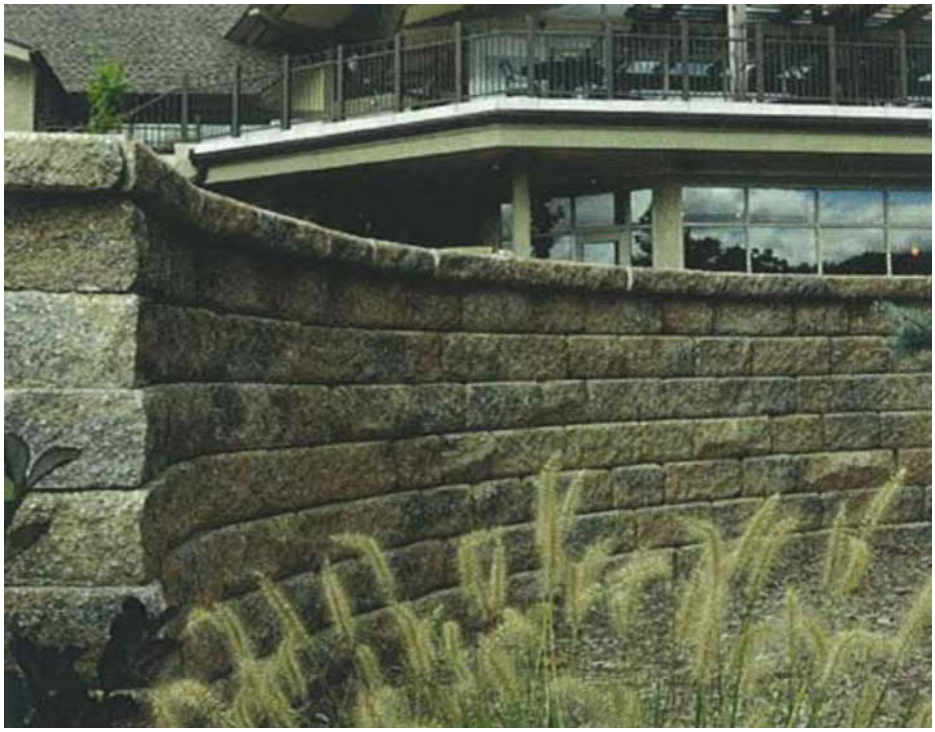
An example of distracting overhead wires

An example of distracting overhead wires

An example of distracting overhead wires

MODULAR ARCHITECTURAL PRECAST WALL

In scenarios where the use of retaining walls is required due to substantial grade changes or limited space, brick may not be practical or cost effective. In such cases a segmental precast wall is recommended. Style and color should be consistent through the downtown.



IMPLEMENTATION COSTS

The following cost opinions are based on specific streetscape elements and should be considered order-of-magnitude. Street reconstruction, drainage, and utility improvements are not included. Detailed surveys and design development planning would need to be done as part of the next step toward cost estimating and implementation. It is important to emphasize that the total amount represents the estimated cost for implementing all streetscape improvements throughout the entire study area. Implementation of plan components would likely be phased and may include opportunities for improvements to be incorporated into larger public-private initiatives/developments. Project implementation and costs can also be coordinated with planned capital improvements such as 2015/2016 Downtown road improvements. The Village should continue to monitor and explore available regional, State, and Federal funds and grants that could offset some project costs.

TYPICAL 400' BLOCK (BOTH SIDES)	URBAN CORE	URBAN TRANSITION	URBAN RESIDENTIAL
Site Demolition and Preparation Removal of pavements, curbs, and miscellaneous materials.	25,000	18,000	10,000
Concrete Work Sidewalks avnd curbs	76,000	57,000	45,250
Clay Brick Pavers Concrete encasement Sidewalks and crosswalks	166,250	86,250	18,000
Street Lights Assume 8 new, or combination of repairs and new	48,000	48,000	48,000
Pedestrian Bollards Both lit and unlit	30,000	10,000	NA
Site Furnishings Seat walls, additional benches, litter receptacles and bike racks, or combination of repairs and new.	45,400	38,000	NA
Landscaping Trees, shrubs, perennials, etc.	12,000	8,000	5,000
SUBTOTAL	$402,650	$265,250	$126,250
Contingency 20%	$80,530	$53,050	$25,250
TOTAL COST PER 400'	$483,180	$318,300	$151,500
TOTAL PER TYPE	$3,600,000	$4,160,000	$2,280,000

TOTAL DOWNTOWN STREETSCAPE: $10,040,000

Traffic & Parking Recommendations

04

A core element of this study is to examine the Village's existing parking conditions and policies for both on- and off-street parking. Recommendations relate to strategies for enhancing efficiencies, maximizing space utilization, and funding of parking improvements. Analysis includes but is not limited to: location, accessibility, capacity, fees, hours, and related issues.

A recent traffic and parking study commissioned by the Village as well as follow up analysis conducted for this project indicates that, in terms of pure supply, the Village has an adequate inventory of parking relative to demand (including business and commuter parking). However, the location, visibility, and accessibility of spaces do not always match the needs of residents, businesses, shoppers, and commuters. That issue, in part, facilitated this study including the review of potential locations for structured parking within Downtown.

GENERAL PARKING MANAGEMENT STRATEGIES

Parking management refers to various policies and programs that result in more efficient use of parking resources. Views on parking management are transitioning to a new paradigm that focuses on innovation and proactive management.

The following highlights industry strategies and policies along with a description of how each is currently being addressed by the Village of Glen Ellyn along with recommendations for potential improvement where appropriate.

OLD PARKING PARADIGM	NEW PARKING PARADIGM
"Parking Problem" means inadequate parking supply.	There can be many types of parking problems, including inadequate or excessive supply, high prices, inadequate user information, and inefficient management.
Abundant parking supply is always desirable.	Too much supply is as harmful as too little.
Parking should generally be provided free, funded indirectly through rents and taxes.	As much as possible, users should pay directly for parking facilities.
Parking should be available on a first-come basis.	Parking should be regulated to favor higher priority users and encourage efficiency.
Parking requirements should be applied rigidly, without exception or variation.	Parking requirements should reflect each particular situation, and should be applied flexibly.
Innovation faces a high burden of proof and should only be applied if proven and widely accepted.	Innovations should be encouraged, since even unsuccessful experiments often provide useful information.
Parking management is a last resort, to be applied only if increasing supply is infeasible.	Parking management programs should be widely applied to prevent parking problems and before the costly construction of new parking.

PARKING MANAGEMENT PRINCIPLES

SHARED PARKING

Parking facilities should serve multiple users and destinations with operating flexibility to address peak conditions. An example of this would be a business or entity that is active during the day, sharing parking with a business that has higher demand during evening and weekend hours. This also may include churches, schools, government offices, and others.

Examples within the Village where this approach has been successfully applied include St. Petronille which allows their parking lot to be used for public parking whenever there is not a conflict with church or school events. This is particularly beneficial to the south side of Downtown during evenings and weekends when restaurants experience their peak business. Availability of this lot essentially adds an additional 100 spaces to the public parking supply when available. In addition, since the church's lot is physically connected to the Main Street lot, the transition is seamless, affording visitors the opportunity to easily traverse from one lot to the other.

The Metra commuter lots also provide flexibility during off-peak travel times. While those lots closest to the train station are in the highest demand, all are available to the public after 11 AM on weekdays and on evenings and weekends.

Recommendations

The Village should maintain its relationship with St. Petronille and continue to seek out similar opportunities with other organizations and facilities. While large private surface parking areas are limited, several churches as well as some businesses have parking capacity that could be absorbed during their respective off-peak times. In addition, several private property owners have leased spaces to commuters and other businesses. This type of arrangement is beneficial in that it opens up additional spaces to commuters and Downtown patrons.

The Village should also explore opportunities similar to the recent agreement with the owners of the former Schmid Pharmacy on Pennsylvania to lease spaces for public use. That lot adds approximately 18 additional public parking spaces to the Northwest quadrant of the Village.

TIME RESTRICTIONS AND PRICING

One approach to parking management, particularly in more dense urban environments, is that charging higher prices for the most desirable spaces will compel Downtown patrons to seek out lower priced or free parking further from the prime spots like Main Street. This is also designed to further dissuade business owners and employees from parking in prime spots.

The primary purpose of charging a fee for parking convenience is not the collection of revenue, although this is important, but rather to allocate parking more efficiently.

The relative value of parking to the typical user declines from high to low as follows:

- Proximity to distance from destination
- Visibility to obscurity from destination
- Simplicity to complexity (surface parking to structured parking)

Some communities that have subscribed to this approach have priced their parking in tiers with fees diminishing further from the Downtown core. Fees may be in the form of metered parking or hourly within public parking structures.

The proponents of this approach contend that this results in more availability and higher turnover of the best located spaces, which in turn helps Downtown businesses. The counter to this is that pricing is inconvenient and that free parking (particularly for on-street spaces) encourages and attracts visitors to a downtown environment.

The Village of Glen Ellyn currently does not charge for on-street parking. A policy decision was made during the 1980's to remove parking meters from Downtown streets. The Village does, however, charge a nominal fee for parking in most public parking lots. In addition, the Village, as do most communities, charges a fee for commuter spaces. Commuter parking fees vary depending on location, with the highest rate applied to the spots closest to the Metra station.

As mentioned, one of the perceived benefits of pricing on-street parking is turnover of spaces. Absent other strategies, free parking without limitations can negatively impact Downtown parking management. Glen Ellyn, however, employs the use of other mechanisms to facilitate the turnover of spaces and encourage longer term visitors to park in off-street or further removed on-street spaces.

First, the presence of three separate Downtown "Employee Only" parking areas provides dedicated parking exclusively for Downtown merchants and workers, who are otherwise prohibited from parking on the street by a Village ordinance. Second, time limitations ranging from 15 minutes to 3 hours are in place to help further facilitate the turnover of spaces and also prevent commuters and students from parking in the Downtown core. Third, diligent enforcement is in place on a daily basis to insure that violators are ticketed, the same as for an expired meter. Additional discussion on enforcement takes place later in this document.

Recommendations

Although the Village, has had a long standing policy regarding free on-street parking, Village staff and officials should regularly monitor the effectiveness and desirability of this policy. As part of this study a survey question inquired as to the desirability of metered parking on Downtown streets. While Downtown business owners were overwhelmingly against the concept, residents, while generally opposed, where somewhat more open to the idea.

The Village should continue to conduct an annual assessment of its fee structure for those lots where fees are charged (including commuter spaces). Depending on Village established policy goals, fees (and fines) should cover collection, enforcement, and administrative costs at a minimum.

Also, the Village should continue its policy of evaluating parking time durations/restrictions. In response to needs and requests, the Village has reduced parking times to 15 and 30 minutes for some spaces to allow for faster turnover and convenience.

USER INFORMATION

One of the biggest challenges facing municipalities is getting visitors to alternative and more remote parking sites. To that end, signage, visibility, and ease of access are especially important. While on street spaces close to a destination are typically the first choice for most visitors, others may not seek out alternatives if they are not clearly defined and/or those locations do not appear desirable.

Recommendations

The Village has several off-street parking options available throughout Downtown. While the majority of these lots are within close proximity to retailers and restaurants, they are often underutilized. This is in part due to inadequate wayfinding signage. Once completed, the Village should implement its new wayfinding and signage program to help maximize exposure of off-street lots. The parking area adjacent to the fire station and the former Schmid property are two examples of parking locations that have poor exposure and can be difficult to locate, particularly for outside visitors.

In addition to signage, the physical appearance of surface lots plays a role in their utilization. Improvements to lighting, landscaping, pavement, markings, etc. should be evaluated for all lots.

The Village should also continue to update and promote its parking map and make it available for all merchants. A map delineating the location of all Downtown off-street lots could be located in each lot for visitors to reference. A digital version, available on the Village's website for smartphones and other mobile devices, could be another convenient method for visitors to find parking Downtown.

QUALITY VS. QUANTITY

Parking quality should be considered as important as quantity, including aesthetics, security, and accessibility. Often parking supply is increased without consideration as to the overall impact on the surrounding area. Additional parking, whether surface or structured, should complement the existing built environment and function of Downtown. Unattractive or inaccessible parking structures or lots can have a significant negative impact on a downtown.

Recommendations

The Village's recent acquisition of the property located on the north side of Duane between Main and Prospect is an example of a strategic approach to increasing parking quantity while also improving quality. Village staff is currently overseeing design of the lot to be consistent with other streetscape enhancements.

The Village should seek to improve the appearance and function of existing public surface lots including access, lighting, landscaping, signage, striping, pavement condition, stormwater management, and other features. While the biggest investment should be in those lots closest to the core of the Downtown, improvements to all lots including more remote sites such as the Montclair lot should also be implemented where feasible.

While improvements are encouraged, long-term maintenance should also be budgeted and factored for to ensure that investments are sustainable. Deferred maintenance and aging appearance can be as detrimental as poorly planned parking.

PARKING METERS

Traditional coin-fed meters are slowly being phased out in favor of new meter technology. The Village of Glen Ellyn currently employs approximately 300 single and double headed coin meters located in nearly all public parking lots including the Main Street lot.

New multi-space meters can be configured for use in one of three modes of operation: Pay and Display, Pay-by-Space, or Pay-by-License Plate. Each configuration is described below.

Pay and Display

In pay and display mode, patrons park the vehicle, walk to the parking meter, pay a variable fee for a certain amount of time, and receive a receipt. Somewhat less convenient than individual meters, in pay and display mode patrons must return to their vehicle to place the receipt on the dashboard. The receipt indicates the duration, location, machine number, and end time for which the vehicle has paid for parking. The receipts are visually inspected during enforcement procedures, which has been found to take more effort and time than the enforcement of other meter types. These meters are typically used for on-street applications or areas that do not have defined parking spaces such as dirt, gravel, or sand-covered parking areas.

Pay-By-Space

In pay-by-space mode, the patron is not required to return to the vehicle with a receipt. Instead, each parking space is numbered. Patrons approach the parking meter, enter the parking space number in which their vehicle is parked, and select the amount of time desired. No receipt is needed for enforcement, but there can be a receipt for proof of transaction. Enforcement is done by viewing a web-based report of paid and/or unpaid spaces on a hand-held enforcement device or from any web-enabled computer. Some manufacturers have incorporated enforcement via a smart phone. Most pay-by-space applications offer the added convenience of allowing patrons to add parking time to the meter from another meter or through their phone for added convenience. Pay-by-space meters are typically used in off-street applications where spaces can be easily numbered using signs or surface paint. However, they also are gaining in popularity for on-street applications due to the pay-by-phone option, which provides an additional convenience for customers, and their improved enforcement options.

Pay-By-License Plate

In pay-by-license plate mode, patrons are not required to remember their parking space or return to their vehicle with a receipt. Instead, they enter their vehicle's license plate information and select the amount of parking time. No receipt is required for enforcement, but there can be a receipt for proof of transaction. This system allows patrons to move their vehicles to another spot within the same meter zone without having to pay for parking again, provided there was time still remaining on the original purchase and they were not in violation of the posted time restrictions. Enforcement is completed with a License Plate Recognition (LPR) system. The LPR system can be vehicle mounted or handheld units to scan and read the plate number automatically. The plate number is compared to the database of paid users. Payment by license plate has its advantages; mainly, enforcement and no need to return to the meter. However, it is still a new concept to most users and requires users to remember their license plate number. Entering the wrong number can result in a citation.

Pay-By-Phone

Additional services and technology can be added to the system to enhance both productivity and the overall customer experience. The proliferation of smart-phones has brought the ability to pay for parking by using a cell phone and credit card.

Pay-by-Phone methodology:

- The pay-by-phone vendor sets up an account with the City, identifying all parking spaces and/or zones. Each parking space or zone is established with a unique number.
- Motorists register their cell phone number, vehicle license plate, and credit card payment information for the pay-by-phone vendor via their phone.
- Upon parking, the motorist calls the pay-by-phone vendor's automated payment line.
- The motorist enters the appropriate location codes for the Village, zone, meter number, space number, etc. and the desired parking time.
- The pay-by-phone vendor charges a convenience fee, typically $0.35 to $0.50 per transaction to either the user or the Village.
- Enforcement is conducted by viewing a web-enabled device showing a listing of paid transactions provided by the pay-by-phone vendor.
- The pay-by-phone vendor deposits the parking fees into the Village's established bank account, keeping the convenience fees.

Most vendors allow adding time before the parking session expires and will send a text message to the user's phone with time expiration notification. The time limits are similar to the meter (parkers are unable to extend time beyond any established legal time limits).

Benefits of the phone option to customers:

- Eliminates concern about coin availability.
- Provides a text message alert when parking time is about to expire.
- Enables remote extension of parking (within the allowable maximum time limit).
- Is simple and user friendly.
- Allows for viewing/maintaining parking transactions online.

Benefits of the phone option to the municipality:

- Allows for quick implementation for minimal cost and with minimal infrastructure.
- Increases revenue due to more people paying and buying larger blocks of time.
- Reduces operating costs due to reduced cash handling.
- Requires less staff and time to enforce.
- Provides real time statistics.
- Provides greater convenience, which leads to greater customer satisfaction.
- Manages event parking, entertainment venues and sports facility parking.
- Supports green initiatives and flexible rate models.
- Promotes image of modern and innovative City organization.

Many cities are successfully using payment by phone. This system is judged to work best with pay-by-space or pay-by-license-plate systems, but also will work with pay and display.

Recommendations

Replacing existing meters with new technology is not an inexpensive proposition. However, this is the continuing evolution of the parking meter. For reference, approximately four pay stations would be required to accommodate the Main Street Parking lot at a cost of approximately $10,000 per station. Maintenance and enforcement technology would be additional costs, although savings would result from reduced staff time for enforcement and collection.

Cost aside, replacing the existing meter structure would have several benefits:

- Aesthetically improves the appearance of parking areas.
- Creates a more efficient parking payment system.
- Fees can be easily adjusted as needed.
- Provides an easier more efficient enforcement system.
- Eliminates the need for Village employees to collect coins from meters.
- Potential to increase parking revenue.
- Residual benefit – Wi-Fi used for parking system can be extended to provide free service Downtown.

There is not an immediate need to take action, but the Village should consider that the old meter technology is becoming obsolete and will eventually need to be replaced. Rather than replacing all meters at one time, the Village should consider a phased approach. This would afford the opportunity to test the system, gauge public reaction and allow enforcement officers to learn how to use the new equipment.

If the Village should consider on-street meters in the future, the new meter technology is recommended.

The Village should solicit bids and work with vendors that will afford the most flexibility in terms of price, phasing, training etc. The Village's leverage is that, while upgrading is desirable, it is not urgent.

ENFORCEMENT

Whether meters or time restrictions, parking regulations without enforcement is meaningless.

Although sometimes perceived as a negative and inconvenience by customers, parking enforcement does serve an important function in keeping prime parking spaces available to customers. One of the key recommendations to implementing a successful parking management plan is consistent and dedicated enforcement. The Village is currently doing a very good job in this regard with a Community Service Officer, specifically dedicated to parking enforcement on weekdays.

As previously mentioned, the Village strictly enforces on-street and surface lot parking restrictions. The Village's enforcement practices currently involve traditional techniques including checking for expired meters, tire chalking, and checking for valid permits.

Whether or not the Village chooses to implement new meters, new enforcement technology could still be implemented. This would include handheld devices that can scan license plate numbers or allow for manual entry, generating citations electronically generated as opposed to handwritten. This removes some of the ambiguity related to some traditional enforcement techniques such as manual tire chalking. While more costly, technology also exists for vehicle mounted devices. This grants a parking enforcement officer the ability to drive and record multiple license plates without leaving the vehicle, allowing for a greater coverage area and having obvious benefits during winter months and inclement weather.

Recommendations

The Village should explore options for improving enforcement technology either in conjunction with or independent of upgrading meter technology. At a minimum, the Village needs to continue its current enforcement practices until such time as upgrades are implemented or can be afforded. Enforcement techniques should be continually reviewed to ensure that they are both cost effective and adequately managing Downtown parking.

DEDICATED EMPLOYEE PARKING

The Village currently has three dedicated areas Downtown for business owners and their employees. These spaces require a special permit and are strategically placed for convenience. They are located at:

- Pennsylvania and Main, adjacent to the public lot
- On Crescent adjacent to the Crescent Commuter lot
- On Hillside just west of Main Street

Employees can also use the $1.50 daily fee lot or one of the four or six hour meter spaces. Employees that park on the street are ticketed with fines escalating per violation.

Recommendation

The Village should continue to provide dedicated employee parking and strictly enforce the employee parking policy. Equally, however, the Village should maintain an ongoing dialogue with Downtown business owners and their employees to ensure that they are adequately accommodated and modify the program and space utilization as needed.

VALET PARKING

Valet parking can be a valuable tool for attracting visitors and patrons to a downtown. Regardless of the convenience or location of parking, many people like the idea of being able to drive directly to their destination and then have their vehicle waiting for them when they come out. Knowing that this is available can incentivize someone to choose a Glen Ellyn restaurant over another community.

Several communities have effectively instituted valet parking into their downtowns. The Village has allowed this service in the past during the holidays, but has not accommodated the service beyond that period.

It is most cost effective and efficient if a shared valet service is used as opposed to multiple businesses each employing their own service. This could include a centralized valet service at a common location(s) or at each participating business. Typically, participants are restaurants during weekend and evening periods, however a use such as the Glen Theatre is also a potential candidate.

Recommendation

A further study of the most effective manner to implement a valet parking system should be conducted. Funding could come from a range of sources including: Special Service Area (SSA) revenue; a parking revenue fund, and/or a combination of fees from businesses and others utilizing the service. An official Village policy governing the valet service should be adopted under the oversight of a Downtown Parking Manager, as discussed later in this section.

Common valet parking areas would need to be identified. Ideally, these locations would be close enough for the convenience of the valet without taking prime parking spaces away from visitors that wish to park their own vehicle.

On the south side of the tracks, the commuter lot between Main and Forest could be utilized; and on the north side, the Crescent commuter lot or the public lot adjacent to the fire station.

FUNDING FOR PARKING IMPROVEMENTS

Parking revenue, including fees and fines, can be placed in a dedicated parking fund earmarked for parking improvements, which may include aesthetic enhancements, signage, enforcement, and related items. Some streetscape improvements could also be included as applicable.

Some communities, such as Naperville, have specifically dedicated revenue from other sources toward parking improvements. For example, Naperville passed a food and beverage tax dedicated to parking improvements based on the fact that a large percentage of parking demand is generated by restaurant patrons.

Items that would otherwise come out of Department or capital improvement budgets, such as new meter technology and enforcement, could, at least partially, be paid for by parking revenue.

Recommendations.

The Village should explore the potential to create a special parking fund with revenue designated for specific improvements, equipment, and maintenance costs. This could involve a collaborative effort between staff, the finance committee, and Village Board to clearly define budget amounts and items.

SUSTAINABLE PARKING LOT PROTOTYPE

The Village should explore the potential to create a prototype site for how public surface lots can be enhanced with environmental features. Targeted sites could include any of the existing and/or planned commuter lots. Features may include, but not be limited to:

- Vaulting stormwater for use in watering Downtown landscaping and planters
- Promoting an electric charging station
- Working with local organizations to enhance native plantings within and along the perimeter of the site
- Use of pervious paving materials
- Enhance retaining walls (where applicable) to include attractive and decorative materials and plantings

PARKING OVERSIGHT

In order to insure that parking policies are implemented and issues are readily addressed the Village needs to have a dedicated "Parking Manager." This individual should be the "go to" person for all things parking related.

This is not a recommendation to add a new staff position just for parking. The individual could be an existing staff member and/or handle other responsibilities. Ideally, this position would be under the jurisdiction of Planning and Development which would allow for better coordination on planning related issues.

TRAFFIC MANAGEMENT

In 2012, the Village commissioned a study to examine the one-way/two-traffic pattern within Downtown. The study presented pros and cons of each configuration, although no compelling recommendation to change was presented and the Village Board did not take action at that time.

While not part of the scope of this project, traffic patterns and circulation were examined. This plan maintains existing traffic flow with respect to one-way/two-way movement with the exception of Pennsylvania Avenue between Main and Forest. The existing one-way westbound movement in this area is recommended to be changed to two-way. This would be done primarily to facilitate efficient movement to a potential future parking structure at Forest. This change may be considered and implemented with or without construction of the parking deck. At a minimum, this will test the public reaction to changing street patterns and afford the fire department the opportunity to head east directly from the fire station.

Of note, the queuing of traffic at the intersection of Pennsylvania and Main was called out in the 2012 traffic study as one of the larger traffic issues within the study area, particularly when the railroad crossing gates are down. Changing this section of Pennsylvania to two-way traffic would provide an opportunity for some relief for southbound Main Street and eastbound Pennsylvania traffic. Also, the reduction of a Main Street southbound lane to accommodate a change to a two-way configuration was indicated as having the potential to further exacerbate traffic congestion in this area.

Traffic lanes on southbound Main Street, eastbound Pennsylvania, and westbound Pennsylvania would need to be delineated and marked for turning traffic and through lanes. Signalization of the intersection is not recommended at this time.

PARKING UTILIZATION

The Village has approximately 1,600 public parking spaces within the defined boundaries of Downtown (not including additional spaces such as those at St. Petronille and other locations that are periodically available).

To better assess distribution as well as utilization, Downtown is divided into quadrants with Main Street forming the east-west division and the railroad tracks serving as the north and south dividing line.

The map on the following page further illustrates the boundaries and public spaces within each quadrant.

The approximate breakdown of public spaces is:

Total off-street spaces	1,151
Total on-street spaces	427
North Total	599
South Total	979
Total Northwest Quadrant	376 (274 off-street and 102 on-street)
Total Northeast Quadrant	223 (158 off-street and 65 on-street)
Total Southwest Quadrant	443 (373 off-street and 70 on-street)
Total Southeast Quadrant	536 (439 off-street and 97 on-street)

After inventorying supply, parking utilization was assessed at different times of the day and week. Parking counts were done as a component of past Village studies with additional observations conducted for this analysis.

In order to better convey parking utilization, a breakdown by block and lot was prepared with colors assigned based on usage. The maps on the following pages depict utilization at two key time periods – weekday mid-day and Saturday evening. While utilization may vary daily or even hourly, these two time periods are good barometers for parking supply and demand.

Ideal utilization would range between 80% and 90%. This indicates that spaces are well used while still providing opportunities to accommodate additional cars. Depending on the day and time, some areas are at 90% to 100% while others are consistently below 70%. One note is that while some blocks average a lower percentage of utilization, those spaces closest to active businesses are full. An example of this is Pennsylvania Avenue west of Main Street. On Saturday evenings the spaces west of Glenwood and east of Prospect (near Barone's and Glen Oak) are occupied, as are the spaces immediately proximate to Main Street. The mid-block spaces tend to be less occupied.

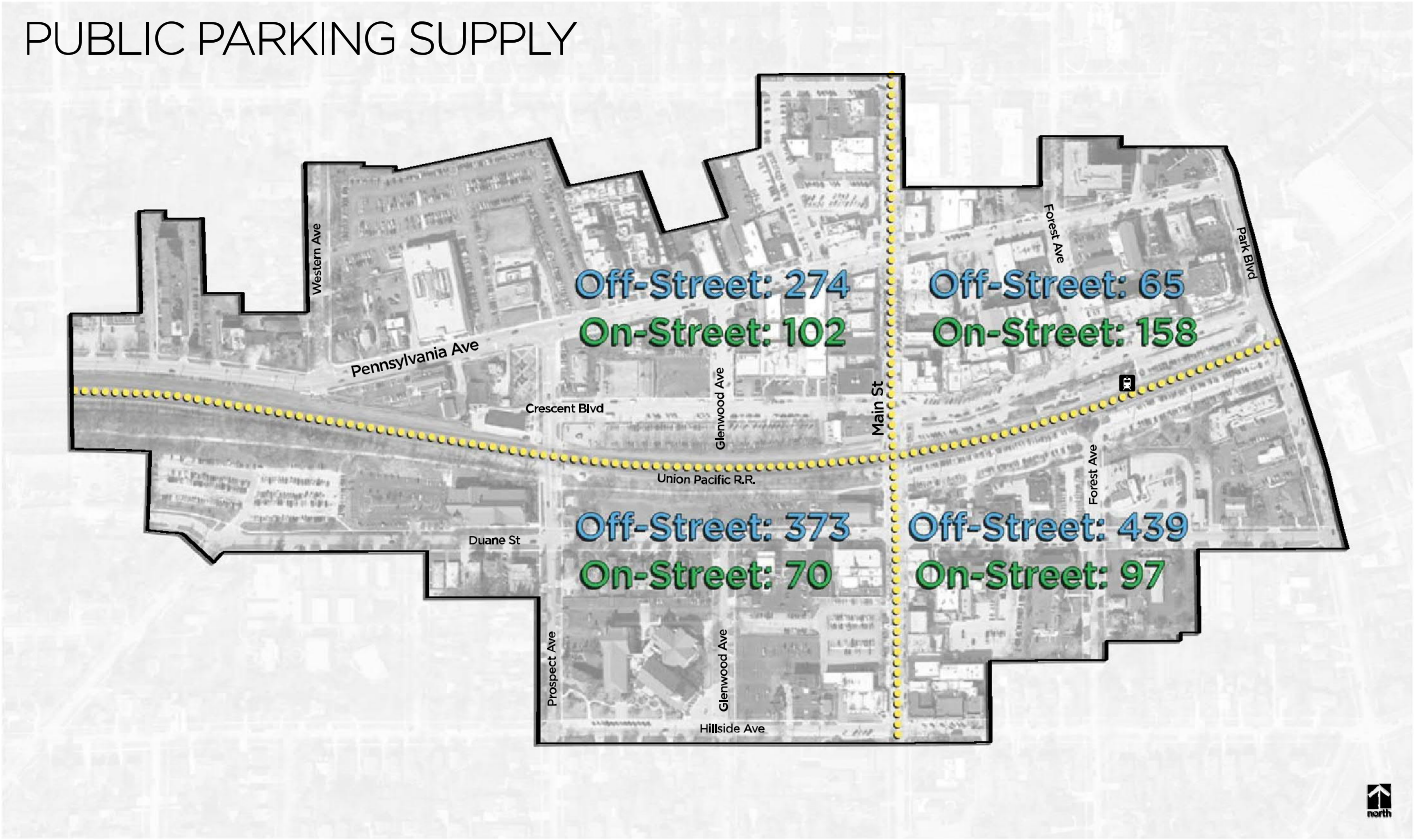
Another example is the Crescent Commuter lot (available for public parking during off-peak times). Overall the lot is about 50% utilized on weekend evenings, however the spaces closest to Main Street are nearly fully occupied. This may be attributable to the fact that people want to park closer to their destinations, but it also could be, in part, that the lot becomes much less desirable and accommodating as one traverses further west. This is also the case with the commuter lot east of Main and south of the tracks. Overall site improvements including lighting and landscaping could improve usage.

Recommendation

While a parking deck could be added to Downtown, standalone construction is not recommended at this time. Development could be considered, however, if it is capable of being incorporated as part of a larger scale development.

The Village is doing many of the things necessary to adequately manage Downtown parking, including time limitations and enforcement. While the highest utilization continues to be in on-street spaces along Main Street, Downtown patrons are using the off-street spaces. Continuing to make those spaces more attractive and easier to find should further enhance utilization.

PUBLIC PARKING SUPPLY



Legend

- Study Area Boundary
- Quadrant Boundary

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

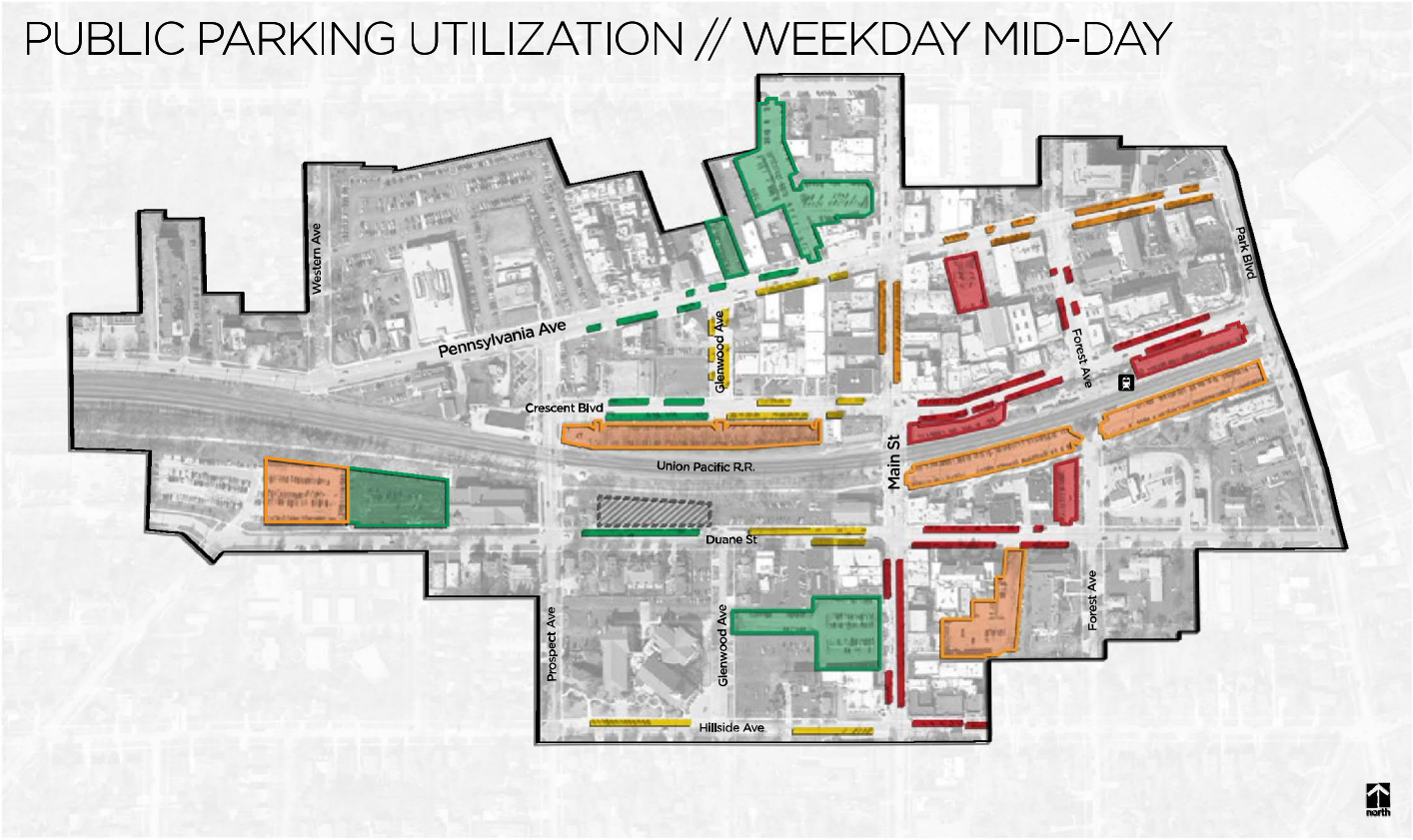
PUBLIC & PRIVATE PARKING LOCATIONS

Legend

- Study Area Boundary
- Public Parking Lot
- Future Public Parking Lot
- Private Parking Lot
- Public Street Parking

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

PUBLIC PARKING UTILIZATION // WEEKDAY MID-DAY

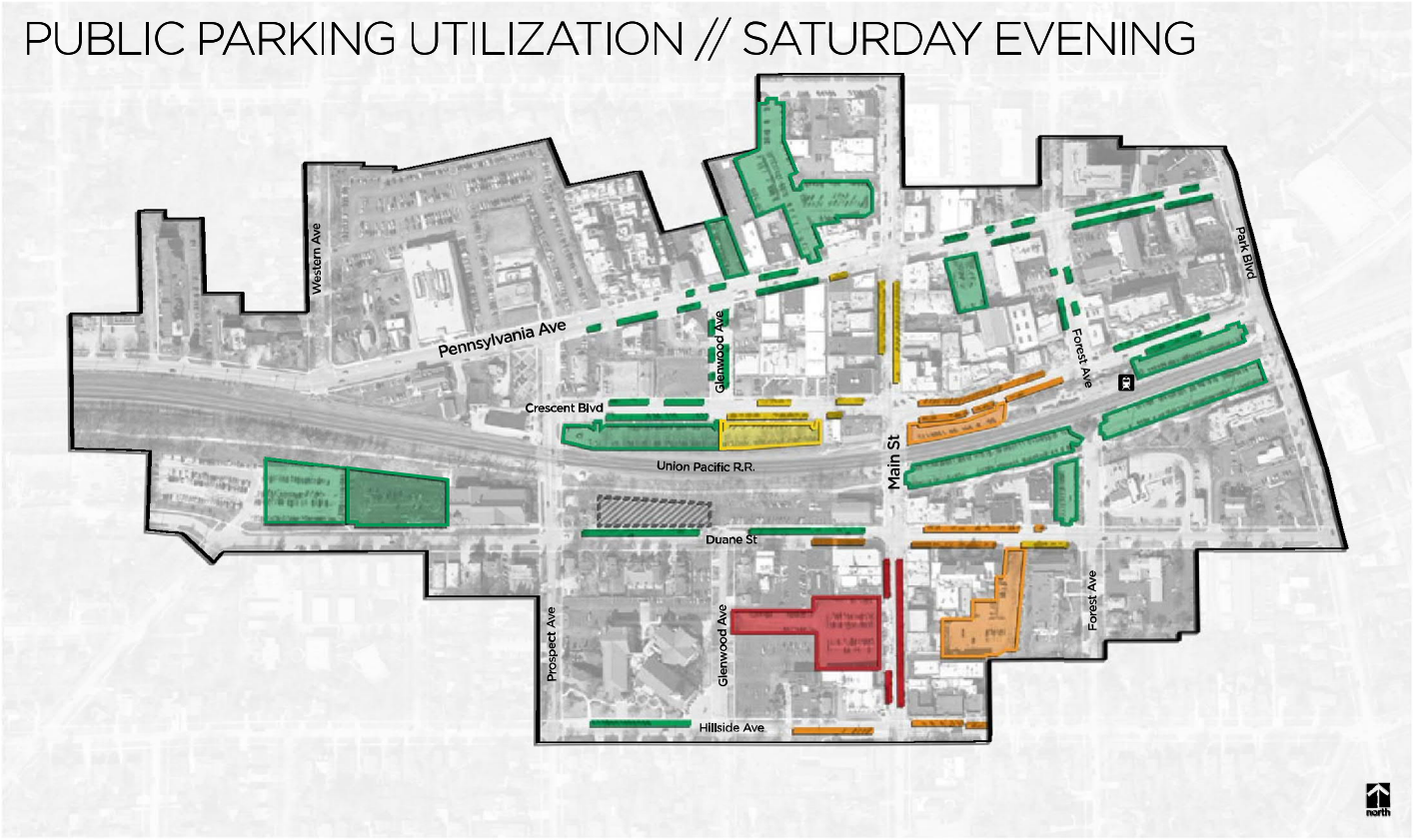


data from 2009 Downtown Plan and 2012 Traffic Study

Legend

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

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

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.

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.

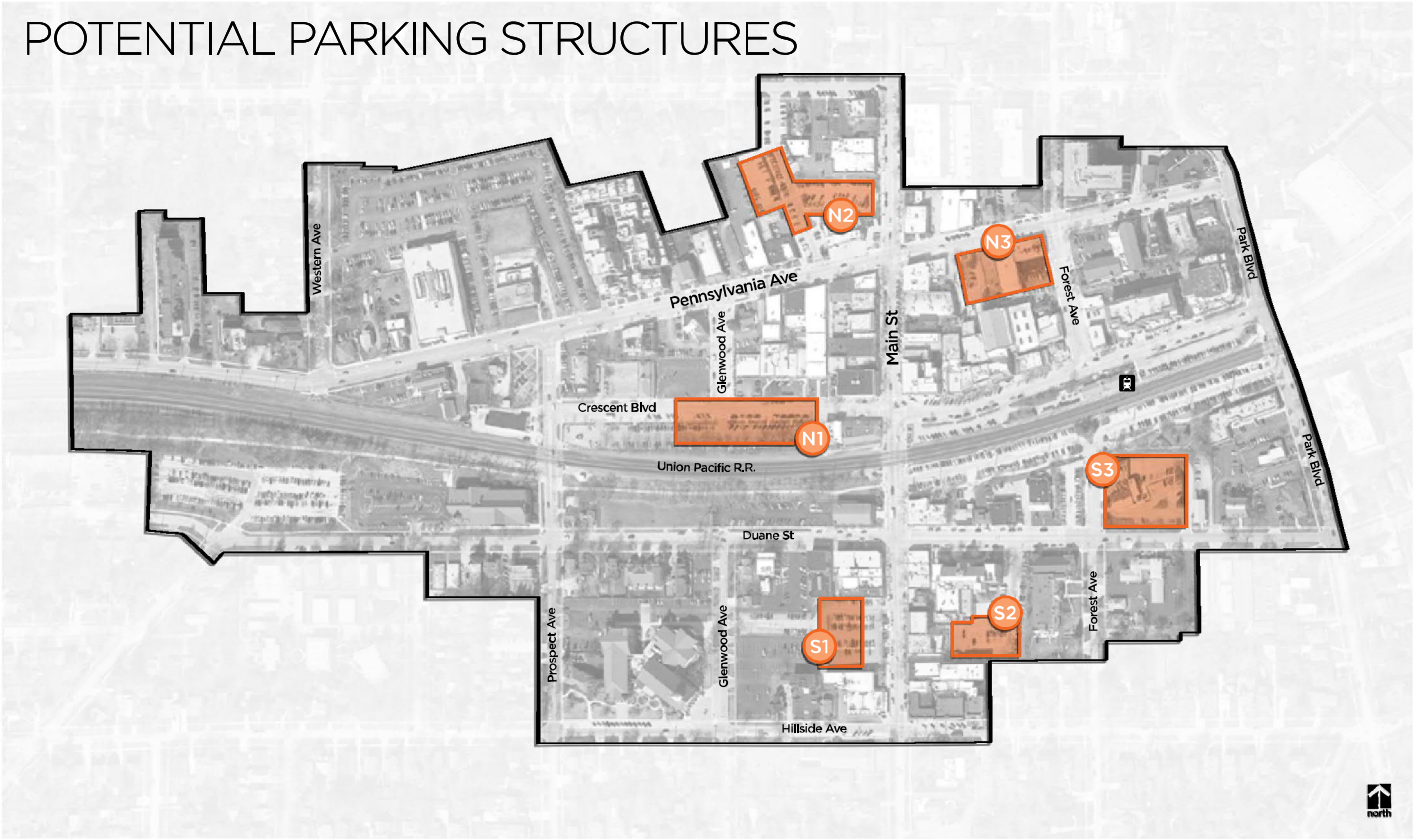
Construction on private property should seek to include additional private development/uses that will offset the loss of tax revenue resulting from the replacement of the existing use. A standalone parking deck owned and operated by the Village would be devoid of property tax revenue. For Village owned/controlled 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.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

POTENTIAL PARKING STRUCTURES



Legend

- Study Area Boundary
- Potential Parking Structures

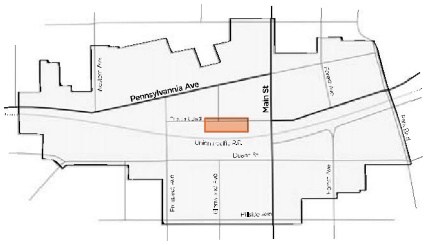
SITE N1

West Crescent Boulevard Commuter Parking Lot

This site is well located at a key intersection and under Village control. However, it is also a tight site and would require the use of Crescent and Glenwood right-of-way to optimize an efficient parking structure. Unless incorporated into a future private development project, this site is not recommended at this time.

Although the site is not located in one of the higher demand areas for weekend/evening parking, it is highly utilized for weekday commuter parking.

Net parking gain: 350 spaces



SUMMARY OF SITE ATTRIBUTES

- Nominal parking structure footprint: 125' x 400'.
- Built over existing parking lot and Crescent Boulevard.
- Access directly from Crescent Boulevard.
- South portion of parking structure ramps up to allow 14'-0" clearance over Crescent.
- Provides about 163 stalls per upper level.
- Contains about 445 stalls in a three level structure (two supported levels).

Positives

- Located a half block from North Main Street retail and about two blocks from Metra.
- Private property acquisition not required (no loss of property/sales tax).

Negatives

- Loss of about 95 existing surface and street parking stalls.
- Tight site requires construction over Crescent right-of-way.

POTENTIAL ENVIRONMENTAL ISSUES

The address 469 Crescent Boulevard was registered with the Office of the Illinois State Fire Marshall (OISFM) as having two 1,000-gallon underground storage tanks for unknown materials. The tanks were registered to Nuway Cleaners and are listed as removed. The building appears to have been occupied also by Marberry Cleaners, who have since moved to 492 Crescent Boulevard. The building was likely removed to accommodate the existing Crescent Boulevard lot.

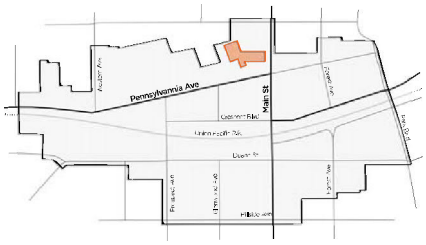
While no known or recorded contamination exists in the surface or subsurface onsite, the fact that the site formerly contained two underground storage tanks raises the possibility of encountering contaminants at this site during construction.

SITE N2

Northwest Corner of Main Street and Pennsylvania Avenue

This is a well located site, but should only be developed for a parking structure if the entire site (including the existing fire station) can be used. In order for that to occur, there are extenuating issues that would need to be addressed. An alternate site for the fire station would need to be located (and acquired if not already owned by the Village), and a new station would need to be constructed prior to the site demolition. If a new station is constructed elsewhere, the optimal development plan for this location would be to utilize the entire site and incorporate a structure into a commercial or mixed use development (given its key corner location at Main and Pennsylvania).

Net parking gain: 385 spaces



SUMMARY OF SITE ATTRIBUTES

- Available parking structure footprint has an irregular shape with building constraints.
- A more rectangular footprint can be developed if the fire department is relocated.
- Access from Main Street and Pennsylvania Avenue is feasible.
- Provides about 130 stalls per level.
- Contains about 490 stalls in a four level structure (three supported levels).

Positives

- Serves retail along North Main Street.
- Private property acquisition not required (no loss of property/sales tax).

Negatives

- Irregular shape with tight building constraints.
- Loss of about 105 existing surface parking.
- Need to relocate fire station.

POTENTIAL ENVIRONMENTAL ISSUES

This location has no environmental records listed in the included databases. An adjacent lot, at 490 Pennsylvania Avenue, does contain a heating oil underground storage tank, but has no violations or emergencies listed.

Minutes
Village of Glen Ellyn
Special Workshop Meeting
Monday, December 18, 2017
7:30 PM
Glen Ellyn Civic Center, Room 301

A. Call to Order

B. Pledge of Allegiance

President McGinley led the 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	Remote	
Pete Ladesic	Village Trustee	Present	
Craig R. Pryde	Village Trustee	Remote	8:09 PM
Mark Senak	Village Trustee	Present	
John Chereskin	Village Clerk	Present	
Mark Franz	Village Manager	Present	
William Holmer	Assistant Village Manager	Present	
Christina Coyle	Finance Director	Present	
Staci Hulseberg	Director	Present	
Phil Norton	Chief of Police	Present	
John Sterrett	Planner	Present	
Kelly Purvis	Associate Planner	Present	
Debbie Solomon	Secretary	Present	
Greg Mathews	Attorney	Present	

D. Motion to allow Trustee Kenwood to participate in the meeting via phone.

A motion was made by Trustee Pryde and seconded by Trustee Ladesic to allow Trustee Kenwood to participate in the meeting via phone. Upon roll call, Trustees Enright, Fasules, Ladesic, Pryde and Senak answered "aye." Trustee Kenwood entered the meeting via phone at 8:09 p.m.

E. Audience Participation

None

F. Central Buisness District (CBD) Parking Garage (Village Manager Franz) (Discussion Only)

1. Village Manager Franz, Planning and Development Director Hulseberg and Finance Director Coyle will lead a discussion on Central Business District (CBD) Parking Structure and Parking Fund Assessment.

Village Manager Franz reviewed an outline of the discussion around a possible parking garage in the Central Business District (CBD), including discussion regarding the

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

background on this, preferred locations, an assessment of the Civic Center, parking demand and the Parking Fund.

Trustee Pryde recused himself from this topic and left the meeting at 8:15 p.m.

Planning and Development Director Hulseberg presented background on this topic and reviewed findings from the 2009 Downtown Plan. Planning and Development Director Hulseberg stated there are 3,200 total parking spaces (public and private) in the downtown, with 1,400 spaces north of the tracks, and 1,800 spaces south of the tracks. Planning and Development Director Hulseberg stated it was concluded there was a sufficient supply of parking, but this parking was not convenient to the downtown businesses. Planning and Development Director Hulseberg stated the recommendation was two parking garages - one north of the tracks, and one south of the tracks. Planning and Development Director Hulseberg showed an Overview Map of the Public and Private Parking Locations in the downtown

Planning and Development Director Hulseberg stated the Village did a Streetscape Plan and Parking Study in 2013 and reviewed the findings from these. Planning and Development Director Hulseberg stated the location, visibility and accessibility of parking does not match the need, and the conclusion was that public-private partnerships on Village-owned property would be most cost-effective. Planning and Development Director Hulseberg showed an Overview Map of Locations for Potential Parking Structures and stated there were six properties that were suggested this:

1. *N1 (Crescent): South of the intersection of Crescent and Glenwood*
2. *N2 (Main/Penn): Behind the Fire Station*
3. *N3 (Penn/Forest): Southwest corner of Pennsylvania and Forest*
4. *S1 (Main): Main Street parking lot*
5. *S2 (Civic Center): Behind the Civic Center*
6. *S3 (Forest/Duane): Northeast corner of Forest and Duane*

Planning and Development Director Hulseberg stated that two to four levels of structured parking would be a net gain in parking of 111 spaces to 455 spaces, depending on which location(s) is chosen. Planning and Development Director Hulseberg stated staff narrowed the six possible locations to three possible locations: N1 Crescent, S1 Main & S2 Civic Center.

Brian Meade, Design Director at Dewberry reviewed the assessment for the Civic Center and showed concept graphics for the three possible options behind the Civic Center:

1. *Current conditions with envisioning a future pedestrian connections from the Civic Center parking lot to Main Street.*
2. *Surface parking with added retaining walls which will increase the parking from 78 spaces to 93 spaces, a net gain of 15 spaces.*
3. *Structured deck parking with an upper level of 90 spaces and a lower level of 99 spaces for a total of 189 spaces, a net gain of 111 spaces.*

Mr. Meade stated the possible structured deck parking would be entered through the church lot next door.

Mr. Meade showed renderings of the pedestrian alley design examples as well as preliminary drawings of the public access concept.

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Trustee Senak asked how the profile of a two-story structured parking deck would look compared to the Civic Center. Mr. Meade stated the lower level would be below grade so you might only see railings down the property line. Trustee Senak asked if the Civic Center parking would include commuter parking to which Village Manager Franz stated this is being discussed.

Trustee Ladesic asked if they could do a garage with ramps going up and down as you enter. Mr. Meade stated this could be done; however, a double ramp does minimize the parking spaces, and he estimates the total parking spaces of this deck at 120 to 130 spaces. Trustee Ladesic asked if a cost roll-up for the pedestrian alley had been done yet to which Mr. Meade stated it had not.

Village Manager Franz reviewed the parking demand issues which have to do with commuter parking, employee parking, customer parking, resident parking and other issues.

Finance Director Coyle stated the staff discussed different questions and issues regarding Parking Rates, Fees and Fines with the Finance Commission last week, and these questions included:

1. *Should the Village consider building a parking structure? If so, what locations should be considered? How should we fund this project?*
2. *Should the Village increase fees for permit parking? If so, does the Village Board agree with staff's recommendation?*
3. *Does the Village Board agree that adding a CPI or cost of living adjustment to fees each year is a prudent way to manage fees?*
4. *What does the Village Board believe is an appropriate reserve policy for the Parking Fund?*
5. *Does the Village Board agree with increasing the parking fines as presented in the memo?*

Finance Director Coyle showed a premilinary 10-year forecast and stated based on premilinary projections, a Food and Beverage tax would pay for an approximately $7,000,000 parking garage. Finance Director Coyle stated some other possible ways to fund a garage would be through the Downtown TIF and parking permit fees.

Finance Director Coyle stated there has been no increase in the parking permit fees in 15 years since 2002, and staff believes the Village's fees are out of line with the surrouding market for permit parking, and that an adjustment is needed. Finance Director Coyle stated an adjustment is needed so the increased rates can provide funding for the Parking Fund due to a series of resurfacings of the parking lots that will occur in the next few years and to help reduce the waiting list for Village parking. Finance Director Coyle stated staff also recommends that rates include a CPI or cost of living adjustment each year subsequent to 2021.

Finance Director Coyle stated parking fines were last reviewed in 2010, and the parking fine revenue goes to the General Fund, and not the Parking Fund.

Finance Director Coyle stated the cash reserve policy could be adjusted slightly, and the level for 2018 will be 31% or approximately $71,000. Trustee Senak asked about the cash reserves. Finance Director Coyle stated there is approximately $1,000,000 in cash reserves, but these funds are reserved for future Capital Projects. Trustee Senak asked if any of the cash reserves could be used to help pay for a parking garage to which Finance

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Director Coyle stated no.

Trustee Senak asked what the annual debt service would be if bonds were issued for a parking structure. Finance Director Coyle stated for a $7,000,000 bond issuance would be approximately $470,000 at the current interest rates. Trustee Senak asked what a 0.5% Food and Beverage tax would do. Finance Director Coyle stated a 1.0% Food and Beverage tax would bring in $525,000 so a 0.5% tax would be half of the $525,000. Trustee Senak asked about the likelihood of using the Downtown TIF. Finance Director Coyle stated it is purley speculative on how a parking garage would help the current or new downtown businesses so they should not rely on the TIF as a source of funding.

President McGinley asked the Village Board if they are in favor of a parking garage.

Trustee Ladesic stated the Village needs to provide for economic development.

Trustee Kenwood stated he is supportive of parking, but not sure he is supportive of creating a tax to fund this. Trustee Kenwood stated the Board needs to consider if they are definitely willing to commit $7,000,000 to $10,000,000 for a parking structure. Trustee Kenwood stated a Civic Center parking garage would not help with the commuter problem and is not a lot more available spaces. Trustee Kenwood stated he proposes to fund a garage through building up capital over the next few years.

Trustee Senak stated the Village is going to need parking in the future to sustain economic development in the downtown. Trustee Senak stated a parking garage would show that the Village is prepared to make an investment, and a parking garage is absolutely essential. Trustee Senak stated he would choose to do a lot behind the Civic Center as it is the least attractive and least obtrusive site so it would not affeect economic development in the Village. Trustee Senak stated a garage may provide some commuter parking as well. Trustee Senak stated he supports a 0.5% Food and Beverage tax, and he thinks some of the cash reserves should be used to reduce the costs on this project.

Trustee Enright stated he would like to see if more wayfinding signage would help to find the current parking spaces. Trustee Enright stated he would like to see if a deal could be worked out with some private lots. Trustee Enright stated he would like to see other options tried first before a parking garage is done.

Trustee Fasules stated there are many short-terms solutions that need to be tried and feels $7,000,000 should not be spent for inconvenience. Trustee Fasules stated it might be good if the Village works with Metra for an outlying commuter lot with transportation to the train station. Trustee Fasules stated he is opposed to a food and beverage tax. Trustee Fasules stated there are many infrastructure projects that the Village would like to do.

Public Comments

Ken Kloss, who resides at 350 Ridgewood Avenue, stated Springbank seems to be at a stalemate, and one of the proposed parking garage sites seems to be in conflict with what Springbank wants to do. Mr. Kloss stated the space by the fire station is good. Mr. Kloss stated his idea would be to use the US Bank site which has 33 spaces as it is in close proximity to the railroad station.

Carol White, Executive Director of the Downtown Alliance, stated there is a parking issue now which needs to be addressed. Ms. White stated there is the lot by the dental

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office or the lot at Citibank where parking spaces could possibly be used at night. Ms. White stated the Village needs to do something quick and actionable about the parking issue. Ms. White stated she drives by some parking lots at night, and these lots are empty. Ms. White stated it would be good to have the restaurants promote lots where patrons can park.

Amy Storm, who resides at 342 Taylor Avenue, stated she is speaking on behalf of being a small business owner north of the tracks. Ms. Storm stated she has two to three employees who need to move their cars two to three times a day due to the parking issue. Ms. Storm stated she has been on the waiting list for more parking spaces for a long time. Ms. Storm stated she has a permit for her car, but she sometimes cannot park in the permit parking lot as it is full, and there is no parking near her store during business hours.

Martha Smith, who resides at 30W040 Batavia Road in Warrenville, stated she helps at the Metropolitan Family Services non-profit Treasure House Resale Shop, and the parking situation is not good. Ms. Smith stated it would be good if consideration was given that some parking spaces be denoted for volunteers.

Matthew Todd, a realtor in Glen Ellyn, stated in Hinsdale, they use an app called Passport which is a digital way to find parking. Village Manager Franz stated there are a variety of parking apps which the staff will look into.

Ms. White stated there was an app created for downtown Glen Ellyn, but it was not being used much so the app was removed.

Village Manager Franz reviewed the next steps and asked for direction from the Village Board on the parking permit fees and parking fines.

President McGinley asked if additional wayfinding signs were installed last weekend. Village Manager Franz stated there were some signs installed with many more coming in 2018.

Trustee Fasules stated it would be good to work with the Alliance to see about using any of the private lots to which Village Manager Franz stated they would try on this.

President McGinley asked if a garage could possibly be built in 2018. Village Manager Franz stated he did not think it would happen in 2018 due to figure out how to fund a garage, deciding the location of a garage and having detailed designs done for a garage.

President McGinley stated staff should go after the suggested short-term solutions for 2018 while doing a parallel path of looking for a long-term solution. President McGinley stated a list should be put together of what staff, the Alliance and the Chamber have done and the outcome of each. President McGinley stated they should look at the parking permit fees and the parking fines, and the wayfinding signage should be done.

Trustee Kenwood stated they need to look at what drives a parking garage and wonders if an additional 100 spaces would cure the problem. Trustee Kenwood stated they need to determine what the Village Board is willing to spend so they can determine what they will do in the future.

Trustee Ladesic stated he could be supportive of a food and beverage tax, but he would like to see information on this.

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Trustee Fasules stated the Village could go to Metra and ask for an earlier cut-off time of 11am in the Metra parking lots.

President McGinley recapped the discussion and stated there is general support for a long-term solution on the parking issues. President McGinley stated two Trustees are possibly open to a food and beverage tax, and three Trustees are not. President McGinley stated there is support for $7,000,000 parking garage as a long-term solution.

Trustee Kenwood stated he suggests funding a garage with a one-time garage funding tax, and there could be a referendum question on the possibility of this.

Trustee Ladesic stated he is in favor of re-assessing the parking fees.

Village Manager Franz asked if the staff can move forward with having designs developed for possible parking garages for Crescent, Main Street and Main/Pennsylvania (behind the fire station).

Trustee Ladesic suggested waiting as they would need to see all possible parts of other developments. Village Manager Franz stated these designs could help with further discussions. Village Manager Franz stated for the possible Main Street garage, the Village would like to sell off the front part of the lot so some retail locations could be on Main Street and then do designs on the back of this lot. Trustee Ladesic stated there may have been drawings done at some point for the lot located at Glenwood and Cresent.

Nick DeGeorge stated by this summer, there will be three more restaurants on the south side of the tracks with more customers and employees needing parking. Mr. DeGeorge stated the wayfinding signage and short-term solutions sound great. Mr. DeGeorge stated he has a business in Geneva, and Geneva did a 2.0% food and beverage tax which was not communicated well to the business owners. Mr. DeGeorge stated a 0.5% food and beverage tax does sound better.

President McGinley stated the priority at this point seems to be on the south side of the railroad tracks, and the Village Board agreed.

RESULT:	**DISCUSSION ONLY**

G. Vehicle Sticker Software Platform (Finance Director Coyle) (Discussion Only)

1. Finance Director Christina Coyle will lead a discussion on purchasing vehicle sticker software.

President McGinley asked if the Village Board wanted a presentation on this topic or just a discussion to which the Village Board stated a discussion and direction given to staff would be fine.

Finance Director Coyle asked if it is fine to proceed with purchasing the vehicle sticker software.

Trustee Fasules stated he is not fine with this as he feels the models are wrong, and the cost is too high. Trustee Fasules stated he likes the idea of this, but not the cost. Finance Director Coyle stated the two communities that they surveyed about this software said they did see an uptick in revenue.

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Trustee Enright stated he supports this software purchase.

Trustee Senak stated he would support this if the efficiencies were there and agrees with Trustee Fasules.

Trustee Ladesic stated he agrees with Trustee Fasules as well and asked if some workload could be done in-house or possibly have the Village's IT Department find a different software.

Trustee Pryde re-entered the Workshop Meeting at 10:02 p.m.

Finance Director Coyle stated this software would get the Village efficiencies the Village does not currently have the staff for now.

Trustee Fasules asked if Third Millennium would be willing to take the Village's database and see what the current compliance is to see what efficiency the Village would get with this possible software purchase. Finance Director Coyle stated the representative from the company would put in writing that the software would pay for itself, and she can see about this. Finance Director Coyle stated the representative also said that if the software did not pay for itself within a year then Third Millennium would give the Village its database back and refund the money. Trustee Fasules stated if the Village could get is money back, then he could support this.

Village Manager Franz stated the software will help the customer service side too as residents have asked for a better system.

Trustee Kenwood stated there seems to be a clear and strong return on investment, and he does not know why the Village would not do this. Trustee Kenwood asked if they could ask Third Millennium for a performance-based contract.

Trustee Pryde stated he supports this software purchase.

President McGinley stated there seems to be support for this software if there was a performance-based contract. Finance Director Coyle stated she will ask about this.

Finance Director Coyle stated she is looking for direction on restructuring the late fee as the staff would like to do a grace period from May 1 to May 31 to purchase a sticker without a late fee. Finance Director Coyle stated a resident could still receive a ticket at that point for not having a sticker, but would not have to incur a late fee. Finance Director Coyle stated then any sticker purchased after the grace-period month, the late fee would double the cost of the sticker. The Village Board was good with this.

RESULT:	**DISCUSSION ONLY**

H. Other Items

None

I. Adjournment

Motion to adjourn by Trustee Kenwood, seconded by Trustee Ladesic. Motion carried.

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Respectfully submitted, Debbie Solomon, Recording Secretary. Reviewed and approved, John A. Chereskin, Village Clerk

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

Meeting: 10/22/18 07:00 PM
Department: Glen Ellyn Village Board
Department Head: Lindsey Kaminsky
Category: Resolution
Prepared By: Lindsey Kaminsky

SCHEDULED

RESOLUTION 18-19

DOC ID: 3627

Resolution No. 18-19, A Resolution Authorizing the Village to enter into a Real Estate Contract in the amount of $450,000, for the Purchase of 423 Main Street, Glen Ellyn, IL 60137

Matter for Consideration

The purpose of purchasing the property is to add pedestrian connectivity for the proposed parking garage behind the Civic Center. This property would be incorporated into that project once we identify a design team and begin design of the garage. The public parking garage would include an additional 200-300 new parking spaces and connectivity is important to maximize the use. This property would provide accessibility to Duane Street and Main Street, ideally. The Village Board directed staff to proceed with negotiations to purchase the referenced property for construction of a Main St. access point to the proposed new parking garage behind the Civic Center. Staff was directed to conduct negotiations and has successfully agreed to purchase the property, "as is", for $450,000, pending Board approval. We learned in the process that there was an easement for access to the rear alley, owned by Katy's and located in a strip at the north edge of the L-shaped property, and found it to have no impact on our future use. An overhead view of the property is attached. There are also two tenants we will be required to notify of the termination of their leases before demolition can take place.

A closing date has been set for October 26, 2018, pending receipt of Title Insurance and a survey. We will consider approval of the real estate purchase contract in open session at the Board meeting scheduled for October, 22, 2018.

Action Requested

The Village Board is requested to pass a Resolution to authorize the Village Manager to execute all documents required for completion of the purchase of 423 Main St., in the amount of Four Hundred Fifty Thousand Dollars ($450,000.00).

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Minutes
Village of Glen Ellyn
Regular Meeting
Monday, October 22, 2018
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

A. Call to Order

B. Pledge of Allegiance

President McGinley led the Pledge of Allegiance.

C. Roll Call

Attendee Name	Title	Status
Diane McGinley	Village President	Present
Bill Enright	Village Trustee	Present
Gary Fasules	Village Trustee	Present
John Kenwood	Village Trustee	Present
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
Julius Hansen	Public Works Director	Present
Staci Springer	Director	Present
Kurt Vavra	Deputy Chief	Present
Adam Kirk	Intern	Present

D. Village Recognition: (Village Clerk)

1. The Village would like to thank Chairman Leland Marks for his 39 years of service and commitment to the Historic Preservation Commission.

President McGinley thanked Chairman Marks for his service. President McGinley stated when she was a Trustee in 2011, she was assigned to the Historic Preservation Commission. President McGinley stated Chairman Marks taught her many things about preservation, and Chairman Marks' knowledge of the Village, homes in the Village and preservation is outstanding. President McGinley thanked Chairman Marks for the work he put in.

Chairman Marks stated the Historic Preservation Commission is very concern about the amount of tear-downs that have been happening in the Village as the Village lost two great homes recently. Chairman Marks stated the Historic Preservation Commission hopes they can prevent tear-downs in the future and are thrilled that builders have built homes to replace some tear-downs that do match the streetscape. Chairman Marks stated three homes in the past few years have remained standing and then been redone in the interior. Chairman Marks stated the Historic Preservation Commission needs the assistance of realtors and builders when historically-significant homes come on the market so these homes can be preserved. Chairman Marks stated he was able to work on the Stacy's Tavern restoration many years ago.

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Chairman Marks stated he challenges the Glen Ellyn Chamber of Commerce and the Alliance for Downtown Glen Ellyn to remember the history of the Village and historic tourism when they are doing marketing for the Village. Chairman Marks stated the Historic Preservation Commission has accomplished many things including the landmarking of many homes, securing a listing for the Main Street historic district and getting two districts in the downtown (one north of the railroad tracks and one south of the railroad tracks) on the National Register.

Chairman Marks stated he send a heartfelt thanks to the Commissioners he has worked with over the years as well as Trustee Liaison Senak, President McGinley and the other Trustee Liaisons he has worked with over the years. Chairman Marks stated he offers his best to Tim Loftus who will take over as Chairman of the Historic Preservation Commission. Chairman Marks stated he will continue to work on historic preservation.

President McGinley stated if anyone in the Village would like information on the history of their homes, Chairman Marks or the Historic Preservation Commission would have great insight.

Trustee Senak stated Chairman Marks is a walking history book of Glen Ellyn history. Trustee Senak stated Chairman Marks' efforts have helped to preserve the charm and character of the Village. Trustee Senak stated Chairman Marks' contribution to historic preservation in the Village is that now when developers come into the Village, these developers are starting to construct homes that reflect the charm and character of the Village. Trustee Senak stated the Historic Preservation Commission should have funds allocated to them to help continue the historic preservation education for the builders and home owners.

E. Audience Participation

President McGinley stated she was invited to a DuPage County Board meeting tomorrow morning which she cannot attend, but would like to send her formal thank you to DuPage County Board President Dan Cronin and DuPage County Board Member Tim Elliot for their leadership and community support. President McGinley stated the DuPage County Board President Cronin will be announcing the DuPage River Greenway Trail Grant Plan and the joint grant application for this trail. President McGinley stated this is another great effort to utilize multiple organizations.

President McGinley stated on Tuesday, the intersection of Park Boulevard and Fairview will be closed for construction during the day, but will reopen in the evening.

President McGinley stated the boring work on the Taylor Street Underpass project will start this Friday, October 26th at 10:00 p.m. and may go on for three days. President McGinley stated the overall project is slated for completion by December 31st.

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 [6 TO 0]**
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

Motion to approve the following items including Payroll and Vouchers totaling $1,519,880.83: (Trustee Ladesic)

1. Total Expenditures (Payroll and Vouchers) - $1,519,880.83. The vouchers have been reviewed by Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

2. September 24, 2018 Regular Board Meeting Minutes

3. October 1, 2018 Special Workshop Meeting Minutes

4. October 4, 2018 Special Workshop Meeting Minutes

5. October 8, 2018 Regular Board Meeting Minutes

6. October 8, 2018 Special Workshop Meeting Minutes

7. Receive the Police Pension Board's Municipal Compliance Report for the fiscal year ended December 31, 2017. (Finance Director Coyle)

8. Approve an Annual Maintenance Fee, a Single Source Purchase which is an Authorized Exception in the Purchasing Policy, with Tyler Technologies, Inc. of Plano, Texas, for MUNIS Software Support and Licensing in the Amount of $87,277.26, to be Expensed to the General and Water & Sewer Funds. (Finance Director Coyle)

9. Ordinance No. 6634 -VC, An Ordinance to Amend Section 9-2-12 (Municipal Permit Only Parking Lots), Section 9-5-8 (Schedule H; Parking Limits), and Section 9-5-14 (Schedule N; Parking Rate Zone Locations) of the Village Code of the Village of Glen Ellyn Illinois Regarding Official Names for central Business District Municipal Parking Lots (Police Chief Norton)

10. Approve the Recommendation of Village President Diane McGinley for the Appointment of Plan Commissioner Berry Lloyd, for a Term Ending May 31, 2020.

G. Purchase of Property Located at 423 Main Street (Presented by Village Attorney Mathews) (Trustee Pryde)

1. Resolution No. 18-19, A Resolution Authorizing the Village to enter into a Real Estate Contract in the amount of $450,000, for the Purchase of 423 Main Street, Glen Ellyn, IL 60137

Attorney Mathews presented background on this proposed property purchase and stated the purpose of purchasing the property is to add a possible pedestrian connectivity for the proposed parking garage behind the Civic Center. Attorney Mathews stated staff was given direction to look at a few different properties for the purpose of a possible pedestrian walkway. Attorney Mathews stated this property would be incorporated into the proposed parking garage project once the Village identifies a design team and begins design of the garage. Attorney Mathews stated the purchase amount has been set at $450,000, and the closing date for the property has been set for Friday, October 26th.

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RESULT:	**APPROVED [6 TO 0]**
MOVER:	Craig R. Pryde, Village Trustee
SECONDER:	Pete Ladesic, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

H. Collective Bargaining Extension (Presented by Assistant Village Manager Holmer) (Trustee Ladesic)

1. Motion to approve the extension of a collective bargaining agreement between the Village of Glen Ellyn and the Fraternal Order of Police beginning November 1, 2018 and continuing through October 31, 2022.

Assistant Village Manager Holmer presented background on the collective bargaining agreement extension for the Fraternal Order of Police (FOP) and stated the current union contract is set to expire on October 31, 2018. Assistant Village Manager Holmer stated this is a simple contract extension with some amendments, including a 2.75% increase in Year 1, Year 2, Year 3 and Year 4, an increase in bankable compensatory time hours from 32 to 40, a change in the language regarding Article 2 Substance Abuse Testing and Article 3 Dues Check-off and an agreement to continue to meet to improve schedule as it relates to "short day." Assistant Village Manager Holmer stated on October 16, 2018, the FOP Lodge #202 met and ratified the proposed extension.

RESULT:	**APPROVED [6 TO 0]**
MOVER:	Pete Ladesic, Village Trustee
SECONDER:	John Kenwood, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

I. Public Hearing to Receive Comment on the Proposed Annual Budget for the Village of Glen Ellyn in the Net Amount of $61,907,604 for the Fiscal year Beginning January 1, 2019 (Presented by Finance Director Coyle) (Trustee Fasules)

Finance Director Coyle gave a brief presentation on the proposed budget for Calendar Year 2019 and stated the draft budget can be found on the Village's website as well as hard copies were available at the Civic Center and the Glen Ellyn Public Library as well. Finance Director Coyle stated one highlight of the CY2019 budget is the Village moving forward with several Capital Projects. Finance Director Coyle stated operationally, the Village will have the same levels of service for its constituents, and the Village does have a balanced General Fund budget.

Finance Director Coyle stated the Village's operational expenses in CY2019 are increasing 0.52% over CY2018. Finance Director Coyle stated the total average cost to a Village resident is $21.66 for 2019, $2.08 per month, which is less than 2018.

Trustee Enright asked about the increase from last year. Finance Director Coyle stated this is increased by 4.52% total for operating expenses and Capital and debt service expenses. Finance Director Coyle stated this increase is driven by the Capital Projects included in this budget.

Trustee Senak asked about the property tax levy in 2018. Finance Director Coyle stated the levy included 2.1% CPI and 1.1% for new growth.

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1. Motion to open Public Hearing to receive comment on the proposed annual budget for the Village of Glen Ellyn in the net amount of $61,907,604 for the fiscal year beginning January 1, 2019 and ending December 31, 2019. 2. Motion to close the Public Hearing to receive comment on the proposed annual budget for the Village of Glen Ellyn in the net amount of $61,907,604 for the fiscal year beginning January 1, 2019 and ending December 31, 2019.

RESULT:	**APPROVED [6 TO 0]**
MOVER:	Gary Fasules, Village Trustee
SECONDER:	John Kenwood, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

Motion to approve on second reading Ordinance No. 6635, An Ordinance adopting the annual Village of Glen Ellyn expenditure budget in the net amount of $61,907,604, including the compensation plan, for the fiscal year beginning January 1, 2019 and ending December 31, 2019. 2. Motion to commit $41,793 of the 2019 budgeted General Fund surplus to be applied towards future police pension contributions.

A motion was made by Trustee Fasules and seconded by Trustee Pryde to close a Public Hearing to receive comment on the proposed annual budget for the Village of Glen Ellyn in the net amount of $61,907,604 for the fiscal year beginning January 1, 2019 and ending December 31, 2019 at 7:38 p.m.

A motion was made by Trustee Fasules and seconded by Trustee Enright to approve the first reading of an Ordinance adopting the annual Village of Glen Ellyn expenditure budget in the net amount of $61,907,604, including the compensation plan, for the fiscal year beginning January 1, 2019 and ending December 31, 2019.

Trustee Senak stated last year, the Village Board increased the Home Rule Sales Tax rate, and this year, the Village Board added the Food and Beverage Tax. Trustee Senak stated he would support a budget that has increases for new growth, but he does not support the current budget. Trustee Senak stated he does think full funding should be given to the Glen Ellyn Fund, the Environmental Commission and the Glen Ellyn Youth and Family Counseling Services. Trustee Senak stated he can provide a more expansive explanation regarding pieces in the current budget as the Village needs to do its share to reduce the burden on its residents.

Trustee Ladesic stated he feels the Village is not sufficiently spending all of the taxpayers' dollars, and the Village does need to continue to work on economic development.

Trustee Kenwood stated he does support new growth in regards to the levy, and he feels the total levy needs to be reduced based on the conversation at last week's Workshop.

President McGinley stated she is proud of this draft budget as she feels the staff did a good job in preparing this. President McGinley stated this draft budget is creating or building toward efficiencies. Trustee Enright agreed with this.

President McGinley reminded the Village Board that a straw poll would be taken on the current budget with the Village Board voting on final adoption of the budget at the November 12, 2018 Village Board Meeting.

A straw poll was taken on the presented draft budget. Trustees Enright, Fasules and Pryde voted "yes." Trustees Kenwood, Ladesic and Senak voted "nay."

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

President McGinley stated she was going to take a straw poll on the budget with new growth for the General Fund, CPI and new growth for Capital Projects and the surplus added. Trustees Enright and Kenwood voted "yes." Trustees Fasules, Ladesic, Pryde and Senak voted "nay."

RESULT:	**FIRST READING [3 TO 3]**	**Next: 11/12/2018 7:00 PM**
MOVER:	Gary Fasules, Village Trustee	
SECONDER:	Bill Enright, Village Trustee	
AYES:	Enright, Fasules, Pryde	
NAYS:	Kenwood, Ladesic, Senak	
PRESENT:	McGinley	

Motion To Close Public Hearing

RESULT:	**APPROVED [6 TO 0]**
MOVER:	Gary Fasules, Village Trustee
SECONDER:	Craig R. Pryde, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

J. Public Hearing to Receive Comment on the Proposed 2018 Property Tax Levy for the Village of Glen Ellyn and the Glen Ellyn Public Library (Presented by Finance Director Coyle) (Trustee Fasules)

Motion to open a Public Hearing to receive comment on the proposed 2018 property tax levy for the Village of Glen Ellyn and the Glen Ellyn Public Library

RESULT:	**APPROVED [6 TO 0]**
MOVER:	Gary Fasules, Village Trustee
SECONDER:	Craig R. Pryde, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

Motion to approve on second reading Ordinance No. 6636, an Ordinance for the levy and assessment of taxes in the amount of $13,558,617 for the fiscal year beginning January 1, 2019 and ending December 31, 2019, of the Village of Glen Ellyn and the Glen Ellyn Public Library.

Finance Director Coyle gave a brief presentation on the proposed 2018 Property Tax Levy for the Village of Glen Ellyn and the Glen Ellyn Public Library and reviewed the tax cycle dates. Finance Director Coyle stated the Second Reading of the Tax Levy would be at the November 12, 2018, meeting where adoption would be voted on as well. Finance Director Coyle stated the levies are due to DuPage County by the last Tuesday in December, and in January 2019, the Village Board would consider any abatements that need to be done.

Finance Director Coyle showed a sample 2017 bill and stated the Village gets 6.7% and the Glen Ellyn Public Library gets 4.3%. Finance Director Coyle stated the Property Tax Levy includes a 2.1% increase in CPI and a 0.7% for new growth while there is a 0.4% increase for the Library's operating costs and a 1.4% debt levy.

Trustee Enright asked about the abatements. Finance Director Coyle stated the Village will issue general

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

bonds, but then needs to tell DuPage County that the Village has other revenue for this, or DuPage would levy a levy on the debt service payments.

A motion was made by Trustee Fasules and seconded by Trustee Pryde to close a Public Hearing to receive comment on the proposed 2018 property tax levy for the Village of Glen Ellyn and the Glen Ellyn Public Library at 7:52 p.m.

A motion was made by Trustee Fasules and seconded by Trustee Enright to approve the first reading of an Ordinance for the levy and assessment of taxes in the amount of $13,558,617 for the fiscal year beginning January 1, 2019 and ending December 31, 2019, of the Village of Glen Ellyn and the Glen Ellyn Public Library.

Village Manager Franz stated Trustee Kenwood has asked about a structural deficit in the budget. Finance Director Coyle passed around a grid summarizing the 10-year history of Police Personnel Expenses, the Police Pension Contribution, the General Fund Property Tax Levy and the General Fund Levy as a Percentage of the Police Personnel Budget. Finance Director Coyle stated this is how these items tracked over the past 10 years with a comparison as well.

Trustee Ladesic stated it would be good to redo this grid to show all the Village's labor.

Trustee Kenwood asked if there is a structural deficit on labor. Trustee Kenwood stated the levy has grown 42% in 10 years while the expenses have grown 51%.

Trustee Senak asked how many years had a budget surplus. Finance Director Coyle stated most years since she has started has had a budget surplus, and this surplus is usually put toward Capital.

President McGinley asked if the 2018 budget was a deficit budget. Finance Director Coyle stated it was.

Trustee Fasules stated there may not be a structural problem with the budget today, but this could happen in the next 5 to 10 years, depending on how the Village Boards structures the levy.

Trustee Senak stated he has no objection to the levy from the Library, and he feels the Village staff has done a good job preparing the budget. Trustee Senak stated he feels the Village Board has not responded to the budget challenge, and he feels the Village Board needs to scrutinize the budget more.

A straw poll was taken on the Proposed 2018 Property Tax Levy for the Village of Glen Ellyn and the Glen Ellyn Public Library. Trustees Enright, Fasules and Pryde voted "yes." Trustees Kenwood, Ladesic and Senak voted "nay."

President McGinley stated the Second Reading and possible adoption of the Tax Levy would be at the November 12, 2018, Village Board Meeting.

RESULT:	**FIRST READING [3 TO 3]**	**Next: 11/12/2018 7:00 PM**
MOVER:	Gary Fasules, Village Trustee	
SECONDER:	Bill Enright, Village Trustee	
AYES:	Enright, Fasules, Pryde	
NAYS:	Kenwood, Ladesic, Senak	
PRESENT:	McGinley	

Motion to close a Public Hearing to receive comment on the proposed 2018 property tax levy for the Village of Glen Ellyn and the Glen Ellyn Public Library

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street |)

RESULT:	**APPROVED [6 TO 0]**
MOVER:	Gary Fasules, Village Trustee
SECONDER:	John Kenwood, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

K. Reminders

1. A Village Board Meeting is scheduled for Monday, November 12, 2018 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.

L. Other Business

Finance Director Coyle presented information on the schedule for the upcoming bond issuance and stated the bond issue will come to the November 12, 2018, Village Board Meeting. Finance Director Coyle stated the bonds would be issued and sold before the holidays according to the detailed schedule in the Trustees' packets from the Workshop prior.

Trustee Kenwood stated it would be good if future Boards knew what the priorities are with the issuance of these bonds. Trustees Ladesic and Senak agreed to this. Finance Director Coyle stated they can structure the official statement that goes to the investors to state these projects having priority for the bond funds, but still maintain some flexibility in case some proceeds are left over.

Trustee Enright asked about the interest rate range. Finance Director Coyle stated the current analysis on the bond issuance is 3.68% based on the Village's AAA bond rating.

Trustee Fasules asks what happens when a train blocks several intersections for a longer length of time. Village Manager Franz stated the Village tries to deal with Union Pacific, and the staff is tracking closure so have annual data on these issues. Village Manager Franz stated they will talk with the Union Pacific liaisons about the negative impact of railroad crossing closures.

President McGinley stated the situation on Sunday was an emergency situation.

Assistant Village Manager Holmer stated there are no ramifications or fines for railroad crossing closures. Assistant Village Manager Holmer stated the Glen Ellyn Police Department does try to get estimated times on repairs, but this issue can be difficult to manage.

Deputy Police Chief Vavra stated there was a mechanical failure or a break of some sort on Sunday which took a few hours to repair.

Trustee Senak asked if there was any issues with emergency services due to this. Deputy Police Chief Vavra stated the Police Department does keep at least one officer stationed north of the railroad tracks all the time just in case. Village Clerk Chereskin stated the Fire Company has stations on both sides of the tracks and call for extra support when it is needed.

Deputy Police Chief Vavra stated computers will sense an obstruction or a problem on the railroad tracks and will automatically stop trains. Deputy Police Chief Vavra stated it then takes time for the air brakes to pump up again.

Attorney Mathews stated the Village is pre-empted by state and federal laws about regulating railroads. Trustee Ladesic stated it would be good to file a complaint on this.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

M. Adjournment

RESULT:	**APPROVED [6 TO 0]**
MOVER:	John Kenwood, Village Trustee
SECONDER:	Bill Enright, Village Trustee
AYES:	Enright, Fasules, Kenwood, Ladesic, Pryde, Senak
PRESENT:	McGinley

Respectfully submitted Debbie Solomon, Recording Secretary

Reviewed and approved John A. Chereskin, Village Clerk

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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

Meeting: 11/12/18 07:00 PM
Department: Glen Ellyn Village Board
Department Head: William Holmer
Category: Contract
Prepared By: William Holmer

SCHEDULED

AGENDA ITEM (ID # 3655) DOC ID: 3655

Authorize the Village Manager to execute a contract and approve staff recommendation of Mortenson/Shive Hattery/Walker as the Design/Build Team to perform the construction management, design and engineering, and all further services as identified, for the construction and delivery of the public parking garage to be located behind the Civic Center, contingent upon attorney review.

Background
Village Staff released a Request for Qualifications (RFQ) in August of 2018 seeking responsible design/build teams interested in designing and building a public parking garage behind the Civic Center. Seven teams responded and their materials were distributed to a group of staff members for review. The Design/Build teams submitting a response were:

- Leopardo/Ware Malcomb/Walker
- McHugh/Ratio/Walker
- McShane/Wright Heerema/Walker
- Mortenson/Shive Hattery/Walker
- Pepper/Walker
- Walsh/Walker
- WE O'Neil/Walker

Based on the group's review of proposals, the list of teams was reduced to include:

- Leopardo/Ware Malcomb/Walker
- McHugh/Ratio/Walker
- McShane/Wright Heerema/Walker
- Mortenson/Shive Hattery/Walker

Representatives from all four firms were invited to an interview where they were asked to provide a short presentation and participate in a question/answer session with a selection committee comprised of Village Staff including two Village Trustees. Firms were also asked to provide a fee proposal at the interview. At the end of the interviews, the committee ranked the firms and the teams of McHugh/Ratio/Walker and Mortenson/Shive Hattery/Walker rose to the top.

A follow-up interview was held with both of these teams where additional questions were asked and clarifications were sought along with discussion of proposed fees. Both teams resubmitted their fee proposal after this interview.

The selection committee conducted a qualification-based assessment and members developed a recommendation based upon their observations and interactions from each of the interviews. Each

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

of the firms clearly were qualified, but the decision to place the Mortenson team as the top firm was supported by their enthusiasm for the project along with their obvious preparation and prior design/build work. Mortenson really separated themselves in the interview through the use of building modeling where they were able to depict images of on-site garage options for the committee to view and discuss. Simply put, Mortenson showed an unparalleled hunger for the project.

Reference checking also revealed that Mortenson and Shive Hattery are highly regarded by former clients. Of course, Walker Consultants is extremely well-known for their work on parking garages. Ironically, Mortenson completed construction on some of the facilities at the College of DuPage, specifically, the Berg Instructional Center and the McAninch Arts Center. In speaking with the Manager of Facilities at the college, he said he would "bring them back in a heartbeat." He offered that they were very responsive and the work was of high quality.

Fee Proposal

The fee proposals received from all teams contained varying degrees of specificity; however, all were consistent with a base design fee (made up of architect fees, consultant fees, engineering fees, etc.) of approximately 8%, a design builder fee (the profit for the construction firm managing the project), in addition to costs of preconstruction services and general conditions (both of which are more unknown at the moment). In evaluating the proposals staff concentrated on the design builder fee, considered to be the profit for the builder in managing the project and its various team members.

Follow-up discussions led to Mortenson reducing their design builder fee to 2.25% (of the project cost). Further, an agreement was reached to divide any potential shared savings (money not spent during the project) to a 70/30 split, with the Village receiving the greater percentage. This agreement incentivizes both sides to cautiously manage all funding, unless it is agreed to enhance the overall project in a constructive manner. We will continue to work on final details related to contract terms.

Guaranteed Maximum Price (GMP) will be determined after the design documents are sufficiently completed to make reasonable budget estimates. No specific line item of budget estimates is set in stone and the design/builder will be responsible to shift expenditures within the budget to meet the GMP. The final design (scope) and GMP can only be modified with Board approval and will be reviewed throughout the project.

Budget:
The Village Board approved a Food and Beverage Tax which would be used to pay for bonds issued to build the parking garage.

Strategic Plan

> **Strategic Issue I: INFRASTRUCTURE.** Invest in infrastructure to meet key needs, including downtown accessibility, Village facilities, streets, utility, and technology

improvements. **Action Step:** Evaluate parking garage alternatives as well as economic development partnerships that would increase parking in the downtown by October 2019. *Village Board provided further direction to proceed with plans to construct a parking garage behind the Civic Center by June 2020.*

Recommendation

Staff recommends the design-build team consisting of Mortenson, Shive Hattery and Walker Consultants to perform the construction management, design and engineering, and further services as identified according to the contract for the construction of a public parking garage. This team is made up of professionals from their respective industries who have extremely strong qualifications, and staff is confident that we have chosen a team that understands the desire to have a collaborative approach to the construction of the parking garage. Headquartered in Itasca, Mortenson is a family owned corporation that has completed hundreds of projects in Illinois and Indiana over the past 18 years, including thirty five design-build parking structure projects in the last five years. Shive Hattery is a Midwest based architecture firm known for collaboration and responsiveness to owners. Of course, Walker Consultants has already worked with the Village in the initial studies into the feasibility of a parking garage.

It is recommended that Board approve the award of a contract with Mortenson contingent upon attorney review.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

G. Recommendation for the Parking Garage Design Build Team (Presented by Assistant Village Manager Holmer) (Trustee Enright)

1. Authorize the Village Manager to execute a contract and approve staff recommendation of Mortenson/Shive Hattery/Walker as the Design/Build Team to perform the construction management, design and engineering, and all further services as identified, for the construction and delivery of the public parking garage to be located behind the Civic Center, contingent upon attorney review.

Assistant Village Manager Holmer presented background on the recommendation for the Parking Garage Design Build Team and stated the Village is pursuing a parking garage behind the Civic Center with a Request for Qualifications (RFQ) that went out in August 2018. Assistant Village Manager Holmer stated after reviewing the responses to the RFQ, the list of proposals was down to four teams who were asked to provide a fee proposal at the interview. Assistant Village Manager Holmer stated staff is recommending the team of Mortenson/Shive Hattery/Walker as the Design Build Team. Assistant Village Manager Holmer stated the Guaranteed Price Maximum (GMP) will be determined after the design documents are sufficiently completed to make reasonable budget estimates.

Assistant Village Manager Holmer stated the design for the proposed parking garage is not done as of yet, but the Village will be engaging the neighbors for collaboration in this process.

Senior Pastor Reverend Daniel Diss, from the First Methodist Church, stated the church received a letter from the Village Manager Franz, dated November 8, 2018, asking for a proposed partnership between the Village and First Methodist Church for this proposed parking garage. Reverend Diss stated the church is open to this conversation, and they do accept as a formal invitation to negotiate on this proposed parking garage. Reverend Diss stated the church is looking forward to conversion on this proposed parking garage.

A motion was made by Trustee Enright and seconded by Trustee Senak to authorize the Village Manager to execute a contract and approve staff recommendation of Mortenson/Shive Hattery/Walker as the Design/Build Team to perform the construction management, design and engineering, and all further services as identified, for the construction and delivery of the public parking garage to be located behind the Civic Center, contingent upon attorney review.

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

H. Business Registration and Inspection Requirements Updates (Presented by Planning and Development Director Springer) (Trustee Pryde)

1. Ordinance No. 6641 - VC, An Ordinance Amending Chapter 4 (Building Inspection) of Title 4 (Building Regulations) of the Village Code of the Village of Glen Ellyn, Illinois to Clarify Business Registration and Inspection Requirements.

Planning and Development Director Springer provided background on these updates and stated

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

Meeting: 01/14/19 07:30 PM
Department: Glen Ellyn Village Board
Department Head: William Holmer
Category: Discussion Item
Prepared By: William Holmer

SCHEDULED

AGENDA ITEM (ID # 3754) DOC ID: 3754

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

Background

In November of 2018, the Village chose the Design/Build Team of Mortenson Construction, Shive Hattery, and Walker Consultants to perform the construction management, design and engineering for a public parking garage to be built behind the Civic Center. Village staff and the design team have held several meetings and the team has begun preconstruction activities including involving utility companies to design the relocation of utilities on the site. Environmental and geotechnical surveys are being arranged and a traffic study will be forthcoming soon.

Issues & Impacts

As the team works toward developing a guaranteed maximum price (GMP) for the project, we have been faced with two early decisions that will significantly impact the cost of the garage. The two decisions involve (1) using pre-cast concrete vs. cast-in-place concrete; and (2) construction of the first level of the garage below grade or at the current grade of the parking lot.

Pre-cast vs. Cast-in-Place

I have attached a document created by Mortenson which describes differences between pre-cast and cast-in-place including information about the life cycle and maintenance of each. Generally speaking, pre-cast is less expensive to build with, but requires more maintenance during the life of the product. The premium to use cast-in-place concrete for this project is estimated at $1.8 million and, according to projections from Mortenson and Walker, will likely not be a cost effective option. Our site limits the ability to use a cast-in-place method. Staff has directed the team to plan to use pre-cast concrete. See attached document for further explanation.

Grade Level

There are many things to consider regarding the option of constructing the first floor below grade such as cost, mechanical needs, sprinkler needs, etc. This also potentially impacts the discussion regarding height of the garage. Early discussions have included the concept of a five-level structure which would provide approximately 300 parking spaces. Based on this concept, we should plan that each level would have approximately 60 spaces. Should the first level be built below grade, we would have four above grade. Should the first level be built at the current grade, the height of the structure would be near the top of the Civic Center (main structure, not the cupola). Of course, we could build the first level below grade with five levels above (for a total of six) and remain near the top of the Civic Center. The approximate cost *premium* to construct below grade is approximately $500,000 - $600,000 due to excavation, retention, concrete, etc. The team is prepared to show some

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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modeling of what the garage will look like on the site at the Village Board workshop.

As mentioned above, a five-level structure will provide approximately 300 spaces and we have begun to put together the framework of how we can use those spaces. The current framework includes uses for commuters, Village & tenant employees, central business district employees, and customers. This will continue to be explored as the final plan comes to fruition.

Staff has held meetings with neighboring businesses to seek feedback regarding concerns related to access, deliveries, use, etc. We have a meeting scheduled this week with our resident neighbors to the south to further discuss plans for the garage and solicit feedback. Additionally, staff has had on-going dialogue with representatives of the First United Methodist Church (our neighbor to the east) regarding the potential for an access point through their parking lot should we construct below grade.

Budget

The Village Board approved a Food and Beverage Tax which would be used to pay for bonds issued to build the parking garage.

Strategic Plan

> **Strategic Issue I: INFRASTRUCTURE.** Invest in infrastructure to meet key needs, including downtown accessibility, Village facilities, streets, utility and technology improvements. **Action Step:** Evaluate parking garage alternatives as well as economic development partnerships that would increase parking in the downtown by October 2019. *Village Board provided further direction to proceed with plans to construct a parking garage behind the Civic Center by June 2020.*

Action Requested

This information is being presented in an effort to update the Board on the progress of the garage thus far. Staff is seeking direction regarding the desire to build below grade. This will allow the team to narrow the scope of costs related to the project.

ATTACHMENTS:

- 2018 12 19 - Glen Ellyn Parking Garage - Precast v Cast in Place Memo (PDF)

M. A. Mortenson Company
Chicago Office
300 Park Blvd.
Suite 100
Itasca, IL 60143

Telephone: (847) 981-8600
Facsimile: (847) 981-8667
www.mortenson.com

William Holmer
Assistant Village Manager
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

RE: Precast vs. Cast-in-Place Analysis for Civic Center Parking Garage

Dear Bill,

Mortenson and Walker Consultants have completed an analysis comparing precast concrete structure to cast-in-place (CIP) concrete structure for the Glen Ellyn Civic Center Parking Garage. It is our experience that precast structures are less costly as a first time cost, but require more cost to properly maintain and repair. The purpose of this analysis is to help the Village determine if the added first time cost for CIP is recommended.

Cost Delta: Constructing a CIP structure for this project will cost approximately $1.8 million more than a precast structure. This premium is higher than we would typically see due to some unique site conditions and constructability issues on this site. The following outlines some of these inefficiencies and cost drivers:

- The tight site constraints limit our ability to access all sides of the new garage. In the CIP option, a fixed tower crane would be required to hoist formwork, rebar and concrete to all areas of the structure. This is a significant additional cost that would not be required if more access was available. For the precast option, a less expensive mobile crane would be utilized as the building would be erected in vertical sections.

- CIP structures require an additional cost for the building skin. The Precast structural walls inherently provide a substrate for the building's skin, however a CIP structure would require additional framing for infilling between the CIP elements.

- Because the new garage will be built close to the property line and the adjacent buildings, code will require the exterior walls to be solid in order to achieve the necessary fire separation. In the CIP option, building these

solid walls is more difficult and costly than with precast, again because access to most of the perimeter of the building is limited. The solid walls cannot be installed until the CIP frame is completed.

- The finished façade treatment in the CIP option would need to be installed via a hanging scaffold from the structures top level, again due to space constraints. This installation method is more costly. Precast allows for the building's skin to be incorporated into the structural panels and installed in a single mobilization

- CIP will take longer to build. The precast option will be 2 to 2 ½ months shorter to construct.

Life Cycle Analysis: Walker Consultants used the cost delta to evaluate the life cycle cost of precast vs. CIP. Over a 40 year life cycle, the increased cost of maintenance for a precast garage does not outweigh the first cost premium for a CIP structure.

Maintenance Considerations: The structural components of a parking structure are exposed directly to the weather and require maintenance regardless if CIP or precast. A comprehensive housekeeping and maintenance program will need to be in place and followed. Examples of housekeeping include cleaning of structure, touch up of painted surfaces, cleaning of debris from expansion and control joints, and snow removal with proper equipment. Examples of maintenance include repairs of delaminated / spalled concrete, replacement of failed connections, and sealant replacement. If the Village chooses precast, an overview of the maintenance requirements can be found in the "Maintenance Manual for Precast Parking Structures" available on the Precast / Prestressed Concrete Institute's website:
https://www.pci.org/PCI/Resources/Free_Resources/PCI/Publications/Free_Resources/Search_Free_Resources.aspx?hkey=12a275b0-871e-4c7a-888b-064002c3a42d

Recommendation: The Mortenson / Walker team recommends pursuing the precast option due to the higher than normal premium for CIP for this project. We are confident that with proper maintenance and repairs, the precast garage will adequately serve the needs of the Village of Glen Ellyn for many years to come.

Sincerely,

Nathan Lingard
Project Executive

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

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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

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 Manage 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.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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

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**

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.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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 form 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

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Agenda
Village of Glen Ellyn
Special Workshop Meeting
Monday, March 11, 2019
6:00 PM
Glen Ellyn Civic Center, Room 301

Village Board Workshop Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda on their chairs or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact 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. 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.

E. Public Parking Garage (Assistant Village Manager Holmer) (Discussion Only)

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

F. Other Items

G. Adjournment

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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

Meeting: 03/11/19 06:00 PM
Department: Glen Ellyn Village Board
Department Head: William Holmer
Category: Discussion Item
Prepared By: William Holmer

SCHEDULED

AGENDA ITEM (ID # 3865) DOC ID: 3865

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

Background

Village staff and the design team have held several meetings and the team is heavily involved in preconstruction activities, including engaging utility companies to design the relocation of utilities on the site. Environmental and geotechnical surveys are underway and a traffic study will be forthcoming soon.

Issues & Impacts

As the team works toward developing a guaranteed maximum price (GMP) for the project, the Board has provided direction to proceed with design of a pre-cast concrete structure with one level below grade and four levels above grade.

Preliminary designs have been shared with neighbors and the Village Board and were well received. The Board has provided direction to continue with design evolution while taking steps to reduce construction costs but preserve important visual interests in specific areas of the structure.

Design development was largely completed this week, and the team has sought bids for the pre-cast work associated with the structure. Bids were solicited in an ala carte format to allow for the ways to add/subtract from the cost of the exterior appearance based on cost of the pre-cast options. Mortenson is sifting through the bid responses this week.

Members of the design team will be present to discuss the latest design options with the associated costs for the pre-cast portion of the project. The team continues to work through logistical pieces of the project such as the placement and service of a garbage enclosure on the site. Additionally, the design of the pedestrian connection to Main Street (and possibly Duane) continues to evolve. I have attached the latest rendering of a site plan discussed this week as a visual reference.

Budget

The Village Board approved a Food and Beverage Tax which would be used to pay for bonds issued to build the parking garage.

Strategic Plan

> **Strategic Issue I: INFRASTRUCTURE.** Invest in infrastructure to meet key needs, including downtown accessibility, Village facilities, streets, utility and technology improvements. **Action Step:** Evaluate parking garage alternatives as well as economic development partnerships that would increase parking in the downtown by October 2019. *Village Board provided further direction to proceed with plans to construct a parking garage behind the Civic*

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street |)

Center by June 2020.

Action Requested

This information is being presented in an effort to update the Board on the progress of design. Staff is seeking feedback from the Board regarding the current design with the intent to return on March 18, 2019 with that feedback incorporated into a final design to present to the Board.

ATTACHMENTS:

- Rendered Landscape Plan (PDF)

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

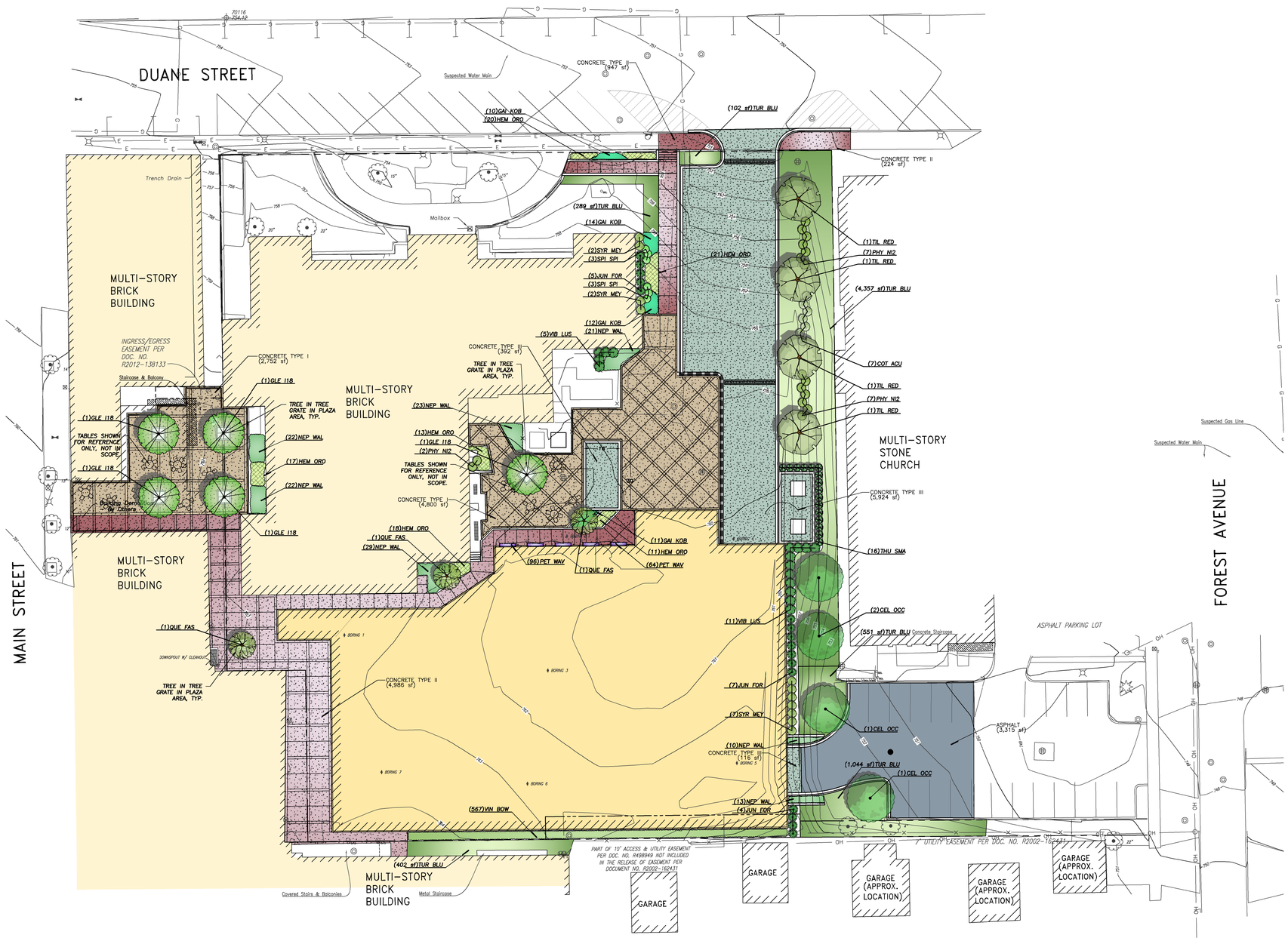
PLANT SCHEDULE

CANOPY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5"CAL	4
GLE I18	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / THORNLESS SKYLINE HONEYLOCUST	B & B	2.5"CAL	5
QUE FAS	QUERCUS ROBUR 'FASTIGIATA' / PYRAMIDAL ENGLISH OAK	B & B	2.5"CAL	3
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5"CAL	4
EVERGREEN TREES	**BOTANICAL NAME / COMMON NAME**	**COND**	**SIZE**	**QTY**
THU SMA	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	B & B	6' HT.	16
DECIDUOUS SHRUBS	**BOTANICAL NAME / COMMON NAME**	**COND.**	**SIZE**	**QTY**
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	7
PHY NI2	PHYSOCARPUS OPULIFOLIUS / NINEBARK	B & B	36" HT.	16
SPI SPI	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	B & B	24" HT.	6
SYR MEY	SYRINGA MEYERI 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	11
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	16
EVERGREEN SHRUBS	**BOTANICAL NAME / COMMON NAME**	**COND.**	**SIZE**	**QTY**
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	16
GROUND COVERS	**BOTANICAL NAME / COMMON NAME**	**COND**	**SIZE**	**QTY**
GAI KOB	GAILLARDIA X GRANDIFLORA 'KOBOLD' / BLANKETFLOWER	CONT.	#1	47
HEM ORO	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	#1	110
NEP WAL	NEPETA X FAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	CONT.	#1	144
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	ROLLED	SOD	6,746 SF
VIN BOW	VINCA MINOR 'BOWLES BLUE' / DWARF PERIWINKLE	CONT.	QUART	567
ANNUALS	**BOTANICAL NAME / COMMON NAME**	**COND**	**SIZE**	**QTY**
PET WAV	PETUNIA X HYBRIDA 'PURPLE WAVE' TM / PETUNIA	CONT.	3" POTS	160

N

20' 0' 20' 40' 60'

Scale: 1"= 20'



LANDSCAPE NOTES

1. PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC.. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN ESTABLISHED WITH SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL
17. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
18. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
19. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
20. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
21. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
22. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
23. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.

SITE MATERIAL SCHEDULE

	ASPHALT	3,315 SF
	CONCRETE TYPE I	7,552 SF
	CONCRETE TYPE II	6,142 SF
	CONCRETE TYPE III	6,432 SF

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

PRELIMINARY - DO NOT USE FOR CONSTRUCTION

Design Builder:

Mortenson

M. A. MORTENSON COMPANY

300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

WALKER CONSULTANTS

Parking Consultant / Structural Engineer

2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60159
TEL 847.843.4500
www.walkerconsultants.com

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

Architect / MEP - FP Engineer

440 North Wells Street, Suite 320
Chicago, IL 60564
Tel: 312.324.5500
www.shive-hattery.com

ERIKSSON ENGINEERING ASSOCIATES, LTD.

Civil Engineering / Landscape Architecture

145 Commerce Drive, Suite A
Grayslake, IL 60030
Tel: 847.223.4804
www.eea-ltd.com

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen ellyn, IL 60137

MARK	DATE	DESCRIPTION
	02/27/2019	Document Issue 2 - Design Development

REVISIONS

ISSUE:	DESIGN DEVELOPMENT
ISSUE DATE:	02/27/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SC

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SHEET TITLE:
LANDSCAPE PLAN

L-100

2/27/2019 12:13:03 PM C:\Revit Projects\31-8445-00-Glen_Ellyn_R-19_RYMSON.rvt

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street J)

Minutes
Village of Glen Ellyn
Special Workshop Meeting
Monday, March 11, 2019
6:00 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	Excused	
Gary Fasules	Village Trustee	Present	6:20 PM
John Kenwood	Village Trustee	Present	
Pete Ladesic	Village Trustee	Present	
Craig R. Pryde	Village Trustee	Present	
Mark Senak	Village Trustee	Remote	
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	
Julius Hansen	Public Works Director	Present	
Staci Springer	Director	Present	
Phil Norton	Chief of Police	Present	
Kelli E. Christiansen	Commissioner	Present	

A motion was made by Trustee Pryde and seconded by Trustee Ladesic to allow Trustee Senak to participate in the meeting via phone.

Upon roll call, President McGinley and Trustees Kenwood, Ladesic and Pryde answered "aye."

B. Pledge of Allegiance

C. Roll Call

D. Audience Participation

None

E. Public Parking Garage (Assistant Village Manager Holmer) (Discussion Only)

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 proposed parking garage and stated they will be discussing the design and progress with the parking garage. Assistant Village Manager Holmer stated they have been having regular meetings to design and refine the structure and figure out pieces such as placement of the trash enclosure. Assistant Village Manager Holmer stated they have been keeping the resident neighbors and business neighbors in the loop during ongoing discussion. Assistant Village Manager Holmer stated the design team did go out to bid,

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

and they sought bids for precast with a menu of options. Assistant Village Manager Holmer stated they need direction from the Village Board to see if the Board is comfortable with the design as is. Assistant Village Manager Holmer stated they are somewhat limited in structure unless they scrap the current design and go in a whole new direction.

Nathan Lingard, Project Executive with Mortenson Construction, stated they are currently working on a draft Guaranteed Maximum Price (GMP). Mr. Lingard showed an overview picture of the site plan and stated he will be reviewing the exterior garage panel alternates. Mr. Lingard stated they have planned the garage's design around the possibility of using the Methodist Church's parking lot for possible access to the parking garage. Mr. Lingard showed pictures of the proposed Lower Tier, the Ground Tier, the Second Tier and the Top Tier as well as the ramping system and explained how the ramping system and flow would work in the proposed garage.

Trustee Kenwood asked about the Ground Tier of the garage. Brad Navarro, Principal at Walker Parking Consultants, stated it is a flat bay as you go into the Ground Tier of the garage. Mr. Lingard stated there would be 281 parking stalls in this proposed garage. Trustee Kenwood referred to the Top Tier picture and asked why there was no parking on the south portion. Mr. Lingard stated this is a dead end and would be a ramp if the garage continued up another floor.

Trustee Pryde asked about the slope. Mr. Navarro stated it is a 6.6% slope. Trustee Pryde asked if the north aisle is a low slope to which Mr. Navarro stated it is.

Mr. Lingard showed an overview picture of the conceptual site plan and stated there will be concrete sidewalk access around the garage and through to Main Street. Mr. Lingard stated they are discussing two different spots for the trash enclosure to see which would be best. Mr. Lingard stated there will be a small courtyard with pedestrian access to Duane Street.

Trustee Kenwood asked about the size of the courtyard. Spencer Craig, with Eriksson Engineering Associates, stated it is approximately 40 feet by 40 feet. Trustee Kenwood asked about the thatched area by the garage. Assistant Village Manager Holmer stated this is open space access and pedestrian access as well. Assistant Village Manager Holmer stated this is open as the trash collector may need to leave the driveway to get to the trash enclosure. Assistant Village Manager Holmer stated they are not certain on how much space they have to play with yet.

Mr. Lingard updated the Village Board on the forecast to cost and stated the current estimate is slightly lower than the estimate done in January with the current forecasted cost at $15,258,000 to $16,688,000 which is $592,000 to $972,000 below the January cost estimate. Mr. Lingard stated they will continue to see where else they can get more savings.

Mr. Lingard stated there will be one elevator in the stair tower on the Duane Street side. Assistant Village Manager Holmer stated one elevator is planned as this is due to cost.

Trustee Kenwood asked why the elevator is on the Duane Street side. Assistant Village Manager Holmer stated this is predominantly due to space as it fit better on the Duane Street side and would be a tighter squeeze on the Main Street side.

Trustee Fasules entered the meeting at 6:20 p.m.

Mr. Lingard stated they have received two bids on the precast, and one more bid is still pending. Mr. Lingard stated they are letting the market drive most of the economic approach on this garage,

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and they did request alternate pieces as well. Mr. Lingard stated the actual brick being embedded in the precast is the most cost effective.

Mr. Lingard showed an overview picture of the proposed garage with the four panels labeled to show the panel distribution on the exterior of the garage. Mr. Lingard stated they are doing full solid panels in places as this is required so close to property lines. Mr. Lingard showed an alternate picture and stated the alternate would only be a cost savings of approximately $7,500.

Mr. Lingard showed the Alternate 2 picture and stated this is form liner versus thin brick which could be a potential savings of $70,000 up front, but it will cost approximately $50,000 every 5 to 10 years to repaint.

Mr. Lingard showed the Alternate 3 picture and stated they could do a reduction in panel articulation. Mr. Lingard stated the precast steps can be done with integral articulation or bolt-in articulation, and he explained the steps in the precast process. Mr. Lingard stated they are not seeing a huge cost difference with articulation versus no articulation. Mr. Lingard stated they are continuing to work with the precasters to find every amount of savings.

Trustee Kenwood asked about which levels had brick on the exterior and which levels had concrete on the exterior. Mr. Lingard stated brick would be done on the exterior of the Second Tier. Trustee Kenwood asked if Panel Pattern C could be eliminated overall to which Mr. Lingard stated they will ask about this.

Trustee Senak asked how long the life expectancy is of a structure like this. Mr. Navarro stated the guidelines state you need to design this with a life expectancy of 50 years which means you would need to start to make significant repairs to the structure at 50 years. Mr. Navarro stated there are discussions happening currently about the regular maintenance that will be needed on the garage. Trustee Senak asked about the construction schedule. Mr. Lingard stated the process would be an 8 ½ month schedule from start to opening, and it will take 3 months to get out of the ground.

Trustee Fasules asked what the annual maintenance cost is to keep the garage is usable condition. Mr. Navarro stated he does not have the exact numbers with him, but in general, the cost is $100 to $150 per stall per year. Mr. Navarro stated they do recommend regular maintenance starting in Year 5.

Trustee Senak asked when a GMP would be ready. Mr. Lingard stated they are working on a draft GMP for the April 8th Village Board Meeting with the final GMP ready for the April 22nd Village Board Meeting.

President McGinley asked if the Village Board had any concerns and wanted to see any changes. President McGinley stated it was suggested to possibly eliminate Panel Pattern C and do all Panel Pattern B where B and C would currently proposed.

Trustee Kenwood asked if steel is being used. Mr. Lingard stated they would have had steel at the stair towers, but what they are going to clad the stairs with they are going to do in precast now. Trustee Kenwood asked if they would need to use steel if the garage went up another level to which Mr. Lingard stated they would not. Mr. Navarro stated if another level was added to the garage, the footings and foundation would be bigger, the stairs would be bigger, and there would be a bigger fire rating on the elements.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Mr. Lingard stated if a garage is enclosed greatly, code requires fire sprinklers and an appropriate amount of ventilation.

Public Comments

Joe Etheridge, owner of Busy Bee Barber Shop at 417 N. Main Street, stated he is concerned about a solid wall behind his barber shop as there will be no good access to his shop or the doors, and many of his customers are senior citizens. Mr. Etheridge asked how the fire department will get in to the apartments above his shop. Mr. Etheridge asked where the Village is going to have all the people who live in the apartments park when the parking garage is being constructed.

President McGinley stated staff will be reaching out to the businesses with more details as this gets closer. President McGinley stated the Fire Department has been working with the Village on this project and will continue to do so. President McGinley stated the parking staff is working on the plans for parking, and this will be communicated as plans are finalized, and construction gets closer.

Mark Rhodes, who resides on Hillside, asked about how it will be addressed that people are not in the back area of the parking garage. Mr. Rhodes asked where the exhaust will be ventilated to.

Donna Rhodes, who resides on Hillside, thanked Assistant Village Manager Holmer who got their block together to meet with the parking garage design team. Ms. Rhodes asked to see an image of what the proposed garage will look like. Assistant Village Manager Holmer stated he will send this to them.

Katherine Simmons, with the First United Methodist Church at 424 Forest Avenue, stated their church is in discussions about providing an easement. Ms. Simmons asked about the distance from the east wall of the garage to the face of the church building. Mr. Craig stated it is approximately 30 feet in total. Mr. Navarro stated this space is due to international building code setbacks. Ms. Simmons stated they were expecting this to be closer. Assistant Village Manager Holmer stated they are trying to be cognizant of the neighbors which drove the design of the garage. Ms. Simmons asked if the bays would be open. Mr. Lingard stated the bays will be open on the Ground Tier for ventilation, and there will be planters and a knee wall in-between.

Rolland Grenow, with the First United Methodist Church, asked if there will be enough space to work between the church and the parking lot during construction.

James Bennett, with the First United Methodist Church, asked about the openings due to water and drainage.

President McGinley stated all concerns will be addressed as the Village moves forward with this project.

Mr. Etheridge asked if delivery trucks will fit. Assistant Village Manager Holmer stated trucks would not fit and they are working on this.

Dave Cilio, owner of Nobel House at 421 N. Main Street, asked about a goal start date. Village Manager Franz stated they are working on this to ensure the different construction projects in the downtown are not done all at once.

Assistant Village Manager Holmer asked for direction from the Village Board on what was

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

presented and the basis for design. President McGinley stated it would be good to see price options for with windows and without windows.

Trustee Kenwood stated he is concerned about only having 1 elevator. The Village Board agreed with this and asked to see a cost estimate on a possible 2nd elevator. Trustee Kenwood asked about the additional cost for another floor. Assistant Village Manager Holmer stated this would be approximately an additional $2,000,000.

President McGinley stated the Village Board would like to see Pattern B versus Pattern C, 1 versus 2 elevators and windows versus no windows.

RESULT:	**DISCUSSION ONLY**

F. Other Items

None

G. Adjournment

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

Respectfully submitted, Debbie Solomon - Recording Secretary

Reviewed and approved, John A. Chereskin - Village Clerk

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

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

Meeting: 03/18/19 07:00 PM
Department: Glen Ellyn Village Board
Department Head: William Holmer
Category: Discussion Item
Prepared By: William Holmer

SCHEDULED

AGENDA ITEM (ID # 3891) DOC ID: 3891

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

Background

Village staff and the design team have continued to proceed with design of the proposed parking garage and the team is heavily involved in preconstruction activities, including engaging utility companies to design the relocation of utilities on the site. Environmental and geotechnical surveys are underway and a traffic study will be forthcoming soon. At a Village Board workshop on March 11, 2019, the Board was supportive of the most recent designs with minimal feedback for changes.

Issues & Impacts

The team continues to work toward developing a guaranteed maximum price (GMP) for the project, and the Board has provided direction to proceed with design of a pre-cast concrete structure with one level below grade and four levels above grade.

Preliminary designs have been shared with neighbors and the Village Board and were well received. The team continues to work on controlling construction costs related to this project as the GMP is developed.

Design development has been largely completed, and the team has sought bids for the pre-cast work associated with the structure. Bids were solicited in an ala carte format to allow for the ways to add/subtract from the cost of the exterior appearance based on cost of the pre-cast options. Mortenson continues to drill into the bids.

Nathan Lingard, project executive from Mortenson Construction, will again be present to discuss the latest design along with rough costs for project. The team continues to work through logistical pieces of the project such as the placement and service of a garbage enclosure on the site. Additionally, the design of the pedestrian connection to Main Street (and possibly Duane) continues to evolve. I have attached the slide presentation from the March 11th meeting as a reference.

Use of Garage

Discussions continue among staff regarding the framework for how to use the new spaces within the garage. Attached is a worksheet containing the latest structure of that framework and the team will be prepared to discuss the concept with the Board.

Budget

As the team has continued to evaluate costs relative to the GMP, the estimated cost of the project is approximately $15.5 million. Some questions were discussed last week regarding options to include with the project. Those options include: a second elevator, an additional floor to the structure,

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street |)

ingress/egress through the church lot to the east, and the appearance of the "windows" on the structure. The team will be prepared to discuss these issues along with some associated cost estimates for them.

There has also been discussion about the cost of the structure versus cost of the project. The below table includes the cost breakdown estimates from the design presentation.

GROUP	LOW RANGE	HIGH RANGE
Base Structure	$9,840,000	$10,140,000
Lot Line Premium	$1,960,000	$2,020,000
Enabling Work	$670,000	$690,000
Sitework & Plaza	$1,070,000	$1,100,000
Design & Engineering	$1,018,000	$1,018,000
Contingency	$700,000	$720,000
Total	$15,258,000	$15,688,000
Adjusted Structure Total	$10,858,000	$11,158,000

Arguably, the highlighted figures could be removed from consideration as a cost of the structure. While they are necessary, they could be considered costs outside of actual building costs. When removed from the overall estimate, you get the adjusted structure total above.

The costs above do not include the costs to purchase the building on Main Street for the pedestrian connection nor do they include any costs for an easement with the church.

The Village Board approved a Food and Beverage Tax which would be used to pay for bonds issued to build the parking garage.

Strategic Plan

> **Strategic Issue I: INFRASTRUCTURE.** Invest in infrastructure to meet key needs, including downtown accessibility, Village facilities, streets, utility and technology improvements. **Action Step:** Evaluate parking garage alternatives as well as economic development partnerships that would increase parking in the downtown by October 2019. *Village Board provided further direction to proceed with plans to construct a parking garage behind the Civic Center by June 2020.*

Action Requested

Staff is seeking feedback from the Board regarding the final design of the garage. While the exterior skin appears to be fairly set from a design perspective, there are a few decisions noted above which

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

need to be made in order to complete the GMP proposal which is planned to be brought back to the Board on April 8, 2019.

ATTACHMENTS:

- designpresentation (PDF)
- parking framework (PDF)
- CBD Parking Plan Summary (PDF)

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

GLEN ELLYN PUBLIC PARKING GARAGE

Village Board Workshop | March 11, 2019

Mortenson

WALKER CONSULTANTS

SHIVEHATTERY ARCHITECTURE+ENGINEERING

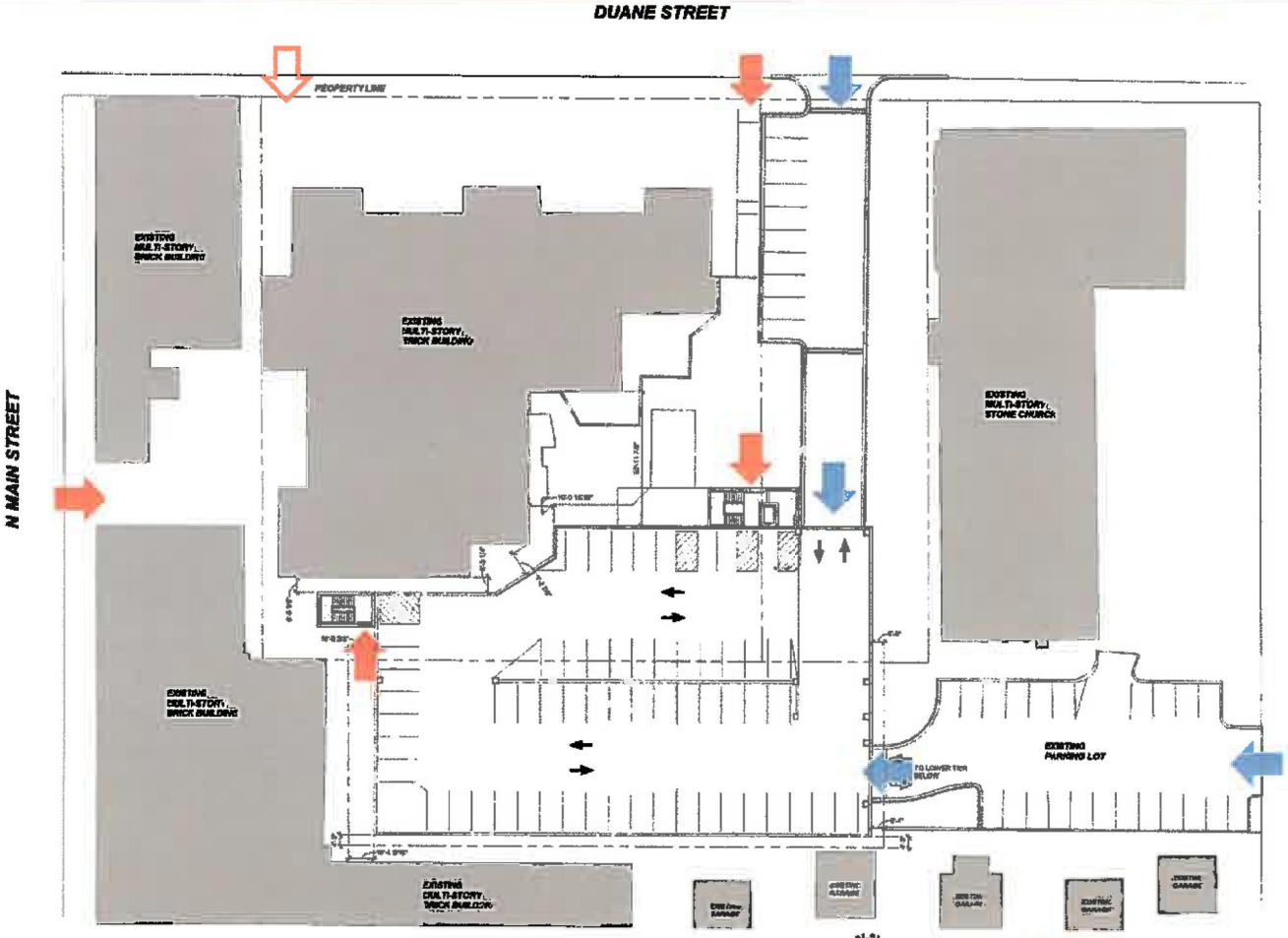
ERIKSSON ENGINEERING ASSOCIATES, LTD.

Meeting Goals

- Review Site Layout
- Review Current Plan Layout
- Current Cost Forecast
- Review Exterior Panel Alternates
- Next Steps

Mortenson

Site Plan

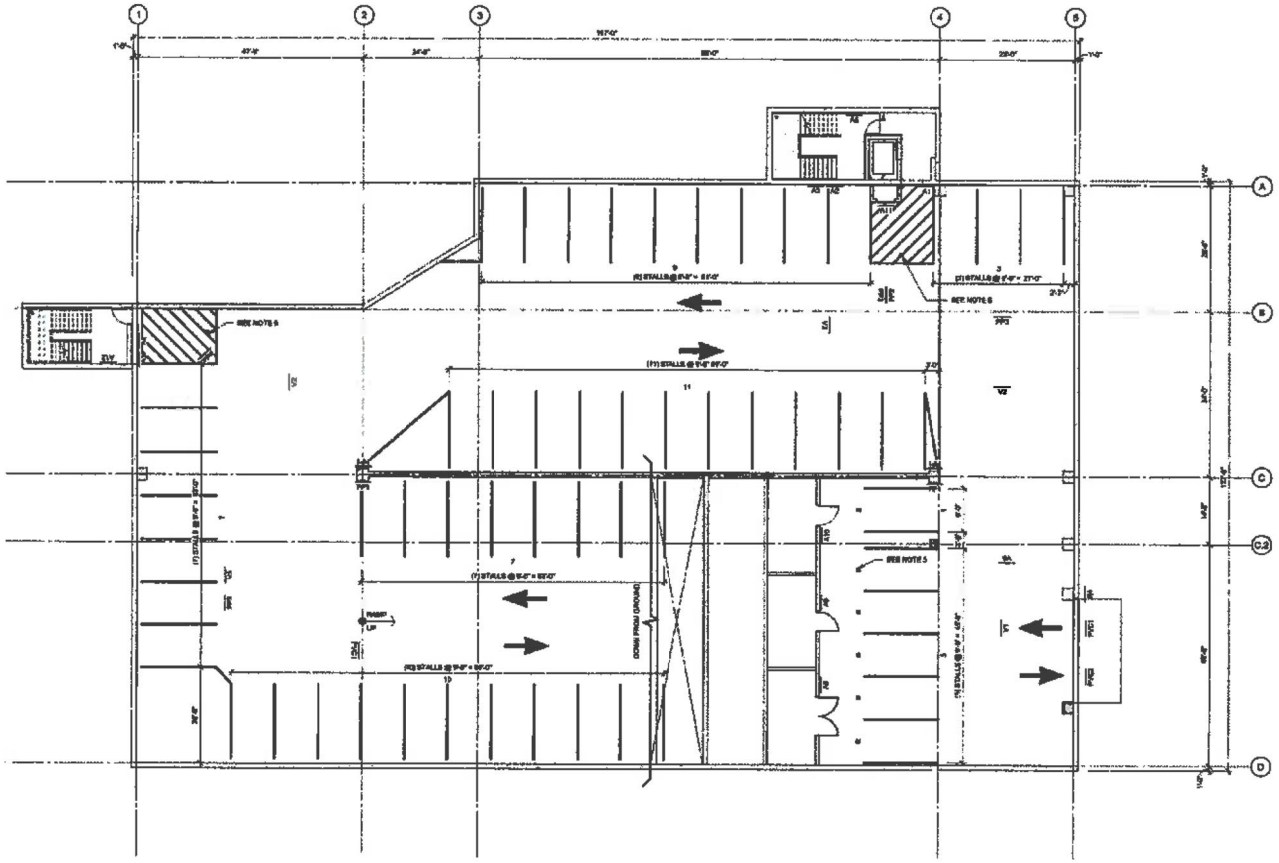


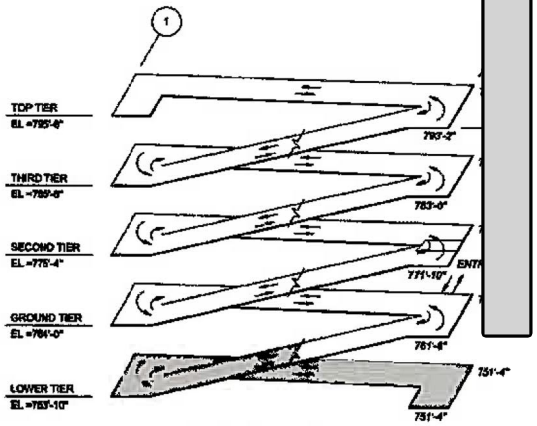
Pedestrian Access into Garage

Vehicular Access (access from Forest Ave. not finalized)

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

Lower Tier Plan



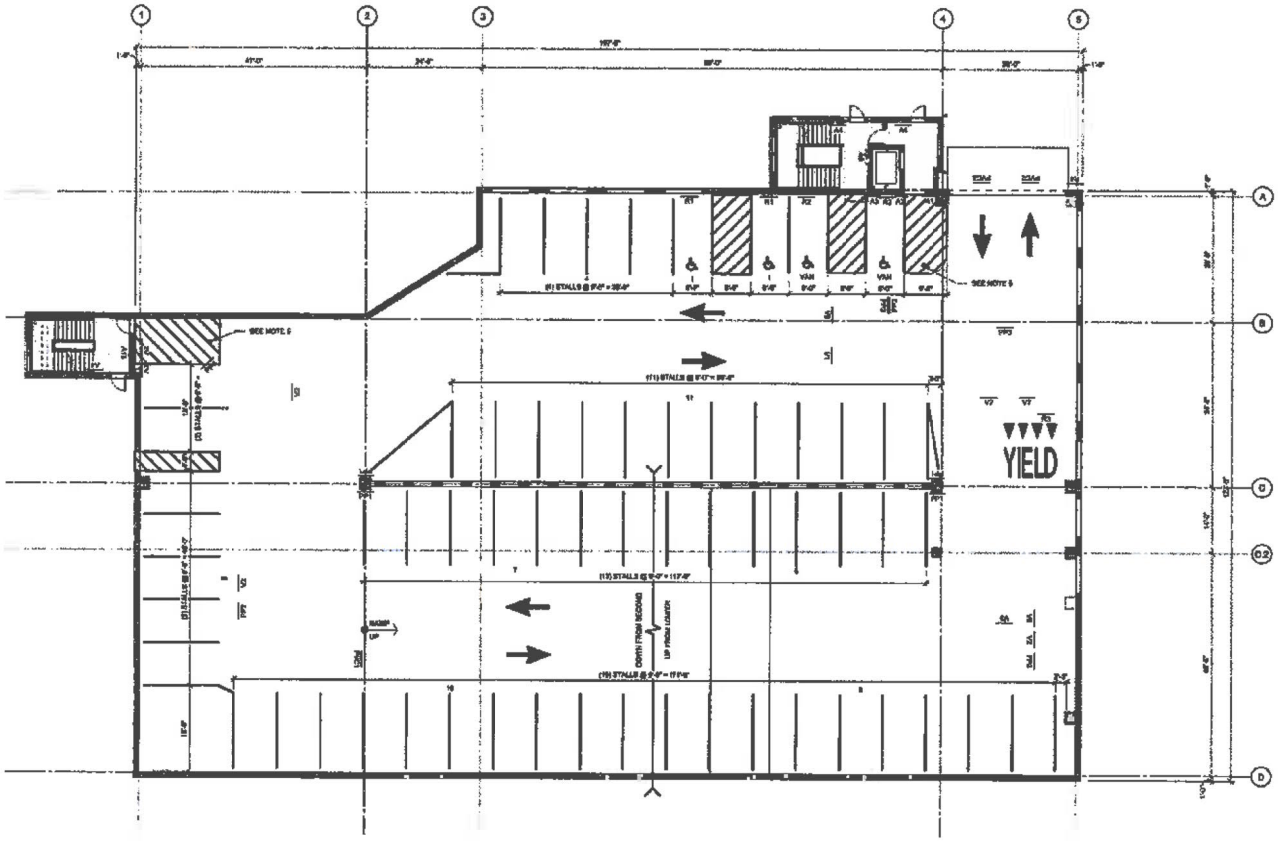


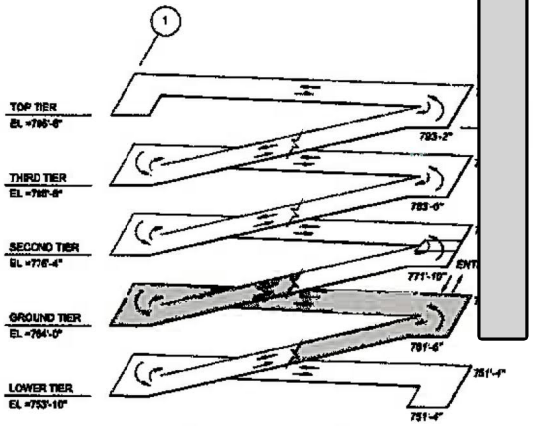
ISOMETRIC

PARKING STALL COUNT - GARAGE				
9'-0" 90° STANDARD STALL				
8'-0" ACCESSIBLE STALL + 8'-0" ACCESS AISLE				
TIER	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
LOWER	53	0	0	53
GROUND	54	2	2	58
SECOND	58	3	0	61
THIRD	62	0	0	62
TOP	47	0	0	47
	274	5	2	281

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

Ground Tier Plan





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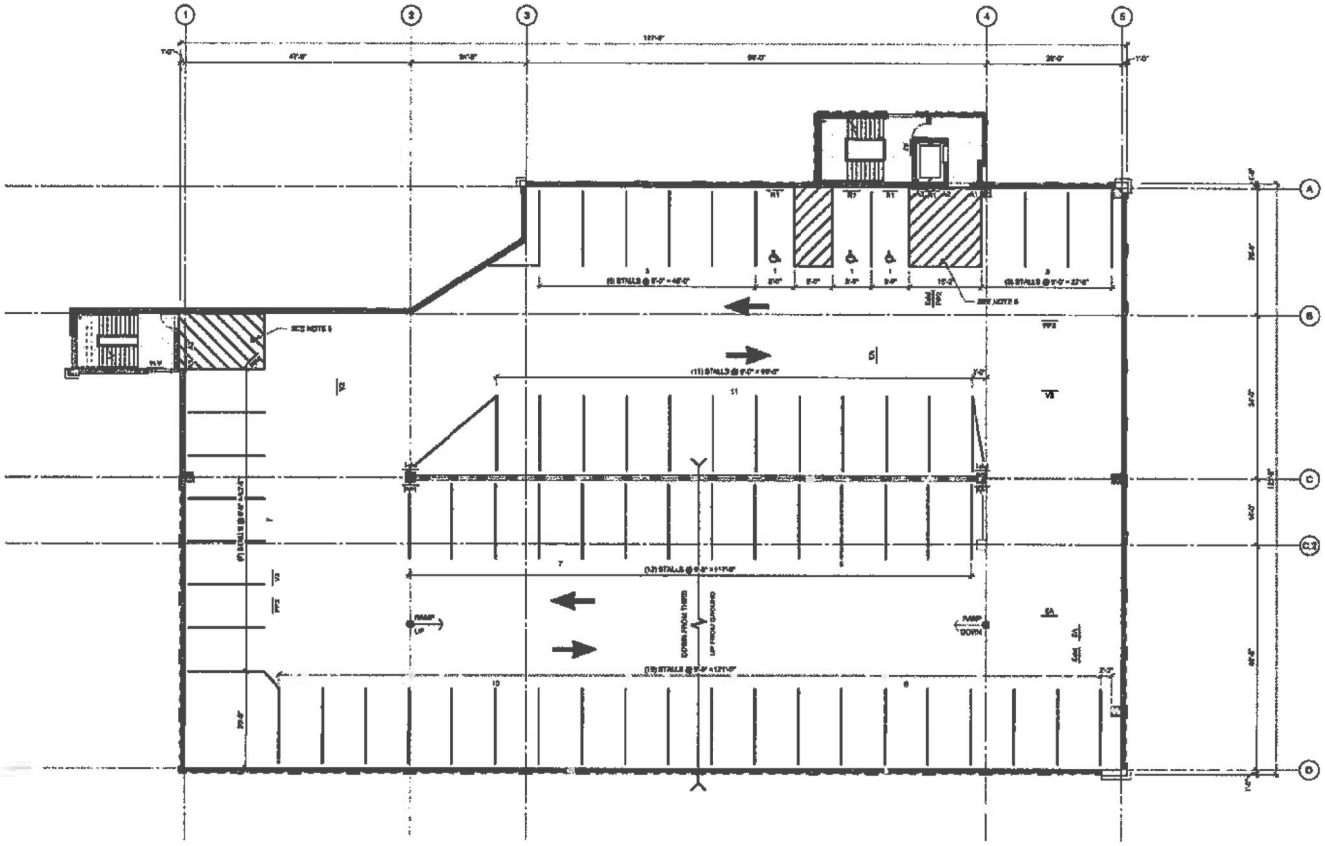
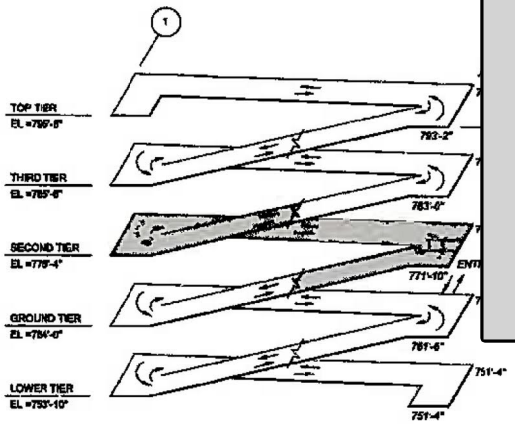
TOP	47	0	0	47
	274	5	2	281

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

Second Tier Plan





ISOMETRIC

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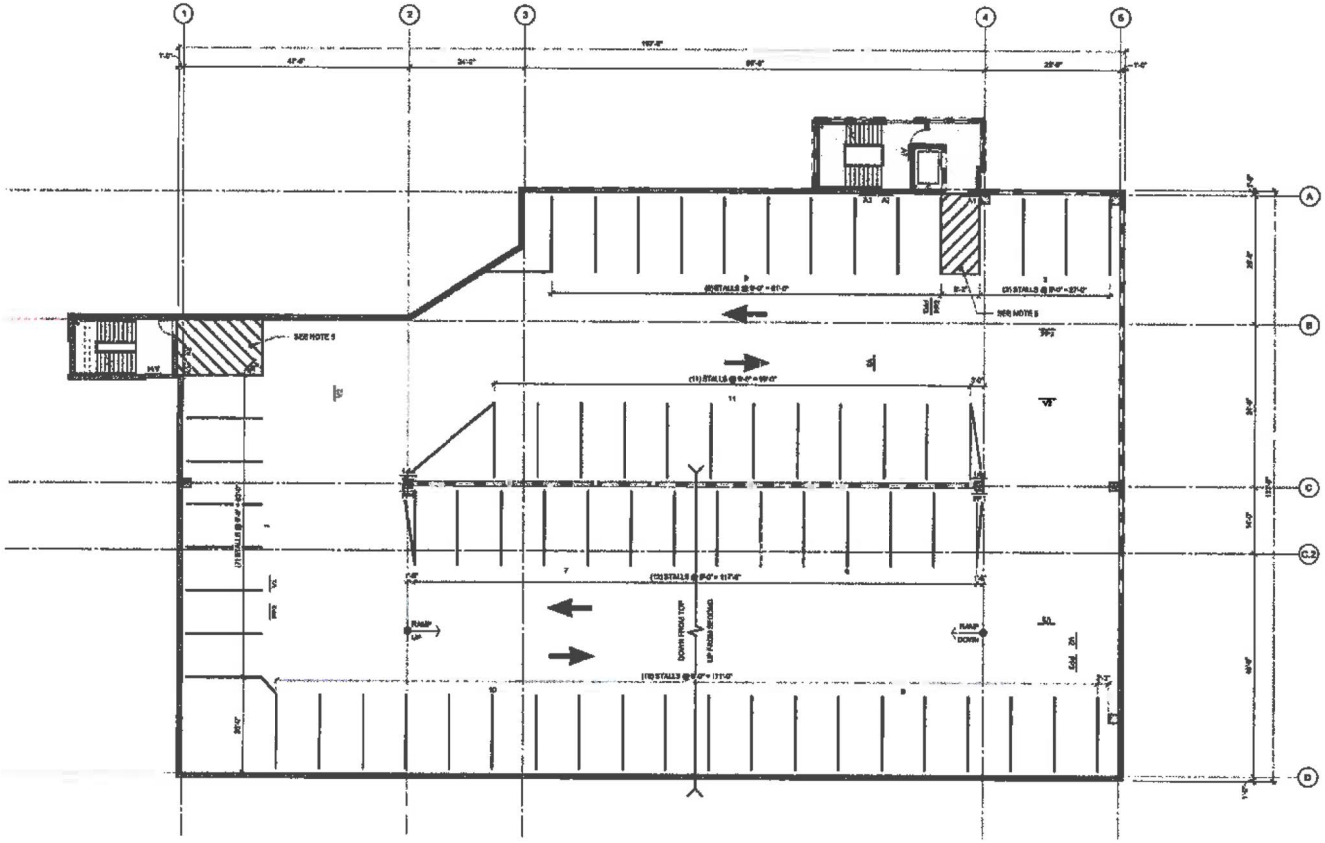
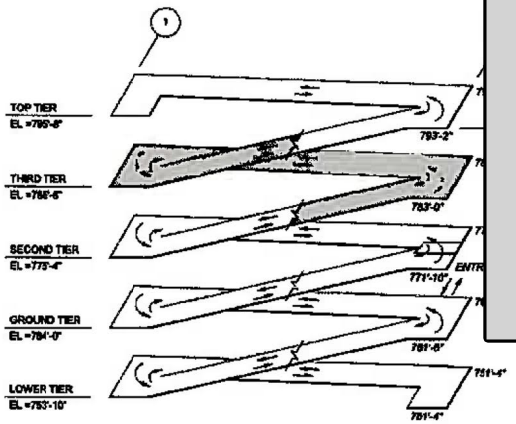
THIRD	62	0	0	62
TOP	47	0	0	47
	274	5	2	281

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING KRIKSBON ENGINEERING ASSOCIATES, LTD.

Third Tier Plan





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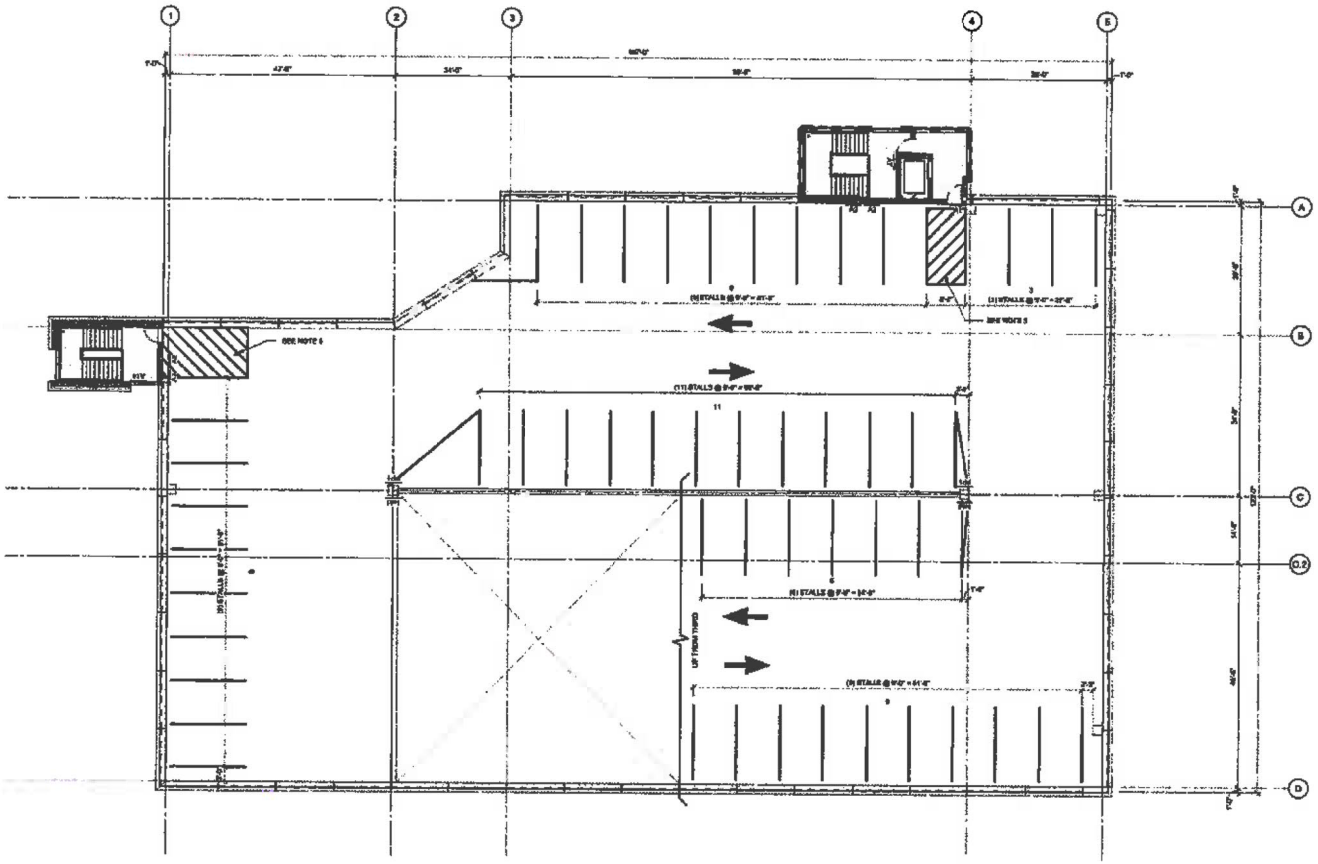
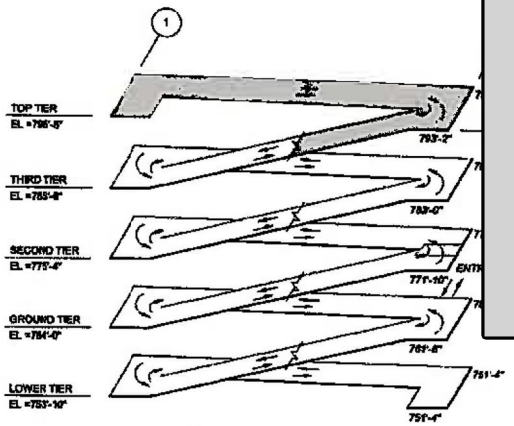
THIRD	62	0	0	62
TOP	47	0	0	47
	274	5	2	281

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE • ENGINEERING

Top Tier Plan





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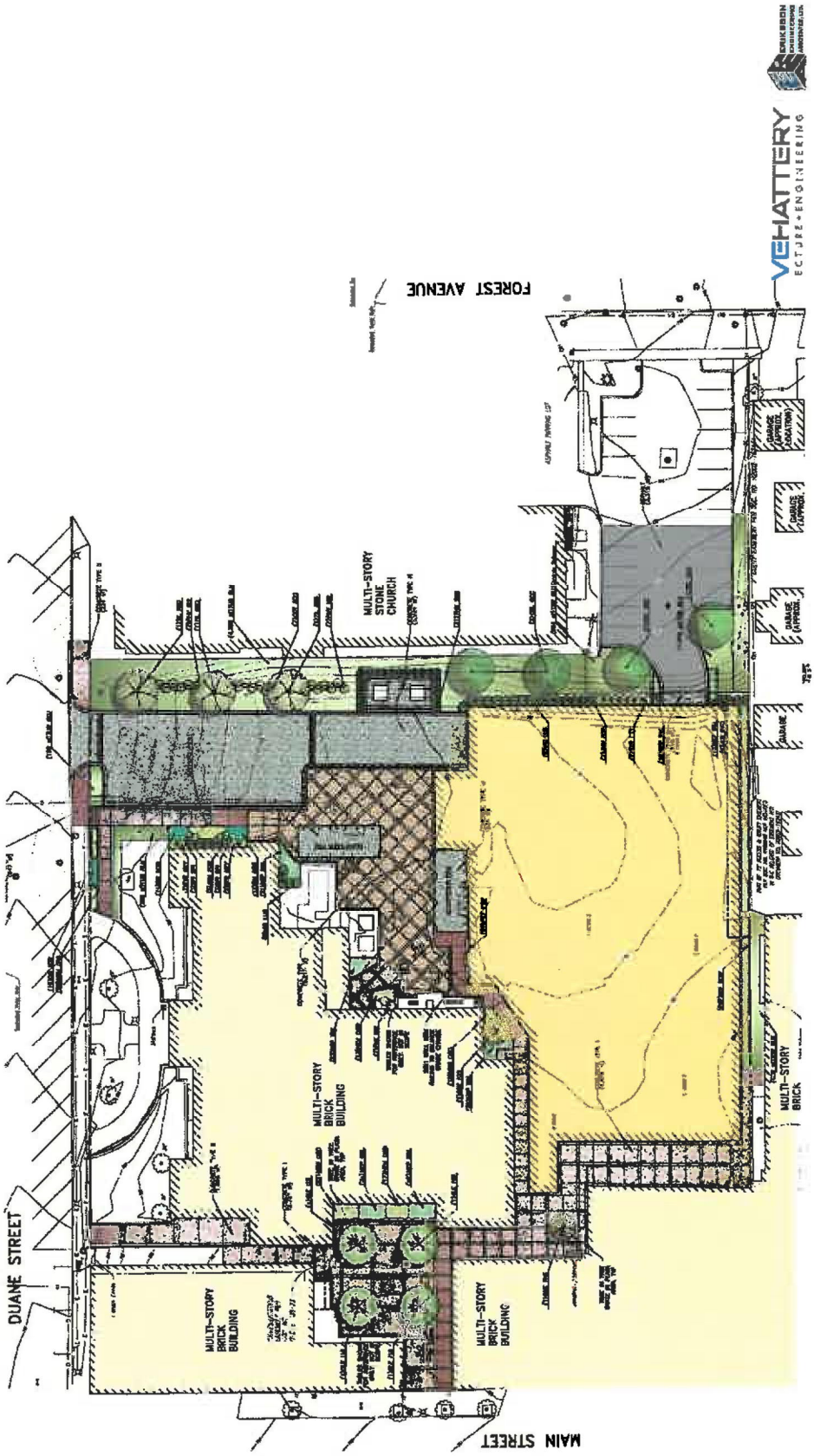
Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.


DUANE STREET
MAIN STREET
FOREST AVENUE
MULTI-STORY BRICK BUILDING
MULTI-STORY BRICK BUILDING
MULTI-STORY BRICK BUILDING
MULTI-STORY STONE CHURCH
MULTI-STORY BRICK
GARAGE
GARAGE (CAPACITY)
GARAGE (CAPACITY)
GARAGE (ADDITION)
VEHATTERY
ECTURE • ENGINEERING

VILLAGE OF GLEN ELLYN

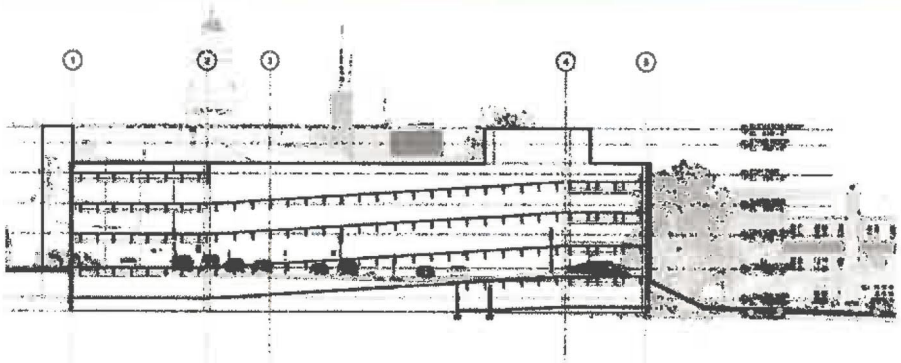
Civic Center Parking Garage

Monday, March 11, 2019

Mortenson

Basement - 4 Levels

Cross Section



Cost Breakdown

BD (groups)	Low Range	High Range
10 - Baseline Structure	$9,840,000	$10,140,000
11 - Impacted Soils Premium	$0	$0
12 - Lot Line Premiums	$1,960,000	$2,020,000
16 - Enabling Work	$670,000	$690,000
18 - Sitework & Plaza	$1,070,000	$1,100,000
20 - Design & Engineering	$1,018,000	$1,018,000
22 - Contingency	$700,000	$720,000
Total	**$15,258,000**	**$15,688,000**

Current Forecast

$15,258,000 Low Range

$15,688,000 High Range

January 2019 Forecast

$15,850,000 Low Range

$16,660,000 High Range

Cost Analysis - Over / (Under)

($592,000) Delta Low

($972,000) Delta High

Scope Assumptions

- 281 Stalls
- Basement Included
- 4 Above Grade Levels
- Mechanically Ventilated
- Fully Sprinklered
- Thin-Brick Inlaid Precast Enclosure
- Design & Engineering
- ComEd Relocation
- Alley / Access Landscaping / Finishes
- Existing Building / House Demo & Abatement

Total # of Stalls

281

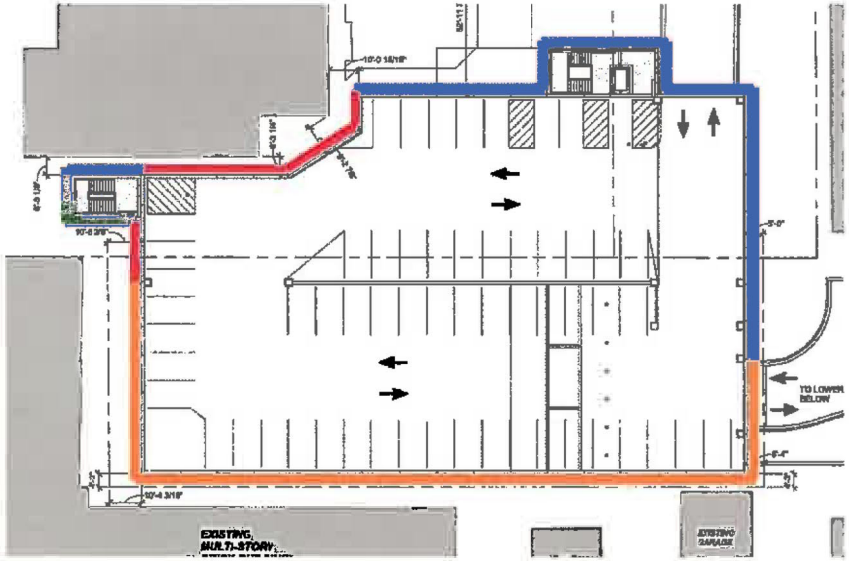
Precast Bid Update

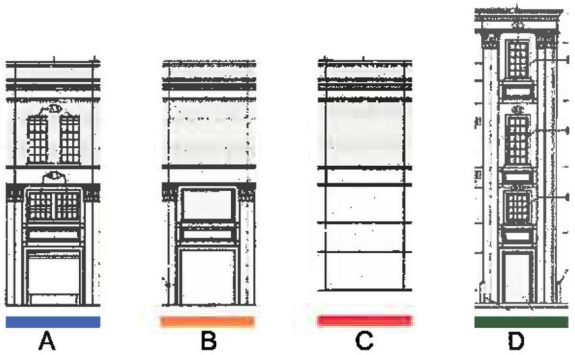
- Current Status
  - 2) Bids Received; 1) Bid still pending
  - Bidders have not been fully scoped
  - Bidders were give the option to submit the most cost effective approach to achieve the structural and architectural requirements
  - The following alternates were requested:
    1. Panel Type Distribution
    2. Provide Brick Liner Finish in lieu of Thin Brick Insets
    3. Simplify Panel Articulation
  - Due to the thoughtful approach to panel repetition, there are minimal savings as a result of panel changes

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING

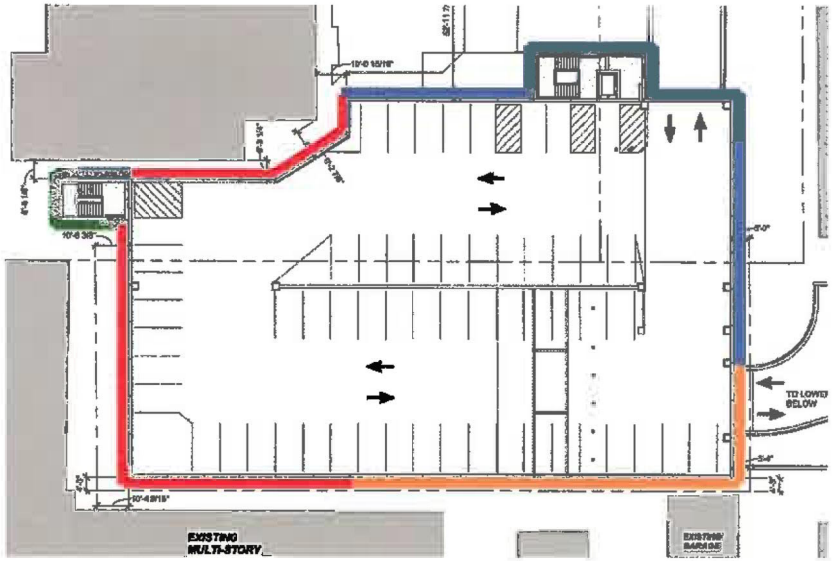
Alternate 1 – Panel Distribution

DD Document Set





Alternate Layout



Potential Savings: - $7,500

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES LTD.

Alternate 1 – Panel Distribution

DD Document Set

Alternate Layout

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

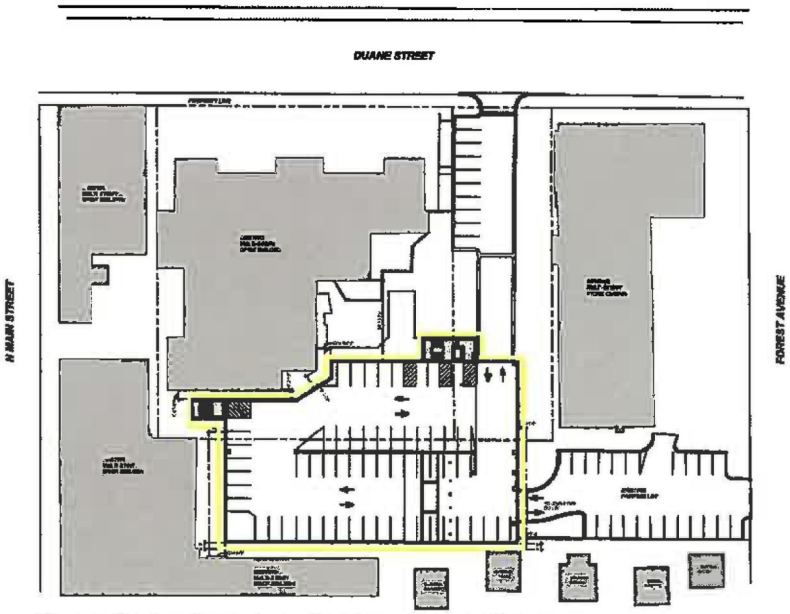
Alternate 2 - Form Liner vs. Thin Brick

DD Document Set

Brick to Match Civic Center

Alternate

Painted / Stained Formliner



Plan – Option includes all sides of the building

Potential Savings: - $70,000

Will cost ~$50,000 every 5-10 years to re-paint

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING

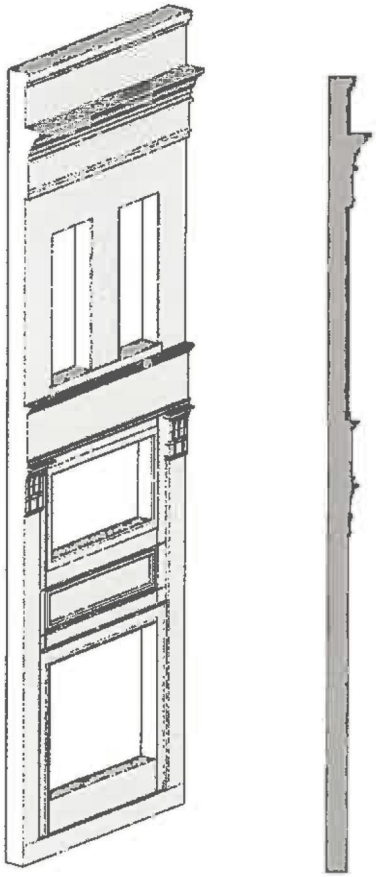
Alternate 3 - Reduction in Panel Articulation

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING KRIKSSON ENGINEERING

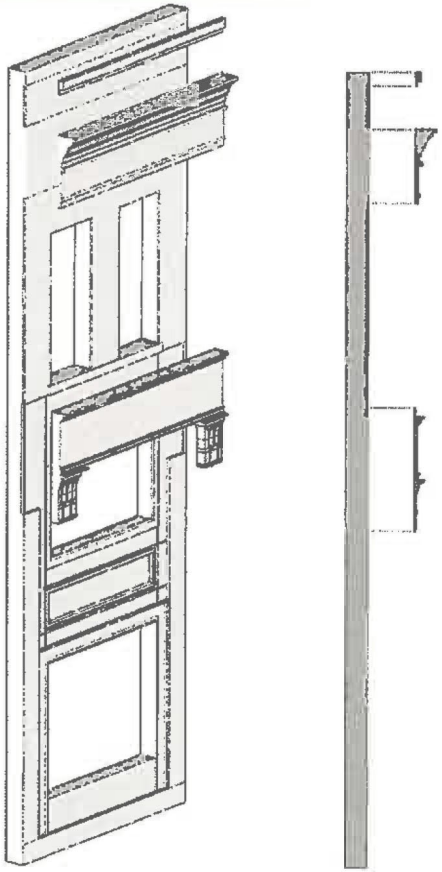
Alternate 3 - Reduction in Panel

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE • ENGINEERING

Precast Steps



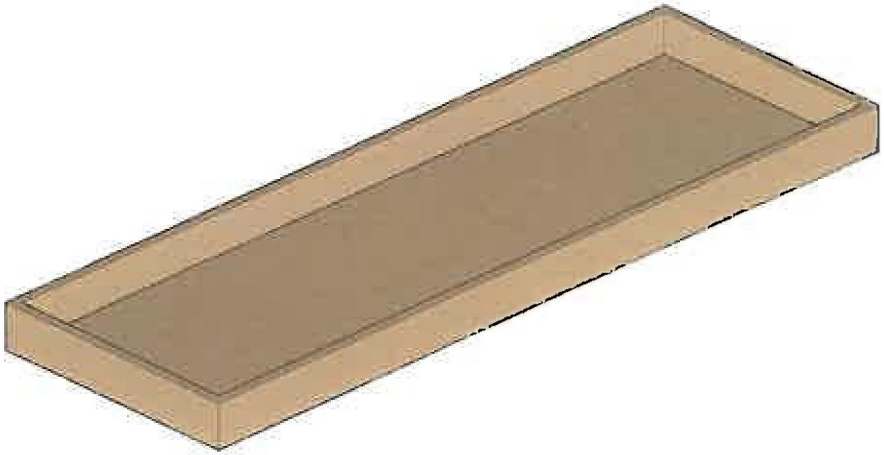
Integral Articulation



Bolt-on Articulation

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE • ENGINEERING

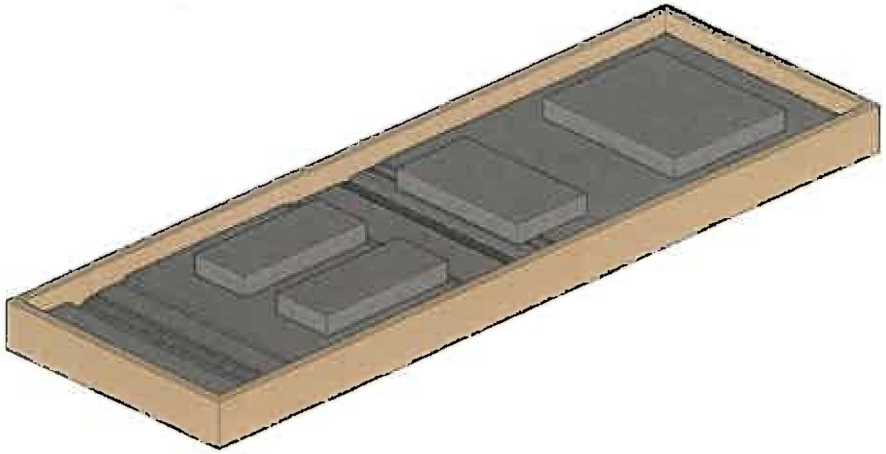
Precast Steps



Step 1 - Formwork

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING KRIKEBOON ENGINEERING ASSOCIATES LTD.

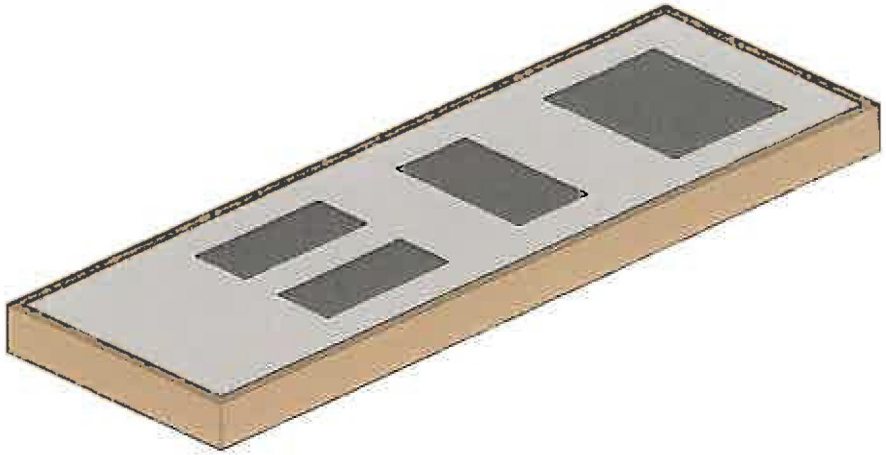
Precast Steps



Step 2 – Void Form

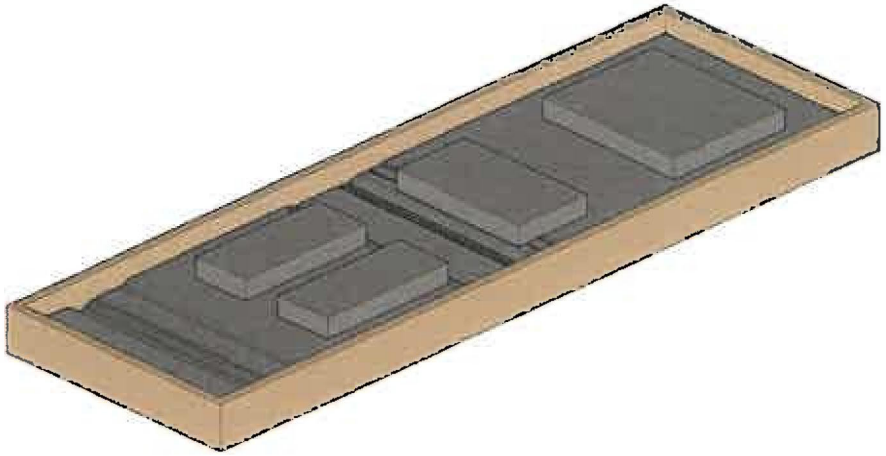
Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

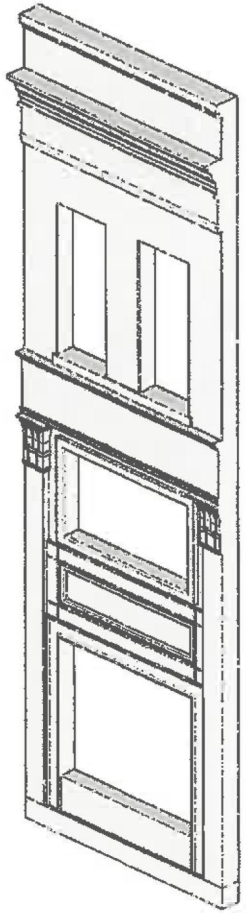
Precast Steps



Step 3 – Place Concrete

Precast Steps





Step 4 – Tilt Up

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design Updates

Mortenson WALKER CONSULTANTS SHIVEHATTERY ARCHITECTURE + ENGINEERING ERIKSSON ENGINEERING ASSOCIATES, LTD.

Village of Glen Ellyn

Proposed Civic Center Parking Garage Framework

3/15/2019

Level	Use	# of Spaces				Notes
Level 1 (Basement)	COD/Village Ees	60				This is the equivalent of Civic Center parking when PD was located at CC, no significant change with COD/ID other than possibly more visitors
Level 2 (50%)	Customers	30				Civic Center, COD/ID, and some daily commuter spaces
Level 2 (50%)	Merchants	30				All net new
Level 3	Commuter	60				All net new, customers free after 11am
Level 4	Commuter	60				All net new, customers free after 11am
Level 5	Commuter	50				See Note 1 below, customers free after 11am
	Garage Total	**290**				
CC Surface Parking Spaces		12				
	Overall Total	**302**				
Existing CC parking	Employees	66				
	Net New Total	**236**				

Summary of Net Changes to Overall CBD Parking

	Civic Center Parking Garage	Shift from Other Lots (1)	New Spaces Other Lots (2)	Net New	Oversold (40%)	Notes
Commuter (1)	170	60		110	154	Typically oversell commuter permits by 40%
Merchant (2)	30		30	60	84	Typically oversell merchant permits by 40%
Customers (2)	30		30	60	60	Net New 60 spaces, plus all commuter spaces free after 11am & weekends
Employee/COD	60	66	12	6	N/A	Employee/COD plus CC Surface Parking should be adequate
Overall Total	**290**	**126**	**72**	**236**	**298**	Tentative plan: 228 new permits; 60 new customer parking spaces

Other Notes:

1. Shift 35 Penn West and 25 Crescent/Glenwood Commuters to CC Garage and create 30 more customer and 30 more merchant spaces on North side of tracks
2. Penn West Parking Lot (Fire Station Lot) would become only merchant and customer parking; Glenwood Crescent Parking Lot would free up more customer parking

3-1-19

CBD PARKING PLAN SUMMARY

Background:

Through the years, the Village has assessed and reassessed the parking needs of the Central Business District (CBD) many times and have considered a myriad of options to address the evolving and ever-changing parking needs. Over the last 10 years, the Downtown Plan (2009) and Streetscape and Parking Study (2015) dedicated resources towards consultants to evaluate parking supply and demand, and recommend various improvements. The Village has spent significant funds to evaluate parking needs and to provide additional parking and parking concepts:

- Creating additional Street parking (angle parking on some streets)
- Partnering with Metra (Duane/Glenwood Lot)
- Shifting parking uses (customer only on streets/Share Commuter lots after 11am)
- Developing and creating programs (Blue Dot Program/Park by the Path Concept)

Parking Needs and Solutions:

Over the last five years, the Village has attempted to follow a strategic recommendation of the 2015 Streetscape and Parking Study by partnering with a developer to share parking costs. With the preliminary PUD approval of the Apex 400 development, the Village is primed to make good on that goal. This project will replace the Main Street parking lot with new, covered parking and will add 15 new spaces, with the majority of the costs at the Developers expense. (It should be noted some street parking will be lost with this project). This partnership will improve parking conditions, reduce costs to the Parking Fund, and likely add a few more spaces to the total CBD parking program.

Over the last two years, the Village Board has spent considerable time evaluating overall parking needs and determining a new strategy. Based on a combination of factors: increase in restaurants and retail uses in the CBD, to proactively address a frequent complaints from downtown businesses and customers, and to prepare for future growth in the CBD, the Village Board has decided to invest in downtown parking by constructing a public parking garage. The Village Board discussing parking demands and reasons to support this investment at multiple Workshop meetings in 2017 and 2018. Specifically, these metrics drove much of the decision making:

- Commuter Needs: 3/4-year waiting list (889 Residents on Waiting List)
- Business Needs: 25+ businesses have requested additional parking (52 Employees on Waiting List)
- More new businesses coming soon (10 new or expanded restaurants in last 5-years; unique parking challenges, and new retail including in Apex 400)
- 2009 Downtown Plan recommended 400 additional units, need parking to support guests and overflow needs
- Other Factors and Future Needs:
    - May lose parking with CBD Streetscape Project
    - May allow Village to sell other public lots in the future
    - Innovation DuPage is moving into Civic Center (Employees and Visitors)
    - Village wants to grow office use in CBD
    - Churches create challenges and some have grown and/or consolidated

Some influences on this discussion include:

- Citizen Survey found that 75% of participants strongly or somewhat supported the concept
- Downtown Alliance and Chamber of Commerce support additional parking and parking garage(s) concept

The Village Board determined to proceed and directed staff and a consultant to evaluate locations and cost estimates to proceed towards building a public parking garage. Ultimately, the Civic Center was selected based on location and because it was fully controlled by the Village. At the direction of the Board, a Design Team was selected and a design is currently being developed.

Parking Plan:

As the Village Board embarks on this significant investment in downtown parking, some Trustees have requested a review of the overall CBD Parking Plan. The purpose of the Central Business District Parking Program is based on three principles:

1. Provide as much convenient on-street and lot parking for customers visiting the CBD. Customers First.
2. Provide convenient parking for CBD employers and employees by directing them to off-street parking locations.
3. Provide as much commuter parking as possible, but share parking effectively

These three principles guide the development of ordinances and the education and enforcement of said rules. Given the needs mentioned above, the proposed Civic Center Public Parking Garage will address the highest priority needs, which are:

1. Increase customer parking to support businesses
2. Increase employee parking to assist the new businesses and particular restaurants to meet their unique needs
3. Reduce the commuter waiting list and generate a revenue stream to help pay for a portion of the garage
4. Increase commuter parking to assist with grant funding for the Pedestrian Tunnel/Train Station Project
5. Provide additional parking for the Civic Center to address events, training and community meetings for the Village and Civic Center tenants
6. Look for all opportunities to shared parking to maximize investment

Civic Center Parking Garage Framework:

The attached "Proposed Parking Garage Framework" provides a summary of how the new garage could be utilized, but will evolve over time as does the entire downtown parking plan. The framework would allow for 110 net new commuter spaces (Oversold to 154); 30 net new merchant spaces (Oversold to 42); 30 net new customer spaces; and replace the existing employee parking at the Civic Center.

A long term goal of the Village Board is to invest in future parking on the north side of the CBD. Forging a partnership with a developer or investing directly will take time and resources that will

likely not happen in the short term. Staff has incorporated into the Civic Cetner Parking Garage Plan a way to relieve parking pressures on the north side of the BD and benefit the overall parking program downtown. By shifting 60 commuter parking spaces from the north side to the new garage, would create additional customer and merchant parking for the north side businesses and their customers.

In summary, this framework and parking shift will provide a wide range of benefits both north and south in the CBD, including:

1. Commuters (889 currently on the waiting list): 154 additional permits in the garage
2. Merchants (51 currently on the waiting list): 84 additional permits (42 permits on the north side and 42 permits in CC garage)
3. Customers – 30 permits on the north side and 30 permits in the CC garage, as well as 170 more spaces after 11 a.m. and week nights and weekends, if available

Conclusion:

The proposed Civic Center Parking Garage is not a cure-all. The Village still has a significant parking waiting list for commuters, more restaurants are set to open later this spring and downtown needs are constantly evolving. However, this investment certainly will address some of the most glaring needs and provides for the growth of the CBD by providing ideally located parking at the Civic Center. Staff will continue to assess how to best advance the goal of additional parking on the north side of the CBD by working with developers and the Village Board.

Village of Glen Ellyn						
Proposed Civic Center Parking Garage Framework						
						3/15/2019
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2. Penn West Parking Lot (Fire Station Lot) would become only merchant and customer parking; Glenwood Crescent Parking Lot would free up more customer parking						

Glen Ellyn. Trustee Kenwood asked if the program could be revamped to protect the consumers.

Community Development Director Springer stated she asked Attorney Mathews if the Village can revoke a contractor's registration, and Attorney Mathews told Community Development Director Springer that they cannot do this, but could take someone to court under the Adjudication process.

Trustee Fasules stated if a contractor has an Illinois license and the license is in good standing then the Village should be fine with this.

Trustee Ladesic stated the State of Illinois does not want to register general contractors, and he is not in favor of eliminating this as it is a mechanism to protect the residents. Trustee Ladesic stated he does not know of a municipality that does not have a contractor registration program. Trustee Ladesic stated if the program is losing money then fee adjustments should be addressed. Trustee Ladesic stated he would like to see the process streamlined so the registration process can be kept.

Trustee Pryde stated he is fine if the Village does not charge a fee for anyone already registered in Illinois. Community Development Director Springer referred to the Contractor Registration Requirements chart in the Village Board's packet and stated they are already doing this. Building and Zoning Official Witt stated it is state statute that Illinois-licensed contractors cannot be charged a fee.

President McGinley stated the Community Development Department says the program is difficult to keep up with and is not bringing in much revenue as well as there can be delays with the permits. President McGinley stated the Village Board should direct the staff to re-evaluate this program and possibly just go after the subset of just general contractors and independent contractors.
Trustee Kenwood stated the community is not understanding how this program could be helping them.

Trustee Senak asked if there are any other trades that are not licensed at the state level that should be added to this program to which Trustee Ladesic stated the general contractors should be taking this piece on.

Community Development Director Springer asked if the Village can check online to see if contractors have a current license to which Building and Zoning Official Witt stated they can in most cases.

President McGinley asked if what the Village Board discussed would be accomplished if the Village kept the general contractor/independent contractor licensing fee. The Village Board agreed with this.

Community Development Director Springer stated she will keep data on this to see how this program is doing down the road.

RESULT:	**DISCUSSION ONLY**

G. Public Parking Garage (Assistant Village Manager Holmer) (Discussion Only)

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

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Assistant Village Manager Holmer stated the discussion tonight would be regarding more design options, answer questions from the last meeting, approximate budget numbers and the use of the garage. Assistant Village Manager Holmer stated the GMP for the Civic Center Parking Garage should be presented to the Village Board for a vote at the April 8th meeting.

Nathan Lingard, Project Executive with Mortenson Construction, stated they will review the window mullion study, panel distribution, a possible 2nd elevator, brick at the elevator core and cornice and contextual images.

Mr. Lingard showed an updated rendering of the proposed parking garage with mullions on the windows and stated the mullions would have mesh behind them. Mr. Lingard stated the mullions would hide what is going on in the garage as well as meet codes and help with motorist safety. Mr. Lingard stated the mullions do also help hide the transition. Mr. Lingard showed a rendering without mullions on the windows and stated cable railings would be used to protect the motorists, and this does change the look and the feel of the garage.

The consensus of the Village Board is to use the mullions.

Mr. Lingard stated there was discussion at the previous Workshop about possibly eliminating Panel C. Mr. Lingard stated there is no cost savings with this as the precasters need to still maintain a flow through their precast shop as the precasters would pour these in parallel lanes.

The consensus of the Village Board is to use Panels A, B and D, and not use Panel C in the design.

Mr. Lingard stated there was a discussion of a possible 2nd elevator at the previous Workshop and showed an overview picture of how the stair tower would need to be reoriented if they added the 2nd elevator. Mr. Lingard stated they would also need to add a 2nd elevator pit and run electrical to this, but it is a doable option. Mr. Lingard stated a 2nd elevator would cost an approximate additional $320,000.

Trustee Enright asked where all the ADA parking spots would be. Brad Navarro, with Walker Parking Consultants, stated there would be spots closest to the north-side elevator on the 1st, 2nd and 3rd floors. President McGinley stated if an elevator was out of order, signage could be put up to notify motorists of this. Mr. Navarro stated all the ADA parking spots could be striped on the 1st floor.
Assistant Village Manager Holmer stated if they change the direction of the west stair tower, this would be a pinch point with the wall. Mr. Lingard stated they could explore different orientations of the possible 2nd elevator.

Trustee Kenwood stated he asked about a 2nd elevator so there would not be so long of a walk to Main Street.

Trustee Ladesic stated with the cost and ongoing maintenance, he does not feel they need a 2nd elevator. Trustee Ladesic stated Wheaton does not have a 2nd elevator, but only a 2nd stair tower. Trustee Ladesic stated the ADA parking spots should be striped on the 1st floor.

Mr. Navarro stated one elevator can service just fine with peak hour volumes.

The consensus of the Village Board is to have only one elevator.

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

President McGinley asked if the placement of the elevator needs to be determined for the GMP as she would then like to have a separate conversation about placement. Trustee Pryde stated the elevator should be on the north side or the west side, and he would like to see all the ADA parking spots on the 1st floor. Trustee Pryde asked what would serve the population best with the placement of the one elevator. President McGinley stated if the elevator was put on the west side, this would put a lot of mechanics and such where the majority of people would be.

Trustee Ladesic stated if you put the elevator on the west side, it would be pinched in. Trustee Ladesic stated they need to keep the west side as open as possible.

Trustee Pryde stated the elevator should stay on the north side so it helps to service the Civic Center building.

Trustee Kenwood asked how many ADA parking spots there would be to which Mr. Lingard answered seven spots.

The consensus of the Village Board is to have the elevator on the north side of the garage and to put the ADA parking spots on the 1st floor.

Mr. Lingard showed a rendering of brick added to the main stair tower and stated there is no cost premium to add the brick accents.

The consensus of the Village Board is to add the brick accents to the main stair tower.

Mr. Lingard stated for the cornices, they can do full articulation, partial articulation or reduced articulation and showed pictures of these options. Mr. Lingard stated there is really no cost difference, but only what is preferred.

Trustee Kenwood asked about any possible safety concerns with having the articulations. Mr. Lingard stated the full articulation would be approximately 10 to 12 inches across, and the partial articulation would be approximately 5 to 6 inches across.

Trustee Senak asked which articulation is in keeping with the Civic Center's design. Mr. Lingard stated the full articulation.

Assistant Village Manager Holmer stated when you are pulling a vehicle into the garage or if you are on the ground, he is not sure how much you will notice the articulation.

There was a discussion on articulation, and the consensus of the Village Board is to go with the full articulation.

Mr. Lingard showed renderings of bird's eye views as well as pedestrian views of how the parking garage would look from different vantage points in the downtown as well as the residences behind the parking garage.

<u>Public Comments</u>

Donna Rhodes, who resides at 538 Hillside Avenue, stated the neighbors met with the designers and saw the designs in January, but she thought there was more brick on the bottom in the original

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

designs. Mr. Lingard stated the renderings in January would have had an additional floor on them. Ms. Rhodes asked if there would be a discussion regarding filling in the ground floor exterior cement panels with brick. Mr. Lingard stated they can update the renderings with brick on the bottom panels. Trustee Pryde stated the brick should be done as the above brick in the panels is.

Trustee Fasules stated landscaping might help too. Assistant Village Manager Holmer stated he is not sure what actually might grow back there.

Ms. Rhodes stated the herringbone brick should be used for the bottom of the panels. Ms. Rhodes asked about the security in the back of the parking garage as there could be security issues with people cutting through the residents' yards. Assistant Village Manager Holmer stated they will be putting a fence in between the parking garage and the other building.

Village Manager Franz asked if the residents have fences and if they would be coming down. Trustee Pryde stated there should be a fence at the rear of the property to the south. Trustee Enright stated there should be a fence all the way across behind the residences.

President McGinley stated a fence cost should be added in the GMP, and they will figure out the details later. President McGinley stated if they cannot make a fence work, this will need to come back to the Village Board.

Ms. Rhodes asked about the possible entrances/exit off Forest Avenue. President McGinley stated the Village is still in discussions with the Methodist church regarding this. Ms. Rhodes asked if this would include traffic flow to which President McGinley stated yes.

Ms. Rhodes invited the Village Board to their home on Hillside to imagine what a 4-story garage will look like.

Paul Svigos, owner of 413 N. Main Street, asked if the Village would be seeking relief as there are no setbacks. Assistant Village Manager Holmer stated the Village would not seek zoning relief. Mr. Svigos stated the code says there has to be 20-foot setbacks in residential. Village Manager Franz stated the Village's zoning expert is not there, and the staff will investigate this. Mr. Navarro stated a final analysis has not been performed yet. Mr. Svigos stated this will leave about a 4-foot walkway between the parking garage and the Main Street building and asked if the Village will be seeking a Planned Unit Development (PUD) to which Village Manger Franz stated they would be.

Mr. Svigos stated he agrees nothing will grow back there. Assistant Village Manager Holmer stated he does question this. Mr. Svigos stated Glen Ellyn Zoning requires landscaping.

Mr. Svigos asked about stormwater retention. Mr. Lingard stated a civil engineer engaged on the project has been overseeing these requirements. Professional Engineer Daubert stated it is based on the impervious surface as it stands right now.

Trustee Senak asked if stormwater drainage has been account for in some way. Mr. Lingard stated yes.

Mr. Svigos stated he has done a lot of building, and any time you do something half this size, you have to have stormwater retention to capture the water and release it slowly. Village Manager Franz stated not on this site as the site is almost 100% impervious already. Professional Engineer

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Daubert stated the Village is more restrictive than DuPage County so Professional Engineer Daubert has been talking to the civil engineer about this so they have been looking at this.

Mr. Svigos asked if April 8th is the final meeting or when the Village Board is going to submit for the application. President McGinley stated the Village Board will vote to approve the GMP on April 8th. Mr. Svigos asked when the permit would be applied for to which President McGinley stated there would be steps to take first.

Village Manager Franz stated once the GMP is approved, there will be a public approval process with the PUD which will need to go through the Plan Commission first to be reviewed and then the approval from the Village Board on the PUD. President McGinley stated issues may still come out, and they will explore these. President McGinley stated the staff is happy to walk him through this.

Mr. Svigos stated the entire downtown is designated as a Historic District including Main Street. Village Manager Franz stated there is a north district and a south district for this. Mr. Svigos stated there is a house that was built in 1888 and asked if the National Park Service is fine with this house coming down. Village Manager Franz stated they have checked with the National Park Service, and this home is not a historically-significant structure.

Kurt Vonderhoff, who resides at 544 Hillside Avenue, stated the space in between the parking garage and the residences can create a problem, and there should be a fence all the way through.

James Bennett, with the First United Methodist Church, stated there is a question of a possible water issue. Mr. Bennett stated the church does want to ensure that a modeling analysis is done so the church's parking lot is not flooded during rains or becomes an ice skating rink in the winter. Mr. Lingard stated the engineers are looking at how they would need to regrade and add storm-catch basins within the parking lot to ensure this does not happen.

President McGinley summarized the Village Board's direction and stated the Village Board does want mullions on the windows, no Panel C used, one elevator on the north side, full articulation, adding a fence and adding brick on the north stair tower and south panels.

Trustee Enright stated they cannot have the parking garage and Apex 400 happening at the same time. President McGinley stated one garage will be built before the other one can go.

Village Manage Franz presented background on the use of the garage and the Central Business District (CBD) Parking Plan Summary. Village Manager Franz stated this is a working framework of how all the parking will be utilized. Village Manager Franz stated in the proposed 5-level garage, the basement level would be for Village employees and College of DuPage (COD) with the ground floor being half for customers and half for merchants. Village Manager Franz stated the other floors would be commuter spaces totally 170. Village Manager Franz stated they would do some shifts in the some of the commuter lot parking to create more customer and merchant parking spaces on the north side of the tracks. Village Manager Franz stated they are trying to address a multitude of parking issues at the same time.

Trustee Ladesic stated this parking plan will remain fluid with any development on the north side of town.

Trustee Candidate Kelli Christiansen stated she is concerned with commuters who park north of the tracks and the possibility of crossing the tracks twice. Finance Director Coyle stated commuter do

Attachment: 43. Civic Center Parking Garage - Main Street Connection Development History (4256 : 535 Duane Street & 423 N. Main Street I)

Historic Preservation Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 09/19/19 07:00 PM
Department: Historic Preservation Commission
Department Head: Katie Ashbaugh
Category: Commission Recommendation
Prepared By: Katie Ashbaugh

SCHEDULED

AGENDA ITEM (ID # 4138) DOC ID: 4138

Preliminary Approval: Exterior Alteration to a Landmarked Property request to allow the construction of a four-story public parking garage on the property located at 535 Duane Street, commonly known as the Glen Ellyn Civic Center

Landmark Background

On July 28, 1994, the Historical Sites Commission (now the Historic Preservation Commission) made a preliminary determination to designate the property located at 535 Duane Street, commonly known as the Glen Ellyn Civic Center, as a Glen Ellyn Historical/Architectural Landmark. This determination was made with a unanimous recommendation of approval to the Village Board, finding that the subject property met the following criteria:

1. Its value as an example of the architectural, cultural, economic, historic, social or other aspect of the heritage of the Village of Glen Ellyn, the State of Illinois, or the United States;
2. Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;
3. Its unique location or distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community or the Village.

On January 20, 1995, the Village Board adopted Ordinance 4214 (Attachment 12) and designated the subject property as a Landmark.

History

In 1927, the Civic Center was originally developed as the Duane Street Junior High School in the colonial revival architectural style. In 1970, the Village purchased the property from School District 41 and subsequently modified the interior for use as the central municipal government office for the Village. In summer of 2019, the Village completed renovations and welcomed the Small Business Development Center and Innovation DuPage as a means of fulfilling initiatives of the 2009 Downtown Strategic Plan. Now, the Civic Center serves as the central hub for residents, students, and local business owners alike.

In 2013, the Village commissioned the Streetscape Plan & Parking Study to complement the Downtown Plan and to further evaluate the existing public realm of the downtown and available parking. Together, each of these plans surmised that although the downtown provides a sufficient amount of parking, the location, visibility and accessibility of available parking does not always match the needs of residents, businesses, shoppers, and commuters.

In December of 2017, to combat this perception of there being a lack of parking in the downtown and to also provide for future parking needs, the Village determined that a parking garage in the downtown was necessary and elected to pursue site alternatives. Six alternative sites for a future parking garage were evaluated, with three being to the north of the Union Pacific West Metra line,

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

and three being to the south. Of the six sites identified and presented to the Village Board as possible locations, staff narrowed the alternatives to three, being the following: to the north of the Metra line, a property south of the intersection at Crescent and Glenwood; to the south of the Metra line, the Village-owned Main Street parking lot; and a second to the south of the Metra line, behind the Civic Center. The Village Board ultimately concluded that constructing a Village-owned parking garage to the south of the Metra line at the Civic Center site was the best alternative. This site was considered to be the least visible and least obtrusive location of those that were proposed as alternatives. Additionally, the ideal and preferred option of the Village at the time was to construct additional parking via a public private partnership. In early summer of 2018, this opportunity arose with the filing of the application for the Apex 400 redevelopment, which included the Main Street property. This further narrowed the preferred site alternatives to two, resulting in the selected site of 535 Duane Street. In November of 2018, the Village selected the applicant, M.A. Mortenson Co., to develop the plans for the proposed parking garage on the subject property.

Existing Conditions

As described above, the subject property is developed with what is now known as the Civic Center, which is served by an accessory parking lot with 76 parking stalls. The existing parking lot is located to the rear of the Civic Center building, with a row of 90-degree stalls along the east property line, off of the primary access drive from Duane Street. The Civic Center building is a three-story building, with a height of approximately 100 feet measured to the top of the cupola's lightning rod, which sits on top of the clock tower.

Proposed Alterations

M.A. Mortenson Company (the applicant), on behalf of the Village of Glen Ellyn, requests preliminary approval of an Application for an Exterior Alteration to a Landmarked Structure for the property located at 535 Duane Street, commonly known as the Glen Ellyn Civic Center, to allow the construction of a four-story public parking garage on the property.

Civic Center

No changes are proposed to the exterior of the existing Civic Center building.

The existing access drive to the subject property from Duane Street is proposed to be demolished and shifted approximately 16 feet 10 inches to the west from its current location. It will also be reduced from its current width of 52 feet to a code-compliant 25 feet. The existing surface parking lot is proposed to be demolished in its entirety.

Parking Garage - Proposed

A four-story public parking garage with a below ground 'tier', for a total of five tiers, is proposed to the south of the existing Civic Center in place of the existing surface parking lot. The total height in feet of the building is approximately 50 feet 7 inches; when including the light poles, approximately 58 feet 7 inches. The parking garage, proposed behind the existing Civic Center building, does not have direct frontage on the public right-of-way and therefore is less visible from the street. Only between 40 and 45 feet of the 220-foot long north façade of the parking garage would be visible from Duane Street, as the majority of the structure is to the rear of the Civic Center and the commercial buildings fronting Main Street.

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Although the parking garage has limited visibility from the right-of-way, it has been designed to complement the architecture of the Civic Center through the use of similar building materials and design features. The following primary materials (Attachment 8) are proposed to correspond with the Civic Center:

1. Precast concrete to match Indiana Buff Limestone of the existing Civic Center;
2. Endicott thin brick, in both a running bond and basketweave pattern to match two of the Civic Center patterns; and
3. Black metal light fixtures (Attachment 10)

In conjunction with the above similar materials, the following design elements further relate the parking garage to the Civic Center:

1. Architectural articulation and basketweave patterned brick in the wall panels of the façade to reduce the appearance of building mass;
2. Multi-light mullion windows;
3. Detailed imitation-limestone cornices along the rooflines (pre-cast concrete); and
4. Tall narrow fenestration arranged in an evenly spaced horizontal pattern.

Staff Review

In accordance with Section 2-13-10, staff reviewed the Application and evaluated its effect on the Landmarked Property. Taking into consideration the proposed location of the parking garage as it relates to the existing Civic Center and the rest of the downtown, in addition to the proposed primary materials and design features tying the proposed parking garage to the Civic Center, staff makes the following findings:

1. That the property will continue to be used in a manner consistent with its existing use, being a public use with required accessory parking and a public parking facility for the visitors, employees, and commuters to downtown Glen Ellyn;
2. That through the siting of the parking garage to the rear of the subject property and its limited visibility from the right-of-way, in combination with the complimentary primary materials, the historic character of the property shall be retained and preserved;
3. That no historic materials or architectural resources will be removed from or altered on the subject property;
4. That the proposed modern building materials, being pre-cast concrete and thin brick, serve as a physical record of the construction methods used during the current 21st century while maintaining visual compatibility with the existing Civic Center; and
5. That the parking garage, in being compatible new construction, does not destroy the existing historic character of the Civic Center and is appropriate in terms of massing, size, scale, and architectural features to protect the historic integrity of the property as a whole.

Staff Recommendation

In accordance with Section 2-13-10(C)(1) of the Village Code, staff finds that the subject Application to allow the construction of the proposed parking garage on the Landmarked Property

meets the following criteria:

1. That the Alteration to the property will not adversely affect any significant historical or architectural feature of the Landmarked Property;
2. That the Alteration meets the applicable Standards for Rehabilitation set forth by the United States Secretary of the Interior, 36 CFR 67, as amended, in that there is no alteration proposed to the Civic Center structure itself; and
3. That the Alteration to the property has followed the Commission's published procedures and regulations.

Therefore, in accordance with the above findings and criteria being met, staff recommends preliminary approval of the subject Application.

Commission Action Requested

The Commission shall review the Application for Exterior Alteration of a Landmarked Property and determine if the proposed work will adversely affect or destroy any significant historical or architectural feature of the Landmarked Property. The Commission is asked to make a preliminary approval or disapproval of the subject request.

Attachments

1. Application
2. Proof of Ownership
3. Plat of Survey (Existing Conditions)
4. Photos - Existing Conditions
5. Aerial Photo
6. Proposed Site Plan
7. Proposed Elevations
8. Proposed Materials
9. Renderings
10. Light Fixture Specs
11. Window and Door Specs
12. Ordinance 4214

CC: Staci Springer, Community Development Director
Kelly Purvis, Planner
Cole Jackson, Associate Planner

ATTACHMENTS:

- 1. Application (PDF)
- 2. Proof of Ownership (PDF)
- 3. Plat of Survey (Existing Conditions) (PDF)
- 4. Photos - Existing Conditions (PDF)
- 5. Aerial Photo (PDF)

- 6. Proposed Site Plan (PDF)
- 7. Proposed Elevations (PDF)
- 8. Proposed Materials (PDF)
- 9. Renderings (PDF)
- 10. Light Fixture Specs (PDF)
- 11. Window and Door Details (PDF)
- 12. Ordinance 4214 (PDF)

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Village of Glen Ellyn

Exterior Alteration to Landmarked Property Overview

Exterior alterations to landmarked properties may require approval by the Historic Preservation Commission. This approval must be obtained prior to the issuance of a building permit. To find out if your project is subject to Commission review, please refer to the attached *Commission Review Requirements* informational sheet.

Application Procedure Outline

1. Pre-application meeting with Planning & Development Department;
2. Preparation of application packet;
3. Review by the Historic Preservation Commission at a public meeting;
4. Submittal of building permit application, if approved;
5. If denied, you may appeal to the Village Board.

Total estimated time frame for review: 1 Month

Standards for Approval of Proposed Exterior Alterations

1. All proposed work must not adversely affect any significant historical or architectural feature of the property or district.
2. All proposed work should be in accordance with the standards for rehabilitation set forth by the United States Secretary of the Interior Standards for Rehabilitation (attached).

Submission Requirements

The following information must be submitted with the application. Applications will be reviewed by the Historic Preservation Commission using the Standards for Exterior Alteration outlined above.

- ☒ Cover Letter or Narrative Statement describing project
- ☐ Deed or other Proof of Ownership
- ☐ Affidavit of Authorization, if an owner representative plans to attend the public meeting
- ☐ Disclosure of Interest, If property owned by trust, corporation, or other similar entity
- ☒ Existing Elevation Picture or Elevation of Home
- ☒ Elevation depicting proposed improvements
- ☒ List of Building Materials and Colors. Sample materials may need to be brought to the meeting.
- ☒ Cut Sheets of windows, doors, and other similar features
- ☐ Any other information requested by the Planning & Development Director and needed to describe or depict the proposed improvements

Note: The Historic Preservation Commission meets the 3rd Thursday of every month at 7:00 pm in the Civic Center, 535 Duane Street, Room 301.

For further questions or concerns regarding this application process, please contact the Village of Glen Ellyn Planning and Development Department at 630.547.5250.

Village of Glen Ellyn

Application for Exterior Alteration to Landmarked Property

CLEAR PAGE

CONTACT INFORMATION:

Applicant Name: M.A. Mortenson Company

Phone: 847.981.8600 Fax: Email: candace.small@mortenson.com

Property Owner Name
(if different from applicant): Village of Glen Ellyn / Bill Holmer

Phone: 630.547.5212 Fax: 630.469.8849 Email: wholmer@glenellyn.org

Others Involved in Project (include name, address, and phone number)

Architect: Walker Consultants, 2895 Greenspoint Parkway, Hoffman Estates, IL 60169; 847.697.2640
Shive-Hattery, 57 Franklin Street, Valparaiso, IN 46383; 219.476.1400

Attorney:

Builder: M.A. Mortenson Company, 300 Park Blvd, Itasca, IL 60143

PROJECT DESCRIPTION:

Describe, in detail, all proposed work. Attach additional sheets, and photographs, as necessary.

See next page.

CERTIFICATIONS, CONSENT & SIGNATURE(S)

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

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

Candace Small
Signature of Applicant(s)

09/06/2019
Date Filed

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Narrative Statement

The project consists of a new parking garage including five tiers of parking (one below grade and four above grade) for 277 vehicles. Total added parking for the development is 209 stalls. The parking garage is tucked behind the existing Civic Center building. The area of the proposed development currently exists as a surface parking lot; therefore, the usage of the area will remain the same and will be enhanced. Being directly to the rear of the Civic Center, and to the rear of the existing Downtown commercial buildings, the property is likely undevelopable as any other use; maximizing the use of the property to provide parking can free up other parcels of land in the Downtown to be used as revenue generating developments.

The proposed parking ramp will be harmonious and appropriate with the existing character of the downtown by:

1. Compatibility with the downtown in its design, and by taking inspiration from the surrounding architecture, most significantly, the Civic Center.
2. Providing design quality, by the incorporation of a historic vocabulary and use of quality materials such as clay brick masonry and precast concrete created to emulate limestone of the adjacent architecture.
3. Reflecting the unique identity of the historic structures of the Village, and the atmosphere of the downtown, by utilizing features which reduce building mass such as architectural articulation, window patterns, and similar architectural and functional elements, and by reflecting the style of the Civic Center by richly detailed cornices, and changes in materials to compliment the character of the Civic Center.

The Civic Center provided the inspiration for the following architectural style elements on the parking garage:

1. Strong projecting cornice near the top of the structure.
2. Articulated belt course.
3. Tall narrow fenestration arranged in a evenly spaced horizontal pattern.
4. Articulated feature panels above and below openings.
5. Multi-paned window mullion patterns.

Of the various architectural styles in Glen Ellyn, the proposed Parking Garage most closely emulates the architecture of the Civic Center, due to its proximity and similar massing.

Building Materials and Colors

The parking garage consists of the following materials:
1. Precast concrete to match Indian Buff Limestone on the Glen Ellyn Civic Center Duane Street facade.
2. Thin brick, in both a running bond and basketweave pattern. Brick to match the Glen Ellyn Civic Center brick.
3. Aluminum windows with a clear anodized finish to match the Civic Center windows. Many of the windows will be open to the exterior with no glass to allow ventilation into the garage.
4. Clear glazing and gray spandrel glass (when required to conceal wall or structure beyond).
5. Metal louvers, silver metallic in color when required for ventilation into the garage.
6. Metal light fixtures, black in color, to match existing light fixtures on the Civic Center.

36 CFR 67.7 Standards for Rehabilitation

The existing Civic Center building will not be modified. Per 36 CFR 67.7 Standards for Rehabilitation (b) (9) and (10), the related new construction will not destroy the historic materials that characterize the property. The related new construction will be compatible with the architectural features of the Civic Center and undertaken in such a manner if removed the integrity of the historic property will not be impacted.

AFFIDAVIT OF AUTHORIZATION

I, Marek Franz, Village Manager of the Village of Glen Ellyn, a municipal corporation, owner of the properties commonly known as 423 N. Main Street and 535 Duane Street, Glen Ellyn, Illinois, legally described as follows:

423 N. MAIN STREET, GLEN ELLYN, IL 60137
THE EAST 29.2 FEET OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S 5TH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, 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 13, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-003

535 DUANE STREET, GLEN ELLYN, IL 60137
LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECRODED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS;

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-328-024

verify that William Honer, Assistant Village Manager, and M.A. Mortenson Co 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 1 day of August, 2019

Notary Public

"OFFICIAL SEAL"
Lindsey Kaminsky
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 03/07/20

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Duane\Duane 535, Civic Center Garage\1. Application Materials\Affidavit of Authorization_VGE_073119.docx

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

RECORDED
DU PAGE COUNTY
FEB 2 11 15 AM 73
R73- 6182
George R. Paeple

ESCROW NO.

WARRANTY DEED

The grantor(s) John D. LaRussa and Bonnie J. LaRussa, his wife,

of the City of Park Ridge County of Cook State of Illinois for and in consideration of TEN DOLLARS, and other good and valuable consideration in hand paid, CONVEY(S) and WARRANT(S) to the Village of Glen Ellyn, a municipal corporation created and existing under and by virtue of the laws of the State of Illinois, having its principal office in the Village of Glen Ellyn and State of Illinois, the following described real estate, situated in the County of DuPage, in the State of Illinois, to-wit:

Lot 15 in Block 46
in Wheaton Estates, a subdivision in the North east Quarter of Section 22, Township 39 North, Range 10 East of the Third Principal Meridian, according to the plat thereof recorded September 12, 1924, as document 182391,

hereby releasing and waiving all rights under and by virtue of the Homestead Exemption Laws of the State of Illinois.

Subject to general taxes for the year(s) 1972 and subsequent years

DATED, this 29 day of January 1973

John D. LaRussa (SEAL)
Bonnie J. LaRussa (SEAL)
(SEAL)
(SEAL)

STATE OF Illinois)
COUNTY OF Cook) ss

I, the undersigned, a notary public in and for the said county, in the state aforesaid, DO HEREBY CERTIFY that

John D. LaRussa and Bonnie J. LaRussa, his wife,

personally known to me to be the same person(s) whose name(s) are subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that they signed, sealed and delivered the said instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

GIVEN under my hand and official seal, this 29 day of January 1973

Michael Seeman
Notary Public

(Seal)

My commission expires: 11-7-74

3 pd

Exempt under provisions of Paragraph (b), Section 4, Real Estate Transfer Tax Act.

2/1/73 (Date)
J. Edgar Kelly (Village Attorney)

RECORDER:

Please return deed to
J. Edgar Kelly, Village Attorney
~~CHICAGO TITLE AND TRUST COMPANY~~
~~DU PAGE DIVISION~~
535 Duane Street, Glen Ellyn, Il. 60137
ESCROW NO.

RECORDED
DU PAGE COUNTY
FEB 2 11 15 AM 73
R73- 6182
George R. Puergl

ESCROW NO.

WARRANTY DEED

The grantor(s) John D. LaRussa and Bonnie J. LaRussa, his wife,

of the City of Park Ridge County of Cook State of Illinois for and in consideration of TEN DOLLARS, and other good and valuable consideration in hand paid, CONVEY(S) and WARRANT(S) to the Village of Glen Ellyn, a municipal corporation created and existing under and by virtue of the laws of the State of Illinois, having its principal office in the Village of Glen Ellyn and State of Illinois, the following described real estate, situated in the County of DuPage, in the State of Illinois, to-wit:

Lot 15 in Block 46
in Wheaton Estates, a subdivision in the North east Quarter of Section 22, Township 39 North, Range 10 East of the Third Principal Meridian, according to the plat thereof recorded September 12, 1924, as document 182391,

hereby releasing and waiving all rights under and by virtue of the Homestead Exemption Laws of the State of Illinois.

Subject to general taxes for the year(s) 1972 and subsequent years

DATED, this 29 day of January 1973

John D. LaRussa (SEAL)
Bonnie J. LaRussa (SEAL)
(SEAL)
(SEAL)

STATE OF Illinois)
COUNTY OF Cook) ss

I, the undersigned, a notary public in and for the said county, in the state aforesaid, DO HEREBY CERTIFY that

John D. LaRussa and Bonnie J. LaRussa, his wife,

personally known to me to be the same person(s) whose name(s) are subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that they signed, sealed and delivered the said instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

GIVEN under my hand and official seal, this 29 day of January 1973

Michael Seeman
Notary Public

(Seal)

My commission expires: 11-7-74

3 pd

Exempt under provisions of Paragraph (b), Section 4, Real Estate Transfer Tax Act.

2/1/73 (Date)
J. Edgar Kelly (Village Attorney)

RECORDER:

Please return deed to
J. Edgar Kelly, Village Attorney
~~CHICAGO TITLE AND TRUST COMPANY~~
~~DU PAGE DIVISION~~
535 Duane Street, Glen Ellyn, Il. 60137
ESCROW NO.

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N. Main Street I)

EXHIBIT 1

QUIT CLAIM DEED
ILLINOIS STATUTORY

R96 133067 96 AUG 12 PM 2:00

RECORDER
DU PAGE COUNTY

MAIL TO:
Paul R. Miller
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137-4699

NAME & ADDRESS OF TAXPAYER:
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137-4698

RECORDER'S STAMP

THE GRANTOR(S) Board of Education of School District No. 41
of the Village of Glen Ellyn County of DuPage State of Illinois
for and in consideration of Ten ($10.00) DOLLARS
and other good and valuable considerations in hand paid,
CONVEY(S) AND QUIT CLAIM(S) to the Village of Glen Ellyn, a municipal corporation

(GRANTEE'S ADDRESS) 535 Duane Street
of the Village of Glen Ellyn County of DuPage State of Illinois
all interest in the following described real estate situated in the County of DuPage, in the State of Illinois,
to wit:

15/2 K

Lot 4 in Block 12 in County Clerk's Fifth Assessment Division, in Section 11, Township 39 North, Range 10, East of the Third Principal Meridian in DuPage County

NOTE: If additional space is required for legal - attach on separate 8-1/2" x 11" sheet with a minimum of 1/2" clear margin on all sides.

hereby releasing and waiving all rights under and by virtue of the Homestead Exemption Laws of the State of Illinois.

Permanent Index Number(s): 05-11-328-024
Property Address: 535 Duane Street, Glen Ellyn, Illinois 60137-4699

Dated this 15th day of July 1996.

(Seal) (Seal)
Dean E. Clark - President, Board of Education

(Seal) (Seal)
Scott R. Baldwin - Secretary, Board of Education

NOTE: PLEASE TYPE OR PRINT NAME BELOW ALL SIGNATURES

COMPLIMENTS OF **Chicago Title Insurance Company**

CTIC Form No. 1160

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N. Main Street I)

STATE OF ILLINOIS } ss.
County of DuPage }

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, CERTIFY THAT Dean E. Clark and Scott R. Baldwin personally known to me to be the same person s whose names are subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that ~~he~~ they signed, sealed and delivered the instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.*

Given under my hand and notarial seal, this 15th day of July, 1996.

Virginia E Sturm
Notary Public

My commission expires on September 28, 1998.

OFFICIAL SEAL
VIRGINIA E STURM
NOTARY PUBLIC STATE OF ILLINOIS
MY COMMISSION EXP. SEPT 28,1998

IMPRESS SEAL HERE

Du Page COUNTY - ILLINOIS TRANSFER STAMP

* If Grantor is also Grantee you may want to strike Release & Waiver of Homestead Rights.

NAME AND ADDRESS OF PREPARER:
Mark A. Balkin
140 South Dearborn
Chicago, IL 60603

EXEMPT UNDER PROVISIONS OF PARAGRAPH B SECTION 4, REAL ESTATE TRANSFER ACT
DATE: 8-7-96
Signature of Buyer, Seller or Representative

** This conveyance must contain the name and address of the Grantee for tax billing purposes: (55 ILCS 5/3-5020) and name and address of the person preparing the instrument: (55 ILCS 5/3-5022).

QUIT CLAIM DEED
ILLINOIS STATUTORY

FROM

Board of Education of School District No. 41

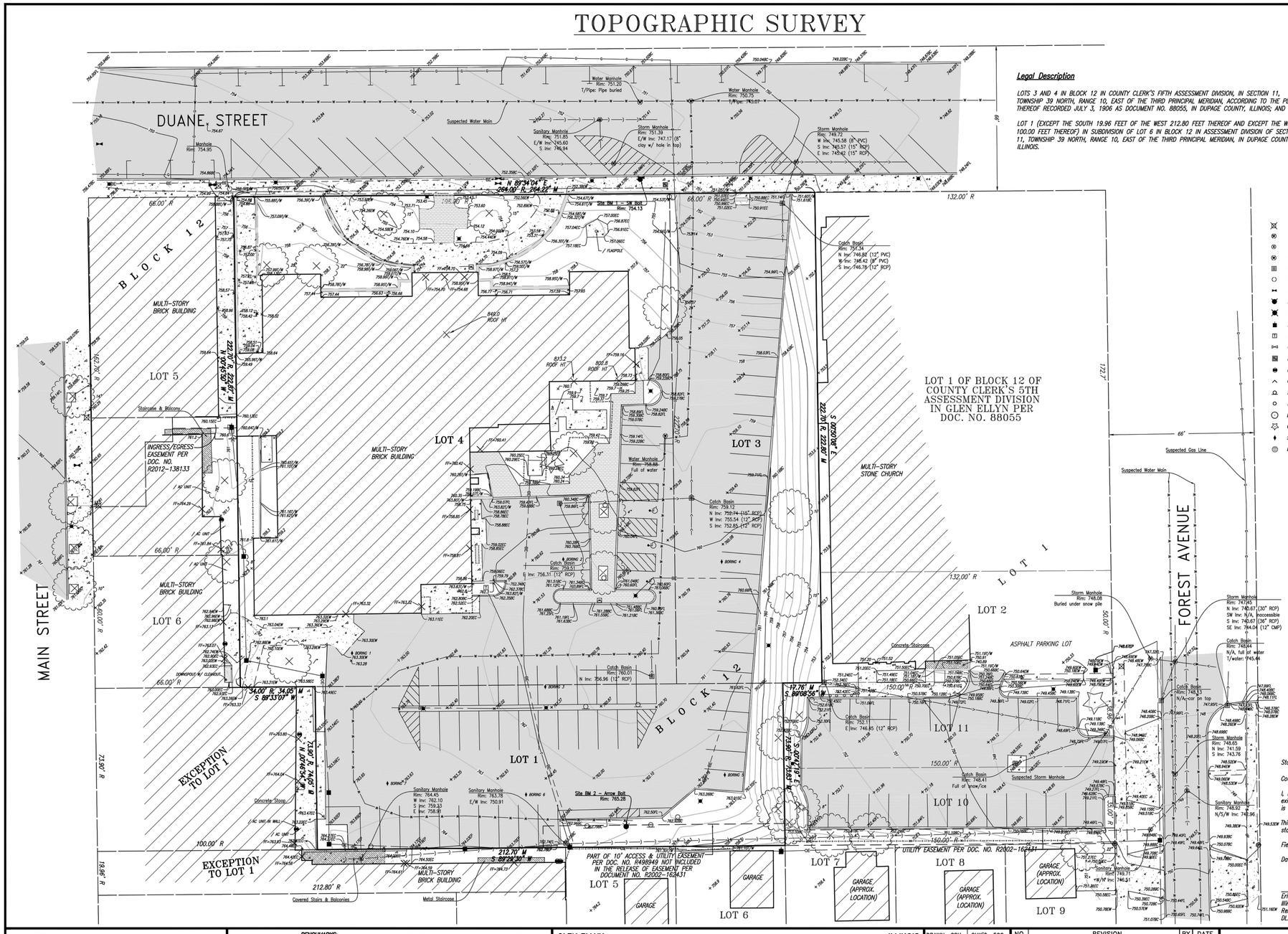
TO

Village of Glen Ellyn, a municipal corporation

R96-13067

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N. Main Street I)

TOPOGRAPHIC SURVEY



Legal Description

LOTS 3 AND 4 IN BLOCK 12 IN COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NO. 88055, IN DUPAGE COUNTY, ILLINOIS; AND

LOT 1 (EXCEPT THE SOUTH 19.96 FEET OF THE WEST 212.80 FEET THEREOF AND EXCEPT THE WEST 100.00 FEET THEREOF) IN SUBDIVISION OF LOT 6 IN BLOCK 12 IN ASSESSMENT DIVISION OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

LEGEND

CUT CROSS	XXX.X	GROUND SPOT ELEVATION	
STORM MANHOLE	XXX.XX	HARD SURFACE ELEVATION	
SANITARY MANHOLE	XXX.XXEC	EDGE OF CONCRETE ELEVATION	
WATER MANHOLE	XXX.XXEP	EDGE OF PAVEMENT ELEVATION	
CATCH BASIN	XXX.XXEW	EDGE OF WALK ELEVATION	
MANHOLE	XXX.XXFL	ELEVATION AT FLOWLINE	
WATER SHUTOFF VALVE	XXX.XXBC	BACK OF CURB ELEVATION	
FIRE HYDRANT	XXX.XXT/W	TOP OF WALL ELEVATION	
LIGHT POLE	—XXX—	EXISTING CONTOUR	
POWER POLE	STORM LINE		
TELEPHONE PEDESTAL	SANITARY LINE		
GAS SHUTOFF VALVE	WATER LINE		
HANDHOLE	FENCE		
ELECTRIC METER	BURIED ELECTRIC LINE		
GUY ANCHOR	OVERHEAD ELECTRIC LINE		
SIGN	TELEPHONE LINE		
BOLLARD	GAS LINE		
DECIDUOUS TREE W/ DIAMETER	FIBER OPTIC LINE		
CONIFEROUS TREE W/ DIAMETER	PROPERTY LINE		
SOIL BORING	EASEMENT		
DOWNSPOUT	CONCRETE	GRATING	
	PAVEMENT	WALL	
	BUILDING	STAIR/BALCONY AREAS	
	BRICK		

Notes:

1. This Survey was fielded on January 25, 2019. Topography Survey of an area requested by the Client.
2. The horizontal datum is the Illinois State Plane Coordinate System East Zone NAD 83 and the vertical datum is NAVD 88.
3. For building restrictions as established by local ordinances not shown hereon, consult your local municipal authorities.
4. Do not scale dimensions from this map.
5. Call J.U.L.I.E. at 1-800-892-0123 for field location of all underground utilities prior to any digging or construction.
6. Utilities and improvements shown hereon based on visible field verified structures and utility markings by others.
7. Compare all points in field prior to any construction and report any discrepancies to surveyor at once.
8. The Surveyed Parcel was performed without the benefit of a current Title Commitment and does not purport to show all easements affecting said Parcel.
9. The Surveyed Parcel lies within Zone X (areas determined to be outside the 0.2% annual chance floodplain) as graphically depicted on FEMA Flood Insurance Rate Map Number 17043C0503H, Effective Date December 16, 2004.
10. The Surveyed Parcel is also known as P.I.N. 05-11-328-024.

State of Illinois }
} SS
County of Will }

I, Eric C. Cox, an Illinois Land Surveyor, do hereby certify that the existing conditions shown hereon is a true and correct representation thereof.

This professional service conforms to the current Illinois minimum standards for topographic surveys.

Field Work Completed on February 14, 2019

Dated this 14th day of February, 2019

ERIC C. COX 3604 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS

Eric C. Cox
Illinois Professional Land Surveyor No. 035-3604
Renewal Date: November 30, 2020
DLZ Industrial Surveying, Inc. Professional Design Firm 184002815

DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

BENCHMARKS:

BENCHMARK – DK3188 SURVEY DISK LOCATED AT THE SOUTHWEST CORNER OF MAIN STREET AND CRESCENT BLVD.
ELEVATION = 745.28 NAVD 88

SITE BM1 – SOUTHWEST BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 754.13 NAVD 88

SITE BM2 – ARROW BOLT ON FIRE HYDRANT AS SHOWN HEREON
ELEVATION = 765.28 NAVD 88

GLEN ELLYN ILLINOIS

M.A. MORTENSON COMPANY
GLEN ELLYN PARKING GARAGE

535 DUANE ST
TOPOGRAPHIC/BOUNDARY SURVEY

DRAWN: CSH	CHK'D: ECC		
DESIGNED: –	APPRV'D: ECC		
DATE: 2/14/19			
SCALE: 1" = 20'			
PROJECT NUMBER 1950-7005			

NO.	REVISION	BY	DATE

SHEET 1
OF 1
DRAWING NUMBER 7005TO

M:\PROJ\1950\7005\TOPO\7005TO AOLD.DWG

SURVEY PROVIDED BY DLZ. AND SHOWN FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT REPRESENT AN ELEMENT DESIGNED BY ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:

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LICENSED PROFESSIONAL ENGINEER
TIMOTHY OWEN BROWN
062-068681
07.19.19
STATE OF ILLINOIS
EXPIRATION DATE: 11.30.19

VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
		REVISIONS

ISSUE:	ZONING RESUBMITTAL #3
ISSUE DATE:	08/29/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SC

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SHEET TITLE:
TOPOGRAPHIC SURVEY

C-001

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N. Main Street I)

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4 - Existing Elevation Photos

Existing Civic Center Photo

Attachment: 44. September 19, 2019 Historic Preservation

4 - Existing Elevation Photos

Existing Civic Center Photo

Attachment: 44. September 19, 2019 Historic Preservation

Attachment: 44. September 19, 2019 Historic Preservation

Existing Civic Center Photo

Existing Civic Center Parking Lot

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

GIS consortium MapOffice™

Aerial Photo

Map created on September 12, 2019.

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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 conf 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.

SITE AREA TABULATION

PROPERTY	ZONING DISTRICT	PIN	SITE DISTURBANCE (SF)	NET NEW IMPERVIOUS AREA (SF)
Civic Center	C5B	05-11-328-024	44,714	1,817
Main Street Plaza	C5A	05-11-328-003	3,028	498
Sushi Ukai	C5A	05-11-328-004	400	0
Nobel House	C5A	05-11-328-005	451	0
Ellyn Beauty	C5A	05-11-328-006	237	0
First United Methodist Church	C5B	05-11-328-025	1050	0
		TOTAL	49,495	2,315

SITE DATA

- Gross Site Area = 77,662.24 Sq. Ft. (1.78 Ac.)
- Common Open Space = 6,970 Sq. Ft.
- Total Gross Floor Area Of Parking Structure (Parking) = 108,977 Sq. Ft.
- Total Gross Flor Area Of Existing Civic Center (Office) = 45,206 Sq. Ft.
- Floor Area Ratio: FAR = 154,183/77,662.24 = 1.99
- Parking - New Stalls On Site:
  - Parking Structure: 277 Stalls
  - North Surface Lot: 10 Stalls
- Parking - Lost Stalls On Site:
  - Existing Surface Lot: 75 Stalls
- Parking – Net Parking Gain On Site:
  - Civic Center Parking: 212 Stalls
- Parking On-street:
  - Lost Stalls On Duane Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 1 Stall
  - Lost Stalls On Main Due To Project (Note Count Is Same Under Existing Conditions And Future Streetscape Conditions): 2 Stalls
- Parking – Civic Center + On-street:
  - Net Stall Increase For Village Of Glen Ellyn Parking Due To Garage Project = 209 Stalls.
- Parking - Number of Parking Stalls Required per Section 10-4-17-2(G):
  - Civic Center = 45,206 Sq. Ft./250 Sq.Ft./stall = 181 Stalls

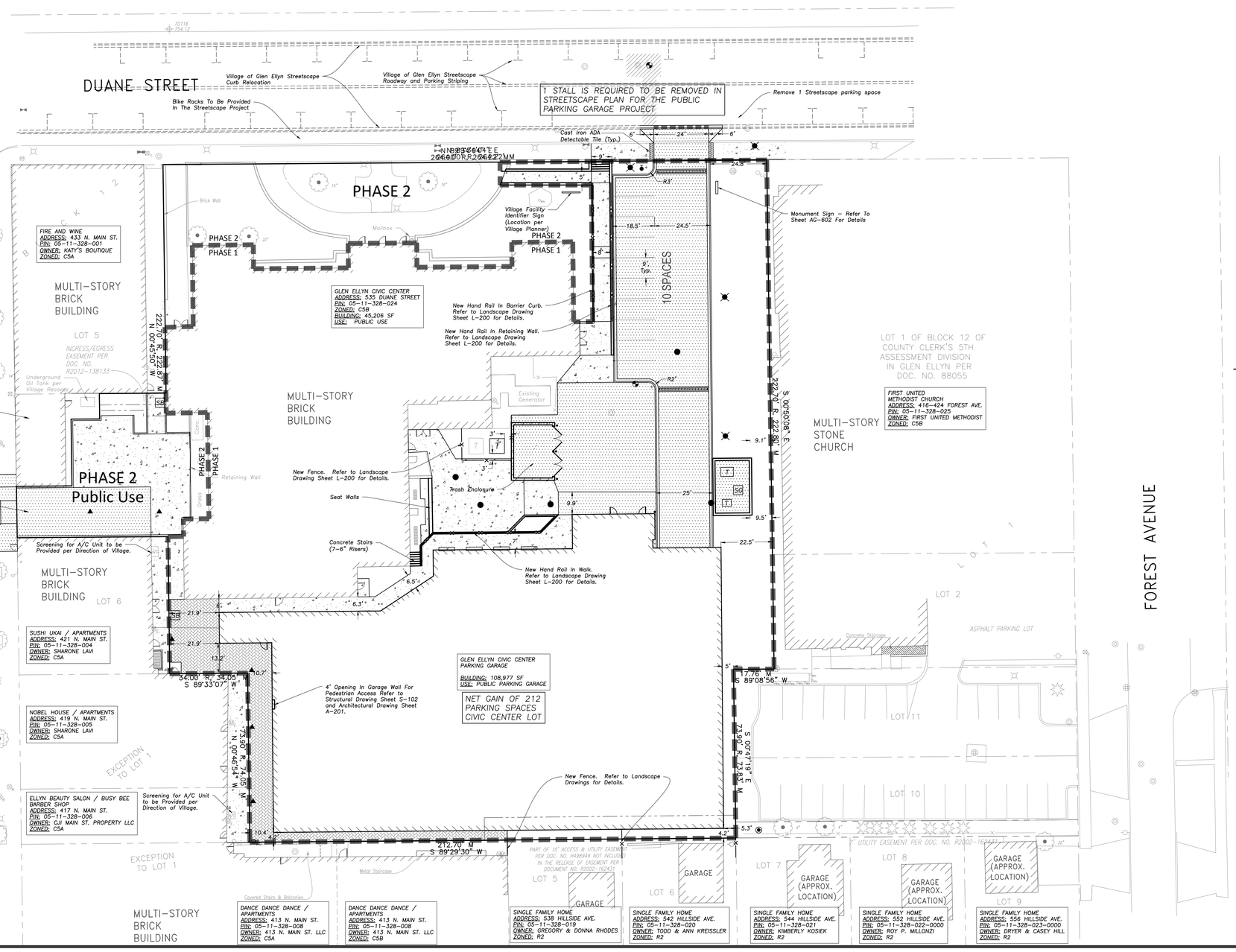
GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

N

20' 0' 20' 40' 60'

Scale: 1"= 20'



LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	
OH	Overhead Wires	
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
	Fire Department Conenction	
	Downspout	DS
	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	SB
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	× 784.0
× T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	
	PHASE BOUNDARY	

PAVING & SURFACE LEGEND

- **Asphalt Pavement Section in Right-Of-Way** — Match Existing Pavement Section or Restore per Village of Glen Ellyn Roadway Patching Requirements
- **Concrete Driveway Section** — 8" Portland Cement Concrete, Fiber Mesh Reinforcement, 8" Aggregate Base Course, Type B, Crushed
- **Concrete Sidewalk Section** — 5" Portland Cement Concrete, Fiber Mesh Reinforcement, 4" Aggregate Base Course, Type B, Crushed
- **Permeable Paver Section** — Refer to Section Details
- Stormwater Overland Flow Path

GENERAL NOTES

1. The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The Village of Glen Ellyn A Minimum of 48 Hours In Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

Design Builder:

Mortenson
M. A. MORTENSON COMPANY
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VILLAGE OF GLEN ELLYN 1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION
		REVISIONS

ISSUE:	ZONING RESUBMITTAL #3
ISSUE DATE:	08/29/2019
PROJECT NO:	31-8445.00
DRAWN BY:	TOB
CHECKED BY:	SC

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SHEET TITLE:
GLEN ELLYN CIVIC CENTER CAMPUS FINAL PLANNED UNIT DEVELOPMENT PLAN – PHASE 1

C-200

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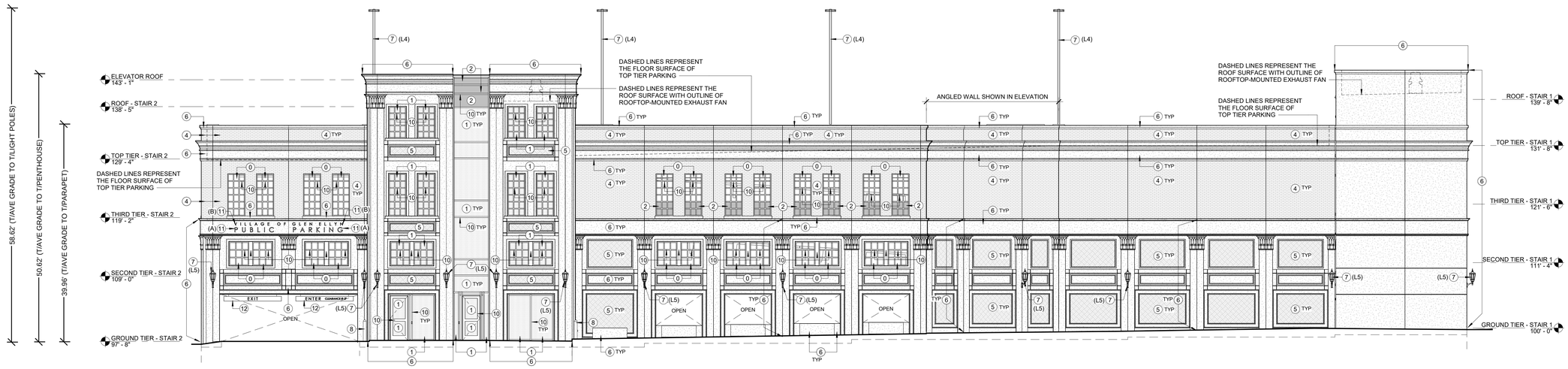
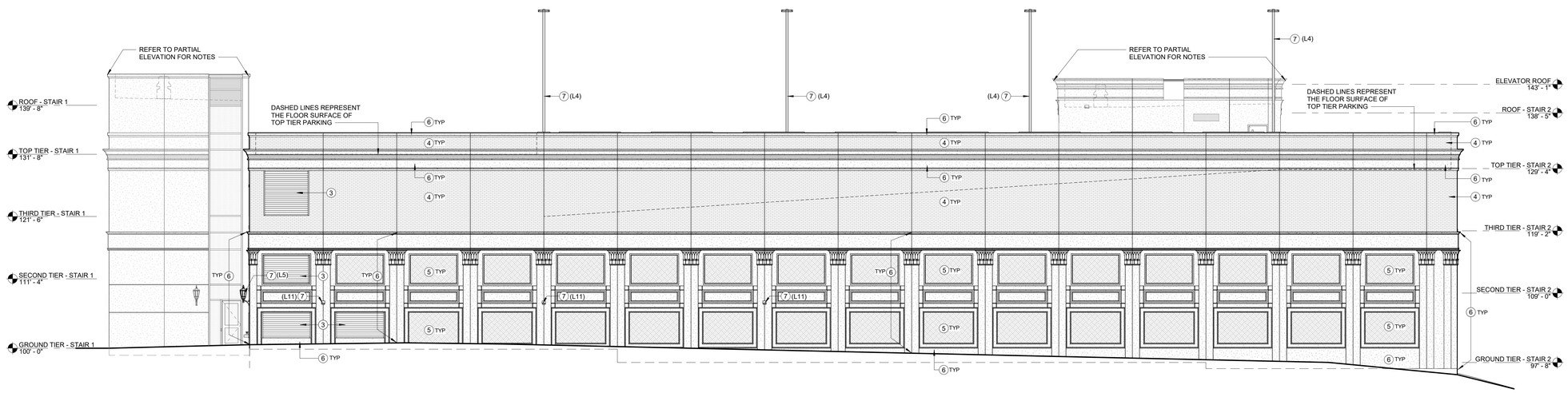
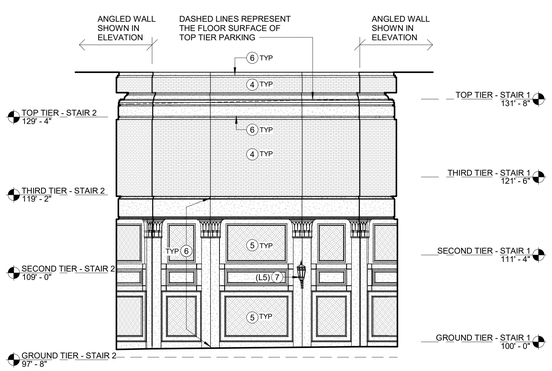


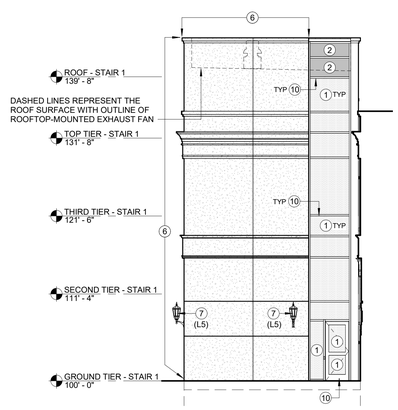
1 NORTH ELEVATION
1/8" = 1'-0"



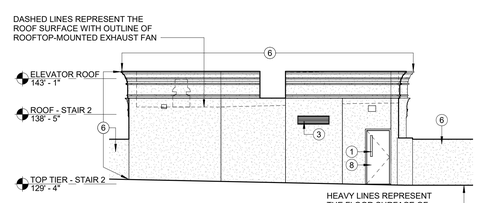
2 SOUTH ELEVATION
1/8" = 1'-0"



3 PARTIAL NORTH ELEVATION
1/8" = 1'-0"



4 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"



5 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATION LEGEND

MATERIAL SHADING	MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
NO PATTERN	OPEN FRAME - NO GLASS	NONE	0	OPEN AIR FROM EXTERIOR INTO GARAGE STRUCTURE
	1/4" THICK CLEAR GLAZING	CLEAR	1	GLASS AT STAIR & ELEVATOR TOWER WINDOWS AND DOORS
	1/4" THICK SPANDREL GLAZING	DARK GRAY	2	GLASS TO CONCEAL WALL OR STRUCTURE BEYOND
	MECHANICAL LOUVER - ALUMINUM	SILVER METALLIC PAINTED	3	MECHANICAL EXHAUST/ INTAKE LOUVERS
	THIN BRICK - RUNNING BOND PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: 90% AUTUMN SANDS / 10% MERLOT SANDS	4	TYPICAL BRICK FACADE MATERIAL
	THIN BRICK - BASKETWEAVE PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: 90% AUTUMN SANDS / 10% MERLOT SANDS	5	ACCENT BRICK FACADE MATERIAL
	PRECAST CONCRETE	MATCH INDIANA BUFF LIMESTONE ON GLEN ELLYN CIVIC CENTER DUANE STREET FACADE	6	TYPICAL "STONE" FACADE MATERIAL
NO PATTERN	MISC. METAL LIGHT FIXTURE	BLACK PAINTED	7 (L#)	TYPICAL LIGHT FIXTURE FINISH - SEE LIGHTING SCHEDULE
NO PATTERN	METAL	PAINTED TO MATCH PRECAST COLOR (BUFF LIMESTONE)	8	EXTERIOR BOLLARDS AND GALV. STEEL DOORS - PAINT
	FIXED LOUVER - STEEL	SILVER METALLIC PAINTED	9	DECORATIVE METAL GATE - LOUVER SCREEN (TRASH ENCL.)
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	10	ALUMINUM ENTRY DOORS, CURTAIN WALL FRAMING, STOREFRONT WINDOW FRAMING, ETC.
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	11 (A) 11 (B)	1" DEEP SURFACE-MOUNTED CAST ALUMINUM SIGNAGE AT VEHICULAR ENTRY (A) = 10" HIGH AND (B) = 6" HIGH
NO PATTERN	PVC	BLACK BACKGROUND WITH WHITE REFLECTIVE LETTER DIE-CUT TEXT	12	10" DIAMETER X 10'-0" LONG SUSPENDED SIGNAGE AT VEHICULAR ENTRY
NO PATTERN	CAST-IN-PLACE CONCRETE	STANDARD GRAY CONCRETE	13	EXPOSED CONCRETE FOUNDATIONS BELOW PRECAST PANELS

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001.020558
STATE OF ILLINOIS
Expires: 11-30-2020

VILLAGE OF GLEN ELLYN 1834

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MARK	DATE	DESCRIPTION
		REVISIONS

ISSUE:	ZONING RESUBMITTAL #3
ISSUE DATE:	08/29/2019
PROJECT NO:	7182780
DRAWN BY:	CH
CHECKED BY:	VR

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SHEET TITLE:
EXTERIOR ELEVATIONS

A200

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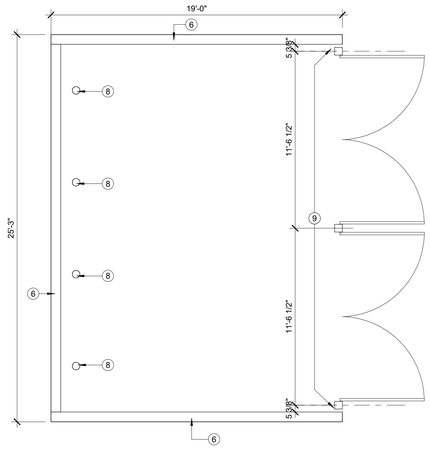
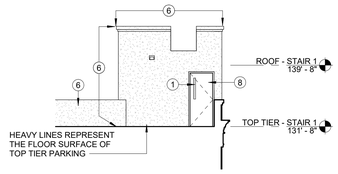
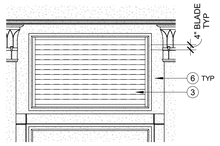


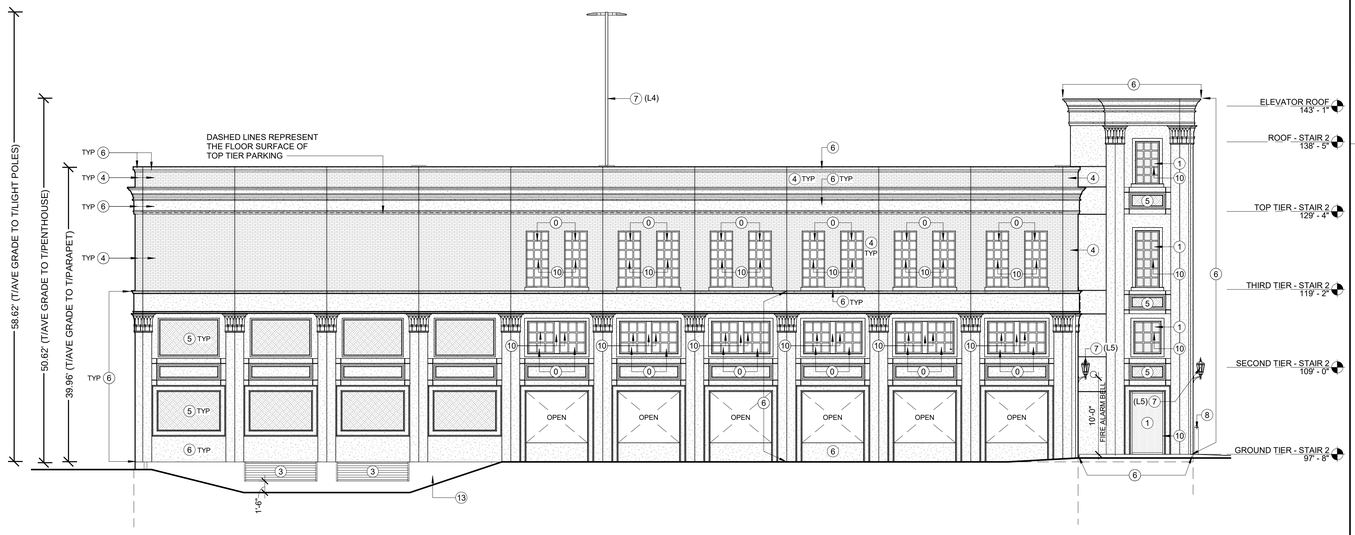
1 ENLARGED TRASH ENCLOSURE PLAN
1/4" = 1'-0"



2 PARTIAL EAST ELEVATION
1/8" = 1'-0"



3 ENLARGED LOUVER ELEVATION
1/4" = 1'-0"



4 EAST ELEVATION
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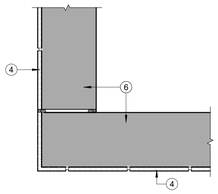
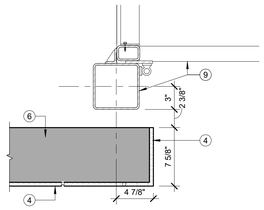
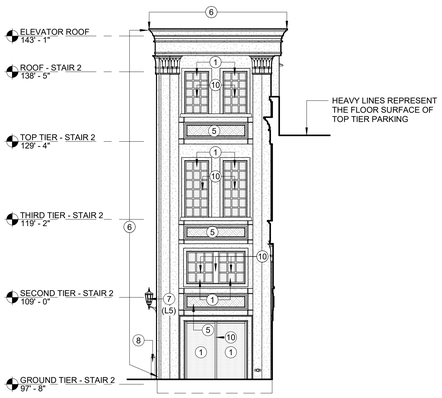


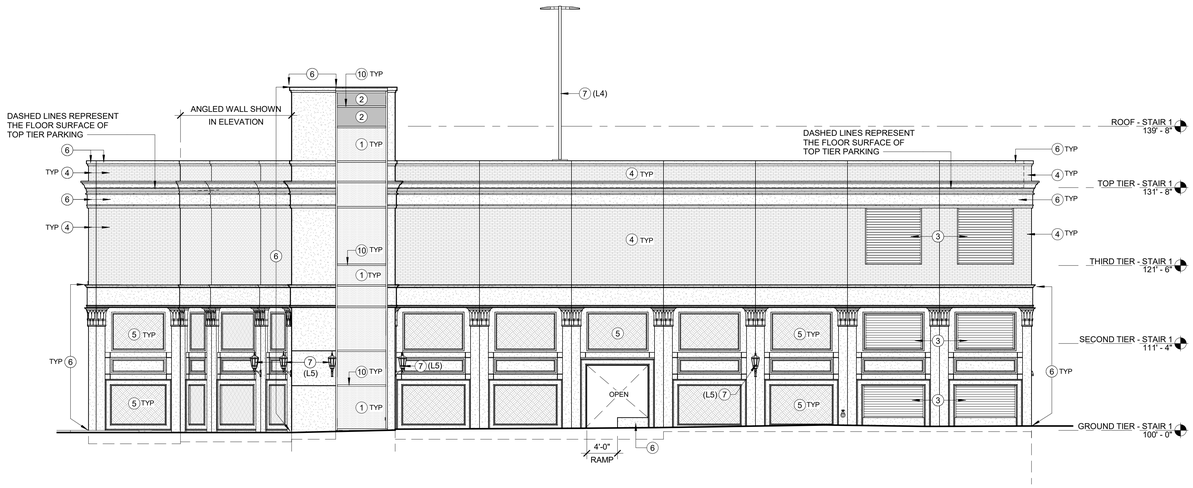
5 PRECAST CORNER DETAIL
1 1/2" = 1'-0"
TRASH ENCLOSURE



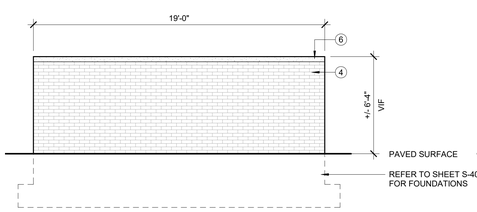
6 PLAN DETAIL
1 1/2" = 1'-0"
TRASH ENCLOSURE



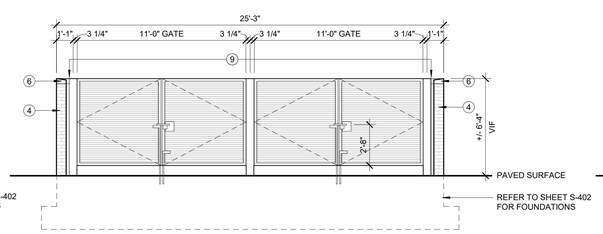
7 PARTIAL WEST ELEVATION
1/8" = 1'-0"



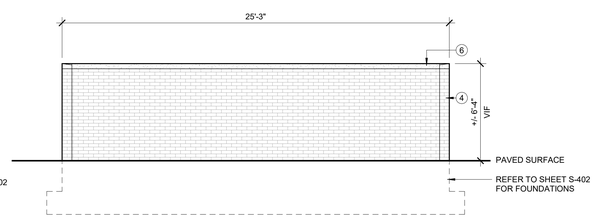
8 WEST ELEVATION
1/8" = 1'-0"



9 TRASH ENCLOSURE - SIDE
1/4" = 1'-0"



10 TRASH ENCLOSURE - FRONT
1/4" = 1'-0"



11 TRASH ENCLOSURE - BACK
1/4" = 1'-0"

EXTERIOR ELEVATION LEGEND

MATERIAL SHADING	MATERIAL	COLOR	MATERIAL SPEC	PURPOSE
NO PATTERN	OPEN FRAME - NO GLASS	NONE	0	OPEN AIR FROM EXTERIOR INTO GARAGE STRUCTURE
	1/4" THICK CLEAR GLAZING	CLEAR	1	GLASS AT STAIR & ELEVATOR TOWER WINDOWS AND DOORS
	1/4" THICK SPANDREL GLAZING	DARK GRAY	2	GLASS TO CONCEAL WALL OR STRUCTURE BEYOND
	MECHANICAL LOUVER - ALUMINUM	SILVER METALLIC PAINTED	3	MECHANICAL EXHAUST/ INTAKE LOUVERS
	THIN BRICK - RUNNING BOND PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: 90% AUTUMN SANDS / 10% MERLOT SANDS	4	TYPICAL BRICK FACADE MATERIAL
	THIN BRICK - BASKETWEAVE PATTERN	RED/ BLACK BLEND TO MATCH EXISTING CIVIC CENTER BRICK. ENDICOTT THIN BRICK & TILE LLC. BLEND: 90% AUTUMN SANDS / 10% MERLOT SANDS	5	ACCENT BRICK FACADE MATERIAL
	PRECAST CONCRETE	MATCH INDIANA BUFF LIMESTONE ON GLEN ELLYN CIVIC CENTER DUANE STREET FACADE	6	TYPICAL "STONE" FACADE MATERIAL
NO PATTERN	MISC. METAL LIGHT FIXTURE	BLACK PAINTED	7 (L#)	TYPICAL LIGHT FIXTURE FINISH - SEE LIGHTING SCHEDULE
NO PATTERN	METAL	PAINTED TO MATCH PRECAST COLOR (BUFF LIMESTONE)	8	EXTERIOR BOLLARDS AND GALV. STEEL DOORS - PAINT
	FIXED LOUVER - STEEL	SILVER METALLIC PAINTED	9	DECORATIVE METAL GATE - LOUVER SCREEN (TRASH ENCL.)
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	10	ALUMINUM ENTRY DOORS, CURTAIN WALL FRAMING, STOREFRONT WINDOW FRAMING, ETC.
NO PATTERN	ALUMINUM	CLEAR ANODIZED (SILVER)	11 (A) 11 (B)	1" DEEP SURFACE-MOUNTED CAST ALUMINUM SIGNAGE AT VEHICULAR ENTRY (A) = 10" HIGH AND (B) = 6" HIGH
NO PATTERN	PVC	BLACK BACKGROUND WITH WHITE REFLECTIVE LETTER DIE-CUT TEXT	12	10" DIAMETER X 10'-0" LONG SUSPENDED SIGNAGE AT VEHICULAR ENTRY
NO PATTERN	CAST-IN-PLACE CONCRETE	STANDARD GRAY CONCRETE	13	EXPOSED CONCRETE FOUNDATIONS BELOW PRECAST PANELS

Design Builder:
Mortenson
M. A. MORTENSON COMPANY
300 Park Boulevard, Suite 100
Itasca, IL 60143
Tel: 847.981.8600
www.mortenson.com

Design Consultants:
WALKER CONSULTANTS
Parking Consultant / Structural Engineer
2895 Greenspoint Parkway, Suite 600
Hoffman Estates IL 60169
Tel: 847.697.2640
www.walkerconsultants.com
LICENSE NO. 184.000947-0006

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Architect / MEP - FP Engineer
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Civil Engineering / Landscape Architecture
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Grayslake, IL 60030
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LICENSED ARCHITECT
Victor P. Ritter
001.020558
STATE OF ILLINOIS
Expires: 11-30-2020

VILLAGE OF GLEN ELLYN
1834

VILLAGE OF GLEN ELLYN
PUBLIC PARKING GARAGE

535 Duane Street
Glen Ellyn, IL 60137

MARK	DATE	DESCRIPTION

REVISIONS

ISSUE: ZONING RESUBMITTAL #3
ISSUE DATE: 08/29/2019
PROJECT NO: 7182780
DRAWN BY: CH
CHECKED BY: VR

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SHEET TITLE:
EXTERIOR ELEVATIONS

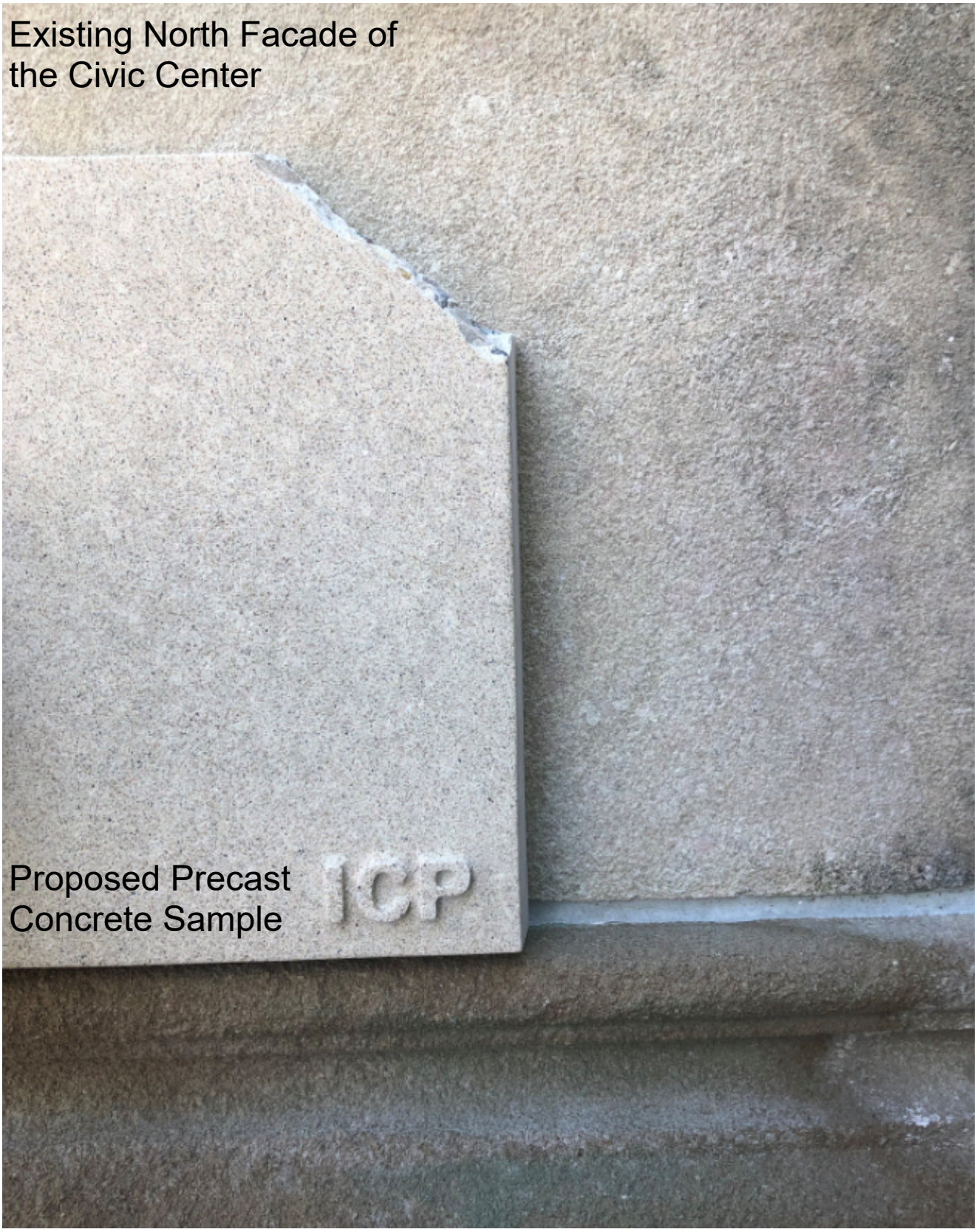
A201

8/29/2019 5:00:21 PM C:\shive\Revit_Local_2019\7182780-A-Cent_chokowski.rvt

Attachment: 4A. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N. Main Street I)

Proposed Precast Concrete

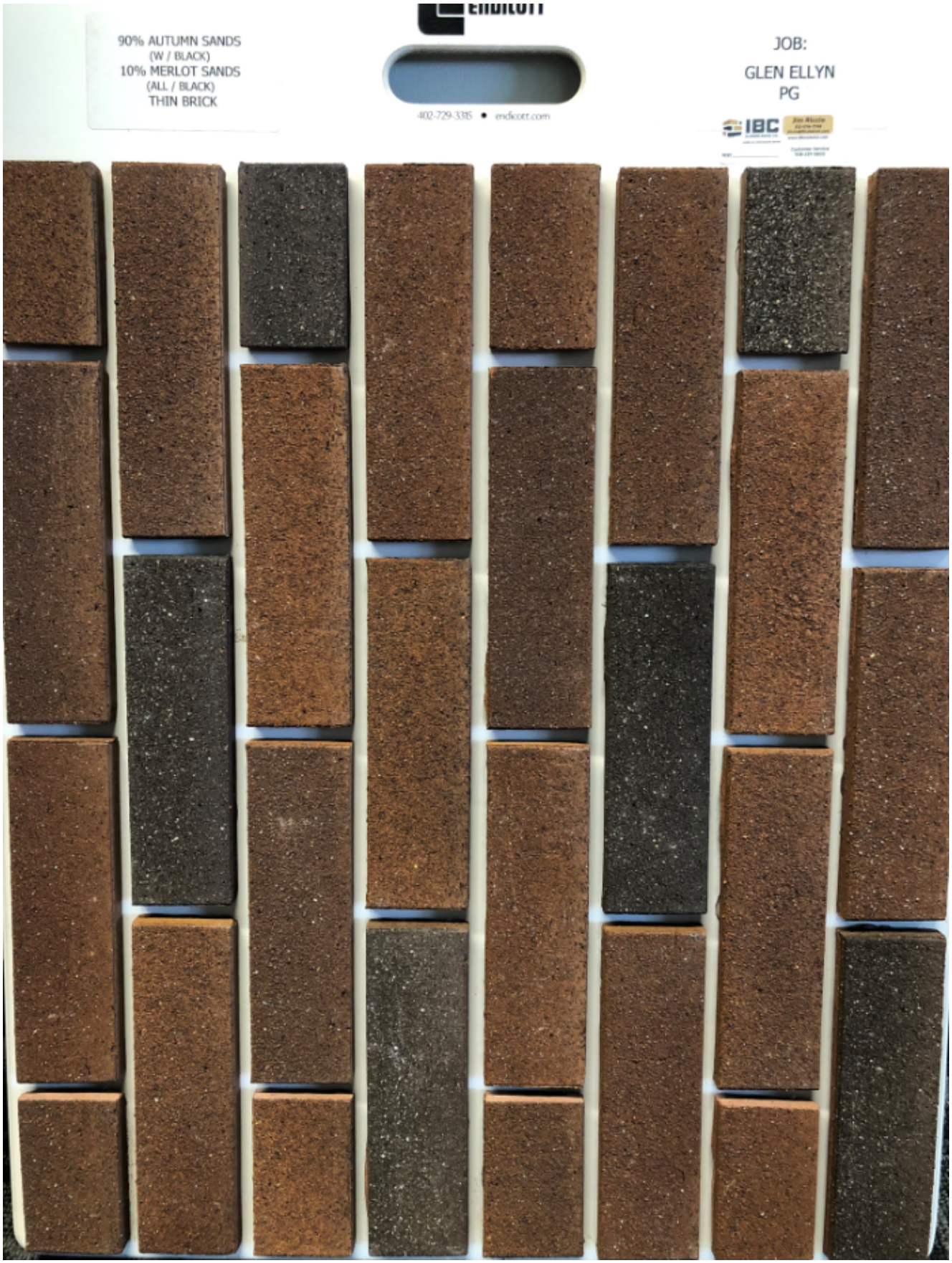
Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.



Precast Concrete

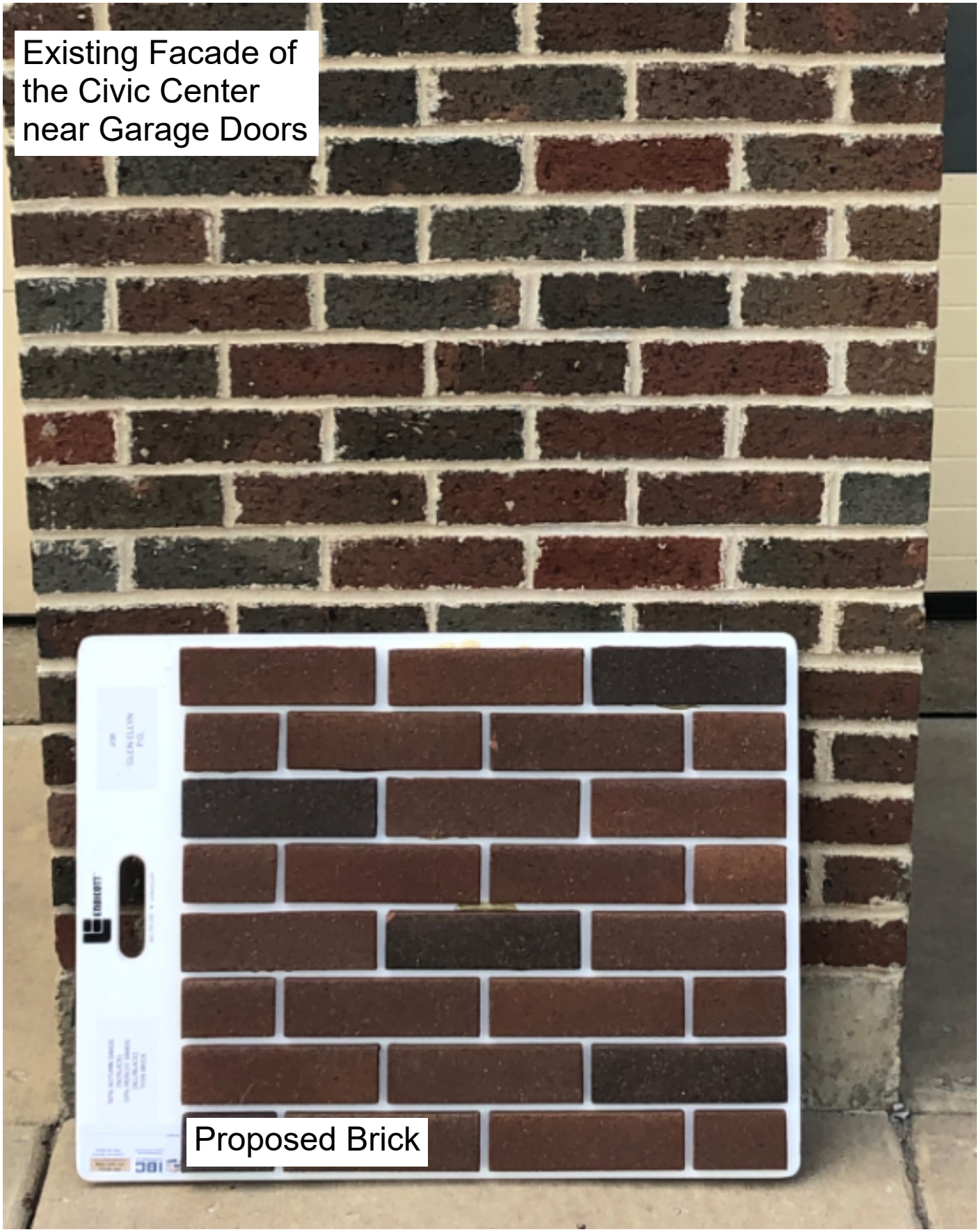
Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Village of Glen Ellyn Public Parking Garage
535 Duane Street, Glen Ellyn
Building Materials



Proposed Thin Brick Sample

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.



Proposed Thin Brick Sample

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Window Frame - Aluminum with clear anodized finish

Window Glazing - Clear glazing in stairwells, Gray spandrel glass when required to conceal wall or structure beyond. Gray spandrel shown above.

Metal Louvers - Silver metallic

Exterior Light Fixtures - Black

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Front Entrance from Duane Street

Birds Eye View looking South West

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

7 - Proposed Parking Garage Renderings

Birds Eye View looking North West
Note: entrance from Forest Ave removed

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

7 - Proposed Parking Garage Renderings

View looking North West
Note: entrance from Forest Ave removed

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

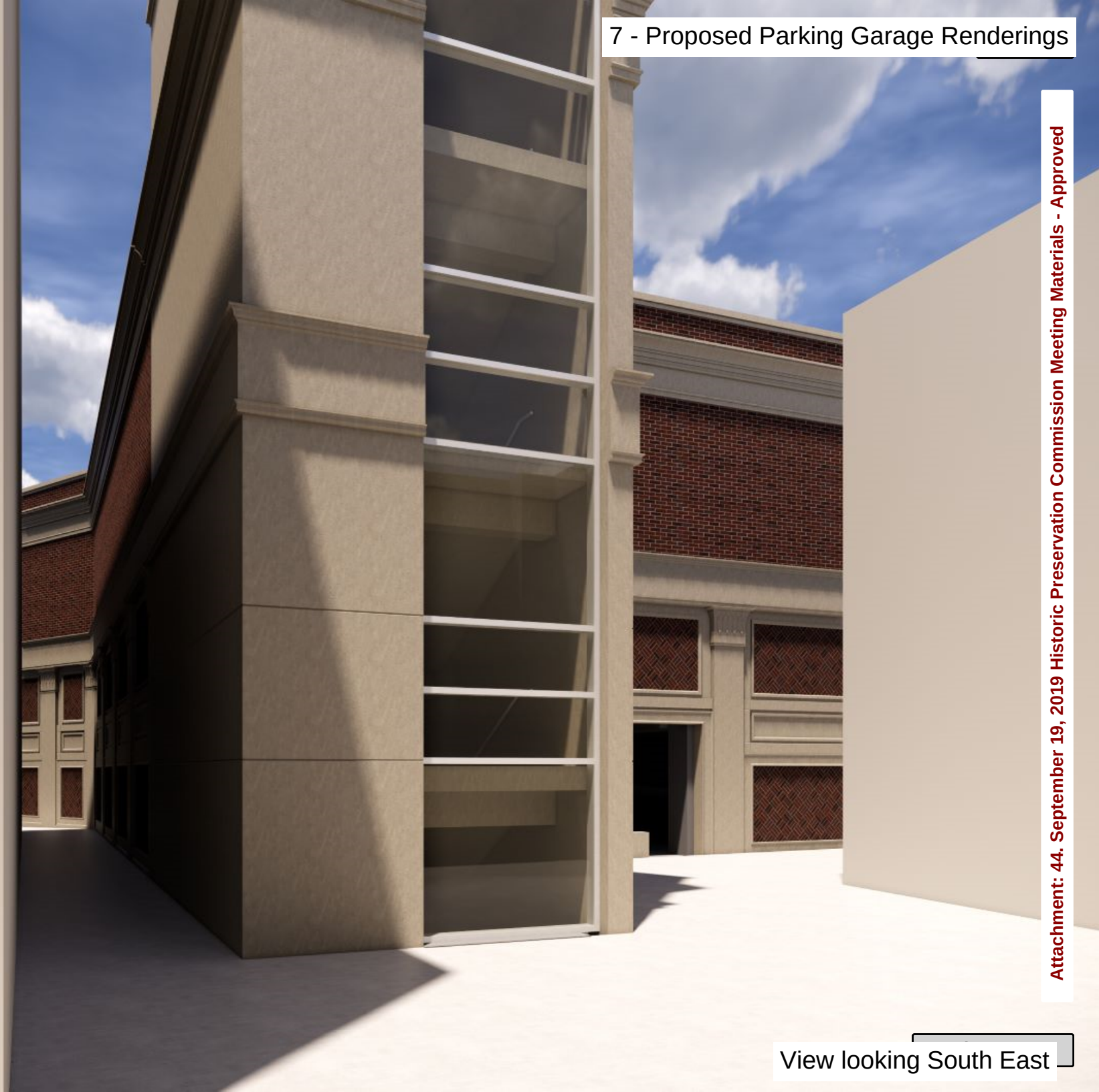
Birds Eye View looking North East

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

7 - Proposed Parking Garage Renderings

View looking North East

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

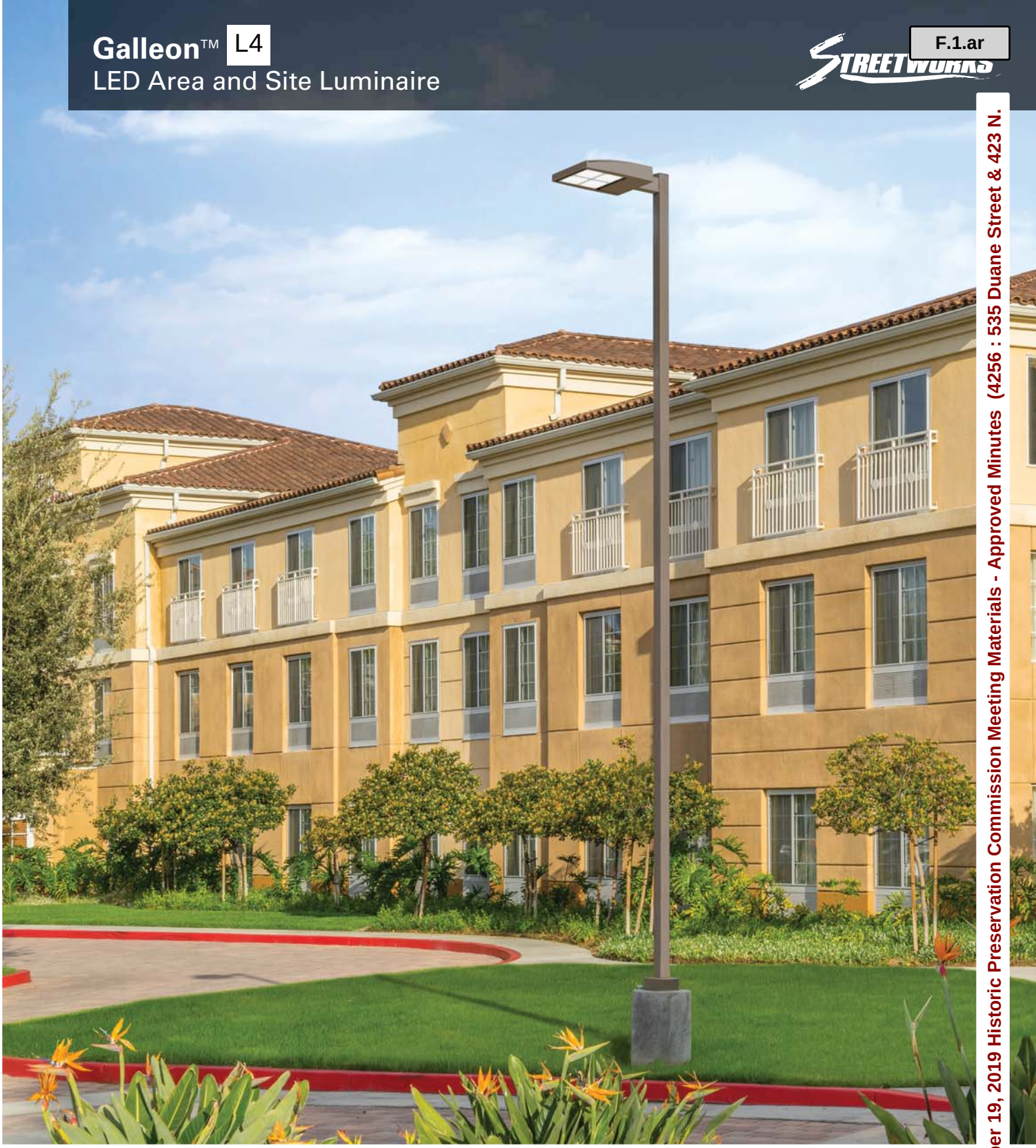


View looking South East

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved

Galleon™ L4

LED Area and Site Luminaire



Cooper Lighting
by EATON

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Galleon LED Design Excellence

Stepping Up to the Challenge

The Galleon LED luminaire delivers exceptional performance in a highly scalable, low-profile design. The patented, high-efficiency AccuLED Optics™ system provides uniform and energy-conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. With HID equivalents ranging from 100W up to 1000W, the Galleon LED luminaire is designed to meet the toughest lighting challenges.

Construction

- Extruded aluminum driver enclosure
- Heavy-wall die-cast aluminum end caps
- 3G vibration rated
- IP66-rated housing and LED Light Squares
- Optional tool-less entry

Electrical

- Operates in -40°C to 40°C ambient with optional high ambient 50°C ambient configuration
- Proprietary circuit module designed to withstand 10kV of transient line surge
- >L90 60,000 hours at 40°C, compliant with IESNA TM-21
- 120V-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation

Controls

- Standard with 0-10V dimming driver(s)
- Optional occupancy sensor
- Optional wireless control and monitoring system

Finish

- Five-stage, super durable TGIC paint resists extreme weather conditions while providing optimal color and gloss retention. It's available in standard grey or optional bronze, black, dark platinum, graphite metallic or white.

Grey

Bronze

Black

Dark Platinum

Graphite Metallic

White

Warranty

- Five-year warranty

Surge Protection

A 10kV common surge (line-to-ground) and differential surge (line-to-line) mode protection is standard.

NEMA Twistlock Photocontrol Receptacle

An optional gasketed receptacle allows for mounting the standard NEMA photocontrol (order separately).

Light Square Trim Plate Finish

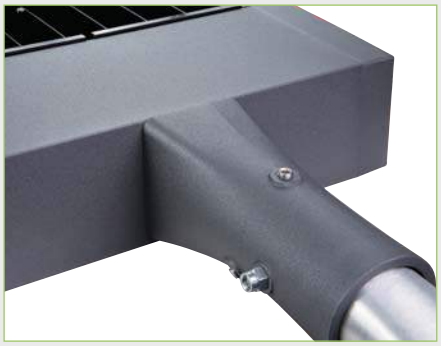
An optional finish to match LED trim plates to the housings exterior allows luminaire to blend seamlessly in any site lighting application.

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

Mounting Options

Occupancy Sensor

The optional motion sensor reduces energy use for site lighting applications.



Mast Arm Adapter

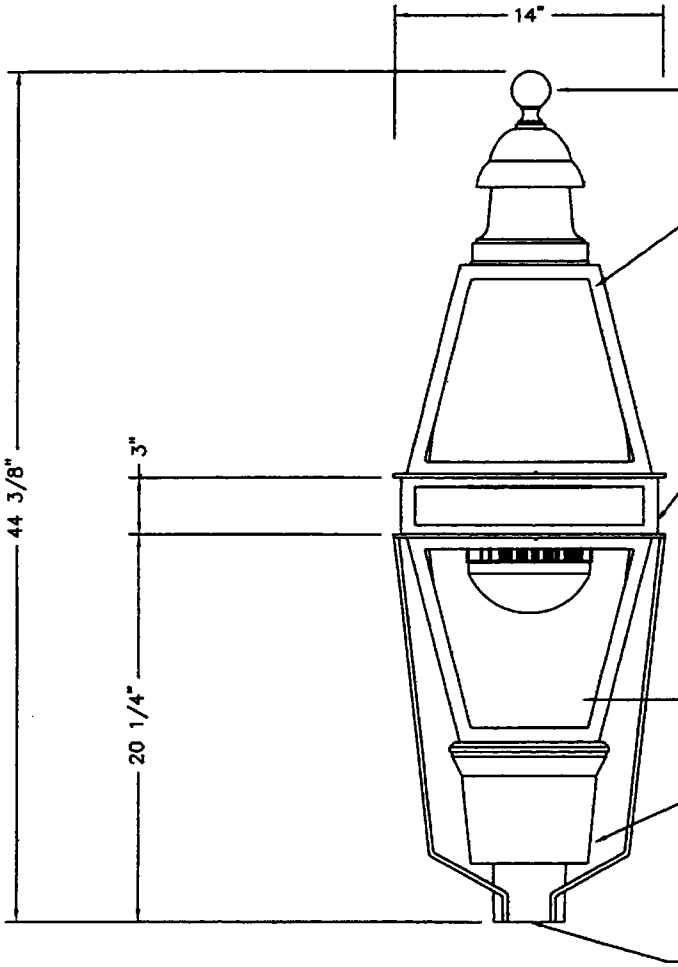
An optional cast aluminum mast arm adapter secures fixture head to nominal 2" (2-3/8" O.D. pipe size) horizontal steel tenon arm.

Wall Mount Bracket

An optional wall-mount plate is secured to wall by four lag bolts (supplied by others).

Type L5

wall mtd



356 ALLOY CAST ALUMINUM FINIAL

CLEAR ACRYLIC LENS PANEL

20 WATT UPPER LED ARRAY WITH SEPARATE DRIVER AND CIRCUIT FOR CONVERTIBLE UP-LIGHT SYSTEM

PROVIDED WITH POLE BASE MOUNTED SWITCH TO BE FIELD CONVERTIBLE TO ALLOW SOURCE TO BE SHUT DOWN AND PROVIDE FOR DARK SKY COMPLIANCE

356 ALLOY, CAST ALUMINUM FIXTURE BODY, SOLID ALUMINUM CENTER PANELS, PAINTED TO MATCH FIXTURE

DOWNWARD FACING LED ENGINE
- 75 CRI
- 58 WATT, 3000K COLOR TEMP
- TYPE 5 DISTRIBUTION
- APPROX 3850 LUMENS
- ELECTRICAL SURGE PROTECTION IN ACCORDANCE WITH ANSI C62.41.2
- UL LISTED FIXTURE
- 120 TO 277 VOLT OPERATION
- SUPPLIED WITH DIMMABLE DRIVER AND FIELD CONFIGURABLE SWITCHED DIMMING BOARD

SOFTVUE1 LENS OVER LED ARRAY ONLY

CLEAR ACRYLIC LENS PANEL

356 ALLOY, CAST ALUMINUM DRIVER COMPARTMENT

STANDARD STERNBERG POWDER COAT BLACK FINISH

ALL EXPOSED HARDWARE IS STAINLESS STEEL AND FINISHED TO MATCH

STANDARD 7 YEAR LED, FIXTURE AND FINISH WARRANTY

TO SLIP FIT 3" OD X 3" TALL TENON

REV	REVISIONS	DATE	RVSD
A	ORIGINAL	8/30/16	
B	UPDATED FRBD —> FDRB	10-5-16	AMK

Glen Ellyn LED Decorative Luminaire

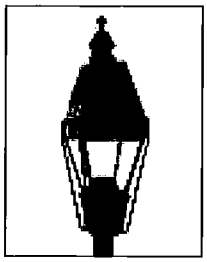
962TC-OTLED/PT/XRLED-9L30T3-MDL14-SVT/CA/FDRB/BK

SS

SternbergLighting

POLE HEIGHTS HAVE A TOLERANCE OF + OR - 2"

SC26494A



962TC-XRLED GLEN ELLYN SERIES

LED

EPA	5 YEAR WARRANTY	LUMEN RANGE	LIFE SPAN	UL LISTED	CLICK FOR FAQ'S
3.65 (ft²) WEIGHT 36 LBS	5	1,550 to 5,210	L70 MINIMUM 50,000 HOURS	UL	FAQ

JOB NAME

FIXTURE TYPE L5

MEMO

BUILD A PART NUMBER

ORDERING EXAMPLE: 2A-962TC-XRLED-12L45T5-MDL14-CA-HSS-FHD/478PM/2112FP5/SCC/BKT

Mounting Config.	Fixture	LED	CCT	Type	Driver	Lens	Option House Side Shield	Option Fuse	Option Internal Lens	[illegible]	[illegible]	Finish

Mounting Configuration
(Click here to view mounting configuration sheet)

- 1W
- PT
- 1A
- 1APT
- 2A
- 2A90
- 2APT
- 3A
- 3A90
- 3APT
- 4A
- 4APT
- 1AM
- 2AM
- 450PB

W = Wall Mount PT = Post Top A = Arm Mount AM = Arm Mid-Mount PB = Pier Base

Fixture
- 962TC
- 962TCGT (Glow Top)[1]

[1] Add 10 watts.

LED
- XRLED-9L
- XRLED-12L

CCT - Color Temperature (K)
- 45(00)
- 35(00)
- 27(00)
- 30

Type
- T2
- T3
- T4
- T5

Driver
- MDL07 (120v-277v, 700Ma)[2]
- MDL14 (120v-277v, 1400Ma)
- MDH07 (347v-480v, 700Ma)[2]
- MDH14 (347v-480v, 1400Ma)

[2] For use with 9L system only.

Lens (Click here to link to lens options)
- SV1 (Flat Soft Vue Medium Diffuse Acrylic)
- SV2 (Flat Soft Vue Heavy Diffuse Acrylic)
- CA (Clear Acrylic)
- CTA (Clear Textured Acrylic)
- CSA (Clear Seeded Acrylic)
- PA (Pristmatic Acrylic)
- WA (White Acrylic)
- 5YT

Options (Click here to view accessories sheet)
- HSS House Side Shield
- FHD[3] Dual Fuse & Holder
- SVD1 Soft Vue Medium Diffuse, Internal Dome Lens
- SVD2 Soft Vue Heavy Diffuse, Internal Dome Lens

[3] Ships loose for installation in base.

Arm (Click here to link to arm specification page)
See Arms & Wall Brackets specification sheets.
- 478
- 480
- 6236
- 579
- TA
- TASCR

Pole (Click here to link to pole specification page)
See Pole specification sheets.

Finish (Click here to view paint finish sheet)

Standard Finishes[4]
- BKT Black Textured
- WHT White Textured
- PGT Park Green Textured
- ABZT Architectural Medium Bronze Textured
- DBT Dark Bronze Textured
- BK

[4] Smooth finishes are available upon request

Custom Finishes[5]
- CM Custom Match
- OI Old Iron
- RT Rust
- WBR Weathered Brown
- CD Cedar
- WBK Weathered Black
- TT Two Tone

[5] Custom colors require upcharge.

Sternberg Select Finishes
- VG Verde Green
- SI Swedish Iron
- OWGT Old World Gray Textured

Specifications

Fixture
The 962TC fixture shall be 14" wide and the overall height shall have 42". It shall be made of heavy wall cast aluminum, 356 alloy and lenses shall be made of vandal resistant acrylic. The fixture cage shall be cast in one piece and shall have a lift hinged door. The four paneled roof shall be closed with solid aluminum panels. The Luminaire shall be UL approved in US and Canada.

Fitter
The fitter or base shall be heavy wall cast aluminum, 356 alloy for high tensile strength. It shall have an inside diameter opening to accept a 3" diameter pole or tenon. When ordered with a Sternberg aluminum pole, the fitter shall be set screwed to the pole top or tenon.

LEDs
The luminaire shall use high output, high brightness LED's. They shall be mounted in arrays, on printed circuit boards designed to maximize heat transfer to the heat sink surface. The arrays shall be downward facing to minimize up-light. The LED's and printed circuit boards shall be shall be environmentally friendly and 100% recyclable, they shall also be protected from moisture and corrosion by a conformal coating of 1 to 3 mils. They shall not contain lead, mercury or any other hazardous substances and shall be RoHS compliant. The LED life rating data shall be determined in accordance with IESNA LM-80. The High Performance white LED's will have a life expectancy of approximately 50,000 hours with not less than 70% of original brightness (lumen maintenance), rated at 25°C. The High Brightness, High Output LED's shall be 4500K (3500K or 2700K option) color temperature with a typical of 70 CRI. Consult factory for custom color CCT. The luminaire shall have a minimum _____ (see table) delivered initial lumen rating when operated at steady state with an average ambient temperature of 25°C (77°F).

Optics
The luminaire shall be provided with individual, refractor type optics applied to each LED. The luminaire shall provide Type ___ (2, 3, 4 or 5) light distribution per the IESNA classifications. Testing shall be done in accordance with IESNA LM-79.

See next page

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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962TC-XRLED GLEN ELLYN SERIES

LED

Electronic Drivers

The LED driver shall be U.L. Recognized.
It shall be securely mounted inside the fixture, for optimized performance and longevity. It shall be supplied with a quick-disconnect electrical connector on the power supply, providing easy power connections and fixture installation. It shall have overload as well as short circuit protection, and have a DC voltage output, constant current design, 50/60HZ. It shall be supplied with line-ground, line-neutral and neutral-ground electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines. It shall be dimmable using a 0-10v signal.

For sources over 50w: The driver shall have a minimum efficiency of 90%. The driver shall be rated at full load with THD<20% and a power factor of greater than 0.90. The driver shall contain over-heat protection.

For sources under 50w: The driver shall have a minimum efficiency of 88%.

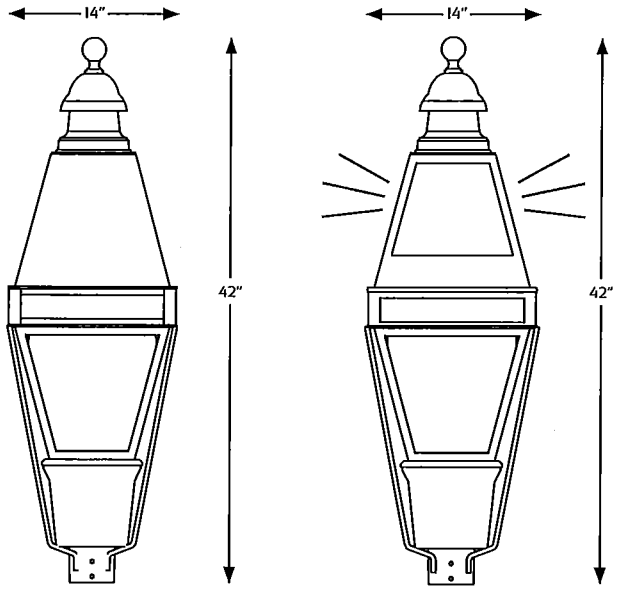
Warranty

Five-year warranty. See product and finish warranty guide for details.

Finish

Refer to website for details.

Fixtures



962TC

962TCGT
(Glow Top)

Performance (Based on CSA Lens)

LIGHT SOURCE	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE*
09L27T_-MDL07	1610	73.1	1600	72.6	1550	70.3	1670	75.9	22
09L35T_-MDL07	1895	86	1880	85.5	1820	82.8	1965	89.4	22
09L45T_-MDL07	2035	92.5	2025	92	1960	89	2115	96.1	22
09L27T_-MDL14	2860	59.6	2810	58.5	2745	57.1	2960	61.6	48
09L35T_-MDL14	3370	70.2	3310	68.9	3230	67.3	3485	72.6	48
09L45T_-MDL14	3625	75.5	3560	74.1	3470	72.3	3745	78	48
12L27T_-MDL14	4060	67.6	3960	66	3945	65.7	4120	68.6	60
12L35T_-MDL14	4780	79.6	4660	77.7	4640	77.4	4850	80.8	60
12L45T_-MDL14	5140	85.6	5010	83.5	4990	83.2	5210	86.9	60

*Glow top option adds 10 watts.

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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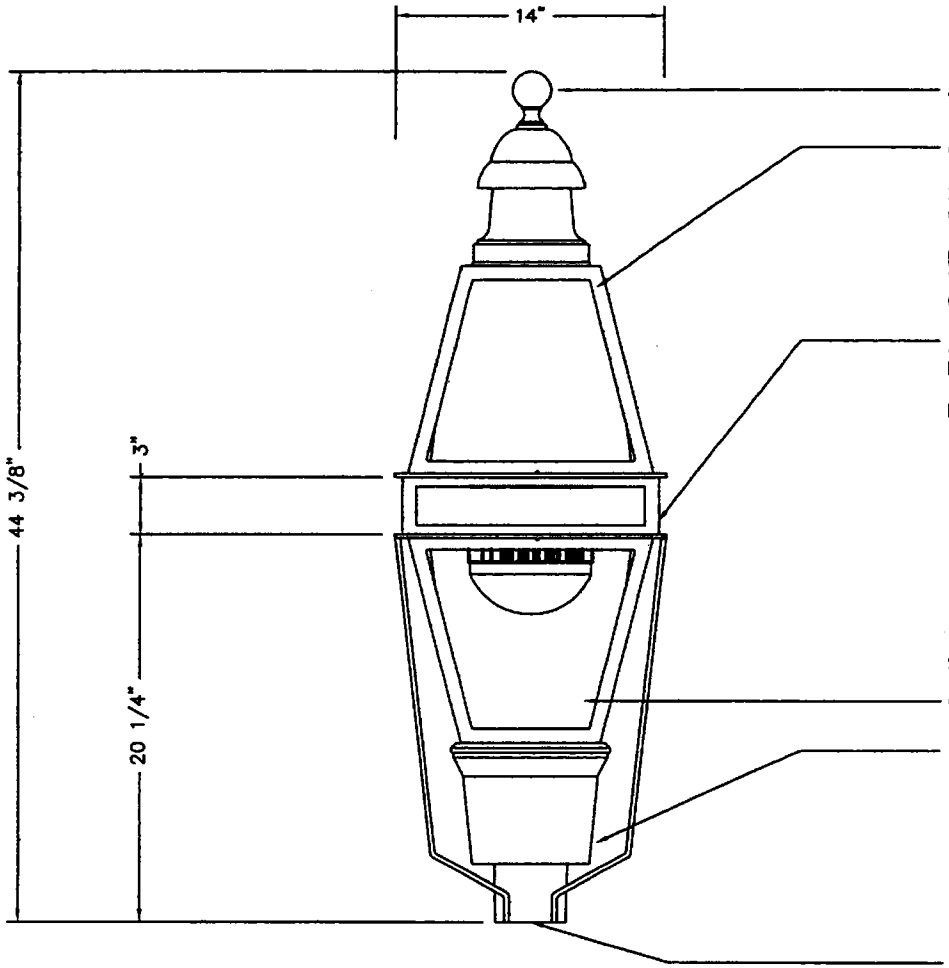
TYPE L6



356 ALLOY CAST ALUMINUM FINIAL

CLEAR ACRYLIC LENS PANEL

20 WATT UPPER LED ARRAY WITH SEPARATE DRIVER AND CIRCUIT FOR CONVERTIBLE UP-LIGHT SYSTEM

PROVIDED WITH POLE BASE MOUNTED SWITCH TO BE FIELD CONVERTIBLE TO ALLOW SOURCE TO BE SHUT DOWN AND PROVIDE FOR DARK SKY COMPLIANCE

356 ALLOY, CAST ALUMINUM FIXTURE BODY, SOLID ALUMINUM CENTER PANELS, PAINTED TO MATCH FIXTURE

DOWNWARD FACING LED ENGINE
- 75 CRI
- 58 WATT, 3000K COLOR TEMP
- TYPE 5 DISTRIBUTION
- APPROX 3850 LUMENS
- ELECTRICAL SURGE PROTECTION IN ACCORDANCE WITH ANSI C62.41.2
- UL LISTED FIXTURE
- 120 TO 277 VOLT OPERATION
- SUPPLIED WITH DIMMABLE DRIVER AND FIELD CONFIGURABLE SWITCHED DIMMING BOARD

SOFTVUE1 LENS OVER LED ARRAY ONLY

CLEAR ACRYLIC LENS PANEL

356 ALLOY, CAST ALUMINUM DRIVER COMPARTMENT

STANDARD STERNBERG POWDER COAT BLACK FINISH

ALL EXPOSED HARDWARE IS STAINLESS STEEL AND FINISHED TO MATCH

STANDARD 7 YEAR LED, FIXTURE AND FINISH WARRANTY

TO SLIP FIT 3" OD X 3" TALL TENON

REV	REVISIONS	DATE	RVSD
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B	UPDATED FRBD --> FDRB	10-5-16	AMK

Glen Ellyn LED Decorative Luminaire

962TC-OTLED/PT/XRLED-12L30T3-MDL14-SVT/CA/FDRB/BK

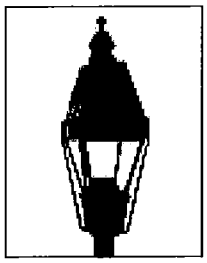
DRAWN SS

SCALE

SternbergLighting
ESTABLISHED 1923 EMPLOYEE OWNED

POLE HEIGHTS HAVE A TOLERANCE OF + OR - 2"

DRAWING NUMBER SC26494A



962TC-XRLED GLEN ELLYN SERIES

LED

EPA	5 YEAR WARRANTY	LUMEN RANGE	LIFE SPAN	UL LISTED	CLICK FOR FAQ'S
3.65 (ft²) WEIGHT 36 LBS	5	1,550 to 5,210	L70 MINIMUM 50,000 HOURS	UL	FAQ

JOB NAME

FIXTURE TYPE L.6

MEMO

BUILD A PART NUMBER

ORDERING EXAMPLE: 2A-962TC-XRLED-12L45T5-MDL14-CA-HSS-FHD/478PM/2112FP5/SCC/BKT

Mounting Configuration	Fixture	LED	CCT	Type	Driver	Lens	Option House Side Shield	Option Fuse	Option Internal Lens	[illegible]	[illegible]	Finish

Mounting Configuration
(Click here to view mounting configuration sheet)

- 1W
- 2A
- 3A90
- 1AM
- PT
- 2A90
- 3APT
- 2AM
- 1A
- 2APT
- 4A
- 450PB
- 1APT
- 3A
- 4APT

W = Wall Mount PT = Post Top A = Arm Mount AM = Arm Mid-Mount PB = Pier Base

Fixture
- 962TC
- 962TCGT (Glow Top)[1]

[1] Add 10 watts.

LED
- XRLED-9L
- XRLED-12L

CCT - Color Temperature (K)
- 45(00)
- 35(00)
- 27(00)
- 30

Type
- T2
- T3
- T4
- T5

Driver
- MDL07 (120v-277v, 700Ma)[2]
- MDL14 (120v-277v, 1400Ma)
- MDH07 (347v-480v, 700Ma)[2]
- MDH14 (347v-480v, 1400Ma)

[2] For use with 9L system only.

Lens (Click here to link to lens options)
- SV1 (Flat Soft Vue Medium Diffuse Acrylic)
- SV2 (Flat Soft Vue Heavy Diffuse Acrylic)
- CA (Clear Acrylic)
- CTA (Clear Textured Acrylic)
- CSA (Clear Seeded Acrylic)
- PA (Pristmatic Acrylic)
- WA (White Acrylic)
- SVT

Options (Click here to view accessories sheet)
- HSS House Side Shield
- FHD[3] Dual Fuse & Holder
- SVD1 Soft Vue Medium Diffuse, Internal Dome Lens
- SVD2 Soft Vue Heavy Diffuse, Internal Dome Lens

[3] Ships loose for installation in base.

Arm (Click here to link to arm specification page)
See Arms & Wall Brackets specification sheets.
- 478
- 480
- 6236
- 579
- TA
- TASCR

Pole (Click here to link to pole specification page)
See Pole specification sheets.

Finish (Click here to view paint finish sheet)

Standard Finishes[4]
- BKT Black Textured
- WHT White Textured
- PGT Park Green Textured
- ABZT Architectural Medium Bronze Textured
- DBT Dark Bronze Textured

[4] Smooth finishes are available upon request

Custom Finishes[5]
- CM Custom Match
- OI Old Iron
- RT Rust
- WBR Weathered Brown
- CD Cedar
- WBK Weathered Black
- TT Two Tone

[5] Custom colors require upcharge.

Sternberg Select Finishes
- VG Verde Green
- SI Swedish Iron
- OWGT Old World Gray Textured

Specifications

Fixture
The 962TC fixture shall be 14" wide and the overall height shall have 42". It shall be made of heavy wall cast aluminum, 356 alloy and lenses shall be made of vandal resistant acrylic. The fixture cage shall be cast in one piece and shall have a lift hinged door. The four paneled roof shall be closed with solid aluminum panels. The Luminaire shall be UL approved in US and Canada.

CA/FDRB/BK

Fitter
The fitter or base shall be heavy wall cast aluminum, 356 alloy for high tensile strength. It shall have an inside diameter opening to accept a 3" diameter pole or tenon. When ordered with a Sternberg aluminum pole, the fitter shall be set screwed to the pole top or tenon.

LEDs
The luminaire shall use high output, high brightness LED's. They shall be mounted in arrays, on printed circuit boards designed to maximize heat transfer to the heat sink surface. The arrays shall be downward facing to minimize up-light. The LED's and printed circuit boards shall be shall be environmentally friendly and 100% recyclable, they shall also be protected from moisture and corrosion by a conformal coating of 1 to 3 mils. They shall not contain lead, mercury or any other hazardous substances and shall be RoHS compliant. The LED life rating data shall be determined in accordance with IESNA LM-80. The High Performance white LED's will have a life expectancy of approximately 50,000 hours with not less than 70% of original brightness (lumen maintenance), rated at 25°C. The High Brightness, High Output LED's shall be 4500K (3500K or 2700K option) color temperature with a typical of 70 CRI. Consult factory for custom color CCT. The luminaire shall have a minimum _____ (see table) delivered initial lumen rating when operated at steady state with an average ambient temperature of 25°C (77°F).

Optics
The luminaire shall be provided with individual, refractor type optics applied to each LED. The luminaire shall provide Type ___ (2, 3, 4 or 5) light distribution per the IESNA classifications. Testing shall be done in accordance with IESNA LM-79.

See next page

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

962TC-XRLED GLEN ELLYN SERIES

LED

Electronic Drivers

The LED driver shall be U.L. Recognized.
It shall be securely mounted inside the fixture, for optimized performance and longevity. It shall be supplied with a quick-disconnect electrical connector on the power supply, providing easy power connections and fixture installation. It shall have overload as well as short circuit protection, and have a DC voltage output, constant current design, 50/60HZ. It shall be supplied with line-ground, line-neutral and neutral-ground electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines. It shall be dimmable using a 0-10v signal.

For sources over 50w: The driver shall have a minimum efficiency of 90%. The driver shall be rated at full load with THD<20% and a power factor of greater than 0.90. The driver shall contain over-heat protection.

For sources under 50w: The driver shall have a minimum efficiency of 88%.

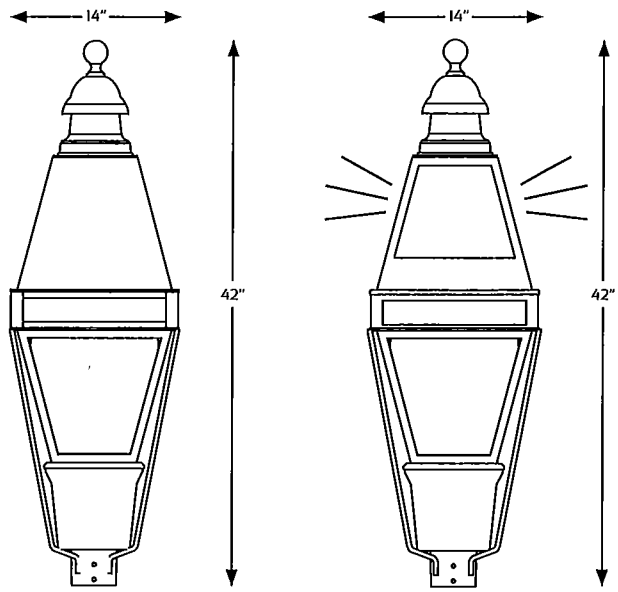
Warranty

Five-year warranty. See product and finish warranty guide for details.

Finish

Refer to website for details.

Fixtures



962TC

962TCGT
(Glow Top)

Performance (Based on CSA Lens)

LIGHT SOURCE	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE*
09L27T_-MDL07	1610	73.1	1600	72.6	1550	70.3	1670	75.9	22
09L35T_-MDL07	1895	86	1880	85.5	1820	82.8	1965	89.4	22
09L45T_-MDL07	2035	92.5	2025	92	1960	89	2115	96.1	22
09L27T_-MDL14	2860	59.6	2810	58.5	2745	57.1	2960	61.6	48
09L35T_-MDL14	3370	70.2	3310	68.9	3230	67.3	3485	72.6	48
09L45T_-MDL14	3625	75.5	3560	74.1	3470	72.3	3745	78	48
12L27T_-MDL14	4060	67.6	3960	66	3945	65.7	4120	68.6	60
12L35T_-MDL14	4780	79.6	4660	77.7	4640	77.4	4850	80.8	60
12L45T_-MDL14	5140	85.6	5010	83.5	4990	83.2	5210	86.9	60

*Glow top option adds 10 watts.

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
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www.sternberglighting.com

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962TC-XRLED GLEN ELLYN SERIES

LED

EPA	5 YEAR WARRANTY	LUMEN RANGE	LIFE SPAN	UL LISTED	CLICK FOR FAQ'S
3.65 (ft²) WEIGHT 36 LBS	5	1,550 to 5,210	L70 MINIMUM 50,000 HOURS	UL	FAQ

JOB NAME

FIXTURE TYPE L6

MEMO 962TC-XR-LED-12L45T2 -MDL14-HSS

BUILD A PART NUMBER

ORDERING EXAMPLE: 2A-962TC-XRLED-12L45T5-MDL14-CA-HSS-FHD/478PM/2112FP5/SCC/BKT

Mounting Config.	Fixture	LED	CCT	Type	Driver	Lens	Option House Side Shield	Option Fuse	Option Internal Lens	Arm See Arm Spec Sheets	Pole See Pole Spec Sheets	Finish
PT	962TC	XRLED-1	45	T2	MDL14		HSS					BKT

Mounting Configuration
(Click here to view mounting configuration sheet)

- 1W
- 2A
- 3A90
- 1AM
- PT
- 2A90
- 3APT
- 2AM
- 1A
- 2APT
- 4A
- 450PB
- 1APT
- 3A
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W = Wall Mount **PT** = Post Top **A** = Arm Mount **AM** = Arm Mid-Mount **PB** = Pier Base

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Driver
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- **MDL14** (120v-277v, 1400Ma)
- **MDH07** (347v-480v, 700Ma)[2]
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- **CA** (Clear Acrylic)
- **CTA** (Clear Textured Acrylic)
- **CSA** (Clear Seeded Acrylic)
- **PA** (Pristmatic Acrylic)
- **WA** (White Acrylic)

Options (Click here to view accessories sheet)
- **HSS** House Side Shield
- **FHD**[3] Dual Fuse & Holder
- **SVD1** Soft Vue Medium Diffuse, Internal Dome Lens
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962TC-XRLED GLEN ELLYN SERIES

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Finish

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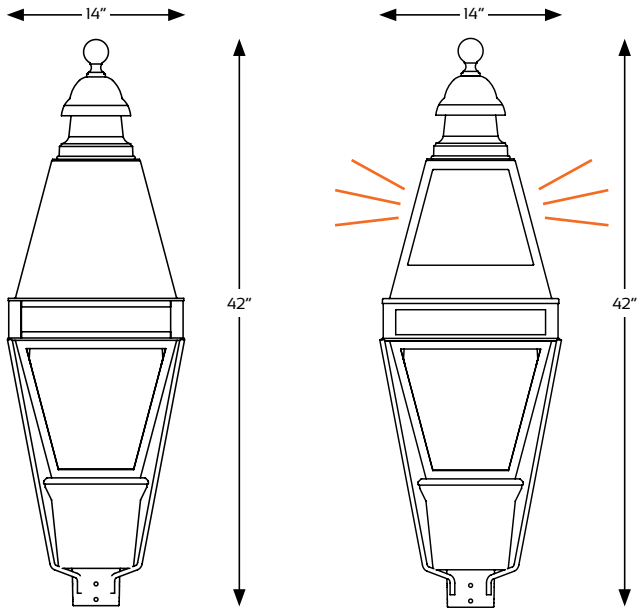
Fixtures



962TC

962TCGT
(Glow Top)

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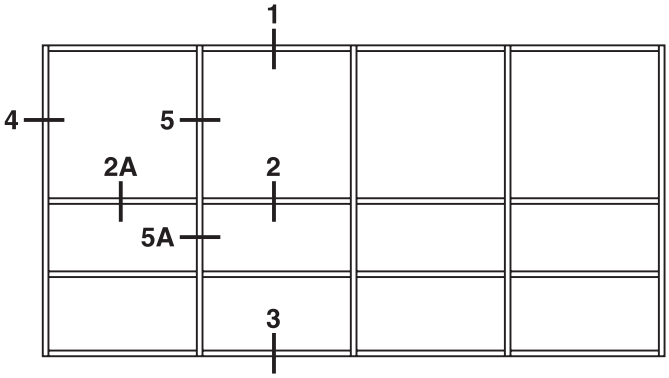
EnCORE™ Framing System

3-9/16" SYSTEM (SCREW SPLINE)

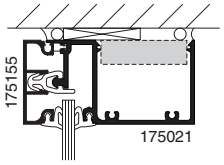
Additional information and CAD details are available at www.kawneer.com

8 - Sample cutsheets - Refer to elevations for size and mullion configuration.

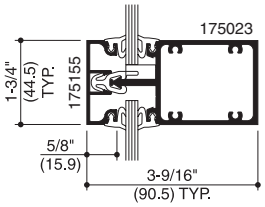


ELEVATION IS NUMBER KEYED TO DETAILS

1/4" INFILL



1
HEAD



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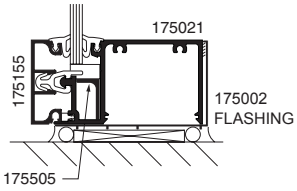

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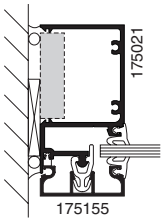

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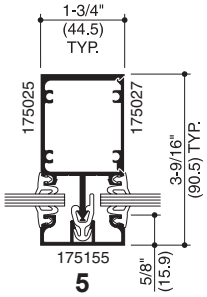
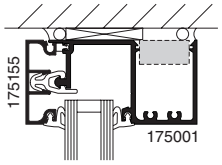
JAMB

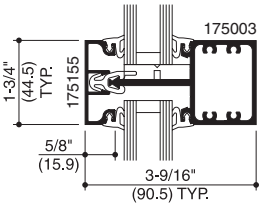


5
MULLION

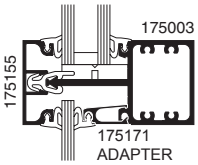
1" INFILL



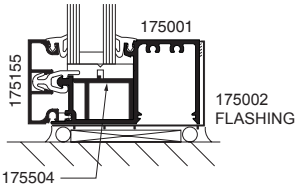
1
HEAD



2
HORIZONTAL



2A
HORIZONTAL
W/ 1/4" ADAPTER



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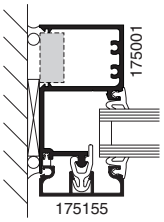

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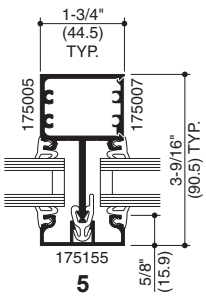
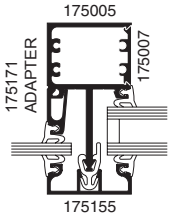
JAMB



5
SPLIT
MULLION



5A
SPLIT MULLION
W/ 1/4" ADAPTER

Laws and building and safety codes governing the design and use of glazed entrance, window, and curtain wall products vary widely. Kawneer does not control the selection of product configurations, operating hardware, or glazing materials, and assumes no responsibility therefor.

Kawneer reserves the right to change configuration without prior notice when deemed necessary for product improvement.

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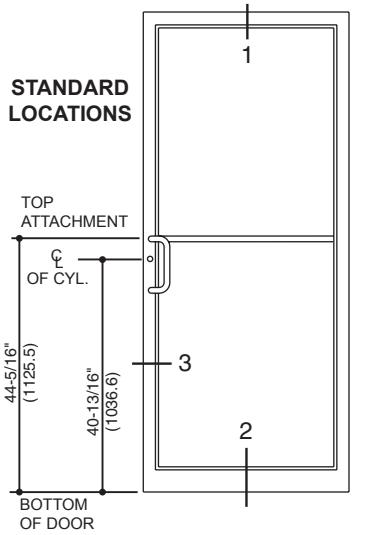
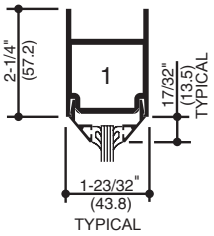
Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Du

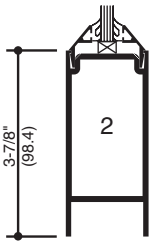
190/350/500 Standard Entrances

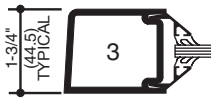
Additional information and CAD details are available at www.kawneer.com

190 NARROW STILE









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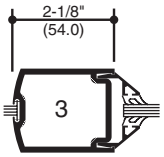
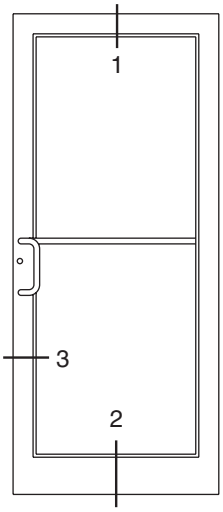
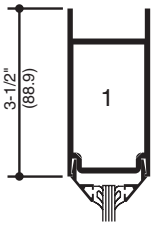
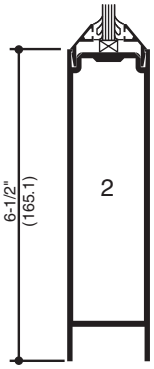


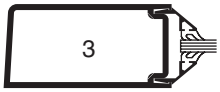
DOUBLE ACTING

350 MEDIUM STILE









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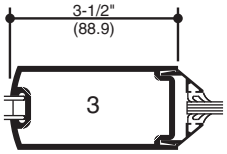

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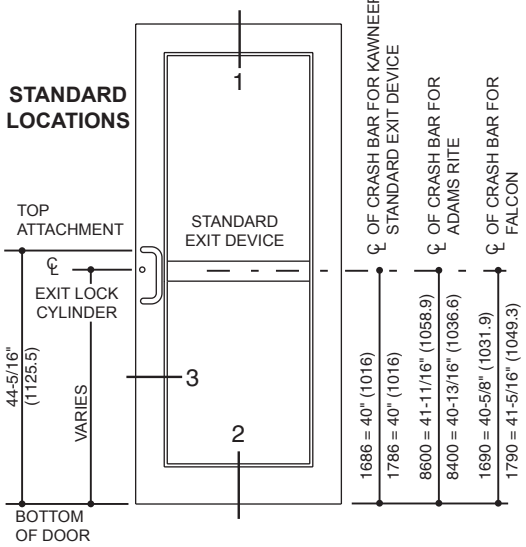

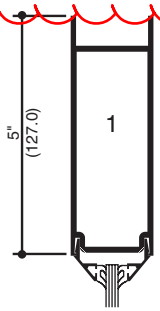

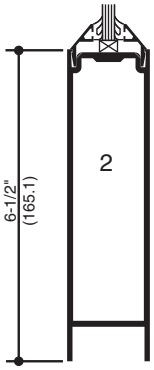

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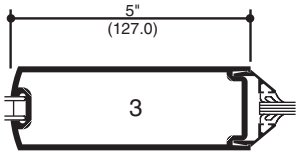

DOUBLE ACTING

Kawneer reserves the right to change configuration without prior notice when deemed

Laws and building and safety codes governing the design and use of glazed

and assumes no responsibility thereof.

© Kawneer Company, Inc., 2019

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95 JAN 20 PM 1:30

RECORDER
DU PAGE COUNTY

19cc
/8

BD.

VILLAGE OF GLEN ELLYN

ORDINANCE NO. 4214

AN ORDINANCE DESIGNATING THE PROPERTY
AT 535 DUANE STREET (GLEN ELLYN CIVIC CENTER)
AS A GLEN ELLYN LANDMARK

ADOPTED BY THE
PRESIDENT AND THE BOARD OF TRUSTEES
OF THE
VILLAGE OF GLEN ELLYN
DUPAGE COUNTY, ILLINOIS
THIS 28TH DAY OF NOVEMBER, 199__.

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 29TH day of NOVEMBER, 199__.

PREPARED BY & RETURNED TO:
VILLAGE CLERK
VILLAGE OF GLEN ELLYN
535 DUANE ST.
GLEN ELLYN, IL 60137

Attachment: 44. September 19, 2019 Historic Preservation Commission Meeting Materials - Approved Minutes (4256 : 535 Duane Street & 423 N.

R95 08327

ORDINANCE NO. 4214

AN ORDINANCE DESIGNATING THE PROPERTY
AT 535 DUANE STREET (GLEN ELLYN CIVIC CENTER)
AS A GLEN ELLYN LANDMARK

WHEREAS, on July 28, 1994, the Historical Sites Commission ("Commission") made a preliminary determination that the nominated property at 535 Duane Street (known as The Glen Ellyn Civic Center) be designated as a Glen Ellyn landmark; and

WHEREAS, following notification of said determination, the Village of Glen Ellyn, owner of the subject property, submitted written consent to the proposed designation; and

WHEREAS, in accordance with procedures established in Article 2, Ch. 13 of the Village Code, known as the Historical Preservation Ordinance ("Ordinance"), the Commission conducted a public hearing on November 17, 1994, on the question of whether the subject property meets one or more of the criteria set forth in Section 2-13-3(A) of the Ordinance and should be permanently designated a Glen Ellyn historical/architectural landmark and considered the evidence and testimony presented at the public hearing; and

WHEREAS, the Commission has submitted to the Board of Trustees of the Village of Glen Ellyn its final report of said hearing and its recommendation that the subject property be officially designated a historical/architectural landmark, a copy of which is appended hereto as Exhibit "A"; and

WHEREAS, the Village Board has reviewed the report and recommendation of the Commission and the applicable landmark designation criteria and finds that the subject property satisfies one or more of said criteria;

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:

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SECTION 1: That the preamble of this ordinance is hereby incorporated into and made a part hereof as findings of the Village Board.

SECTION 2: That the Village Board hereby adopts the findings set forth in the report and recommendation of the Commission, Exhibit "A" appended hereto, regarding subject property located at 535 Duane Street in Glen Ellyn, Illinois, and legally described as follows:

> Lot 3 and Lot 4 in Block 12 in County Clerk's Fifth Assessment Division, in 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 and Lot 1 (except the South 19.96 feet of the West 212.8 feet thereof and except the West 100 feet thereof) in Subdivision of Lot 6 in Block 12 in Assessment Division of Section 11, Township 39 North, Range 10, East of the Third Principal Meridian, in DuPage County, Illinois
>
> P.I.N.# 05-11-328-024.

SECTION 3: That the subject property is hereby determined to be a Glen Ellyn landmark because it satisfies the following criteria set forth in Section 2-13-3(A) of the Ordinance: (1) Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the Village of Glen Ellyn, the State of Illinois, or the United States; (2) Its exemplification of an architectural type or style distinguished by rarity, uniqueness or overall quality of design, detail, materials or craftsmanship; (3) Its unique location or distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the Village of Glen Ellyn.

SECTION 4: That by virtue of its satisfying the criteria specified herein, the subject property is hereby declared and designated a Glen Ellyn landmark, and the owner(s) of subject property is requested to affix a plaque to the property denoting said designation.

SECTION 5: That the Commission is authorized and directed to send a certified copy of the Ordinance and a summary report of the effects of designation to the owner(s) within ten(10) days of the passage of the Ordinance, and the Village Clerk is authorized and directed to file

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or cause to be filed a certified copy of this Ordinance with the DuPage County Recorder of Deeds, and Milton Township Assessor and appropriate Village departments.

SECTION 6: The provisions and sections of this Ordinance shall be deemed to be separable, and the invalidity of any portion of this Ordinance shall not affect the validity of the remainder.

SECTION 7: This Ordinance shall be in full force and effect from and after its passage, approval and publication in the manner provided by law.

PASSED by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 28TH day of NOVEMBER, 1994, on first reading, second reading not being requested.

AYES: RENNARD, WARK, GILKERSON, MATHEWS, POEPPEL

NAYS: -0-

ABSENT: FRANKE

APPROVED by the Village President of the Village of Glen Ellyn, Illinois, this 28TH day of NOVEMBER, 1994.

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 29TH day of NOVEMBER, 1994.)

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REPORT AND RECOMMENDATION

OF THE

GLEN ELLYN HISTORICAL SITES COMMISSION

ON THE DESIGNATION OF

535 DUANE STREET

(GLEN ELLYN CIVIC CENTER)

AS A GLEN ELLYN LANDMARK

TO: THE PRESIDENT AND VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, ILLINOIS.

The Glen Ellyn Civic Center at 535 Duane Street has been nominated for designation as a Glen Ellyn Historical/Architectural Landmark.

The nomination was referred to the Historical Sites Commission to consider such a designation and conduct a public hearing thereon pursuant to the Village of Glen Ellyn Historical and Architectural Landmark Preservation Ordinance (#3825-VC). At its regular meeting on Thursday, July 28, 1994, the Historical Sites Commission made a preliminary determination that the nominated property be designated as a Glen Ellyn landmark. The Historical Sites Commission set the public hearing date for Thursday, November 17, 1994, and the meeting was held as scheduled. Notice of the hearing was published in the Glen Ellyn News on November 2, 1994, and distributed to properties within 250 feet of the subject property. A sign was also placed on the property announcing that there would be a public hearing concerning this site.

The Historical Sites Commission issued the following report and recommendation:

I. REPORT

A. Location - The subject property is located on the south side of Duane Street one lot east of Main Street. The common address is 535 Duane Street.

B. Characteristics of the Surrounding Area - The property is in the C5B District in the Central Business District. Businesses exist on two sides. Immediately to the east is a church and to the south is single and multifamily housing.

Report/Recommendation
Historical Sites Commission
535 Duane Street

C. Public Hearing - Commissioner Marks noted the following for the record.

The property is eligible for the National Register of Historic Places and is an excellent example of adaptive reuse.

It was also noted that this property is an example of the Colonial Revival style of architecture.

The following exhibits were presented at the public hearing and made part of the official record concerning the designation of this property as a Glen Ellyn Landmark:

Exhibit 1 - Historical landmark nomination form

Exhibit 2 - Minutes from the meeting of July 28,1994 showing a motion of resolution proposing property 535 Duane Street for designation as a Glen Ellyn landmark approved by the Historical Sites Commission. (Preliminary determination).

Exhibit 3 - Written and notarized consent from a representative of the owners of record received October 4, 1994.

Exhibit 4 - Planning report from the Planning and Development Director.

D. Historical Sites Commission findings -

1. The property was originally built as the Duane Street Junior High in 1927. The building was designed in a Colonial Revival Architectural style.

2. The property is eligible for the National Register of Historic Places.

3. The property is an excellent example of adaptive reuse of an historic structure. The property houses the Glen Ellyn Village offices and the Glen Ellyn Civic Center.

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F.1.ar

Report/Recommendation
Historical Sites Commission
535 Duane Street

II. Recommendation

The Historical Sites Commission recommends that the Village Board approve the designation of property at 535 Duane Street as a Glen Ellyn landmark. The designation would be appropriate in that the property meets the following criteria set forth in Section 2-13-3(A) of Ordinance #3825-VC as follows:

(1) Its value as an example of the architectural, cultural, economic, social or other aspect of the heritage of the Village of Glen Ellyn, the State of Illinois, or the United States;

(2) Its exemplification of an architectural type of style distinguished by rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;

(3) Its unigue location or distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the Village of Glen Ellyn.

The proposed designation will not have an adverse effect on the property or the neighborhood.

Upon motion to recommend approval, all members present voted "aye."

Respectfully submitted,

Leland Marks, Chairman
Historical Sites Commission

Date of Hearing: November 17, 1994

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R95 08327

VILLAGE OF GLEN ELLYN 1834

CERTIFICATION

I, Patricia A. O'Connor, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 4214 passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the REGULAR Meeting of said Board held on the 28TH day of NOVEMBER, 1994 and that the same was signed and approved by the President of said Village on the 28TH day of NOVEMBER, 1994.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 18TH day of JANUARY, 1995.

Patricia O'Connor
Village Clerk

CORPORATE SEAL

CIVIC CENTER 535 DUANE STREET GLEN ELLYN, ILLINOIS 60137 708.469.5000

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indigenous materials.
-It is one of the few remaining examples of a particular architectural style.
-Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship.
-Its representation of an architectural, cultural, economic, historic, social or other theme expressed through distinctive areas, districts, places, buildings, structures, works of art or other objects that may or may not be contiguous.
-Its unique location or distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community or the Village.
-Its identification with a person with a person or persons who significantly contributed to architectural, cultural, economic, historic, social, or other aspect of the development of the Village of Glen Ellyn, the State of Illinois or the United States.

The HPC discusses the property application. The HPC would also like to include the Gazeebo which is also part of the history of the property. It was built 1920-1930. Commissioner Darga thinks this is a great house. Commissioner Dieter agrees and would also like to include the Gazeebo.

Commissioner Manak makes a motion by resolution for a preliminary determination that the property at 475 Hawthorne Blvd qualifies for land marking. Commissioner Darga seconds the motion.

MOVE TO A PRELIMINARY DETERMINATION THAT THE PROPERTY AT 475 Hawthorne Blvd QUALIFIES FOR LAND MARKING
RESULT: Motion Unanimously Carried
MOVER: Commissioner Manak
SECONDER: Commissioner Darga

Village Planner Purvis adds the next step is a public hearing. We will notify Lee Marks of that date.

2. *Preliminary Approval: Exterior Alteration to a Landmarked Property request to allow the construction of a four-story public parking garage on the property located at 535 Duane Street, commonly known as the Glen Ellyn Civic Center.* Staff Planner Ashbaugh outlines the process for tonight's meeting. She will make a presentation to the HPC board regarding the four-story public parking garage. Once the presentation is completed, the HPC shall review the Application for Exterior Alteration of a Landmarked Property and determine if the proposed work will adversely affect or destroy any significant historical or architectural feature of the Landmarked Property. The HPC is asked to make a preliminary approval or disapproval of the subject request. Once the final determination is given by the HPC it will be presented to the Village board on December 9, 2019. Staff Planner Ashbaugh presents the information to the HPC regarding the public parking garage (see attached presentation). The presentation details information on the

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following topics: parking garage application, proof of ownership, plat of survey (existing conditions), photos (existing conditions), aerial photo, proposed site plan, proposed elevations, proposed materials, renderings, light fixture specs, window and door details and ordinance 4214. Upon completion of the presentation, Commissioner Manak asks how many parking spots will be in the garage and will there be a fee to park there. Assistant City Manager Holmer replies there will be about 277 spots and yes and no to a fee to park there. There will be some spots for commuter parking which will have fees as well as apartment residents' use.

Chairman Loftus asks about the light fixtures on the top of the building. Candace Small from Mortensen replies that we went with 4 light poles on the top level and a more modern approach to lighting to help with light spillage. Assistant Manager Holmer adds our major goal was to work with neighbors on its impact and fixture placement and illuminate enough light on the deck without adversely affecting the neighboring residents. Commissioner Manak adds it's a balancing act with aesthetics, security and safety. He favors the lighting. Candace Small adds we did work with Public Works to make sure the lights on the ground match.

Commissioner Darga asks for clarifications on elevations with respect to breaking ground near the Civic Center. Crystal Holowell from Shive Hattery replies that sheet piling will be used as an earth retention system near the Civic Center.

Chairman Loftus asks about the design for the garbage dumpster enclosure. Candace Small adds it will match the existing building. All dumpster enclosures must match the existing buildings.

Chairman Loftus asks the HPC for a motion to grant preliminary approval of an exterior alteration for a Landmarked Property, being 535 Duane Street.

Commissioner Manak motions, Having considered the application of the Village of Glen Ellyn, for an Exterior Alteration to a Landmarked Property to allow new construction of a four-story public parking garage on the Landmarked Property located at 535 Duane Street., the Historic Preservation Commission hereby:

A. Adopts the findings in the staff report prepared by the Village of Glen Ellyn Community development Department and presented at the September 19, 2019 Historic Preservation Commission Public meeting.

B. Adopts the findings included in the deliberations of the Historic Preservation Commission.

C. Grants PRELIMINARY APPROVAL of the requested Exterior Alteration to a Landmarked Property, as it meets the following criteria:

1. That the proposed work will not adversely affect any significant historical or architectural feature of the improvement or of the district
2. That the proposed work is in compliance with the Standards for Rehabilitation set forth by the United States Secretary of the Interior at 36 CFR 67, as amended;

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3. That the proposed work is in compliance with the Commission' s published procedures and regulations;

D. Directs the Village of Glen Ellyn Community Development Department staff to proceed in its usual manner to review the application. Commissioner Darga seconds the motion.

MOVE TO A PRELIMINARY Approval of an Exterior Alteration for a Landmarked Property, being 535 Duane Street

RESULT: Motion Unanimously Carried

MOVER: Commissioner Manak

SECONDER: Commissioner Darga

AYES: Loftus, Darga, Hood, Manak

NAYS: 0

ABSTAINS: Dieter

3. *Discussion on Potential Landmarking Process Update*: Village Planner Purvis discusses with the HPC on changing the landmarking process from a 2-step process to a 1-step process when a property is nominated for landmarking by the property owner. This change will make the process more efficient. It will reduce the number of required meetings before the HPC from 2 to 1. The HPC can determine landmark eligibility, hold a public hearing and make a recommendation to the Village board all at one meeting. The process will remain a 2-step process should a property be nominated by someone other than the property owner. The HPC agrees to the process change. Village Planner Purvis will rewrite the code and process and bring it to the next HPC meeting for approval.

F. OLD BUSINESS - None

G. HISTORICAL SOCIETY BUSINESS – Historical Society Director Hall reports we have some events coming up. The Smithsonian is this Saturday. Tavern Day and Story Time for Children return.

H. CHAIRMAN REPORT – No report

I. VILLAGE BOARD TRUSTEE REPORT – Trustee Enright reports the budget process is starting and including in that is the CBD streetscape project and parking garage. There are also mockups of the new streetscape downtown and we are looking for feedback on these samples.

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